Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
within the Project's open space areas. Implementation of Mitigation Measure MM 4.5-10 would ensure that a Phase IV Monitoring Report is prepared to demonstrate compliance with the mitigation measures presented herein. Implementation of Mitigation Measures MM 4.5-11 and MM 4.5-12 would ensure that any previously-undiscovered tribal cultural resources identified on site or within the Project's off-site improvement areas during ground-disturbing activities are appropriately treated and documented as directed by the Archaeological Monitor, County Archaeologist, and Native American Monitor. In consultation with Tribes, the County has determined that implementation of the required mitigation for impacts to tribal cultural resources would reduce the Project's potential impacts to tribal cultural resources, but the impact would remain significant and unavoidable after mitigation.		the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground-disturbing activities and excavation of soils in each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. Activities will be documented in Tribal Monitoring Notes which will be required to be submitted to the County Archaeologist prior to grading final inspection. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. **MM 4.5-6** 060 - Planning-CUL. 8 Project Archaeologist. Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed, in consultation with Soboba Band of Luiseño Indians and Pechanga Band of Indians, that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on	Project Applicant, Project Archaeologist	Riverside County Planning Department	Prior to issuance of grading permits

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.			
		MM 4.5-7 060 - Planning-CUL. 9 Temporary Fencing. Temporary fencing shall be required for the protection of cultural site(s) portions of P-33-012915 (CA-RIV-7181), portions of P-33-012916 (CA-RIV-7182), P-33-012917 (CA-RIV-7183) Features A, B and C, P-33-02918 (CA-RIV-7184) Feature A, CA-02, CAR-09, and CAR-11 during grading activities. Prior to commencement of grading or brushing, the project archaeologist shall confirm the site boundaries and determine an adequate buffer for protection of the site(s), in consultation with the Soboba Band of Luiseño Indians and Pechanga Band of Indians. The applicant shall direct the installation of fencing under the supervision of the project archaeologist and Native American Monitor(s). The fencing can be removed only after grading operations have been completed.	Project Applicant, Project Archaeologist, Construction Contractors	Riverside County Building and Safety Department, Riverside County Planning Department, Native American Monitors	Prior to commencement of ground disturbing activities and during all site grading and construction activities
		MM 4.5-8 070 - Planning-CUL. 1 Artifact Disposition. Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery. Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago, if applicable), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines Prehistoric Resources- One of the following treatments shall be applied. a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources,	Landowner(s), Project Archaeologist	Riverside County Planning Department	Prior to grading permit final inspection

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		leaving them in the place where they were found with no development affecting the integrity of the resources. b) Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. **MM 4.5-9** 070 - Planning-CUL. 2 Deed Restrictions. At the conclusion of all construction activities, the Project proponent and landowner shall record a deed restriction on the avoidance areas (and the reburial location, if used) with the County to restrict development of the ESAs in the future. Deed restrictions shall not disclose the nature of the ESAs. A copy of the deed restriction(s) shall be submitted to the County planning staff as proof of compliance prior to the issuance of certificates of occupancy for the Project.	Project Applicant	Riverside County Building & Safety Department	Prior to final building inspection
		MM 4.5-10 070 - Planning CUL. 3 Phase IV Monitoring Report. Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan. The copy of the report shall be provided to the County of Riverside Planning Department, Soboba Band of Luiseño	Project Applicant, Project Archaeologist	Riverside County Planning Department, Soboba Band of Luiseño Indians, Pechanga Band of Indians	Prior to grading permit final inspection

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		Indians, and Pechanga Band of Indians. **MM 4.5-11** 015 - Planning-CUL. 1 Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section § 7050.5 and Public Resources Code § 5097.98.	Project Applicant, Construction Contractors, Project Archaeologist	County Coroner	In the event that human remains are encountered.
		MM 4.5-12 015 - Planning-CUL. 2 Unanticipated Resources. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated historical or archaeological resources* are discovered, the following procedures shall be followed. All ground disturbance activities within 100 feet of the discovered historical or cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the historical or archaeological resource. For archaeological resources, a meeting shall be convened between the developer, the Project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. For any historical resources that may be uncovered, a meeting with the County Archaeologist shall be held to determine the significance of and appropriate treatment for the historical resource(s), which may include documentation and/or resource recovery and curation at facilities such as the Western Science Center in Hemet, depending on the significance of the resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this purposes of Mitigation Measure MM 4.5-12, as being a feature and/or three or more artifacts in close association with each other.	Project Applicant, Project Archaeologist, Construction Contractors	Riverside County Planning Department, Native American Tribes	In the event that unanticipated cultural resources are encountered

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
		** If not already employed by the project developer, a County approved archaeologist shall be employed by the Project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary. **RR 4.5-1:** Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	N/A	N/A	N/A
4.20 Utilities and Service Systems					
Threshold a.: Although the Project would require construction of new or expanded water, wastewater conveyance, and stormwater drainage systems, impacts associated with the construction of such facilities have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed water, sewer, and drainage improvements that have not already been addressed. As such, with the mitigation measures specified in this EIR, Project impacts due to water, sewer, and drainage improvements would be less than significant. Additionally, the Project's wastewater generation would represent approximately 0.1% of the RWQCP's daily capacity. Accordingly, the Project would not result in or require the expansion of the existing facilities at the RWQCP, and impacts would be less than significant.	Less-than-Significant Impact	**RR 4.20-1** The Project is required to comply with the provisions of the California IWMA of 1989 (AB 939) which mandates a reduction of disposed waste throughout California. **RR 4.20-2:** The Project is required to comply with the provisions of the Mandatory Commercial Recycling Program (AB 341): AB 341 made a legislative declaration that it is the policy goal of the State that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required by the California Department of Resources, Recycling, and Recovery, by January 1, 2014, to provide a report to the Legislature that provides strategies to achieve that policy goal and also includes other specified information and recommendations. **RR 4.20-3:** The Project would be subject to the following applicable standard conditions of approval imposed on the Project by the RCDWR: • Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., cardboard, concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected	N/A	N/A	N/A

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
Threshold b.: Because the WMWD UWMP determined that the WMWD would have adequate supplies during normal, dry, and multiple dry years through at least 2045, the Project only has the potential to conflict with the UWMP projected supplies and demand based on the anticipated increase in the number of dwelling units proposed as part of the Project as compared to the number of dwelling units anticipated by the UWMP for the Project site. The Project would result in an increase in the number of dwelling units projected on site by 105 dwelling units, which would result in a net increase in demand of approximately 106.0 AFY (94,568 gpd). The Project's incremental increase in demand represents only 6.6% of WMWD's excess capacity in 2020 and represents only 1.8% of WMWD's projected excess capacity in 2045. Thus, the Project's incremental increase in water demand would be accommodated by WMWD's existing and projected excess capacity. It can be concluded that the WMWD would have sufficient water supplies to serve the Project based on existing entitlements and resources. The Project also would not result in the construction or expansion of facilities, beyond the on-site and site adjacent improvements that are inherent to the Project's design and that already have been evaluated throughout this EIR. Impacts would be less than significant.	Less-than-Significant Impact	amounts; the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of material; the facilities and/or haulers that will be utilized; and the targeted recycling or reduction rate. During Project construction, the Project site shall have, at a minimum, two bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler. • Prior to final building inspection, evidence (i.e., receipts or other type of verification) to demonstrate Project compliance with the approved WRP shall be presented by the Project proponent to the Planning Division of the Riverside County Department of Waste Resources in order to clear the project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled. • Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, State, and local regulations and ordinances, any hazardous waste generated in association with the Project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents.			
Thresholds c. and d.: Impacts associated with the Project's proposed sewer improvements are inherent to the Project's construction phase, and impacts have been evaluated throughout this EIR under the appropriate subject headings (e.g., air quality, biological resources, etc.). Where significant direct or cumulative impacts are identified, mitigation measures have been imposed to reduce the Project's impacts to the	Less-than-Significant Impact				

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
maximum feasible extent. There are no environmental impacts that would occur specifically related to the Project's proposed sewer improvements that have not already been addressed in pertinent sections of this EIR. As such, with the mitigation measures specified in this EIR, Project impacts due to proposed sewer improvements would be less than significant. With respect to sewer treatment capacity, the Project's 53,360 gpd of wastewater would represent only approximately 0.13% of the RWQCP's total daily treatment capacity. Therefore, it can be concluded that the RWQCP would have adequate capacity to treat sewer flows generated by the Project, and the Project would not result in a determination by the wastewater treatment provider that serves or may service the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Accordingly, because adequate treatment capacity exists at the RWQCP to treat the Project's sewer flows, Project impacts to wastewater treatment capacity would be less than significant.					
Threshold e.: The Project's0.26 tpd of solid waste would represent approximately 0.004% of the excess daily capacity at El Sobrante Landfill, approximately 0.01% of the excess daily capacity at the Badlands Landfill, and approximately 0.01% of the excess daily capacity at the Lamb Canyon Landfill. It is anticipated that these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. Therefore, the Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.	Less-than-Significant Impact				

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
Threshold f.: With mandatory compliance to AB 939, AB 341, and RCDWR's programs and policies, the Project would not result in a significant impact due to noncompliance with regulations related to solid waste. A less-than-significant impact would occur.	Less-than-Significant Impact				
Threshold g.: Impacts associated with the construction or expansion of utility facilities would be less than significant or otherwise mitigated to the maximum feasible extent by this EIR. No additional mitigation would be required.	Less-than-Significant Impact				
4.21 Wildfire					
Threshold a.: The Project site and surrounding areas are not identified as evacuation routes, and there are no adopted emergency response plans or emergency evacuation plans applicable to the Project area. During construction and at Project build-out, the Project would be required to maintain adequate access for emergency vehicles. Additionally, the Project alone only would increase evacuation times in the local area by up to a maximum of 12 minutes, evacuation times only would increase by a maximum of 14 minutes under cumulative conditions, and the Project would not cause or contribute to evacuation times exceeding the FEMA-identified threshold of 90 minutes under either Project only or cumulative conditions. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Impacts would be less than significant.	Less-than-Significant Impact	**MM 4.21-1** Prior to issuance of building permits, the Riverside County Fire Department (RCFD) shall review the proposed building plans to ensure compliance with the recommendations included in the Project's Fire Protection Plan (FPP), entitled, "Arroyo Vista Development Fire Protection Plan" (herein, "FPP"), prepared by Firewise2000, LLC, dated April 27, 2023, and included as Technical Appendix L1 to the Project's Environmental Impact Report (SCH No. 2023030118). The review shall specifically ensure that the building plans incorporate all of the applicable "Construction Standards" requirements identified in Section 6.0 of the Project's FPP, as well as all of the applicable "Infrastructure" requirements identified in Section 8.0 of the Project's FPP.	Project Applicant	RCFD	Prior to issuance of building permits
		MM 4.21-2 Prior to final building inspection, the Project Applicant shall provide the Riverside County Fire Department (RCFD) with a copy of the Project Homeowners Association's (HOA) proposed Covenants, Conditions, and Restrictions (CC&Rs). The Project's CC&Rs shall incorporate all requirements of the Project's Fire Protection Plan (FPP), entitled, "Arroyo Vista Development Fire Protection Plan" (herein, "FPP"), prepared by Firewise2000, LLC, dated April 27, 2023, and included as Technical Appendix L1 to the Project's Environmental Impact Report (SCH No. 2023030118). The CC&Rs shall specifically include requirements related to maintenance of the Project's Fuel	Project Applicant	RCFD	Prior to final building inspection
Thresholds b. and e.: Future development on site would comply with the fire abatement requirements specified by the Project's FPP, which includes the provision of FMZs,	Less than Significant with Mitigation Incorporated				

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
construction standards, recommended CCRs, and recommended provisions related to infrastructure. However, in the event that the recommendations of the Project's FPP are not implemented, the Project could result in the exposure of Project occupants to wildfire-related pollutant concentrations and/or could results in the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. This is evaluated as a significant direct and cumulatively-considerable impact for which mitigation would be required. Implementation of MM 4.21-1 through MM 4.21-3 would nsure full compliance with the Project's FPP. Specifically, MM 4.21-1 would ensure that all structures onstructed on the Project site comply with the FPP recommendations related to "Construction Standards" and "Infrastructure," pursuant to Sections 6.0 and 8.0 of the Project's FPP, respectively. MM 4.21-2 would ensure that the Project's CC&Rs incorporate the recommended measures from the Project's FPP related to maintenance of the FMZs and as specified in Section 7.0 (Mandated Inclusion in the CC&R's) of the Project's FPP. It also would ensure that the Project's CC&Rs include measures requiring subsequent homebuyers within the proposed development to acknowledge the responsibilities set forth in the Project's FPP, would ensure that educational materials related to fire safety are distributed to all future homeowners, and would ensure that the CC&Rs require the Project's HOA to provide the lot owners with information regarding wildfire mitigation efforts necessary for community fire safety. MM 4.21-3 would ensure that all future homebuyers associated with the Project would be required to review and acknowledge the homeowner responsibilities identified by the Project's FPP for on-going maintenance. With full compliance with the Project's FPP, as would be assured with		Management Zones (FMZs), including identification of maintenance requirements for individual homeowners as well as maintenance requirements to be implemented by the Project's HOA. The review also shall ensure that all of the measures recommended in Section 7.0 (Mandated Inclusion in the CC&R's) of the Project's FPP have been included in the Project's CC&Rs. The Project's CC&Rs also shall require that any future sales of homes to subsequent homeowners also shall require review of the Project's FPP and a signed copy of the Project's FPP shall be included in any subsequent escrow documents. The CC&Rs shall further provide that each year prior to the onset of fire season, the HOA shall provide the lot owners with information regarding wildfire mitigation efforts necessary for community fire safety that are contained within the Project's FPP. **MM 4.21-3** Prior to the sale of any proposed residences within the Project, a copy of the Project's Fire Protection Plan" (herein, "FPP"), prepared by Firewise2000, LLC, dated April 27, 2023, and included as Technical Appendix L1 to the Project's Environmental Impact Report (SCH No. 2023030118), shall be made available to all potential homebuyers, and all perspective homebuyers shall be provided with education materials related to fire safety, as identified in Section 9.0 of the Project's FPP. Additionally, a copy of the Project's FPP shall be included as part of any future sales agreement, and future homeowners shall be required to sign a copy of the FPP as part of their escrow papers acknowledging the requirements, restrictions, and responsibilities outlined in the Project's FPP. The signed copy of the FPP shall be included in the escrow papers.	Project Applicant	Riverside County Planning Department	Prior to the sale of proposed residences

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
implementation of MM 4.21-1 through MM 4.21-3, would ensure that the Project does not exacerbate fire risk or expose future Project occupants to substantial wildfire-related pollutant concentrations and would ensure that the Project does not result in the exposure of people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Thus, with implementation of the required mitigation, Project impacts would be reduced to less-than-significant levels.					
Threshold c.: The Project's FMZs would require on-going maintenance, including on-going thinning of vegetation, that could result in significant environmental effects, particularly to biological resources. However, impacts associated with Project implementation, including implementation of the recommended FMZs, are evaluated within appropriate subject headings throughout this EIR, and in all cases impacts were determined to be less than significant, or would be reduced to less-than-significant levels with the implementation of mitigation measures. Accordingly, the Project would not exacerbate fire risk, and would not result in temporary or ongoing impacts to the environment beyond what is already evaluated and disclosed by this EIR. Impacts would be less than significant.	Less-than-Significant Impact				
Threshold d.: Although during extreme fire conditions there still would remain a potential for wildland fires to affect future buildings on site, implementation of the recommendations of the Project's FPP and applicable fire-related regulatory requirements would reduce the site's vulnerability to wildfire to less-than-significant levels. Additionally, with development of the site runoff on the site would be controlled by the Project's proposed drainage system, thereby	Less-than-Significant Impact				

Summary of Impacts	Significance Determination	Mitigation Measures (MM) and Regulatory Requirements (RR)	Responsible Parties	Monitoring Parties	Implementation Stage
precluding fire-related flooding impacts downstream. In addition, the Project site would not cause or be affected by fire-induced landslides. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.					

Flores, Kate

From:	Mindy Jian <mjian@smwlaw.com>
Sent:	Tuesday, November 4, 2025 8:15 AM
To:	Clerk of the Board; Supervisor Medina - 1st District; Office of 2nd District Supervisor; District3 Information; District 4 Supervisor V. Manuel Perez; District 5
Cc:	Edward T. Schexnayder; George Hague; Debbie Walsh; Michael McCarthy
Subject:	Letter to Board of Supervisors (Nov. 4, 2025 meeting) re agenda item 3.20 (Cajalco Commerce Center)
Attachments:	SMW Letter to BOS (Item 3.20 - Cajalco Commerce Center).pdf

Hello,

Please find attached a letter from this office for submission to the Board of Supervisors regarding Item 3.20 (Cajalco Commerce Center) on this morning's (November 4, 2025) meeting agenda. Please let me know if you have any difficulty accessing the document.

Best,
Mindy

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3.20

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MINDY K. JIAN
Attorney
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November 4, 2025

Via Electronic Mail Only

Riverside County Board of Supervisors
Attn: Clerk of the Board
Riverside County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501
E-Mail: cob@rivco.org

Re: Cajalco Commerce Center, GPA 240005 (SCH No. 2023060799) - Item 3.20

Dear Chair Perez and Members of the Board of Supervisors:

On behalf of the Sierra Club and Rural Association of Mead Valley ("RAMV"), we submit these comments regarding the proposed approvals related to the Cajalco Commerce Center, which includes adoption of GPA 240005, certification of the corresponding Final Environmental Impact Report ("EIR"), adoption of the corresponding statement of overriding considerations, and adoption of the corresponding Mitigation Monitoring and Reporting Plan ("MMRP"). We have previously submitted letters to the Planning Commission and Board outlining the many problems with the Project's environmental review and inconsistencies with the General Plan and County Vision. Nearly all of these issues remain unaddressed.

We ask again that the Board deny approval of this Project, which will have disastrous consequences for the surrounding area. The Board cannot make the findings required to approve GPA 240005 pursuant to Ordinance 348. And, in light of the numerous, previously-identified flaws that remain unaddressed, the Board's approval of this Project as proposed violates CEQA.

I. Substantial Evidence Does Not Support Findings that GPA 240005 Is Warranted.

In order to adopt GPA 240005, the Board must find that (1) new conditions or circumstances disclosed during the review process justify the modification, (2) the modification does not conflict with the Riverside County Vision, and (3) the modification would not create an internal inconsistency among General Plan elements. *See* Ordinance 348, section 2.5. These findings must be based on substantial evidence. *Id.* As discussed in our prior letters to the County, the Board cannot make such findings for GPA 240005. *See, e.g.*, **Attachment A** (July 29, 2025 SMW Letter to the Board of Supervisors).

No new conditions or circumstances justify a Foundation change. The draft resolution asserts that, "since 2008, the e-commerce and logistics industry has changed significantly and has a greater need for warehouse type buildings" in this area. But these findings are unsupported by substantial evidence because they ignore more recent planning documents, such as the Mead Valley Area Plan (last revised on December 12, 2023), which plainly acknowledge and prioritize the area's agricultural character. *See* MVAP at 6 ("agriculture remains a thriving part of the County of Riverside" and "land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle [in Mead Valley]"). Additionally, there is no need for new warehouse developments when so many existing buildings continue to sit vacant and fewer goods are moving through the area. *See* Att. A at 3-4.

GPA 240005 also conflicts with the Riverside County Vision. The draft resolution states that the GPA does not conflict with the Vision because the Project would bring additional employment and air quality impacts will be mitigated. These findings are unsupported by substantial evidence. First, there is no guarantee that the Project will bring additional employment to the area as the developer admits it has yet to find a tenant for the space. And the several other vacant warehouses cast serious doubt on prospect of future long-term employment. Additionally, the CEQA findings conclude that the Project will have significant and unavoidable air quality impacts on the area. Therefore, even the County admits that not all of the Project's impacts can be successfully mitigated. These findings fail to explain how the Project can be squared with the County Vision's priorities of promoting equity, balance, and a diversified job base. To the contrary, this Project will destroy 26 single-family homes and local businesses in an environmental justice community for the sake of another 1+ million square-foot warehouse.

Finally, GPA 240005 would create internal inconsistencies among General Plan elements because it conflicts with other General Plan policies. At minimum, it conflicts with policies that prioritize preservation of rural open space and agricultural lands (*see*

HC 4.1, HC-5) and prohibit development in environmentally sensitive areas (*see* HC 4.1). *See* Att. A at 3-4.

II. The October 21, 2025 Board Hearing Was Premature.

Although the Board adopted a resolution "tentatively" approving GPA 240005 and certifying the EIR at its October 21, 2025 meeting, it did not post its CEQA findings or final MMRP until just three days ago, on October 31, 2025. Therefore, before the October 21, 2025, the public did not have an opportunity to review the CEQA findings and MMRP and provide informed public comment to the Board. In fact, the Board provided notice of its plans to adopt the CEQA findings and MMRP without further public hearing only when asked by this office. This opaque and piecemeal process has deprived members of the public, particularly affected residents, from commenting on the full scope of findings and conclusions that the Board is adopting in connection with the Project. The County's refusal to provide effective notice of and opportunity to be heard on these recently published documents is just the most recent in its line of procedural flaws related to this Project.

III. The CEQA Findings Are Not Supported by Substantial Evidence

Substantial evidence must support the County's significance conclusions and its findings that mitigation measures will avoid or substantially reduce a significant impact. CEQA Guidelines § 15091(a)(1), (b). Additionally, findings cannot set forth bare conclusions; rather, they must be sufficiently detailed to reveal "the analytic route the administrative agency traveled from evidence to action." *Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal.3d 506, 515. As summarized below and detailed in our past letters to the County, many of the County's findings fail to meet CEQA's requirements. They are both unsupported by substantial evidence and fail to show how evidence in the record supports the stated findings.

Cumulative Impacts. The findings regarding the Project's cumulative impacts overlook several recent substantial industrial developments in the area. These findings restate and cite to the EIR's cumulative impacts analyses, which in turn rely almost entirely on past environmental review for the County, City of Moreno Valley, and City of Perris General Plans. But this approach is deficient because those prior environmental review documents are themselves deficient and inherently omit any projects not contemplated by the corresponding General Plans. *See* **Attachment B** (September 2, 2025 SMW Letter to the Planning Commission) at 21-23; **Attachment C** (October 20, 2025 SMW Letter to the Board) at 2-8. These omitted projects are not speculative. Many have already been approved and some are fully entitled. *See* Att. C at 6. And the County

continues to move forward with the 12 other pending GPAs for industrial projects in the First Supervisorial District. Just last week, the Board voted to initiate amendment proceedings on three other GPAs in the First District.[1] And, of course, the Board is also considering final approval of GPA 230008 and the corresponding project at its November 4, 2025 meeting.[2] The County should have considered these projects in making its cumulative impacts findings and either adjusted the significance conclusions accordingly or explained how these projects do not change those conclusions. Accordingly, the County's conclusions that several categories of cumulative impacts are less-than-significant are not supported by substantial evidence. Even where the County nonetheless concludes that cumulative impacts are significant, it has not shown that the proposed mitigation sufficiently reduces impacts below significance and does not explain why it failed to adopt additional measures to further reduce impacts.

Air Quality and Greenhouse Gases. The proposed findings ignore existing traffic volumes and underestimate the truck traffic that will be generated by the Project. The findings also fail to show how the proposed mitigation will fully mitigate the intense air quality impacts caused by the Project. And for impacts that the County finds are significant and unavoidable, the County must, and has failed to, explain why it did not consider additional mitigation measures that would have further reduced the Project's impacts. *See* Att. B at 3-10, Att. C at 8-10.

Biological Resources. The County cannot conclude that impacts to Burrowing Owls are adequately mitigated and the Project will therefore not have significant impacts to biological resources. The proposed mitigation measures conflict with the Western Riverside Multiple Species Habitat Conservation Plan and the findings do not explain

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[1] GPA 240012 (agenda packet available at: https://riversidecountyca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3206&MediaPosition=1863.804&ID=29034&CssClass=)

GPA 240026 (agenda packet available at: https://riversidecountyca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3206&MediaPosition=3923.804&ID=29036&CssClass=)

GPA 240082 (agenda packet available at: https://riversidecountyca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3206&MediaPosition=7356.804&ID=29037&CssClass=)

[2] Agenda packet available at: https://riversidecountyca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=3207&MediaPosition=&ID=29032&CssClass=

how the mitigation measures will ensure that impacts to Burrowing Owls are actually and adequately lessened. *See* Att. B at 10-11.

Transportation. Substantial evidence does not support finding that most of the Project's transportation impacts are less-than-significant or less-than-significant with mitigation. First, the findings rely on understated existing and projected truck traffic volumes. Even though the Traffic Analysis acknowledges that the Project will generate truck traffic on the west side of Cajalco Road, it fails to account for this additional traffic. Second, the EIR also fails to adequately disclose or address the impacts that truck traffic will have on surrounding circulation and street conditions. *See* Atts. B at 15-19, C at 8-10. Thus, the County's findings and significance conclusions improperly rely on these flawed analyses. Furthermore, the findings fail to explain why the County did not consider additional suggested mitigation measures for the Project's significant and unavoidable VMT impacts. *See* Att. B at 15-17.

Population and Housing. The findings do not adequately support the County's conclusion that the Project will have a less-than-significant impact on housing and existing residents. Findings acknowledge that the Project would demolish 26 homes, displacing up to 99 people, but conclude that the County's General Plan includes sufficient dwelling units to accommodate those who will be displaced. But the County does not cite any evidence in support of or explain how it reached this conclusion. No substantial evidence demonstrates that the designated replacement housing will be adequate, affordable, or built in time, or that the displacement resulting from the Project will not significantly impact demand for additional housing, including additional affordable housing. *See* Atts. B at 15, C at 14.

Energy. The proposed findings fail to support a conclusion that the Project will not have significant energy impacts. Even if the Project would comply with applicable building standards, the findings do not explain how mere compliance means the Project's energy consumption is therefore efficient, necessary, and not wasteful. For example, the County does not explain why the Project cannot rely only on renewable energy even though it has the capacity to generate enough solar power to meet all of the Project's needs. *See* Att. C at 10-13.

Agriculture. The findings that agriculture impacts are less-than-significant are unsupported because the County did not consider impacts to off-site disturbance areas and relied on an unexplained and unsupported conclusion that there is no agricultural production land within 772-acres of the Project. *See* Att. B at 19-21.

Alternatives. The County's rejection of the Small Project Alternative ("SPA") is not supported by substantial evidence. The findings state that the County rejected all alternatives, including the SPA, "as failing to meet most of the Project's objectives, as failing to reduce or avoid the Project's significant impacts, and/or or [sic] as infeasible for the reasons hereinafter stated." But the County does not explain how its stated rationales for rejecting alternatives apply to the SPA. Indeed, the SPA still meets most of the listed objectives because it includes all of the same components as the proposed Project (i.e. public park, roadway improvements, warehouse facilities). The only difference is that the SPA would include a much smaller and unrefrigerated warehouse (about 208,000 square feet). Furthermore, the SPA is the environmentally superior alternative. And the findings do not explain how this alternative is infeasible. Thus, the County's decision to forgo this alternative for full buildout of the proposed warehouse is entirely unsupported. *See* Att. B at 23-24. This also violates CEQA's prohibition on project approval where feasible alternatives would substantially lessen environmental impacts. *See* Pub. Resources Code § 21002.

IV. The Statement of Overriding Considerations Is Not Supported by Substantial Evidence.

Because the County concludes that the Project will have significant and unavoidable impacts, it must also adopt a statement of overriding considerations that explains the County's decision to move forward with the Project despite the overwhelming environmental concerns. This statement must be supported by substantial evidence in the record. *See* CEQA Guidelines § 15093(b); *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316, 357. Several of the cited considerations relate to economic development and employment opportunities that will purportedly be generated by the Project. But all of these potential benefits are speculative because the developer has not yet secured a tenant for the warehouse. Nor has the County demonstrated that there is a need for additional warehousing in light of the many vacancies and over-saturation of warehouse developments in and around Mead Valley. *See* Atts. B at 21-22, 25-26, C at 1-2. And the conclusion that the Project will expand recreational opportunities is undermined by the severe air quality, greenhouse gas, and transportation impacts that the Project will have on the surrounding area, including the area designated for a public park.

V. Conclusion

The Board should take this final opportunity to prevent further unnecessary harm to Mead Valley. RAMV and Sierra Club respectfully urge the County to reject this Project and deny taking an action that violates planning and zoning law as well as CEQA.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Mindy K. Jian, Attorney

Attachments:

A. July 29, 2025 SMW Letter to the Board of Supervisors
B. September 2, 2025 SMW Letter to the Planning Commission
C. October 20, 2025 SMW Letter to the Board of Supervisors

cc: Debbie Walsh, Rural Association of Mead Valley
George Hague, Sierra Club
Mike McCarthy, Sierra Club

Attachment A

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MINDY K. JIAN
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July 29, 2025

Via Electronic Mail Only

Riverside County Board of Supervisors
Attn: Clerk of the Board
Riverside County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92502
E-Mail: cob@rivco.org

Re: Initiation of Foundation Component General Plan Amendment No. 240005 (Item 22.4)

Dear Chair Perez and Members of the Board of Supervisors:

This firm represents the Sierra Club and Rural Association of Mead Valley regarding proposed General Plan Amendment ("GPA") 240005. We write to highlight serious concerns about this GPA, which asks the County to change the zoning for over 65 acres of rural land, and demolish 26 single-family homes in the process, to allow for an expansive and disruptive industrial warehouse complex.

GPA 240005 violates the County's Amendment Process and Board Policy.

The County previously published a draft environmental impact report that covered both GPA 240005 and the associated commerce center project. *See* Draft Environmental Impact Report for Cajalco Commerce Center, SCH No. 2023060799 ("Draft EIR"). However, the application materials make no reference to this previously published draft EIR and provide minimal information about the project even though additional details are available. In fact, the public review period for this Draft EIR expired on September 3, 2024, months before the Planning Commission considered initiation of GPA 240005 on November 6, 2024, yet the applicant materials only vaguely describe the project as a "future industrial use" and "fully improved community park," without any mention of the Draft EIR. *See* Staff Report, Ex. H at PDF p. 12. Thus, affected and interested residents likely have had no effective notice of the full development scope under GPA 240005, even though this information could have been included. The scarce information available

in the staff report and agenda packet suggests that further project details will be developed in the future when, in fact, the planning for this project is already much further along. *See* Staff Report at 4 ("The project *will* require final approval . . . and environmental review") (emphasis added). This undermines the County's two-phase process for Foundation Component amendments, which contemplates environmental review as part of the second phase, only after the Board has decided to initiate the amendment process. *See* Ordinance 348, Section 2.5.

Additionally, a member of a County advisory group may have violated the Board's Policy by recommending initiation of GPA 240005 and withholding information about his personal interest in the amendment. The Board's Policy requires that when an "advisory group member who has a financial, economic or direct personal interest in a governmental decision before [the board]," that member must "(1) [p]ublicly identify the financial, economic or direct personal interest that gives rise to the conflict . . . ; and, (2) [r]ecuse themselves from discussing, voting and officiating on the matter; and, (3) [l]eave the room until after the discussion, vote, and any other disposition of the matter is concluded." This applies to decisions by advisory groups to the Board. County of Riverside California, Board of Supervisors Policy, p. 9.

A member of the Mead Valley Municipal Advisory Council ("MAC") may have violated the Board Policy by failing to disclose a significant financial interest in the initiation of GPA 240005 and the approval of the associated commerce center while speaking in favor of both projects in his role as a MAC member.[1] If true, this conflict of interest has improperly interfered with the County's decisionmaking process. The personal interest of that member should have been disclosed to the public at every stage of the GPA process.

In light of these procedural flaws, which have impeded public participation and been plagued by blatant conflicts of interest, the County should decline to initiate proceedings on GPA 240005.

<u>The County cannot make the required findings to justify approval of the GPAs.</u>

Under Section 2.5 of Ordinance 348, the Board of Supervisors cannot approve an amendment unless it finds that (1) new conditions or circumstances disclosed during the

[1] Rebecca Pelvin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024 at https://www.latimes.com/california/story/2024-10-16/warehouse-advance-in-riverside-county-threatens-rural-lifestyle (last accessed Jul. 28, 2025).

review process justify the modification, (2) the modification does not conflict with the Riverside County Vision, and (3) the modification would not create an internal inconsistency among General Plan elements. *See* Ordinance 348, section 2.5. Here, the County cannot make such findings for GPA 240005.

First, no new conditions or circumstances justify a Foundation change. The application claims that the area has urbanized substantially over the past two decades. But these assertions omit any discussion of the Mead Valley Area Plan ("MVAP"), which was last revised on December 12, 2023 and expressly acknowledges that "agriculture remains a thriving part of the County of Riverside." It also notes that the "land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle" in Mead Valley. MVAP at 6. Indeed, the County "is still a major agricultural force in California." *See id.* at 3. Thus, the MVAP already strikes a balance between preservation of the area's agricultural communities and the need for diverse forms of growth by establishing industrial corridors along I-215 and Highway 74 while designating areas farther west for agricultural and rural uses. *See id.* at 17 (Figure 3). These industrial corridors, located immediately adjacent to major transit routes, direct polluting and disruptive activity away from the rural and environmental justice communities located further to the west.

In fact, there is no need to expand industrial land uses any further into agricultural communities beyond the current I-215 and Highway 74 corridors. Harvill Avenue, located within this industrial corridor, currently contains at least six empty warehouses, indicating that the existing zoning sufficiently accommodates the County's needs for warehousing and shipping sites. Furthermore, significantly fewer goods have been passing through California, with some reports measuring a 44% drop in docked ships at the Ports of Los Angeles and Long Beach.[2] Therefore, fewer goods are the coming into Mead Valley, which will only continue to increase the number of vacant warehouses within the industrial corridor. In short, the existing warehouse capacity can more than

[2] Mekahlo Medina and Helen Jong, *Ports of LA, Long Beach already seeing 44% drop in docked vessels*, NBC L.A., May 7, 2025 at https://www.nbclosangeles.com/news/local/ports-of-los-angeles-long-beach-44-percent-drop-in-docked-vessels/3694112/ (last accessed Jun. 9, 2025); Caroline Petrow-Cohen, *Jobs at the Port of Los Angeles are down by half, executive director says*, L.A. Times, Jun. 7, 2025 at https://www.latimes.com/business/story/2025-06-07/port-of-los-angeles-job-orders-down-by-half?_gl=1*18jzd9w*_gcl_au*MTU5MjQzMjIzNC4xNzQ5MjUxODMy (last accessed Jun. 9, 2025).

accommodate industrial activity in the area. And, if ultimately constructed, the proposed warehouse project may very well also sit vacant.

Second, GPA 240005 conflicts with the Riverside County Vision. The Vision establishes equity, balance, and a diversified job base as important County values. *See* General Plan for the County of Riverside, Ch. 2, pp. V-4-V-6. However, the proposed project would require demolition of 26 single-family homes and an existing commercial structure to construct yet another industrial warehouse. *See* Draft EIR at 3-10. And the project site is surrounded by single-family residential homes, local businesses, and a Buddhist temple. *Id.* at 2-1, 3-2. Contrary to what the application says, these parcels are not "vacant" or "underutilized." *See* Staff Report, Ex. F at 5. GPA 240005 would conflict with the Vision's core values of balance and diversity by converting these 65+ acres of rural land to industrial development.[3] It would destroy these residences and businesses to pave way for an industrial warehouse with a 1,003,510 sq. ft. (44.74 acre) footprint, 76 loading dock doors, and the capacity to park 366 vehicles. Draft EIR at S-3, 3-7. The addition of yet another warehouse complex, particularly one of this size, would not diversify financial or employment opportunities in this area.

Finally, GPA 240005 is inconsistent with other General Plan policies. Policy LU 2.1 requires that growth is concentrated "near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible." *Id.*, Ch. 3, p. LU-18. And policy HC 4.1 reiterates the importance of "preserving rural open space areas, and scenic resources" and "preserving the economic value of agricultural and open space lands." *Id.*, Ch. 10, p. HC-5. But the proposed changes would encourage industrial and urban development away from existing transportation corridors and convert significant rural and agricultural spaces into industrial uses.

Policy HC 4.1 also requires "preventing inappropriate development in" environmentally sensitive areas or areas subject to severe natural hazards. *Id.* However, should GPA 240005 move forward, the changes will almost certainly cause significant environmental impacts. The Draft EIR concludes that the project will have significant and unavoidable air quality impacts and cause significant greenhouse gas emissions and noise pollution (e.g. noise and pollution from diesel trucks, traffic congestion, public health impacts). *Id.* at 4.3-68, 4.3-69, 4.8-35, 4.13-58, 4.13-59. Thus, the extensive development permitted by GPA 240005 would undoubtedly intensify these environmental impacts for the surrounding communities as well as in and around

[3] The footprint of GPA 240005 has increased by over six acres since the Planning Commission considered it in November of last year.

environmental justice communities which already bear disproportionate pollution burdens.

Furthermore, the Draft EIR concludes that the proposed development will have significant impacts on biological, cultural, and historical resources. Draft EIR at 4.4-39, 4.4-41, 4.5-27, 4.19-8. Additionally, burrowing owls have been sighted in and around the project area.[4] Last fall, the California Fish and Game Commission voted unanimously to designate burrowing owls as a candidate for listing under the California Endangered Species Act.[5] The Fish and Game Commission took this step due to dramatic declines in burrowing owl populations caused by sprawl development. Thus, development in this area should be restricted to preserve habitat for this imperiled species. Allowing industrial development over and near substantial stretches of burrowing owl habitat would be contrary to clear state and local policies meant to avoid such environmental impacts and protect the owls.

The County has not notified all affected residents or interested parties.

The County has not provided effective notice to the affected communities. Although the staff report indicates that the County has mailed notices to *owners* of property within 300 ft. of the project site, it is not clear whether all *residents* living within and around the project site have been notified. Additionally, interested community members who previously submitted comments in opposition to GPA 240005, such as Rural Association of Mead Valley and Sierra Club, have not received notice of the Board's consideration of this project even though they specifically requested that the County provide such notice.

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[4] Rebecca Pelvin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024 at https://www.latimes.com/california/story/2024-10-16/warehouse-advance-in-riverside-county-threatens-rural-lifestyle (last accessed Jul. 28, 2025).

[5] *See California Burrowing Owls One Step Closer to Permanent State Protections*, Center for Biological Diversity, Oct. 10, 2024 athttps://biologicaldiversity.org/w/news/press-releases/california-burrowing-owls-one-step-closer-to-state-protections-2024-10-10/ (last accessed Oct. 22, 2024); Lila Seidman, *'Goofy' owls that nest underground become candidate for endangered status*, L.A. Times, Oct. 14, 2024 at https://www.latimes.com/environment/story/2024-10-14/burrowing-owls-get-protections-considered-for-endangered-status (last accessed Oct. 22, 2024); Steve Scauzillo, *Rare burrowing owl named as candidate for California's endangered species list*, East Bay Times, Oct. 16, 2024 at https://www.eastbaytimes.com/2024/10/15/rare-burrowing-owl-named-as-candidate-for-state-endangered-species-list/ (last accessed Oct. 22, 2024).

* * * * *

For the foregoing reasons and as explained in prior comments from the Rural Association of Mead Valley, Sierra Club, and other community members, the County should not advance this harmful proposal. The Board of Supervisors should not approve initiation of amendment proceedings.

We also again request that notice of any future hearings or public information on GPA 240005, Change of Zone No. 2200062, Tentative Parcel Map No. 38601, and/or Plot Plan No. 220050, and any associated environmental review, be mailed to mjian@smwlaw.com.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Mindy K. Jian, Attorney

1945801.3

Attachment B

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September 2, 2025

Via Electronic Mail Only

Riverside County
Planning Commission
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Re: Comments to the Planning Commission on the Cajalco Commerce Center Draft Final Environmental Impact Report (SCH No. 2023060799) – Item 3.2

Dear Planning Commissioners:

On behalf of the Sierra Club and Rural Association of Mead Valley ("RAMV"), we submit these comments regarding the Draft Final Environmental Impact Report ("FEIR") for the Cajalco Commerce Center project, which includes proposed General Plan Amendment ("GPA") No. 240005, Change of Zone No. 2200062, Tentative Parcel Map No. 38601, and Plot Plan No. 220050 (together, "Project"). This Project proposes to demolish 26 single-family homes, displace existing residents, and create numerous environmental impacts, all for another warehouse that the region does not need.

Not only would this set horrible precedent for the remaining rural-residential areas of Mead Valley, but the County's FEIR is deficient for multiple reasons. Specifically, as discussed below, the FEIR fails to adequately analyze or mitigate the Project's air quality impacts, impacts to protected species, greenhouse gas ("GHG") emissions, housing impacts, and transportation impacts. The FEIR further fails to consider feasible alternatives, or even incorporate mitigation changes that the County promised in responses to comments. In short, the FEIR is inadequate as an informational document and violates the California Environmental Quality Act ("CEQA") (Public Resources Code §§ 21000 et seq., and the CEQA "Guidelines," California Code of Regulations, title

14, §§ 15000 et seq). In addition, the Project conflicts with the County's General Plan, in violation of state Planning and Zoning Law (Government Code §§ 65000 et seq.).

Adding warehouse and other industrial development in Mead Valley will further harm the area's already-overburdened environmental justice communities. If the County chooses to move forward with this misguided proposal, it must address the FEIR's fundamental flaws and recirculate the EIR for public review and comment. The Planning Commission should not recommend adoption or approval of GPA 240005, certification of the EIR, approval of Change of Zone No. 2200062, approval of Plot Plan No. 220050, or approval of Tentative Parcel Map No. 38601.[1]

I. The Operator of the Mead Valley Community Center has Improperly Used Public Property to Further Private Interests.

The Project applicant has been working with The Grove Community Church ("Church"), which operates the Mead Valley Community Center under a contract with the County (see **Attachment A**), to manufacture support for the Project at public meetings. The Project applicant worked with the Church to transport people from the Community Center to the November 6, 2024 Planning Commission and July 29, 2025 Board meetings to consider GPA 240005. *See* **Attachment B** (pictures of buses transporting people from Community Center ahead of November 6, 2024 and July 29, 2025 meetings). Furthermore, the Community Center Director spoke in favor of the Project in his capacity as director and while wearing a shirt with Church branding. In his remarks, the director also noted that the Project applicant has sponsored many of the Community Center's events. Thus, the Church and director have used public property and their public roles as operator and director of the Community Center to further the Project applicant's private interests in this Project. This violates the Church's license and operating agreement with the County, which authorizes operation of the Community Center only for the residents' public benefit. *See* **Attachment A** ¶ 6. Additionally, this conflict of interest may violate Government Code section 1090. *See Hub City Solid Waste Services, Inc. v. City of Compton* (2013) 186 Cal.App.4th 1114, 1124-25 (Section 1090's prohibition can apply to independent contractors).

We have also previously raised concerns about the administrative process surrounding initiation of GPA 240005, a component of this Project. *See* **Attachment C**.

[1] The Staff Report appears to erroneously refer to Change of Zone No. 2200013, but the Change of Zone pertaining to this Project, and which is evaluated by the EIR, is Change of Zone No. 2200062.

II. The FEIR Fails to Adequately Disclose, Analyze, and Identify Mitigation for the Project's Environmental Impacts.

A. The FEIR Fails to Adequately Analyze and Mitigate the Project's Air Quality Impacts.

Numerous articles in recent years have pointed out that California's Inland Empire—which includes the Project site—already hosts more than 4,000 warehouses and roughly 600,000 daily truck trips which produce 50 million pounds of carbon dioxide.[2] Together these facilities result massive quantities of air pollution and substantial truck traffic noise. Neighborhoods in the area are already overburdened with impacts from warehouse facilities, which are having devastating human health and climate change impacts on the region. The County should avoid any development that would exacerbate the issue—especially short term warehouse projects, which are quite likely to be replaced by future automation. The FEIR analysis for this warehouse Project is flawed in three key ways: 1) the analysis of air quality construction impacts is based on underestimated values; 2) the analysis of air quality impacts generated by mobile sources is based on underestimated values; and 3) the mitigation measures identified to reduce NOx operational emissions are insufficient. Each deficiency is explained in more detail below.

1. The Analysis of Air Quality Construction Impacts Is Based on Underestimated Values.

First, the FEIR understates the number of construction haul truck trips for the Project. It states that, per an unspecified source, 200 haul truck trips per day will be expected to remove the excess dirt ("cut") from the Project site. *See* FEIR at 4.3-38-39. However, the FEIR Project Description states that "approximately 3,462 [cubic yards] of dirt is anticipated to be exported from the Project site to the Perris site per day. At this

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[2] *See* Rebecca Pelvin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024 (attached as **Attachment D**); Jim Newton, *California warehouse boom comes with health, environmental costs for Inland Empire residents*, Cal Matters, Jan. 26, 2023, available at https://calmatters.org/commentary/2023/01/inland-empire-california-warehouse-development/ (attached as **Attachment E**); Rachel Uranga, *Warehouse boom transformed Inland Empire. Are jobs worth the environmental degradation?*, Los Angeles Times, Feb. 5, 2023, available at https://www.latimes.com/california/story/2023-02-05/warehouses-big-rigs-fill-inland-empire-streets (last accessed Aug. 27, 2025) (attached as **Attachment F**); Ryan Fonseca, *Inland Empire residents are fighting warehouse sprawl*, Los Angeles Times, Feb. 7, 2023, available at https://www.latimes.com/california/newsletter/2023-02-07/essential-california-warehouses-inland-empire-essential-california (last accessed Aug. 27, 2025) (attached as **Attachment G**).

rate, it would take 63 business days or approximately 3.2 months to complete the exporting of soils." *See* FEIR at 3-13.

The FEIR does not identify the capacity of the hauling trucks to be used, but at the standard capacity of between 10 and 16 cubic yards per truck,[3] moving 3,462 cubic yards of dirt per day would require between 216 and 346 truck trips per day, not 200. The FEIR lacks substantial evidence supporting its lower estimate of 200 truck trips. *Laurel Heights Improvement Assn. v. Regents of the University of California* ("*Laurel Heights I*") (1988) 47 Cal.3d 376, 409; Pub. Resources Code §§ 21080(e) ("substantial evidence includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact"), 21082.2(c). The County must update all FEIR analyses that are based on the number of construction hauling truck trips per day with the correct data. Additionally, the County must provide evidence that the dump truck capacity will remain constant for all 63 days during which dirt is removed from the site. At a minimum, the FEIR's underestimate of daily haul truck trips impacts the air quality (toxic air contaminants generated), GHG emissions generated, and transportation impact (construction truck traffic impacts to the project vicinity) analyses.

Second, the expected construction timeframe is incorrect, which could affect seasonal assumptions and does not accurately reflect tightening regulations. Table 3-1 (Construction Duration) states that site demolition would begin on September 2, 2024. That was one year ago. The FEIR frames this schedule as representing "a 'worst-case' analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent." *See* FEIR at 3-29. While the emission regulations may become more stringent, so may the emissions thresholds become more strict as California enforces clean air mandates at the statewide level. Therefore, a project that is under a particular threshold today may not reliably be so in the future.

Furthermore, the construction schedule is broken into various activities including demolition, site preparation, grading, building construction, paving, and architectural coating. Since CalEEMod calculates maximum daily emissions differently for summer and winter periods, if the timing of the construction activity is seasonally different than that assumed in the CalEEMod modeling, the resulting emissions impacts during construction may be worse than the modeling suggests. CalEEMod applies winter

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[3] Dustin Hawley, *How Many Cubic Yards Are in a Dump Truck*, J.D. Power, Feb. 4, 2021, https://www.jdpower.com/cars/shopping-guides/how-many-cubic-yards-are-in-a-dump-truck (last accessed Aug. 27, 2025) (attached as **Attachment H**).

emission factors to vehicle trips made during phases that occur between October and March, and summer emission factors to vehicle trips made during phases that occur between April through September. *See* **Attachment I** (CalEE Mod Emission Calculation Details) at C-21. The season in which emissions are generated plays a significant role in accurately calculating the severity of GHG and air quality impacts. The County had ample opportunity to correct the FEIR's construction duration timelines to more accurately reflect actual conditions, but it failed to do so. The FEIR must include an analysis based in reality, not based on an impossible project start date.

For the above reasons, the construction air quality analyses should be redone to use accurate and current information about the Project. NOx is created from any source that burns fuel, including as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. Table 4.3-11 in the FEIR (Overall Construction Emissions Summary) indicates that emissions for VOCs and NO_x are already close to the SCAQMD Regional Thresholds so that slight increases in emissions could cause significant construction-related impacts. The CalEEMod analysis should be re-run with the correct number of daily hauling trucks (between 216 and 346) and a realistic construction schedule to determine if the construction emissions are indeed below the SCAQMD Regional Thresholds. If the construction impacts to air quality are significant under the updated analysis, then the FEIR must also include feasible mitigation measures that minimize the Project's impacts.

2. The Analysis of Air Quality Impacts Generated by Mobile Sources Is Based on Underestimated Values.

One of the most environmentally harmful aspects of warehouse facilities is their reliance on heavy-duty trucks to transport goods and materials. Heavy-duty trucks are key sources of diesel pollution and toxic air contaminants ("TACs") and are therefore key contributors to air quality impacts. Diesel trucks emit large volumes of particulate matter (i.e. diesel particulate matter, or DPM) and NO_x, thereby contributing to health problems that include cardiovascular issues, cancer, asthma, decreased lung function and capacity, reproductive health problems, and premature death.[4] Diesel generators are another source of DPM and NO_x.

[4] *Storing Harm: the Health and Community Impacts of Goods Movement Warehousing and Logistics* (Jan. 2012), available at: https://envhealthcenters.usc.edu/wp-content/uploads/2016/11/Storing-Harm.pdf (last accessed Aug. 27, 2025) (attached as **Attachment J**).

The trip generation used in the Project's Traffic Analysis ("TA"; Technical Appendix N2), which provides the inputs into the FEIR's air quality analysis, results in values that are unexpectedly low. The FEIR models the Project's mobile air quality impacts assuming trucks would travel a distance of up to 36 miles. The FEIR states that this distance "was developed for this specific Project and is based on accepted traffic/transportation engineering protocols, the Institute of Transportation Engineers (ITE) Trip Generation Manual trip generation rates, and data gathered from local sources." *See* FEIR at F-13. It states that the modeling was developed, in part, based on "professional and practical experience of the County, the Project's air quality experts, and the Project's traffic engineers, and reflect their best judgment based on evaluations of similar developments within the County's jurisdiction." *See* FEIR at F-14. However, the FEIR does not identify from which "similar developments" it obtained truck trip length data, or provide other factual information to support this truck trip assumption. Such information is necessary to support the truck trip length data used in this analysis and demonstrate to the public how the EIR arrived at its conclusions. Pub. Resources Code § 21080(e) ("substantial evidence includes . . . expert opinion supported by fact . . . [s]ubstantial evidence is not . . . unsubstantiated opinion or narrative"). In fact, the available evidence demonstrates that the FEIR is likely severely underestimating truck trip length.

Trucks will likely be travelling to the project site from the Ports of Long Beach and Los Angeles, which are more than 70 miles away. The analysis should be based on real-life, locally-relevant sources for truck trip length, not generic high-cube fulfillment center truck trip lengths which have been averaged across the entire South Coast Air Basin. The FEIR fails to adequately support the assumptions underlying its projections.

Additionally, the FEIR assumes that all traffic from the Project will be directed eastward towards the I-215 and fails to consider any truck traffic westward, through Mead Valley, towards the I-15. *See* FEIR at 3-13, 4.3-56, 4.3-63. This is a considerable omission in the FEIR that ignores existing traffic conditions and the likely increase in westward traffic that will result from the Project. The FEIR thereby fails to analyze resulting air quality impacts, such as increased pollutants coming from trucks moving through Mead Valley and passing closer to sensitive receptors and protected habitat.

Correcting the assumed truck trip length and accounting for westward truck traffic would dramatically increase the Project's vehicle miles travelled ("VMT"), which in turn would increase the GHG emissions calculations, and the calculation of the Project's toxic air contaminants. If an updated analysis concludes that the Project's air quality impacts to sensitive receptors are significant, it must propose feasible mitigation measures to address those impacts. And although the Project's long-term emissions of NO_X already exceed

the SCAQMD regional thresholds, it is imperative that the FEIR describe the full extent of the Project's impacts so that the County can develop mitigation measures that will address the full scale of those impacts, and decisionmakers can make an informed decision about whether to approve the Project. *See* CEQA Guidelines § 15126.2(c) (requiring an EIR to discuss "any significant impacts, *including those which can be mitigated but not reduced to a level of insignificance*" (emphasis added); *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 518-20, 524-25 (EIR inadequate where agency failed to fully disclose significant and unavoidable impacts or consider all feasible mitigation). Currently, the County cannot rely on the FEIR for either determination.

3. The Mitigation Measures Identified to Reduce NOx Operational Emissions Are Insufficient.

One of CEQA's basic purposes is to "prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible." CEQA Guidelines § 15002(a)(3). On page 4.3-52, the FEIR states the Project's long-term operational emissions of NO_x would represent a significant impact which requires mitigation. Although the FEIR proposes mitigation measures to address that impact, it nonetheless concludes that NO_x operation emissions remain significant, or exceed the threshold of significance, even after mitigation (i.e. are a "Significant and Unavoidable Impact"). *See* FEIR at S-16. However, the FEIR fails to incorporate additional feasible mitigation measures that could further reduce the Project's NO_x emissions.

CEQA mandates that an agency adopt the most effective and feasible measures to reduce a project's impacts, even if they do not fully reduce the impacts to a less than significant level. *See* Pub. Res. Code § 21002 (CEQA mitigation includes measures that would "*substantially lessen* the significant environmental effects" of a project); *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 524-25 ("Even when a project's benefits outweigh its unmitigated effects, agencies are still required to implement *all* mitigation measures unless those measures are truly infeasible.") (emphasis added). The County's own General Plan policies also require the County to do more. General Plan Policy AQ 4.7 states that, "[t]o the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board." *See* FEIR at 4.3-32.

There are examples throughout California of warehouse and fulfillment center projects that have been approved and constructed with feasible, effective, and robust measures that can reduce air pollutant emissions and which go beyond what the Project

currently proposes. Feasible mitigation measures that have been proposed for other large-scale warehouse facilities and which should be incorporated as mitigation for this Project include:

- Electric Charging: Beyond mandating the minimum number of electric vehicle (EV) chargers required by Title 24 of the Building Code, the Project shall install conduit infrastructure for electric vehicle charging stations onsite to allow the Project to serve electric trucks in the future. Such conduits shall be provided onsite to serve 50% of the number of truck docking stations, with the location of conduits at the discretion of the developer (e.g., truck trailer parking spaces or other locations). The Project Applicant shall ensure that sufficient electric vehicle charging stations are installed when necessary to serve the charging demands of electric trucks and vehicles domiciled at the Project site. This same mitigation measure was adopted as part of Costco Depot Annexation Project in the City of Tracy and approved by the City Council on March 4, 2025. *See* **Attachment K** (Tracy Costco Depot Annexation Project EIR Errata) at PDF p. 2.
- Truck Refrigeration Units (TRUs): Response to Comment A-10 in the FEIR states that "[a]s required by DEIR Mitigation Measure MM 4.3-1, the proposed Project would be required to provide plug-ins for TRUs at the building loading docks, allowing the TRU to be operated without using the diesel engine." There, however, is no such language in MM 4.3-1 requiring plug-ins for TRUs at the building loading docks. In fact, there is no mention of TRUs or electrification at any of the truck docks at all in MM 4.3-1 or any other mitigation measure. *See* FEIR at S-14-15. The County should revise MM 4.3-1 to not only require the provision of electrical connections for TRUs at every truck dock that could receive a TRU-enabled truck, but also to establish a site-wide prohibition on allowing trucks to power a TRU with a diesel engine while on the Project site. TRU-enabled trucks should be required to connect to electric power at the truck dock in order to power a TRU. In fact, Riverside County's own "Good Neighbor" Policy for Logistics and Warehouse/Distribution Uses includes a measure to "eliminate idling of main and auxiliary engines during the loading and unloading process" and requiring that, "[a]t all cold storage facilities, electrical connections shall be provided to each dock." *See* **Attachment M** at p. 5. That measure should be added as mitigation for this project.
- On-Site Renewable Power: Supply 100% of Project electricity demand from onsite solar generation. Such facilities may include solar photovoltaic panels

on the roofs of the buildings or elsewhere on site (e.g., awnings, canopies or "solar trees" in parking area). The Project shall be designed and constructed to allow future expansion of solar facilities on site as electricity demand increases. The Project Applicant shall, as part of the solar microgrid, install a battery storage system with enough capacity to power the Project's basic building functions for 48 hours. This measure is being implemented in the Tracy Costco Depot project. *See* **Attachment L**.

- Diesel Generators: The Project Applicant shall ensure that diesel generators are not used on site during Project operations, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's final Tier IV emission standards.
- Air Quality Monitoring Stations. Installing and maintaining, at the manufacturer's recommended maintenance intervals, air monitoring station(s) proximate to sensitive receptors and the facility for the life of the Project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Truck Idling Restrictions: Owners, operators, or tenants (as relevant) shall be required to make their good faith and diligent best effort to restrict truck idling onsite to a maximum of three minutes, subject to any exceptions defined by CARB. For purposes of this obligation, "good faith and diligent best effort" shall include, at a minimum, (1) encouraging compliance with idling restrictions by posting highly visible signage at the project site entry as well as at other onsite locations frequented by truck drivers, (2) conspicuous inclusion in employee training and guidance material, and (3) owner/operator/tenant direct requests of the driver, as needed.

In other cases, the proposed mitigation measures simply do not go far enough or describe how it is feasible to implement the proposed mitigation. For example, MM 4.3-6(d) requires facility operators to maintain records of their fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks ("MHDT") and Heavy-Heavy Duty Trucks ("HHD") accessing the site use year CARB 2010 or newer engines. But the FEIR does not describe how this measure will be enforced. The method of ensuring compliance with this mitigation measure must be detailed in order to guarantee successful implementation. Additionally, any proposed mitigation should ensure that truck requirements progress as technology improves. The FEIR cannot indefinitely rely on

technology that is even now 15 years old as the County's best effort to mitigate the Project's significant toxic air quality impacts.

Both CARB and SCAQMD provided comments on the DEIR that identified flaws in the DEIR's air quality assessments as well as deficiencies in identifying suitable mitigation measures to reduce harmful emissions. Both agencies suggested that the Project should be required to commit to a transition to zero-emissions heavy-duty trucks over time. The FEIR's entire justification for why the Project does not include mitigation to compel the transition to electric trucks was based on a singular blog post published by the American Trucking Associations, an industry group.[5] *See* FEIR at F-17. The blog post describes difficulties in sourcing electrical power from the grid as one reason that committing to electric trucks is difficult. However, as described below in this letter (*see infra*, Section C.2.), this Project site and building size have the capacity to generate a substantial amount of electrical energy on site that would allow trucks to charge at the dock during loading/unloading. The evidence cited as to why electrical heavy duty trucks should not be mandated as mitigation for the Project's air quality impacts is not persuasive or compelling. As such, the clean fleet mitigation measures suggested by CARB should be included in the FEIR.

The FEIR has failed to properly quantify the construction-related and mobile source air quality impacts from the Project and has failed to provide measures that properly mitigate the operational air quality impacts from NO_x emissions. All of these issues must be addressed in a recirculated EIR.

B. The FEIR Fails to Adequately Mitigate Significant Impacts to Burrowing Owls.

Additionally, the FEIR concludes that the Project's impacts on the burrowing owl are significant and cumulatively-considerable. FEIR at 4.4-41. However, proposed mitigation measure MM 4.4-3 is inadequate because it fails to meet the conservation requirements established by the Western Riverside Multiple Species Habitat Conservation Plan ("WR-MSHCP"). For sites located within the Burrowing Owl Criteria Area, such as this Project site, the WR-MSHCP requires:

> Objective 6: Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable Habitat is present will be conducted for all Covered Activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use

[5] *See* https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates

> of one way doors and collapse of burrows) will occur when owls are present outside the nesting season.
>
> Objective 7: Translocation sites for the burrowing owl will be created in the MSHCP Conservation Area for the establishment of new colonies. Translocation sites will be identified, taking into consideration unoccupied Habitat areas, presence of burrowing mammals to provide suitable burrow sites, existing colonies and effects to other Covered Species. Reserve Managers will consult with the Wildlife Agencies regarding site selection prior to translocation site development.

See **Attachment N**. However, MM 4.4-3 allows for the use of active relocation methods. FEIR at 4.4-45. This directly contradicts the WR-MSHCP, which requires that "[t]ake of active nests will be avoided. Passive relocation (use of one way doors and collapse of burrows) will occur when owls are present outside the nesting season." MM 4.4-3 also fails to provide for the creation of translocation sites as required by the WR-MSHCP.

MM 4.4-3 is also improperly vague and unlawfully defers mitigation. It vaguely states that burrowing owls will be relocated "following accepted protocols," but does not state or reference what constitutes "accepted protocols." This violates CEQA. *See San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 669-70; *Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 280-81. Additionally, it states that if burrowing owls are later determined or assumed to be present on the Project Site, "a burrowing owl management plan shall be prepared . . . that shall detail the relocation of owls." FEIR at 4.4-45. But the FEIR does not provide any objective, enforceable standards or requirements for such a management plan, thus impermissibly deferring mitigation until some undefined future date when such a plan is developed. The FEIR's vague promise of a management plan does not ensure adequate mitigation of impacts to the burrowing owl and its habitat, and is expressly prohibited by CEQA. *See* CEQA Guidelines § 15126.4(a)(1)(B); *Golden Door Properties, LLC*, 50 Cal.App.5th at 518-25; *King & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 862.

The County should revise the EIR to ensure that it meets the WR-MSHCP's conservation requirements and sufficiently mitigates significant impacts to the burrowing owl and its habitat. Additionally, the County should correct any erroneous references to a 2025 biological assessment or publish the updated assessment for public comment.

C. The FEIR Fails to Adequately Analyze and Mitigate the Project's Greenhouse Gas Emissions and Climate Change Impacts.

1. The Project Conflicts With Plans to Reduce GHG Emissions (Threshold b).

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality ("2022 Scoping Plan"). The 2022 Scoping Plan builds on CARB's 2017 Scoping Plan as well as the requirements set forth by Assembly Bill 1279 (signed into law on September 16, 2022), which directs the State to become carbon neutral no later than 2045 and reduce GHG emissions by 85% below 1990 levels. The 2022 Scoping Plan lays out how California can reduce GHG emissions to achieve AB 1279's objectives. Consequently, the 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

When AB 1279 and the 2022 Scoping Plan were adopted, Riverside County's 2019 Climate Action Plan ("CAP") was already a few years old. The FEIR concedes that "[t]he Riverside County 2019 CAP Update" was meant to implement the State's 2017 Scoping Plan and earlier GHG reduction goals, "consistent with the SB 32 2030 GHG reduction target and Statewide post-2030 reduction goals." *See* FEIR at 4.8-27. The FEIR then claims that "[t]he 2019 CAP establishes GHG emission reduction programs and regulations that correlate with and support evolving State GHG emissions reduction goals and strategies." *See* FEIR at 4.8-23. But while this statement may have been true at the time the CAP was adopted in 2019, it was no longer true when the 2022 Scoping Plan was released and AB 1279 was passed, and it is not true today. The 2019 CAP no longer supports current State GHG emissions reduction goals, which have surpassed SB 32's requirements.

The 2019 CAP states that "[t]his CAP Update sets a target to reduce community-wide GHG emission emissions by 15 percent from 2008 levels by 2020, 49 percent by 2030, and 83 percent by 2050." *See* 2019 CAP at 6-2. These target GHG reductions are different than those established by the 2022 Scoping Plan. The 2022 Scoping Plan is far more aggressive, aiming for net zero GHG emissions by 2045 (the 2019 CAP targets a reduction of only 83 percent below 2008 levels by 2050). Because the 2019 CAP seeks compliance with outdated and less-stringent thresholds, the County cannot rely on it to show that the Project is consistent with "an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases." Any such conclusion lacks substantial evidence and renders the FEIR invalid as an informational document.

The FEIR states that, with implementation of Mitigation Measures MM 4.8-1 and 4.8-2, the Project would be fully consistent with the 2019 CAP Update, which in turn also would ensure Project consistency with the CARB 2022 Scoping Plan. *See* FEIR at 4.8-38. For the reasons described above, this conclusion is completely unsupported and without evidence. While the 2022 Scoping Plan supports project compliance with a local GHG reduction strategy, the 2019 CAP is no longer keeping pace with the 2022 Scoping Plan and the State's effort to achieve carbon neutrality.

The insufficiency of merely requiring consistency with the 2019 CAP is further evidence by the County's own pending efforts to update the CAP. The Draft 2025 CAP Update assesses the previous GHG reduction targets identified in the 2019 CAP and proposes new targets that are consistent with the State policies to meet SB 32requirements. The Draft 2025 CAP states:

> The State has set goals for reducing GHG emissions by 2030 and 2045 through AB 32, EO B-30-15, and AB 1279. Stated most recently in the 2022 Scoping Plan, these goals include a Statewide emission reduction target of 40 percent below 1990 levels by 2030 (49 percent below 2008 baseline levels), and a reduction target of 85 percent below 1990 levels of anthropogenic emissions by 2045 (87 percent below 2008 baseline levels). To continue reductions consistent with the State's long-term emissions reduction goals, the County would need to reduce emissions in 2030 by 211,910 MTCO2e from an ABAU forecast and by 2,564,723 MTCO2e from an ABAU forecast by 2045. 2025 Draft CAP (attached as **Attachment O**) at 7.

The FEIR must demonstrate how a project that will *add* GHG emissions of 12,477.48 MTCO2 every year assists the State and County in meeting their *current* GHG emissions reduction goals. It defies reason that a Project with this magnitude of emissions will help the State achieve net neutral carbon emissions by 2045 in compliance with CARB and SCAQMD guidance. Instead, the FEIR should conclude that the Project cannot meet GHG threshold b because "the Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases" even if it could be considered consistent with the 2019 CAP. Accordingly, even with the proposed mitigation, the Project's GHG emissions impacts remain significant because they conflict with the State's ambitious GHG reduction goals. The County must also identify measures that will mitigate these impacts.

2. The Project Will Generate GHG Emissions That Will Have a Significant Impact On the Environment (Threshold a).

The Project's GHG emissions are significant: 12,477.48 metric tons of CO_2 equivalent ("MTCO2e") per year. This figure is likely understated for the same reasons that the FEIR's air quality analysis is flawed: the FEIR underestimates the number of heavy-duty haul trucks, relies on an impossible construction timeframe, improperly circumscribes the expected trip length for trucks operating at the Project site, and omits any analysis of westward truck movement. The County must correct these fatal flaws and re-model GHG emissions with the correct data.

In response to public comments, the County added MM 4.8-2 to the FEIR, which states that "prior to the issuance of building permits . . . the plans require the provision of the minimum number of solar panels on the roof of the proposed warehouse building as necessary to generate 0.5 Megawatts of power." *See* FEIR at S-39. However, this mitigation measure does not go far enough. The FEIR should require that 100% of the energy for the building and site be supplied by onsite solar generation. This will help reduce the Project's energy consumption from the grid and its associated GHG emissions. It also aides in demonstrating consistency with the 2022 Scoping Plan and AB 1279 by making the Project net neutral in terms of energy demand and production. In sunny Southern California, a 1,003,510 square foot building, like the proposed warehouse, can easily meet 100% of the Project's electricity needs through a rooftop solar system. Assuming that 60% of the rooftop area can be used for solar panels, a rooftop solar system would generate, conservatively, 9,300,000 kWh/year.[6] This is nearly three times the Project's estimated electricity demand. *See* FEIR at 4.6-23, Table 4.6-11 (estimating annual operational energy demand to be 3,225,232 kWh/year).

[6] In warmer climates such as southern California, flat roofs have an access factor (percentage area of roof available to accommodate solar systems) of 60%. *See* **Attachment P** (Lado Kurdgelashvili et al., *Estimating Technical Potential for Rooftop Photovoltaics in California, Arizona and New Jersey*, Center for Energy and Environmental Policy (CEEP), 2016) at 28. Thus, a 1,000,000 square foot building can allocate 600,000 square feet to a solar system (1,000,000 sq ft. × 60% access factor = 600,000 sq. ft.). Assuming that 100 square feet of rooftop can accommodate 1 kW of rooftop solar and assuming an annual solar energy yield of 1,550 hours per kW, 600,000 square feet of rooftop solar can produce approximately 9,300,000 kWh/year (600,000 square feet of rooftop = 6,000 kW of rooftop solar. 6,000 kW × 1,550 hour annual solar energy yield = 9,300,000 kWh/year). *See* **Attachment Q** (Los Angeles County Public Works Renewable Energy Master Plan (Jan. 2020)) at 30.

D. The FEIR Improperly Concludes that the Impact of Demolishing 26 Single-Family Homes Is Less-Than-Significant.

The FEIR states that the Project will require demolition of 26 single family homes, 13 of which are known to be occupied. FEIR at 4.15-5-6. Thus, it estimates that construction of the Project would displace 99 people. *Id.* at 4.15-5. The FEIR concludes that this would not displace substantial numbers of people or housing because a total of 60,423 housing units have already been approved in the County. However, the FEIR does not state whether there are any units located in or near Mead Valley, much less whether they would be affordable to the displaced residents, or available by the time the current residences will be demolished. It notes only that the housing has not yet been approved and that they constitute part of the County's RHNA obligations through 2029. *Id.* at 4.15-5. Thus, the FEIR does not provide any evidence to show the "approved (but not constructed)" units will actually accommodate the people that the Project will displace. Nor does the FEIR demonstrate that the Project complies with the County's Housing Element, which requires that replacement of affordable housing. General Plan, Ch. 8, p. H-30. Therefore, the FEIR's conclusion that the Project will not displace a substantial number of people or housing necessitating the construction of replacement housing is unsupported.

E. Transportation Impacts Are Improperly Analyzed and the Proposed Mitigation Is Insufficient to Adequately Reduce the Impact.

1. The Proposed Transportation Demand Management Mitigation Measure Lacks Performance Standards and Is Ineffective.

The FEIR concludes that the Project-generated work VMT per employee would exceed the County's adopted threshold by 22.5%, thereby creating a significant transportation impact related to vehicle miles travelled. In response, the DEIR identifies mitigation measure MM 4.18-2, which states:

> MM 4.18-2: Feasible Transportation demand management ("TDM") strategies that will contribute to reducing Project generated VMT shall be developed and implemented. Features to promote the use of alternative transportation modes such as sidewalks, bicycle lanes, and bicycle racks are included as part of the Project's design. Property owner associations and/or building occupants shall be required as a condition of final building inspection for tenant improvements to prepare and implement a TDM Plan to discourage single-occupancy vehicle trips for employees and encourage alternative modes of transportation such as carpooling,

transit, walking, and biking. Trip reduction strategies applicable to the Project may include but are not limited to the following:

- Implement local hiring programs.
- Mark preferred parking spaces for vanpools and carpools.
- Provide on-site secured bike parking facilities.
- Provide information on carpooling and vanpooling opportunities to employees.
- Provide an on-site message board in each building or other comparable system to encourage and provide information about public transit, carpooling, and vanpooling, and carpool and vanpool ride-matching services.

The TDM plan shall include an estimate of the vehicle trip reduction anticipated for each strategy proposed based on published research such as California Air Pollution Control Officers Association (CAPCOA), *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (December 2021) (CAPCOA Handbook). For TDM measures that require ongoing operational strategies, the TDM plan shall include an ongoing monitoring program to ensure the plan is implemented on an ongoing basis. FEIR at 4.18-21-22.

This mitigation measure is weak and unenforceable. It does not include any metrics for evaluating the measure's effectiveness or any means to assess compliance. Here, the FEIR has identified a quantitative impact (22.5% over the threshold) but is proposing a deferred mitigation measure with no performance standard tied to reducing the impact below that threshold. Additionally, although the measure includes vague suggestions for potential future requirements (e.g. " Features to promote the use of alternative transportation modes," reduction strategies "may include"), MM 4.18-2 does not require implementation of any particular strategy or mandate that any amount of VMT actually be reduced. This kind of empty promise cannot constitute adequate mitigation under CEQA. If the FEIR proposes to defer mitigation, it must still establish objective, enforceable performance standards to ensure that specific TDM measures will actually reduce VMT. *See Golden Door Properties, LLC*, 50 Cal.App.5th at 518-25. This is true even if feasible mitigation will not bring the project below the threshold of significance. *Sierra Club*, 6 Cal.5th at 524-25.

The FEIR states that because the Project does not have a known tenant, any VMT reductions that require participation by the building tenant or occupant are speculative.

However, this does not excuse the FEIR's failure to ensure that any future tenant implement appropriate mitigation measures. The FEIR can require that future tenant lease agreements include provisions containing mandatory TDM actions and reporting/compliance procedures. If the mitigation measure will defer any commitment to specific TDM actions, it must nonetheless identify specific, measurable standards to ensure that the mitigation goal will be achieved.

Furthermore, as discussed above (*see supra*, Section A.2.), the FEIR must analyze and mitigate any VMT impacts caused by westward truck traffic. The Project will likely increase the number of trucks and small vehicles driving westward on Cajalco Road due to the increased traffic around I-215. The FEIR must analyze the impact that this westward traffic has on VMTs and propose feasible mitigation for resulting impacts.

2. The Project Would Cause an Effect Upon, or a Need for, New or Altered Maintenance of Roads (Threshold d).

The FEIR states:

> Implementation of the proposed Project would generate traffic along local roadways, and therefore would incrementally increase the need for maintenance of local roadway facilities. Although the Project would result in the increased maintenance of roadways and would increase traffic on existing and planned roadways, any incremental increase in the need to maintain public roadway facilities would be offset by tax revenue generated by the Project's proposed land uses. There are no components of the proposed Project that would result in or require a substantial increase in expenditures by Riverside County for public road maintenance such that environmental impacts would result. As such, Project impacts would be less than significant. FEIR at 4.18-17.

However, the FEIR does not distinguish between the amount of passenger vehicle traffic expected to be generated by the Project and the amount of heavy-duty truck trips that will traverse Seaton Avenue and Cajalco Expressway. Its failure to break down the analysis is notable because, as discussed above, the FEIR is likely underestimating the number of heavy duty truck trips caused by removing dirt from the Project site, truck trip lengths during Project operations, and the amount of traffic traveling west on Cajalco Road. Accordingly, the VMT analysis is inaccurate and the conclusion that these vehicle trips will not have a significant impact on road maintenance is unsupported.

Additionally, the FEIR concludes that impacts under this threshold are less than significant because the tax revenue generated by the Project's land uses will offset the

additional costs involved in maintaining and repairing the roadways. But whether generated tax revenue can offset costs associated with road maintenance necessitated by the Project is a mitigation measure. This should be analyzed separately from the impact analysis, which asks whether the Project will "increase the need for maintenance of local roadway facilities." *See* Pub. Res. Code § 21100(b); *Lotus v. Department of Transportation* (2014) 223 Cal.App.4th 645, 656 ("By compressing the analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA"). Indeed, the FEIR seems to suggest, by noting the need for offsets to road maintenance costs, that the Project will increase the need for local road and facilities maintenance.

The County must therefore revise this analysis to reflect an accurate estimate of haul trucks and vehicle traffic, and analyze the Project's impact on the need for road maintenance separately from whether the resulting increase in costs could be offset by the Project's tax revenue. If the County concludes that the Project's impacts under this threshold are significant, which they likely are, then it must propose mitigation measures—such as use of tax revenues to maintain roadways—to address those impacts to the roadways.

3. The Project Would Cause an Effect Upon Circulation During the Project's Construction (Threshold e).

The FEIR states that, as part of the Project:

> Improvements would be made to roadways abutting the Project site, including Cajalco Road, Seaton Avenue, and Decker Road. Decker Road exists as an unimproved roadway under existing conditions, while Seaton Avenue and Decker Road [sic] are partially improved under existing conditions. During construction of improvements to these roadways, there is a potential for the Project to cause a temporary effect on local circulation in the area. This is conservatively evaluated as a potentially significant impact prior to mitigation. FEIR at 4.18-17.

Dirt export from site grading alone is expected to be 216 to 346 haul truck trips per day (more than the 200 stated in the FEIR), depending on the capacity of the haul trucks. This will have an immediate and detrimental temporary impact on local traffic and circulation in the project vicinity. The FEIR must update its analysis to reflect these more accurate assumptions of truck trip volume.

Furthermore, Mitigation Measure 4.18-1 requires that a temporary traffic control plan be submitted and approved by the County, but there are no specifics as to what the

traffic control plan should address. Without any enforceable, objective standards, this proposed measure improperly defers mitigation. *See Golden Door Properties, LLC*, 50 Cal.App.5th at 518-25. The mitigation measure should be updated to specify that any future traffic control plan require, at a minimum, the following:

- Haul trucks shall take roadways that have the least impact on rural residents.
- Emergency vehicles will not have a more circuitous (i.e. longer) route to access existing rural residential uses during the construction period.
- Provisions to minimize impact on local traffic during peak traffic hours
- Provisions aimed at ensuring the safety of bicyclists and pedestrians during project construction

To comply with CEQA, the County must recirculate an EIR with an updated circulation analysis and corresponding mitigation measures that are measurable, enforceable, and effective.

F. The FEIR's Conclusion that Impacts to Agricultural Resources are Less Than Significant is Unsupported.

The Project site contains 60.2 acres of land with a current zoning designation of Light Agriculture (A-1-1). Agricultural lands provide visual relief from urban and suburban development, and they help to define the character of a region. But once agricultural lands are developed, they are lost forever. Here, the Project would replace agricultural land with an over-1-million square foot warehouse. Specifically, 19.84 acres of the Project Site are designated "Farmland of Local Importance," which includes:

- Soils that would be classified as Prime and Statewide but lack available irrigation water;
- Lands planted to dryland crops of barley, oats, and wheat;
- Lands producing major crops for Riverside County but that are not listed as Unique crops. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons;
- Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more;

- Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands; and

- Lands planted to jojoba which are under cultivation and are of producing age.[7]

This loss of agricultural lands from the Project contributes to the cumulative loss of agricultural lands in Riverside County, the region, and the state. Developing agricultural land also has an adverse cumulative impact on a region's visual character. However, the FEIR erroneously concludes that impacts to both Agricultural and Aesthetic Resources are less than significant.

The FEIR relies on a Land Evaluation and Site Assessment (LESA) to provide a quantitative assessment of the Project's agricultural impacts. The LESA concludes that the final score for the project site is 28.1, which is under the threshold score of 39. However, this conclusion is unsupported in two key ways. First, the LESA assessed only the 64.97-acre project site when it should have also analyzed impacts to the 19.78 acres of off-site disturbance areas that will be required for Project implementation. *See* FEIR at 2-1. The County may require the Applicant to install roadway and infrastructure improvements over these additional 19.78 acres of land, which abut Cajalco Road/Cajalco Expressway, Seaton Avenue, Decker Road, and Rider Street. These improvements would, at a minimum, disturb, and more likely replace, the 19.78 acres of agricultural land that the FEIR ignores. Any corresponding impacts must be disclosed and analyzed in the FEIR.

Second, two of the categories assessed in a LESA are the quantity of Surrounding Agricultural Lands and the quantity of Protected Resource Lands within the Project's Zone of Influence (a buffer area around the Project site). This LESA concluded that there were no properties within the Project's 772-acre Zone of Influence that are active agricultural production land, and therefore the LESA scored impacts to Surrounding Agricultural Lands and Protected Resource Lands at zero. However, neither the LESA nor the FEIR offer any explanation or evidence of how the County determined that there is no active agricultural production land in the Zone of Influence. A review of publicly-available aerial imagery on Google shows that there are rural residential areas and potential agricultural activity in this area. The FEIR should include a list of Riverside County Assessor Parcel Numbers and corresponding current uses of those parcels to

[7] State Department of Conservation, *Farmland of Local Importance* (2018), https://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2018.pdf (last accessed Aug. 28, 2025).

support the LESA conclusion that there is no active agricultural land at all in the 772-acre Zone of Influence.

The FEIR should be revised to analyze impacts to off-site agricultural land resulting from the Project and explain the LESA's conclusions regarding impacts to Surrounding Agricultural Lands and Protected Resource Lands. If the updated analysis shows that the Project will have significant impacts to agricultural resources, the County must also propose feasible mitigation measures in a Recirculated EIR.

G. The FEIR's Cumulative Impacts Analysis Is Severely Flawed..

To analyze cumulative impacts, the FEIR relies on projections in the County, City of Perris, and City of Moreno Valley General Plans, incorporating the impacts resulting from the presumed buildout under those plans. FEIR at 4.0-2-3. The noise impacts analysis also considers the cumulative impacts of other projects, predominantly warehouse projects, in the area. *Id.* at 4.0-4, Table 4.0-1. However, the FEIR entirely omits the Cajalco Road Widening Project (SCH #2011091015) and other pending General Plan Amendments in the surrounding area from its analysis.

As an initial matter, the FEIR cannot rely on the analyses in the City of Moreno Valley's General Plan EIR. Last year, a judge ordered that the City of Moreno Valley set aside all approvals for its General Plan, including certification of the General Plan EIR. The City is currently in the process of revising its General Plan EIR. *See* **Attachment R**. Accordingly, the County cannot rely on the inadequate and outdated environmental analyses in that General Plan EIR to support its conclusions in the FEIR.

The FEIR must also incorporate the Cajalco Road Widening Project into its cumulative impacts analysis. The Cajalco Road Widening Project would straighten and double the width of the 15.7 miles of Cajalco Road between I-215 and I-15.[8] This road widening includes the portion of Cajalco Road just north of the Project site. The Cajalco Road Widening Project would result in increased truck traffic west of I-215 and have significant impacts throughout Mead Valley. Widening Cajalco Road would, at least, exacerbate this Project's air quality, GHG emissions, noise, and traffic safety impacts by facilitating truck movement two and from the Project site, utilizing Cajalco Road to directly access I-15. This would also contribute to more westward traffic through Mead Valley, which the FEIR has entirely failed to analyze, heightening any impacts resulting from the increase in vehicles along Cajalco Road. Traffic from the Proposed Project will

[8] Cajalco Road Widening project documents: https://rcprojects.org/cajalco-road-widening

foreseeably use an improved Cajalco Road to travel west to I-15, thereby increasing noise, air quality, and traffic impacts in the western portions of Mead Valley.

Additionally, the "Summary of Projections" approach to analyzing cumulative impacts ignores any projects not covered by the County's, City of Perris's, or City of Moreno Valley's General Plans. Thus, the EIR improperly omits several pending and approved projects from its cumulative impacts analyses. For example, there are 12 other GPAs in the Project's immediate area that are currently pending before the County and similarly ask the County to rezone agricultural and low density residential land to allow light industrial and manufacturing uses.[9] *See* **Attachment S** (list and map of pending GPAs in First Supervisorial District). Just these 12 GPAs would convert an additional 1,081 acres for industrial use, including areas just north of the Motte Rimrock Reserve. Many of the amendments would also propose additional warehouse complexes (totaling at least another 1.5 million square feet) in the area, each of which would further exacerbate this Project's air quality, GHG emissions, noise, traffic safety impacts, and biological resources impacts.

The FEIR must analyze the cumulative impacts of the Cajalco Road Widening Project, including the increase in westward traffic between I-215 and I-15, and any pending or approved projects not covered by the three General Plans cited by the FEIR, such as the 12 other pending GPAs in the area. *See* CEQA Guidelines § 15355; *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 529-33 (cumulative impacts analysis must include in-process projects that would require general plan amendments). The County must revise its cumulative impacts analysis accordingly and recirculate the EIR for public review and comment.

H. The FEIR's Alternatives Analysis Is Inadequate.

1. The FEIR Prematurely Dismissed Locating the Project on a Different Site.

The FEIR fails to undertake a legally sufficient study of alternatives to the Project. A proper analysis of alternatives is essential to comply with CEQA's mandate that significant environmental damage be avoided. Pub. Resources Code § 21002 (projects should not be approved if there are feasible alternatives that would substantially lessen environmental impacts); CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(f).

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[9] *See* the County's GPA tracker at: *https://planning.rctlma.org/2024-general-plan-foundation-amendment-cycle#2741959481-4202596112*

The FEIR states that the County considered, but dismissed, the option of siting the Project in a different area. However, that alternative was not fully considered because there were no alternate sites under the same ownership that (1) are the same size as the current project site, (2) are entitled for light industrial development, and (3) would reduce the Project's environmental impacts. However, these qualifications are unnecessarily restrictive. To begin, the FEIR does not explain why alternative sites must already be zoned or entitled for light industrial development when the Project currently does not have industrial entitlements and requires a General Plan amendment. There is no reason to hold alternative sites to a higher standard than the Project. Furthermore, the EIR does not explain why smaller sites would not be appropriate alternatives, particularly given that the Project does not yet have a tenant, and can be altered to fit within a smaller footprint without compromising on specific needs. An alternative site, particularly one located closer to I-215 and away from sensitive receptors, would significantly reduce air quality, GHG, transportation, and noise impacts. The FEIR's conclusion that an alternative site would not lessen any environmental impacts is unsupported.

The FEIR's failure to seriously consider these other, less destructive alternatives undermines the primary purpose of CEQA's alternatives requirement, which is to explore options that will reduce or avoid adverse impacts on the environment. Pub. Res. Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126(d); *Watsonville Pilots Assn. v. City of Watsonville* (2010) 183 Cal.App.4th 1059, 1089.

2. Approval of the Project as Proposed Violates CEQA.

CEQA prohibits approval of a project where there are feasible alternatives that would substantially lessen environmental impacts. Pub. Resources Code § 21002. Here, the FEIR identifies the Small Project Alternative ("SPA") as the environmentally superior alternative and concludes that this alternative "generally would meet the Project's objectives," even if to a lesser extent than the proposed Project. FEIR at 6-54-55. Implementation of this alternative would still result in the full buildout of the proposed public park across 14.93 acres in a manner similar to what is currently proposed as part of the Project. *Id.* at 6-52. However, it would reduce the footprint of the warehousing complex by 79.3% and result in significantly fewer environmental impacts. Id. at 6-46, 6-54-58. Not only does the SPA alternative still meet all of the Project's objectives and goals, but it actually better serves many of them compared to the Project as proposed. For example, the SPA alternative still provides the recreation in favor of which so many community members have spoken. And this alternative is more likely to diversify the mix of uses in the Mead Valley Community by minimizing the footprint of

yet another warehouse and thereby leaving open the possibility of other, actually diverse uses for the project site.[10]

Despite this, the Staff Report still recommends that the Board move forward with approving a General Plan amendment and change of zone for the entire 50+ acre warehouse site. But such a large-scale zoning change is not necessary for the SPA alternative, which would only require a zoning change over a much smaller area. The County cannot move forward with the Project as proposed and open up over 50 acres of agricultural land to industrial uses. Doing so would violate CEQA in light of the FEIR's conclusion that the smaller footprint SPA is both environmentally superior and meets the Project's objectives and goals.

I. Mitigation Measures Must Be Updated as Indicated in the Responses to Comments and Require Compliance from Future Occupants.

The FEIR's responses to comments concede that revisions to the EIR's mitigation measures are necessary. *See* FEIR at F-17, F-19, and F-57. However, the Mitigation Monitoring and Reporting Program (MMRP) in Section S.0 was not revised from the draft EIR. The omitted revisions include:

- Revisions to MM 4.3-1 to require the installation of electrical connection points for TRUs at truck docks serving TRU-enabled trucks. *See* FEIR at S-14 and S-15.

- Revisions to MM 4.3-4 to require the Project Applicant to provide future tenants/owners with information regarding CARB's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), thereby promoting zero-emissions technologies. *See* FEIR at S-16.

- Revisions to MM 4.3-6.e to require posting of signage restricting the operation of Transport Refrigeration Units (TRUs) to a maximum of 30 minutes and

[10] In the vicinity of the Project site, there are 33 warehousing/truck trailer storage projects that total a combined 9,170,805 square feet of warehousing. FEIR at 4.0-4, Table 4.0-1; *see also* Jeff Horseman, *1 million square foot warehouse and 15 acre park could be coming to Mead Valley*, The Press-Enterprise, Aug. 12, 2025 (attached as **Attachment T**) ("Mead Valley leads the Inland Empire in the amount of warehouse to square footage per resident . . . There are 365 warehouses totaling 125 million square feet within a 10-mile corridor . . . [and] another 44 warehouses—worth 25 million square feet—have been approved").

reducing the maximum idling time of trucks that do not include TRUs from five to three minutes. *See* FEIR at S-18.

The FEIR must revise these mitigation measures as the FEIR conceded was necessary.

The Mitigation Monitoring and Reporting Program must also require that any tenant lease agreements for the Project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP. Additionally, the MMRP should provide that a copy of the MMRP shall be attached to each tenant/lease agreement. This will ensure that all obligations of the Project Applicant in MMRP shall apply to any future owner(s) or operator(s) of the Project.

III. The Project Is Inconsistent with the General Plan.

The General Plan establishes equity, balance, and a diversified job base as important County values. *See* General Plan for the County of Riverside, Ch. 2, pp. V-4-V-6. However, the proposed Project would demolish 26 single-family homes and an existing commercial structure to construct yet another industrial warehouse. *See* FEIR at 3-10. The Project conflicts with the General Plan's core values of balance and diversity by converting these 65+ acres of rural land that currently serve a diversity of uses to industrial development. It would destroy existing residences and businesses to pave way for an industrial warehouse with a 1,003,510 sq. ft. (44.74 acre) footprint. FEIR at S-3, 3-7. The addition of another warehouse complex, particularly one of this size, would not diversify financial or employment opportunities in this area.

The General Plan also underscores the importance of preserving rural areas within the County. It states the importance of "preserving rural open space areas, and scenic resources" and "preserving the economic value of agricultural and open space lands," and requires the County to "prevent[] inappropriate development in" environmentally sensitive areas. General Plan, Ch. 10, p. HC-5. Additionally, the General Plan acknowledges that "[t]he major challenges for these areas . . . include maintaining their rural character even as other areas in the County of Riverside experience rapid urban development, . . . and ensuring that buffers are provided between these areas and other uses that could be incompatible with their animal-keeping and agricultural nature." *Id.*, Ch. 3, p. LU-50. Indeed, several policies require concentrating development away from rural areas. For example, Policy LU 2.1 requires that growth be concentrated "near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible." Policies LU 21.3 and 22.3 require the County to "[e]nsure that development does not adversely impact the open space and

rural character of the surrounding area." General Plan, LU-49-50. And Policies LU 21.6 and 22.6 require provision of "programs and incentives that allow rural areas to maintain and enhance their existing and desired character." *Id.* The Project clearly conflicts with the General Plan's express mandate to preserve the area's rural and open space lands "to the greatest extent possible." It will rezone over 50 acres of agricultural-zoned land to construct a redundant warehouse complex that does not yet have an occupant. The Project will also have indirect impacts to the areas, including environmentally sensitive areas, surrounding the Project site by increasing truck traffic and emissions as well as disrupting sight lines to the open space areas south of the Project.

IV. The FEIR Must Be Revised and Recirculated.

The FEIR cannot properly be used to approve the Project. CEQA requires recirculation of a draft EIR where: (1) the addition of significant new information to the EIR after public notice is given of the availability of the draft EIR but before certification, or (2) the draft EIR is so "fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." CEQA Guidelines § 15088.5.

Here, the FEIR fails to adequately reveal or describe the true extent of numerous significant environmental impacts, which clearly require extensive new information and analysis. This analysis will likely result in the identification of new, substantial environmental impacts or substantial increases in the severity of significant environmental impacts. Once the EIR reveals the full extent of the Project's impacts, the County should must consider alternatives that serve the actual needs of the community and lessen the Project's impacts.

Additionally, the Planning Commission should not ignore the serious concerns about the decision-making process related to this Project and FEIR. It has misled the public about the Project's progress at each stage, most notably by publishing the draft EIR before the County had even considered initiating proceedings on GPA 240005. This confused process led many to believe that they would have further opportunity to provide input and shape the contours of the Project, when in reality the Project was already much further along. Indeed, many residents and members of the public commented on this Project in hearings on the County's initiation of GPA 240005 with the expectation that these comments would be addressed by the County in the FEIR's responses to comments. The apparent conflicts of interest and lack of effective notice of the proposed warehouse and GPA cast doubt on whether the public had a chance to meaningfully evaluate the Project and submit comments.

V. Conclusion

There is no need to expand industrial land uses any further into agricultural communities beyond the current I-215 and Highway 74 corridors. Harvill Avenue, located within this industrial corridor, currently contains at least six empty warehouses, indicating that the existing zoning sufficiently accommodates the County's needs for warehousing and shipping sites. Furthermore, significantly fewer goods have been passing through California, with some reports measuring a 44% drop in docked ships at the Ports of Los Angeles and Long Beach.[11] Therefore, fewer goods are the coming into Mead Valley, which will only continue to increase the number of vacant warehouses within the industrial corridor. In short, the existing warehouse capacity can more than accommodate industrial activity in the area. And, if ultimately constructed, the proposed warehouse project may very well sit vacant too.

And as discussed above, some of the County's most vulnerable communities will feel the brunt of this misguided project. If not remedied, this disproportionate impact on Mead Valley residents will result in violations of state law.

Rural Association of Mead Valley and Sierra Club respectfully urge the County to defer further consideration of this Project until the County fully analyzes the Project's numerous significant impacts, develops adequate and enforceable mitigation measures, proposes and considers feasible alternatives, and revises and recirculates the EIR for public comment. We thank you for the opportunity to review the FEIR, and thank you for considering and addressing these comments before taking further action.

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[11] Mekahlo Medina and Helen Jong, *Ports of LA, Long Beach already seeing 44% drop in docked vessels*, NBC L.A., May 7, 2025 at https://www.nbclosangeles.com/news/local/ports-of-los-angeles-long-beach-44-percent-drop-in-docked-vessels/3694112/ (last accessed Jun. 9, 2025) (attached as **Attachment U**); Caroline Petrow-Cohen, *Jobs at the Port of Los Angeles are down by half, executive director says*, L.A. Times, Jun. 7, 2025 at https://www.latimes.com/business/story/2025-06-07/port-of-los-angeles-job-orders-down-by-half?_gl=1*18jzd9w*_gcl_au*MTU5MjQzMjIzNC4xNzQ5MjUxODMy (last accessed Jun. 9, 2025) (attached as **Attachment V**).

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Mindy K. Jian, Attorney

Attachments:

A. Board approval of agreement with The Grove Community Church
B. Pictures of buses transporting people from Community Center ahead of November 6, 2024 Planning Commission and July 29, 2025 Board of Supervisors meetings
C. July 29, 2025 SMW Letter to Board of Supervisors
D. Rebecca Plevin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024
E. Jim Newton, *California warehouse boom comes with health, environmental costs for Inland Empire residents*, Cal Matters, Jan. 26, 2023
F. Rachel Uranga, *Warehouse boom transformed Inland Empire. Are jobs worth the environmental degradation?*, Los Angeles Times, Feb. 5, 2023
G. Ryan Fonseca, *Inland Empire residents are fighting warehouse sprawl*, L.A. Times, Feb. 7, 2023
H. Dustin Hawley, *How Many Cubic Yards Are in a Dump Truck*, J.D. Power, Feb. 4, 2021
I. Excerpts from CalEE Mod Emission Calculation Details
J. *Storing Harm: the Health and Community Impacts of Goods Movement Warehousing and Logistics* (Jan. 2012)
K. Excerpts from Tracy Costco Depot Annexation Project EIR Errata
L. November 27, 2024 Costco Letter to City of Tracy
M. Riverside County "Good Neighbor" Policy for Logistics and Warehouse/Distribution Uses
N. Excerpts from Western Riverside Multiple Species Habitat Conservation Plan
O. Excerpts from Draft Riverside County 2025 Climate Action Plan Update (Mar. 2025)
P. Lado Kurdgelashvili et al., *Estimating Technical Potential for Rooftop Photovoltaics in California, Arizona and New Jersey*, Center for Energy and Environmental Policy (CEEP), 2016

Q. Los Angeles County Public Works Renewable Energy Master Plan (Jan. 2020)
R. Peremptory Writ of Mandate in *Sierra Club v. City of Moreno Valley* (Case No. CVRI2103300) and City of Moreno Valley July 30, 2024 Notice of Preparation of Revised EIR
S. List and Map of Pending GPAs in First Supervisorial District
T. Jeff Horseman, *1 million-square-foot warehouse and 15-acre park could be coming to Mead Valley*, The Press-Enterprise, Aug. 12, 2025
U. Mekahlo Medina and Helen Jeong, *Ports of LA, Long Beach already seeing 44% drop in docked vessels*, NBC L.A., May 7, 2025
V. Caroline Petrow-Cohen, *Jobs at the Port of Los Angeles are down by half, executive director says*, L.A. Times, Jun. 7, 2025

cc: Debbie Walsh, Rural Association of Mead Valley
George Hague, Sierra Club
Frances Tinney, Center for Biological Diversity

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Attachment C

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October 20, 2025

Via Electronic Mail Only

Riverside County Board of Supervisors
Attn: Clerk of the Board
Riverside County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501
E-Mail: cob@rivco.org

Re: Comments to the Board of Supervisor on the Cajalco Commerce Center Draft Final Environmental Impact Report (SCH No. 2023060799) – Item 23.1

Dear Chair Perez and Members of the Board of Supervisors:

On behalf of the Sierra Club and Rural Association of Mead Valley ("RAMV"), we submit these comments regarding the Final Environmental Impact Report ("EIR") for the Cajalco Commerce Center project, which includes proposed General Plan Amendment ("GPA") No. 240005, Change of Zone No. 2200062, Tentative Parcel Map No. 38601, and Plot Plan No. 220050 (together, "Project"). We ask that the Board deny approval of this Project. At a minimum, the County should continue consideration of this Project until it revises the EIR to comprehensively address the many issues we and other commenters have raised and recirculates the EIR for public comment and review.

As several comments have highlighted, Mead Valley already houses much more than its fair share of warehouses, many of which continue to sit vacant to this day. *See* **Attachment B**. Though the developer promises that this Project will bring jobs and a public park to this area, such "benefits" are conditioned on the continued and disproportionate harm to local residents. Nor is there any guarantee that the Project will actually bring long-term jobs or a functioning public park. Though the staff report indicates that the park will be financed through the creation of a Community Facilities District that includes only the Project site, the developer admits that it has not found a tenant for the project. EIR at 3-33. Without a tenant, the developer cannot guarantee that the Project will bring jobs or fund the proposed park. *See also* **Attachments C, D**

(discussing concerns about the low-skill, low-pay jobs at warehouses). In fact, the Project's serious environmental impacts will impede the community's use and enjoyment of any public park in the area in addition to negatively impacting other community benefits, such as the forthcoming MetroLink improvements. Residents should not be required to choose between safe, healthy neighborhoods and access to community-serving public spaces.

Additionally, the EIR's numerous inadequacies in its analysis and mitigation of environmental impacts precludes any meaningful review of the Project. For example, the EIR omits several pending industrial projects and the pending Cajalco Road Widening Project from its cumulative impacts analyses. The EIR's failure to consider these projects overlooks the incredible environmental burdens being placed on Mead Valley and this Project's contribution to those burdens. Furthermore, the EIR's analysis relies on unsupported assumptions about both current and Project-impacted traffic circulation and intensity in the area.

We previously submitted comments to the Planning Commission detailing the myriad issues with the EIR and Project as proposed. *See* **Attachment A** (September 2, 2025 SMW Letter to Planning Commission). On October 16, 2025, we received a document from the County purporting to respond to comments submitted to the Planning Commission, including our September 2, 2025 letter. However, these comments do not meaningfully address the serious concerns raised in our prior correspondence. This letter therefore also reiterates the importance of revising the EIR to fix those deficiencies before the County can even consider moving forward with this Project.

I. The EIR Still Fails to Adequately Disclose, Analyze, and Identify Mitigation for the Project's Environmental Impacts.

A. The EIR's Cumulative Impacts Analyses Overlook Several Existing and Pending Developments.

CEQA requires that EIRs analyze the Project's environmental impacts, both direct and indirect, in combination with all "closely related past, present and reasonably foreseeable probable future projects." California Code of Regulations, title 14 ("CEQA Guidelines"), §§ 15065(a)(3), 15355(b). *see also* Pub. Res. Code § 21083(b); CEQA Guidelines §§ 15021(a)(2), 15130(a), 15358. This cumulative impacts discussion must "reflect the severity of the impacts and the likelihood of their occurrence (CEQA Guidelines § 15130(b)) and must document its analysis with references to specific scientific and empirical evidence. *Mountain Lion Coalition v. Cal. Fish & Game Comm'n* (1989) 214 Cal.App.3d 1043, 1047, 1052. The CEQA Guidelines require that, at a

minimum, an EIR's cumulative impacts analysis must include either (1) "[a] list of past, present, and probable future projects producing related or cumulative impacts," or (2) "[a] summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." CEQA Guidelines § 15130(b).

The EIR claims to use the "summary of projections" approach, except for the evaluation of certain vehicular traffic-related noise impacts, which instead relies on the "list of projects" approach. Thus, for most of the EIR's cumulative impacts analyses, the EIR purports to rely on projections and conclusions found in the EIRs prepared for the Riverside County General Plan (2015), City of Perris General Plan (2005), and City of Moreno Valley General Plan (2021). *See* EIR at 4.0-2, 8.[1]

This approach to assessing the Project's cumulative impacts is deeply flawed. First, the EIR does not comply with requirements for a summary of projections approach because it relies on an invalid EIR and provides only cursory impact-specific analyses. Second, the EIR's sole reliance on these outdated General Plan EIRs for much of its cumulative impacts analyses is untenable because it ignores impacts from several recent projects.

1. The EIR's approach to analyzing cumulative impacts does not comply with CEQA requirements for a "summary of projections" approach.

To begin, CEQA allows an agency to rely on a "summary of projections contained in an *adopted* local, regional or statewide plan, or related planning document" CEQA Guidelines § 15130(b) (emphasis added). Last year, Riverside Superior Court ordered the City of Moreno Valley to set aside all approvals for its General Plan, including certification of the General Plan EIR. *See* **Attachment A** at 21. Thus, the City of Moreno Valley General Plan EIR no longer qualifies as an "adopted" document and the County cannot rely on its projections for the cumulative impacts analysis here. *See also* Pub. Resources Code § 21094(a) (subsequent EIRs may only "tier" from prior certified EIRs).

Next, the EIR's discussion of cumulative impacts within each impact area is too cursory to provide meaningful disclosure of the cumulative impacts of the Project combined with other planned growth. When an agency relies on a summary of projections to assess cumulative impacts, CEQA requires the lead agency to (1) "define

[1] For some of the noise impacts analyses, the EIR considers a list of projects. *See* EIR, Table 4.0-1.

the geographic scope of the area affected by the cumulative effect" and explain the choice of geographic area, (2) provide "[a] summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available," and (3) produce "[a] reasonable analysis of the cumulative impacts of the relevant projects." CEQA Guidelines § 15130(b). The cumulative impacts analysis may not be conclusory. *Whitman v. Board of Supervisors* (1979) 88 Cal.App.3d 397, 411.

The EIR fails to follow this mandatory approach. It repeatedly contains only cursory sections on cumulative impacts that largely summarizes the Project-specific analysis for each impact area. These discussions do not provide any meaningful information about the "expected environmental effects" of other cumulative projects nor does the EIR include "specific reference to additional information stating where that information is available." *See* CEQA Guidelines § 15130(b). Rather, the EIR includes only vague references to "other cumulative developments" and conclusory statements about whether their impacts will exceed any one threshold. *See, e.g.*, EIR at 4.4-39 (discussing impacts to biological resources, the EIR states, "[a]s other cumulative developments similarly would have the potential to conflict with the MSHCP UWIG requirements, Project impacts would be cumulatively considerable"); 4.18-18 (discussing transportation impacts, the EIR states, "[a]s other projects within the cumulative study area also have the potential to result in significant impacts due to VMT, the Project's impacts . . . would be cumulatively considerable"). These assertions do not actually disclose any information about the other developments being considered with this Project, much less provide a "reasonable analysis" of how the cumulative impacts from other growth combine with this Project. *See City of Long Beach v. City of Los Angeles*, 19 Cal.App.5th 465, 490 (analysis cannot be "in such general terms" such that it omits "all meaningful information on a subject").

2. The EIR's rote reliance on the summary of projections approach ignores cumulative impacts not accounted for in planning projections, including several recent industrial projects.

The EIR's almost entirely cursory cumulative impact analysis is further compounded by the fact that it ignores more recent pending and existing development projects that are not anticipated by prior planning documents. The EIR's reliance on preexisting planning documents "does not preclude challenge to the accuracy or sufficiency of the cumulative impacts analysis." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1216-17. An EIR must still consider all sources of related impacts. *See* CEQA Guidelines § 15130(a)(1). Thus, where analyses and projections from plans exclude more recent projects that can cause related cumulative

impacts, the EIR must still incorporate those more recent projects into its cumulative impacts analysis. *See Bakersfield Citizens for Local Control*, 124 Cal.App.4th at 1261-17 (summary of projections approach inadequate where it ignored two projects requiring general plan amendments); *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 529-33 (cumulative impacts analysis must include in-process projects that would require general plan amendments); *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 430 (analysis inadequate where EIR failed to provide "reasoned analysis" justifying complete reliance on prior planning document which excluded analysis of certain impacts).

The cumulative impact analysis does not meet this standard. The primary planning documents it purportedly relies upon are either 20 years old (City of Perris), 10 years old (Riverside County), or decertified (Moreno Valley). These plans do not adequately account for cumulative growth in the region over the last two decades, most notably the dramatic growth in the logistics industry.

Significantly, the EIR's cumulative impacts analyses (under both the summary of projections approach and list of projects approach used in the noise impacts analysis) ignore several large, nearby projects, many of which could not have been accounted for in the County's existing General Plan because they will require a General Plan amendment. Omitted projects include 12 proposed General Plan amendments in the First Supervisorial District which all ask the County to allow light industrial and manufacturing projects on land currently zoned for agricultural or low density residential uses.[2] These amendments would pave way for construction of even more warehouse complexes, totaling at least another 1.5 million square feet, all within a 2-mile radius of this Project. Together with this Project, these amendments would have a footprint of 1,147 acres, or over 9% of Mead Valley, and would nearly double the size of industrial land in Mead Valley.[3] And County-generated mapping shows a "Proposed Mead Valley

[2] The County's October 16, 2025 responses claim that the September 2, 2025 letter failed to identify specific projects which the EIR omits. This claim is incorrect; the September 2, 2025 letter included both a list and map of the 12 General Plan amendments as Attachment S.

[3] Mead Valley has an area of approximately 19.1 square miles, or 12,224 acres. *See* Census Reporter, "Mead Valley, CA," last accessed (Oct. 14, 2025), https://censusreporter.org/profiles/16000US0646646-mead-valley-ca/.

Industrial Policy Area" which would realize all of these developments.[4] *See* **Attachment E**.

The EIR's analyses also omit other significant existing and pending projects. For example, it entirely omits the Cajalco Road Widening Project, which would straighten and, in some stretches, triple the width of the existing road, substantially increasing the capacity for truck traffic between I-215 and I-15.[5] Furthermore, reliance on the 20-year old City of Perris General Plan EIR appears to ignore several significant developments from the past two decades, including the Perris Valley Commerce Center Specific Plan (2,244 acres of industrial development), South Perris Industrial project (7.4 million square feet of warehousing), and the Stratford Ranch Industrial Project (1,725,411 square-foot high cube logistics warehouse). A list of recently approved and pending projects in the surrounding area (Mead Valley, Moreno Valley, Perris, and the March JPA area) is attached hereto as **Attachment G**. This list includes 11 more projects requiring a General Plan Amendment which total 23,597,000 million square feet of additional warehouse development. **Attachment H** includes (1) a map showing all of the warehouses listed in **Attachment G**, existing warehouses, and this Project (highlighted in blue) and (2) a map showing all approved, pending (including this Project), and existing warehouses in Mead Valley.[6]

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[4] **Attachment F** shows the proposed industrial policy area in relation to the 12 pending General Plan amendments and existing residential properties.

[5] The website for the Cajalco Road Widening Project specifies that "[t]he project would widen the roadway to four lanes between Harvill Avenue and Temescal Canyon Road, and to six lanes between the I-215 southbound ramps and Harvill Avenue." *See* "Project Overview," Cajalco Road Widening and Safety Enhancement Project (last accessed Oct. 16, 2025) https://rcprojects.org/cajalco-road-widening.

[6] The County's October 16, 2025 responses argue that many developments were proposed after the draft EIR was published for public review on June 30, 2023. Aside from underscoring the absurdity of the County proceeding with the Project's draft EIR before even initiating the corresponding General Plan amendment process, this response also fails to excuse the EIR's glaring omissions. First, not all of the projects listed in **Attachment G** post-date this Project's draft EIR and the County's response does not account for the several existing industrial developments that are not anticipated by prior General Plan EIRs and therefore have been omitted from the cumulative impacts analyses. Second, the addition of millions of square feet of new warehouse development near the Project, including over a million square feet just within two miles of the Project

Without consideration of these projects, the EIR is severely understating many of the Project's impacts. All of these industrial projects will, like the Project, have significant air quality, greenhouse gas, transportation, noise, and biological impacts. As the Office of the Attorney General has reiterated, "warehouse development can harm local communities and the environment" by emitting toxic pollutants that contribute to chronic health problems and causing "disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure." **Attachment I** at 2-3; EIR at F-5 (warehouses can "emit toxic diesel emissions"); *see also* EIR at F-112 (Center for Biological Diversity comment letter describing air pollution from Project and other warehouse developments); **Attachment B** at 5-6 (discussing health risks of warehouse developments). Any incremental increase in the air quality and greenhouse gas impacts to the region is particularly concerning given Mead Valley's already incredible air pollution burden and the chronic health risks associated with such impacts.[7]

Each project will also bring substantial amounts of truck traffic, much of it likely traveling along Cajalco Road towards I-215 and I-15. *See* **Attachment I** at 2 (warehouses generate "hundreds, and sometimes thousands" of vehicle trips that increase congestion and adversely impact road conditions and safety), 11 ("Warehouse facilities inevitably bring truck and passenger car traffic" and "can present substantial safety issues"); EIR at F-5 (CARB comments noting that facilities like the Project "can result in high volumes of heavy-duty truck traffic"). Indeed, the aim of the Cajalco Road Widening Project is to facilitate more traffic along that road, growing the connection between I-215 and I-15, and further impacting residential areas in Mead Valley with truck traffic from industrial facilities in the I-15 corridor.

Additionally, the footprint of all of the pending and approved General Plan Amendments would expand industrial uses to the edge of the Motte Rimrock Reserve area, and much farther into land currently designated as agricultural and open space. *Compare* **Attachment E** *with* Mead Valley Area Plan at Figure 3. This area protects critical habitat for a variety of protected and rare species. The EIR must analyze how this Project will exacerbate the cumulative biological impacts to those species.

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site constitutes "significant new information" warranting revision and recirculation of the draft EIR. *See* CEQA Guidelines § 15088.5; *see also* **Attachment A** at 26.

[7] Riverside County ranks as the second most polluted county to live in based on ozone pollution and fifteenth most polluted county based on particulate matter pollution. **Attachment J** (State of the Air 2025 Report) at 23; *see also* 25-31 (discussing health impacts of air pollution).

By omitting consideration of these projects, the EIR is also underestimating the severity of the Project's cumulative impacts on housing in Mead Valley. On its own, the Project would demolish 26 single-family homes and displace an estimated 99 residents. EIR at 4.15-5. The EIR concludes that population and housing impacts are cumulatively less-than-significant, but does not provide any information about the overall impacts of all the pending and approved industrial projects in Mead Valley. It does not, for example, provide any information about whether other pending and approved projects will similarly demolish residences and displace residents. In fact, several of the proposed warehouse projects requiring General Plan amendments are sited on existing residential lots. *See* **Attachment F** (showing proposed General Plan amendments in red and residential structures in green). And the EIR has not shown that adequate replacement housing will be available in Mead Valley, much less conducted that analysis while also factoring in the hundreds of additional Mead Valley residents who would be displaced through these additional projects. Without disclosing any information about these impacts, the EIR has not cited any substantial evidence to support its conclusion that the cumulative impacts of this Project, considered in the context of the numerous other industrial developments, are less-than-significant. The County must revise the EIR to discuss the cumulative impacts on housing in the area, including showing that the Project does not thereby conflict with General Plan policies regarding affordable housing. *See, e.g.*, Riverside County General Plan at H-30 (Policy H-32 requiring replacement of affordable housing); *see also* Gov't Code § 65098.6 ("A city, county, or city and county shall condition approval of a logistics use on the following: (a) Two-to-one replacement of any demolished housing unit that was occupied within the last 10 years").

The County must revise the EIR's cumulative impacts analyses to include consideration of existing, approved, and pending projects that are not included in the Mead Valley and City of Perris General Plan EIRs (i.e. any such projects that post-date certification of the respective EIRs).

B. The EIR's Impacts Analyses Rely on Unsupported Assumptions About Traffic Patterns in the Project Area.

The EIR repeatedly states that "all Project-related truck trips would be routed directly to the north via Seaton Avenue and to the east via Cajalco Road/Cajalco Expressway to access the I-215" and "away from residential uses in the area." *See, e.g.*, EIR at F-67, S-73, 2-19, 3-2, 3-13, 4.18-17-18, 20. This assumption about the Project is expressly cited as support for the EIR's conclusion that transportation hazards, such as collisions with pedestrians and other motorists, will be less-than-significant. *See id.* at 4.18-20. Contrary to the EIR's assertion, however, the Traffic Analysis in EIR Appendix N2 shows that both existing and projected traffic volumes involve substantial traffic

westward from the Project site. *See* Appendix N2 at 36-37, 44. Specifically, according to the EIR's appendix, 15% of Project-related truck traffic will move westward along Cajalco Road, away from I-215 and deeper into neighboring residential areas. Westward truck traffic is to be expected given that Cajalco Road directly connects the Project area to I-15, which is only 16 miles west of the Project site. And, indeed, there is already substantial traffic on Cajalco Road west of the Project site. *See also* **Attachment K** at 6-7 (using Cajalco Road and I-15 is a more direct route for trucks traveling between the Project site and the Ports of Los Angeles and Long Beach). The Traffic Analysis shows tens of thousands of daily trips traveling west from the Project site towards sensitive receptors such as elementary schools. *See* Appendix N2 at 36 (counting a combined 38,850 trips at the Clark Street and Cajalco Road intersection). The EIR does not acknowledge this westward traffic in its various impacts analyses. In fact, it entirely omits any discussion of traffic movement between I-15 and the Project site.

An independent review of the Traffic Analysis also shows that the analysis may be severely underestimating the Project's impacts by underestimating truck trips generated by the Project and the percentage of traffic surrounding the Project site that is currently made up of truck traffic. *See* **Attachment K** at 2 (actual truck trips may be up to 180 percent higher than the Traffic Analysis's projections), 2-3 (the Traffic Analysis's calculations do not factor in existing truck traffic). By ignoring westward traffic and underestimating truck traffic, the EIR is likely understating many of the Project's impacts.

For example, if the EIR accounted for this westward traffic, the significance of the Project's air quality impacts would likely increase because of harmful pollutant exposure to the many sensitive receptors located west of the Project site. *See* EIR at 2-5-6 (describing and mapping "numerous rural residential homes" and open space west of the Project site); **Attachment K** at 3 (independent traffic analysis noting noise pollution and safety impacts to residential areas west of the Project site), 6-7 (road widening and straightening is shown to lead to more congestion, worse air quality, and increased safety risks). Sensitive receptors near the Project site include two elementary schools and one middle school, which are located approximately one mile west of the Project site. EIR at 2-22. Yet, the EIR's current residential exposure focuses only on one residence located 167 feet south of the Project site. *See id.* at 4.3-57-58. Likewise westward truck traffic will increase the Project's noise impacts from heavy duty trucks traveling near these sensitive receptors and through residential areas to the west. *See* **Attachment K** at 3.

These deficiencies will certainly affect the EIR's transportation impacts analysis because one of the significance conclusions explicitly relies on the assumption that "all Project-related truck trips would be routed directly to the north via Seaton Avenue and to

the east via Cajalco Road/Cajalco Expressway to access the I-215." EIR at 4.18-17. Furthermore, because the Project will direct traffic to nearby undeveloped streets and the narrower western stretches of Cajalco Road, underestimating the volume of trucks means that the EIR is also underestimating impacts to congestion, road conditions, and safety concerns. *See* **Attachment K** at 3-4. In fact, it is clear that the Cajalco Road and Seaton Avenue intersection, cannot accommodate the additional traffic that will result from the Project. The left-turn lane on the southern portion of Seaton Avenue at that intersection would need to be ten times longer in order to accommodate the level of truck queuing anticipated by the Project. *See id.* at 5.

Any additional impacts resulting from this overlooked truck traffic would be further compounded by the cumulative impact of the other industrial projects in the surrounding area and the Cajalco Road Widening Project, which will increase westward truck traffic by both requiring more trucks to service the additional projects and expand Cajalco Road's capacity to accommodate these trucks between I-215 and I-15.

C. The EIR Fails to Properly Analyze and Mitigate the Project's Energy Impacts.

The EIR's conclusion that the Project would not result in any potentially significant energy impacts is not supported by adequate analysis or evidence. An EIR must contain a detailed statement describing "measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." Pub. Resources Code § 21100(b)(3); CEQA Guidelines, Appx. F. Appendix F to the CEQA Guidelines provides a list of potential energy use impacts and mitigation measures to guide that analysis. *See* CEQA Guidelines, Appx. F §§ II.C-II.D. It states that EIRs should consider (1) a project's "energy requirements and . . . energy use efficiencies by amount and fuel type for each stage of the project," (2) the project's "effects . . . on . . . demands for electricity," and (3) the project's "projected transportation energy use requirements." *See id.*, § II.C. Local agencies should also consider mitigation measures such as "siting, orientation, and design to minimize energy consumption," "reducing peak energy demand," and use of renewable fuels and energy systems, among others. *Id.* § II.D; *see also* CEQA Guidelines § 15126.2(b) (EIR must mitigate wasteful, inefficient, or unnecessary energy use). But the EIR's energy impacts analysis falls short of evaluating the standards outlined in Appendix F as CEQA requires. *See id.*, Appx. F §§ II ("Where items listed [in Appendix F]. . . are applicable or relevant to the project, they should be considered in the EIR."); *see also Cal. Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 211 ("*Clean Energy*") (EIRs must address applicable considerations from Appendix F); *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 265 ("*Ukiah Citizens*") (same).

Regarding whether the Project would "[r]esult in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation," the EIR concludes that this impact would be less-than-significant. It reaches this conclusion by simply stating, without further explanation, that "the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems" and relying on "future building permit applications" to comply with applicable building standards. EIR at 4.6-24. The EIR thereby assumes that the Project's energy consumption will not have a significant impact because it will be more energy efficient compared to older warehouses by virtue of compliance with the State's current minimum building code requirements. *See id.* The EIR fails to describe what these efficiency gains will be and jumps straight to concluding that there is a less-than-significant impact. But simply achieving greater efficiency than older warehouses does not demonstrate that the Project's energy consumption is not wasteful, inefficient, or unnecessary. The EIR must provide evidence to support this conclusion, such as by considering the breakdown of the Project's energy sources, its effect on demands for electricity, and projected transportation energy use requirements. *See* CEQA Guidelines, Appx. F, § II.D. If impacts are significant, the EIR must then also identify and describe energy-conserving measures, like those outlined in Appendix F, that would be implemented during operation of the Project to reduce the energy use.

The EIR also concludes that the Project will "not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California." *See* EIR at 4.6-24. This conclusion assumes that because the Project will not require the construction of new energy-generating facilities to serve its energy needs, the Project is therefore not wasteful or inefficient. But, there is no supporting evidence or data for this claim. For example, even if a new energy-generating facility is not needed, the Project may still place such a high burden on existing facilities that the Project's energy use will be wasteful or inefficient. In fact, here, the Project site has the capacity to generate enough renewable power to supply the equivalent of 100% of the Project's electricity needs,[8] but meets only minimum standards for sourcing renewable energy. Sourcing a greater share of its electricity from renewable energy would both reduce the Project's energy consumption from the grid and decrease its associated GHG emissions. It would also aide in demonstrating consistency with the

[8] Assuming that only 60% of the rooftop area can be used for solar panels, a rooftop solar system would conservatively generate 9.3 million kWh/year, which is nearly three times the Project's estimated electricity demand. *See* **Attachment A** at 14.

CARB 2022 Scoping Plan and Assembly Bill 1279 by making the Project net neutral in terms of energy demand and on-site production. Thus, the mere fact that the Project still draws from grid power can be considered inefficient and wasteful, resulting in significant energy impacts. The EIR must explain why anything short of 100% renewable energy is not wasteful or inefficient.

The EIR also concludes that the Project "would not result in the inefficient, wasteful, or unnecessary consumption of energy" because "the Project's proximity to the Interstate freeway system would reduce VMT and therefore decrease reliance on fossil fuels." *See* EIR at 4.6-24. But, again, the EIR fails to explain how a decrease in fossil fuel use based on proximity to the freeway necessarily means that the Project's energy consumption meets efficiency standards. To the contrary, the Project's continued reliance solely on fossil fuels for transportation suggests inefficiency and waste in the Project's energy consumption. The Project could demonstrate energy efficiency and a decreased reliance on fossil fuels by requiring some portion of on-site vehicles to be electric or utilize alternative fuels, and by revising Mitigation Measure 4.18-2 to *mandate* a measurable and enforceable Transportation Demand Management (TDM) program. As currently written, MM 4.18-2 contains no actual requirements that will result in reducing VMT – only suggestions, and does not establish any thresholds to be met that will help determine whether the measure is being effectively implemented.

Next, the EIR concludes that the Project would not "[c]onflict with or obstruct a state or local plan for renewable energy or energy efficiency" because the Project is consistent with the Riverside County CAP and "would be required to comply with the Title 24 standards" *See* EIR at 4.6-25. The EIR also relies on the assumption that state and federal regulation of vehicle emissions and building energy efficiency will become increasingly stringent. *See id.* at 4.6-22. However, once again the EIR does not explain its conclusion that meeting minimum building requirements demonstrates that the Project would not conflict with state or local energy plans. Indeed, courts have rejected EIRs that rely merely on compliance with building codes to address project impacts without a more detailed analysis of the considerations outlined in the Appendix F. *See Clean Energy*, 225 Cal.App.4th at 211 ("Although the Building Code addresses energy savings for components of new commercial construction, it does not address many of the considerations required under [A]ppendix F"); *Ukiah Citizens*, 248 Cal.App.4th at 265 (EIR "improperly relie[d] on compliance with the building code to mitigate operational and construction energy impacts, without further discussion of the . . . [A]ppendix F criteria"); *see also* CEQA Guidelines § 15126.2(b) (discussing other relevant considerations in addition to compliance with the building code). The EIR should engage

in a serious discussion of the considerations and mitigation measures listed in Appendix F.

Here, the EIR should have discussed the considerations and explored the applicable mitigation measures identified in Appendix F—for example, how siting decisions under the General Plan Update or policies to encourage renewable energy systems could mitigate the Project's energy use impacts. *See* CEQA Guidelines, Appx. F § II.D.2, II.D.4. Without this additional analysis, the conclusions that the Project's energy impacts are less than significant are not supported by substantial evidence. The facts suggest that the Project's energy use in construction, transportation, and ongoing operation impacts are indeed significant and that mitigation is required.

D. The EIR Fails to Address the Issues Raised Before the Planning Commission.

In our September 2, 2025 letter to the Planning Commission, we identified several issues with the FEIR which the County must address before proceeding any further with the Project. In its October 16, 2025 responses to comments to the Planning Commission, the County largely denies and disagrees with our September 2, 2025 letter, it has still failed to address or meaningfully respond to those concerns. Below are brief summaries of the issues raised in our September 2, 2025 letter and clarifications in response to some of the County's corresponding arguments:

- The EIR's analysis and mitigation of air quality and greenhouse gas emissions impacts are inadequate. Deficiencies in the EIR include underestimating haul truck trips and resulting impacts, relying on an inaccurate construction timeframe, underestimating average truck trip length and resulting mobile source emissions, and omitting consideration of westward traffic along Cajalco Road.

- The EIR's mitigation of significant impacts to Burrowing Owls is inadequate because the proposed measures fail to comply with the requirements in the Western Riverside Multiple Species Habitat Conservation Plan (WR-MSHCP). In response, the County baldly states that the EIR complies with the MSHCP's surveying requirements, but fails to explain on which "accepted protocols" the mitigation measures rely on and explain how the Project will comply with the WR-MSHCP's requirement to avoid take of active nests.

- The EIR's analysis and mitigation of VMT impacts are inadequate. Deficiencies in the EIR include failing to include specific and enforceable performance standards in proposed mitigation measures.

- The EIR's analysis and mitigation of transportation impacts are inadequate. Deficiencies in the EIR include failing to fully analyze circulation impacts during construction and understating the Project's impacts to the need for road maintenance.

- The EIR's analysis and mitigation of housing impacts are inadequate. Deficiencies in the EIR include understating the impact of demolishing 26 single-family homes and failing to explain whether replacement units will be available when needed or suitable for those displaced by the project. The County's response argues that "anticipated residential growth" in Mead Valley can accommodate the new homes needed for those displaced by the Project. However, the County still fails to demonstrate that the necessary replacement housing will be available in time and serve as adequate and affordable replacement residences. The County also continues to fail to disclose whether the households being displaced are low-income.

- The EIR's analysis of impacts to agricultural land is inadequate. Deficiencies in the EIR include failing to analyze impacts to off-site disturbance and relying on the unsupported conclusion that no properties within the Project's 772-acre zone of influence are considered active agricultural production land.

- The EIR fails to update mitigation measures consistent with the County's representations in its responses to comments on the draft EIR. The County's October 16, 2025 responses state that the "Final EIR that is being considered by the Riverside County Board of Supervisors" will reflect the omitted updates. However, none of the agenda materials reflects these updates. Accordingly, no publicly-available version of the EIR reflects these promised changes.

- The EIR's alternatives analysis is inadequate. Deficiencies include failing to adequately support the conclusion that no sufficient alternative sites exist and recommending approval of an environmentally inferior alternative. The County's argues that the Small Project Alternative is less effective at meeting the Project's objectives. However, the EIR itself states that this alternative "generally would meet the Project's objective." EIR at 6-54-55.

Additionally, the September 2, 2025 comment letter discussed how the Project conflicts with several General Plan policies, including those prioritizing balanced and diverse land uses and establishing a preference for preserving agricultural lands and the region's rural character. The comment letter also reiterated our previous concerns about improper use of public resources and influence of private interests in the decision-making process.[9]

The County has not meaningfully addressed any of these deficiencies. Therefore, the EIR and Project remain deficient for all of the reasons outlined in the September 2, 2025 comment letter (see **Attachment A**).

II. Very Recent, New Additions to the Project Scope Have Not Been Studied.

The staff report, which was posted on October 16, 2025, just five days before the Board hearing on October 21, 2025, discloses that the Plot Plan conditions of approval now require the developer to acquire and transfer to the County 2.5 acres of commercial property and 2.5 acres of property "suitable for construction of a small passive park." The construction and operation of this additional 5 acres of development will undoubtedly result in additional impacts. For example, construction activity will likely increase noise and air pollution in surrounding areas. And new commercial retail spaces will increase traffic in the area and thereby increase the Project's transportation impacts. However, the EIR's project description does not reflect this expansion of the Project scope. And the impact analysis likewise does not discuss the impacts of these newly proposed developments, much less analyze how they effect the EIR's significance conclusions. The County must revise the EIR to reflect this new information and analyze the full scope of the Project's impacts, including this additional 5 acres of development. *See* CEQA Guidelines § 15088.5.

III. Conclusion

It is abundantly clear that Mead Valley does not need another warehouse development, and certainly not one that spans 1,003,510 square feet and requires the destruction of 26 homes and 44.66 acres of agricultural land. Furthermore, it is evident that the developer's empty promises about employment and a public park are weak

[9] The County has continued to allow the developer to use the County-owned Mead Valley Community Center to further the developer's private interests in Project's approval. Attached here to as **Attachment L** is a photo of a flyer posted in the Community Center that asks for support for the Project, advertises free food for "all attendees in support of this vital project," and offers transportation from the Community Center to the October 21, 2025 Board of Supervisors meeting.

attempts to mask this Project's disastrous impacts on the surrounding community. And the developer's late promises of a commercial area and public park similarly cannot outweigh the extreme harms that the Project will introduce. The Project has no tenant and no guarantee that the park will ultimately be built or maintained without any financial impact on community members. On the other hand, the Project will have serious air quality, traffic, greenhouse gas emissions, housing, noise, biological, and agricultural impacts. And the EIR's impacts analyses overlooks the cumulative impacts of the dozens of other existing and pending industrial projects in the surrounding area as well as the pending Cajalco Road Widening Project.

Rural Association of Mead Valley and Sierra Club respectfully urge the County to deny certification of this EIR and reject this Project. At the very least, the County must address the several fatal defects in the EIR and recirculate the EIR for further public review and comment. If these defects are not remedied, certification of the EIR and approval of the Project as proposed will result in violations of state law. Mead Valley needs more clean community resources. It cannot continue to bear the County's pollution and industrial burdens while hundreds of residents are displaced with each new and unnecessary warehouse. We thank you for considering and addressing these comments and urge the County to decline any further action on this Project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Mindy K. Jian, Attorney

Attachments:

A. September 2, 2025 SMW Letter to Planning Commission
B. Inland Empire Industrial Real Estate Report (2025 Q2)
C. The State of Work (Feb. 2024)
D. Jeff Horseman, "*Report: warehouse wages trail inland average*," The Press-Enterprise, las accessed Oct. 16, 2025
E. County Map of "Proposed Mead Valley Industrial Policy Area"

F. Map of proposed industrial policy area overlay on pending GPAs and residential lots
G. List of Pending and Approved Warehouses
H. Maps of Pending and Approved Warehouses
I. Office of the Attorney General, Warehouse Projects: Best Practices and Mitigation Measures to comply with the California Environmental Quality Act
J. Excerpts from State of the Air 2025 Report
K. Cajalco Commerce Center Review Traffic Memorandum
L. Community Center Flyer

cc: Debbie Walsh, Rural Association of Mead Valley
George Hague, Sierra Club
Mike McCarthy, Sierra Club

Board of Supervisors **County of Riverside**

RESOLUTION NO. 2025-~~114~~275

ACKNOWLEDGING AND MODIFYING SPECIFIC MARCH JPA RESOLUTIONS AND APPROVALS RELATED TO LAND USE ENTITLEMENT

WHEREAS, on September 7, 1993, the CITY OF MORENO VALLEY, a general law city of the State of California, the CITY OF PERRIS, a general law city of the State of California, the CITY of RIVERSIDE, a charter city and municipal corporation of the State of California (collectively referred to as "Cities"), and the COUNTY OF RIVERSIDE ("County"), a political subdivision of the State of California, (collectively referred to as "Parties") contracted with each other for the joint exercise of powers pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500) of the Government Code of the State of California, to establish the March Joint Powers Authority ("March JPA") and govern the March JPA territory, as defined in the March JPA General Plan as of the adoption date of this ordinance, attached hereto and incorporated herein by reference as Attachment "A" ("March Territory");

WHEREAS, the March JPA was established as a public entity, separate and apart from its members, and, as provided by law and is be empowered to take such actions as may be necessary or desirable to implement and carry out the purpose of the March JPA Joint Powers Agreement ("Agreement");

WHEREAS, the Agreement allows the Parties to develop and formulate goals, objectives, and priorities of the March JPA, amend the Joint Powers Agreement, or to create an appropriate successor entity to implement such goals, objectives, and priorities, and shall continue until terminated by the Parties hereto by their mutual written consent of the Parties.

WHEREAS, the Parties have amended the Agreement thirteen times with the most recent amendment (referred to as the "Fourteenth Amendment") signed on April 18, 2023. The Fourteenth Amendment reflects the refinement and reduction of duties of the March JPA, anticipated future completion of the land use redevelopment phase of the original purpose of the Agreement, and the transition into a new phase of inter-governmental cooperation in the operation and management of the civilian airport through the March Inland Port Airport Authority, as follows:

1. Through June 30, 2025, the express powers of March JPA are as follows:

   A. Developing and formulating and implementing plans for the organization, development and establishment of program goals, objectives and priorities for the use and reuse of the former March Air Force Base;

   B. Obtaining of funding and other resources, as is more specifically set forth in Section 6 of the Agreement;

   C. Creating a Redevelopment Agency having all of the rights, powers, and duties related thereto and carrying out the necessary actions to form and implement a redevelopment project area;

   D. Creating an "Airport Authority" having all the rights, powers, and duties related thereto;

   E. Functioning as the single, local, representative of the region and the most affected communities in respect to formulating and implementing plans for the use and reuse of the former March Air Force Base; and,

   F. Planning and implementing the development of land in the area covered by the March "Master Reuse Plan", Air Force Village West in its entirety, and additional territory, which is all collectively identified as the March Territory, including the preparation and adoption of a General Plan and /or a Specific Plan, the preparation and adoption of zoning and other land development standards, the preparation and adoption of health and safety codes related to development activities, and the implementation of these functions through the creation of appropriate Boards and Commissions pursuant to California law.

2. Beginning July 1, 2025, the express powers of March JPA are as follows:

   A. The operation of the Successor Agency of the Former March Joint Powers Redevelopment Agency, having all of the rights, powers, and duties related thereto and carrying out the necessary actions associated with a successor agency under state law;

B. The operation and management of the March Inland Port Airport Authority and its civilian airport, covering the territory identified in the Exhibit B map of the Agreement, and having all the rights, powers, and duties related thereto including authority for airport master planning, airport development approvals, and authority to collect and retain, for airport purposes, any and all lease revenues from airport properties;

C. The non-exclusive representation of the Parties and the wider region in state and federal matters affecting the March Air Reserve Base; and,

D. The continued operation and management of March JPA property or property districts outside the March Territory, including the collection of rents, fees, assessments or other revenues and expenditure of funds associated therewith (notwithstanding March JPA's ability to continue to operate such districts, should March JPA pursue the transfer of control of any such district to a Party, March JPA shall bear the costs of such transfer including the cost of any ballot measure, if necessary).

WHEREAS, on April 18, 2023, the Parties entered into a Tax and Revenue Sharing Agreement to ensure an equitable distribution of revenues associated with the March Territory, which remains in effect until August 1, 2041.

WHEREAS, on April 18, 2023, the Parties entered into a Governmental Municipal Services Agreement to outline the responsibility for March JPA and the County related to providing governmental municipal services within the March Territory through June 30, 2025, as follows:

1. Through June 30, 2025, March JPA shall continue to provide the following services within the March Territory:

A. Entitlements. Review and consideration of all land use applications, and related planning, zoning and building entitlements;

B. Building Permits. Issuance of building permits;

C. Uniform Codes. Preparation and adoption of uniform building codes pursuant to the Uniform Codes ("UBC") of the State of California, as well as health and safety regulations, related to the construction, operation and maintenance of buildings;

D. Plan Review. Review of all building and construction plans for private or public improvements proposed to be constructed, improved, or reconstructed within the March Territory, including, but not limited to, building and construction plans, street improvement plans, traffic signal plans, signage plans, striping plans, and grading and drainage plans;

E. Inspection. Inspection of public improvements prior to acceptance of such public improvements by March JPA;

F. Certification of Occupancy. Final inspections and issuance of certificates of occupancy for the occupancy of buildings;

G. Maintenance Districts. Creation and implementation of landscape and lighting maintenance districts to perform maintenance and irrigation on all landscape within public rights-of-way appurtenant to new development, or as appropriate, appurtenant to existing buildings, including, but not limited to, landscape easements, landscape within the right of way, landscaped medians, common open space, non-regional project storm water detention basins, certain flood control facilities, street sweeping and all catch basins and all street light maintenance, repair and electrical charges pertaining to street lighting, except as such landscaping and lighting is otherwise owned, operated and maintained by the United States of America, or until such time as the territory, including such landscaping and lighting, is annexed to one of the municipal entities;

H. Right-of-way Acquisition. Acquisition of all necessary public rights-of-way;

I. Street Maintenance. Except as otherwise specified in this Agreement, maintenance and operation of all public streets, and related public street improvements, including street, curb, gutter, sidewalk, traffic signals, street signage, and street striping, to agreed-upon standards;

J. Maintenance and Operation of Access Road. Maintenance and operation of the permanent roadway which provides access to County's Ben Clark Training Center and the base reuse territory at such time as such road is permanently reconstructed and realigned;

K. Street Signs. Review of applications for new street signs and maintenance of all new street signs for all roadways to be constructed, operated, and maintained by the March JPA; and,

L. Annual Inspections. Annual building code, fire, and National Pollutant Discharge Elimination System (NPDES) inspections, and the March JPA will handle enforcement of all actions arising from building code and NPDES inspections.

2. Through June 30, 2025, the County shall continue to provide the following services within the March Territory.

A. Public Safety. Public safety services of the County Sheriff's Department, at the level specified in and pursuant to the terms of that certain existing agreement between the Authority and the County Sheriff's Department, effective on July 1, 2022 which agreement expires June 30, 2027;

B. Emergency Fire and Fire Marshal. Emergency fire response services and fire marshal services;

C. Emergency Response. Emergency medical response, technical rescue response and emergency hazardous materials response;

D. Plan Review. Fire sprinkler and water system and underground fire plan review for all buildings to be constructed or tenant improvements made to buildings within the March Territory including plan checks, fire occupancy inspections, OSHPD (hospitals and acute care facilities) plan checks, and fire marshal plan reviews, to the extent required by law;

E. Road Plan Review. Review and approval of construction plans, inspection, maintenance, and operation, with regard to Van Buren Boulevard, Barton Road, and Alessandro Boulevard within the County, including related public street

improvements, including street, curb, gutter, sidewalk, traffic signals, street signage, and street striping, to agreed upon standards;

F. Annual Inspections. The County will handle the enforcement of all actions arising from the Annual Inspections referenced above in Section 1.1 with the exception of those arising from building code or NPDES inspections;

G. Signs. Review of applications for new street signs and maintenance of all new street signs for all roadways to be constructed, operated, and maintained by the County;

H. Animal Control. The County will provide all animal control services;

I. Code Enforcement. The County will provide code enforcement services; and

J. Additional Services. The March JPA may request additional services, and the County may agree to provide additional services and be compensated for the additional services. A separate agreement shall be entered into for each occurrence.

WHEREAS, collectively, the terms of the Fourteenth Amendment to the Joint Powers Agreement, the Tax and Revenue Sharing Agreement of the Parties, and the Government Municipal Services Agreement of the Parties (collectively referred to as the "March JPA Consolidation Documents") describe the reduction in responsibilities of March JPA within the March Territory beginning on July 1, 2025. As a result, beginning on July 1, 2025, the County agrees to assume responsibility for the March Territory, as follows:

1. The County's express powers for the March Territory shall include the following:

A. Recognizing previously approved land use entitlements and permits within the March Territory;

B. Planning and implementing the development of the March Territory, including the preparation and adoption of a General Plan and/or a Specific Plan, the preparation and adoption of zoning and other land development standards, the preparation and adoption of health and safety codes related to development activities, and the implementation of these functions through the creation of appropriate Boards and Commissions pursuant to California law. This does not include planning and implementing the development of airport land owned by the March Inland Port Airport Authority or located on March Inland Port Airport Property;

C. Providing all municipal services within the March Territory, as described in the Governmental Municipal Services Agreement;

D. Continuing to execute the agreed-upon tax and revenue sharing within the March Territory, as described in the Tax and Revenue Sharing Agreement; and,

E. Entering into new contracts, settlements, agreements, or development agreements post July 1, 2025 related to the March Territory.

2. The County's express powers for the March Territory do not include automatic assumption of the following, which were executed prior to July 1, 2025:

A. March JPA contracts, settlements, or agreements executed prior to July 1, 2025 in which the County was not a party of signatory.

B. March JPA Disposition and Development Agreements executed prior to July 1, 2025 in which the County was not a party or signatory.

C. March JPA Development Agreements executed prior to July 1, 2025 in which the County was not a party or signatory.

D. As March JPA has never identified the County as the successor in interest or successor entity of the March JPA, successor entity provisions or terms negotiated by March JPA executed prior to July 1, 2025 in which the County was not a named party or signatory.

3. Notwithstanding the above provisions of Section 1. and 2., the County will have the express powers to enter into new, existing, or revised contracts, settlements, agreements, disposition and development agreements, and development agreements, including the assignment and assumption of any applicable agreements, for the March Territory beginning July 1, 2025.

WHEREAS, on June 24, 2025, ~~the purpose of this~~ Resolution No. 2025-114 ("March Resolution") ~~is to~~ acknowledged the previously approved land use entitlements within the March Territory, some of the land use actions taken by March JPA, and clarify and modify the County's interpretation of the prior actions and entitlements related to all future actions. The actions taken in th~~e~~is March Resolution we~~a~~re based on the following legal authority:

1. March JPA Consolidation Documents, which the Parties agreed for the County to obtain land use jurisdiction over the March Territory beginning July 1, 2025.
2. California Government Code Section 6539.9.1, which acknowledges the return of land use authority to the County and outlines the transfer of jurisdiction over landscaping and lighting maintenance districts and community facilities districts from March JPA to the County.
3. Article XI, Section 7 of the California Constitution, which authorizes the County of Riverside to adopt ordinances and enforce within its limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws and declare certain conditions, like substandard buildings and portions thereof, a public nuisance.
4. California Planning and Zoning Law (Division 1 of Title 7 of the California Government Code), which provides for the regulation of the intensity of land use and the adoption of zoning and development standards.
5. California Subdivision Map Act (Division 2 of Title 7 of the California Government Code), which provides for the regulation of all land divisions.
6. California Government Code Section 25845, which permits a county to establish procedures for the abatement of a nuisance and related cost recovery.

WHEREAS, on June 24, 2025, the~~is~~ March Resolution wa~~i~~s being considered along with an amendment to the Comprehensive General Plan, which ~~will~~ created the March Area Plan incorporating the March Territory in order for the County to assume land use jurisdiction and responsibility as identified in the March Consolidation Documents.

WHEREAS, on June 24, 2025, the March Resolution wa~~i~~s also being considered along with Ordinance No. 997 (referred to as the "March Ordinance"), which ~~will~~ established the rules, regulations, and requirements related to parcels within the March Territory in order to promote the public health, safety, and welfare of the residents of the County of Riverside, as follows:

1. Establish the regulations related to parcels within the March Territory;
2. Adopt the March Development Code (March JPA Ordinance Nos. 12-01, 12-04, 16-01, 16-03, 18-02, and 19-03) with amendments created by the~~is~~ March ~~o~~Ordinance in order to create the land use standards for all the March Territory, which incorporates the March Territory,

as designated by the Riverside County Comprehensive General Plan. More specifically, the adoption of the March Development Code, as amended, shall include all the zoning and development standards with amendments related only to the processing of all entitlements and permits;

3. Adopt the March Business Center Specific Plan, Specific Plan No. 01 (sometimes also referred to in the documents as "Specific Plan No. 2") (March JPA Ordinance Nos. 03-01, 05-08, 08-01, 13-04, 16-02, 17-03, 18-04, 21-01) with amendments replacing the processing requirements in the specific plan with the processing requirements of the Processing Matrix (Attachment "B" of the March Ordinance), which reflects the standards of Riverside County Ordinance No. 348;

4. Adopt the United States Veterans Educational & Training Center Specific Plan, Specific Plan No. 03 (March JPA Ordinance No. 03-05), and the Air Force Village West Specific Plan, Specific Plan No. 04 (March JPA Ordinance No. 04-03) with amendments replacing the processing requirements in the specific plan with the processing requirements of the Processing Matrix (Attachment "B" of the March Ordinance), which reflects the standards of Riverside County Ordinance No. 348;

5. Adopt the Meridian Specific Plan, Specific Plan No. 05 (March JPA Ordinance Nos. 10-02, 11-01, 14-02, 17-01, 18-03, and 19-04) with amendments replacing the processing requirements in the specific plan with the processing requirements of the Processing Matrix (Attachment "B" of the March Ordinance), which reflects the standards of Riverside County Ordinance No. 348;

6. Adopt the U.S. Vets Transitional Housing Program Specific Plan, Specific Plan No. 06 (March JPA Ordinance Nos. 11-05 and 24-01) with amendments replacing the processing requirements in the specific plan with the processing requirements of the Processing Matrix (Attachment "B" of the March Ordinance), which reflects the standards of Riverside County Ordinance No. 348;

7. Adopt the March Lifecare Campus Specific Plan, Specific Plan No. 07 (March JPA Ordinance Nos. 09-03, 09-04, and 11-02) with amendments replacing the processing

requirements in the specific plan with the processing requirements of the Processing Matrix (Attachment "B" of the March Ordinance), which reflects the standards of Riverside County Ordinance No. 348;

8. Adopt the March Truck Route Ordinance (March JPA Ordinance Nos. 09-01, 17-06, and 21-02), which is applicable to the entire March Territory; and,

9. Adopt all other Riverside County Board of Supervisors Policies and Ordinances, which will be applicable to the entire March Territory, including, but not limited to the following:

A. Riverside County Ordinance No. 457, "Building Codes & Fees Ordinance";

B. Riverside County Ordinance No. 461, "Road Improvement Standards & Specifications";

C. Riverside County Ordinance No. 659, "Establishing a Development Impact Fee Program";

D. Riverside County Ordinance No. 671 "Establishing Consolidated Fees for Land Use and Related Functions";

E. Riverside County Ordinance No. 725, "Penalties for Violations of Riverside County Ordinances";

F. Riverside County Ordinance No. 810, "Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee";

G. Riverside County Ordinance No. 824, "Western Riverside County Transportation Uniform Mitigation Fee Program"; and,

H. Riverside County Ordinance No. 915, "Regulating Outdoor Lighting".

WHEREAS, the purpose of this Resolution No. 2025-275 ("Updated March Resolution") is to supersede and replace the prior Resolution No. 2025-114 (March Resolution) in order to acknowledge additional previously approved land use entitlements within the March Territory and some of the land use actions taken by March JPA, which includes approvals related to the March Business Center Implementation Committee,

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BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside, State of California, in regular session assembled on November 4~~June 24~~, 2025, that:

1. The above recitals are incorporated herein by this reference.

2. This resolution, Resolution No. 2025-275 ("Updated March Resolution"), supersedes and replaces the prior Resolution No. 2025-114 (March Resolution) in order to acknowledge additional previously approved land use entitlements within the March Territory and some of the land use actions taken by March JPA, which includes approvals related to the March Business Center Implementation Committee.

3. All March Business Center Implementation Committee approvals (including extensions of time) related to land use entitlements are acknowledged by the County of Riverside and incorporated herein by reference (collectively referred to as the "March Committee Approvals").

4. All March JPA Planning Director or March JPA Planning Manager approvals related to land use entitlements are acknowledged by the County of Riverside and incorporated herein by reference (collectively referred to as the "March Director Approvals").

~~2~~5. The following March JPA Resolutions, including the actions taken therein, are acknowledged by the County of Riverside (collectively referred to as "Acknowledged March Resolutions") and incorporated herein by reference:

i. **March JPA Resolution No. 99-05**

a. Summary: Establish that Certain Buildings are "Existing Buildings" for the Purposes of Chapter 34 of the State Building Standards Code

b. Applicability: Entire March JPA Territory

ii. **March JPA Resolution No. 03-02:**

a. Summary: Adopt General Plan Amendment for the March Business Center

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

iii. **March JPA Resolution No. 03-03:**

a. Summary: Override Airport Land Use Commission for the March Business Center

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

iv. **March JPA Resolution No. 03-12:**

a. Summary: Amend the General Plan to Allow Temporary Dormitory Uses

b. Applicability: Entire March JPA Territory

v. **March JPA Resolution No. 03-16:**

a. Summary: Approve Design Guidelines for March Business Center

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

vi. **March JPA Resolution No. 04-11**

a. Summary: Adopt Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for Air Force Village West

b. Applicability: Air Force Village West Specific Plan, Specific Plan No. 3

vii. **March JPA Resolution No. 04-13**

a. Summary: Adopt General Plan Amendment for Air Force Village West Specific Plan

b. Applicability: Air Force Village West Specific Plan, Specific Plan No. 3

viii. **March JPA Resolution No. 04-20**

a. Summary: Approve Plot Plan 04-02 with Conditions of Approval and Change of Zone for a restaurant (Little Taste of the South)

b. Applicability: 15272 4th Street

ix. **March JPA Resolution No. 04-22**

a. Summary: Approve Plot Plan 04-08 with Conditions of Approval and Change of Zone for a retail framing gallery

b. Applicability: Northeast corner of N. Street and 3rd Street

x. **March JPA Resolution No. 06-02**

a. Summary: Approve Conditional Use Permit 05-01 with Conditions of Approval for CTE Geotechnical firm to allow reduced parking

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

xi. **March JPA Resolution No. 07-03**

a. Summary: Adopt Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approve Plot Plan 06-04 (Sunfield) with Conditions of Approval to allow one tilt-up concrete building and the associated development of approximately 123,282 square feet, with a planned expansion to 170,500 square feet for refrigerated food processing facilities and ancillary services

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

xii. **March JPA Resolution No. 07-04**

a. Summary: Adopt Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and Approve Plot Plan 06-05 (Garden) with Conditions of Approval for a 208,000 square foot concrete building for food processing uses, ancillary office areas, and a refrigerated warehouse

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents)

xiii. **March JPA Resolution No. 07-11**

a. Summary: Amend Tentative Map 30857 with Conditions of Approval

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents)

xiv. **March JPA Resolution No. 07-12**

a. Summary: Adopt an Addendum to the Certified Focused EIR for March Business Center and Adopt Plot Plan 05-06 (Smurfit Stone) with Conditions of Approval to allow for a 356,000 square foot industrial building

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

xv. **March JPA Resolution No. 07-13**

a. Summary: Adopt an Addendum to the Certified Focused EIR for March Business Center and Approve Plot Plan 06-06 (Intellicenter) with Conditions

of Approval and Variance Application ZV 06-01 to allow a 159,000 square foot office building

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents)

xvi. **March JPA Resolution No. 07-35**

a. Summary: Adopt an Addendum to the Certified Focused EIR for March Business Center, Approve Parcel Maps 36577, Tentative Tract Map 35678, and Plot Plan 07-03 and their associated Conditions of Approval to allow the subdivision of 4.97 acres of business park property into a commercial condominium lot and a 40,000 square foot office condominium

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents)

xvii. **March JPA Resolution No. 07-37**

a. Summary: Adopt an Addendum to the Mitigated Negative Declaration for the Air Force Village West Specific Plan and Approve Plot Plan 07-05 with Conditions of Approval to allow for the Air Force Village West Chapel and Meeting Hall

b. Applicability: Air Force Village West Specific Plan, Specific Plan No. 3

xviii. **March JPA Resolution No. 08-01**

a. Summary: Approve Building Area within Accident Potential Zones, which were previously approved by Resolution No. 05-17

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents; also referred to as "Meridian")

xix. **March JPA Resolution No. 08-04**

a. Summary: Approving Limited to Modifications to Mitigation Measures of the previously adopted Mitigated Negative Declaration for Sunfield, which was approved through Resolution No. 06-22

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents; also referred to as "Meridian")

xx. **March JPA Resolution No. 08-21**

a. Summary: Identifying Sensitive Receptors around the March JPA Planning Area pursuant to the 2008 Sensitive Receptor Map, which includes schools, churches, hospitals, libraries, housing, parks, playgrounds, day care centers and nursing homes

b. Applicability: Entire March JPA Territory

xxi. **March JPA Resolution No. 09-02**

a. Summary: Adopt an Addendum to the Certified Focused EIR for March Business Center and Approve Plot Plan 08-02 (Horizon Industrial) with Conditions of Approval to allow a 44,772 square foot light industrial building

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1 (referred to as Specific Plan No. 2 in the documents; also referred to as "Meridian")

xxii. **March JPA Resolution No. 09-12**

a. Summary: Adopt the Mitigated Negative Declaration and Approve Conditional Use Permit 08-01 with Conditions of Approval for Verizon Cell Tower

b. Applicability: 15260 6th Street, Riverside

xxiii. **March JPA Resolution No. 09-30**

a. Summary: Planning Commission Recommendation – Certification of the Program Environmental Impact Report and Mitigation Monitoring and Reporting Program and Adoption of General Plan Amendment 08-01, Change of Zone 08-02, March LifeCare Campus Specific Plan and their associated Conditions of Approval to allow for a 236-acre medical campus

b. Applicability: March LifeCare Campus Specific Plan, Specific Plan No. 7

xxiv. **March JPA Resolution No. 09-32**

a. Summary: Certification of the Program Environmental Impact Report and Mitigation Monitoring and Reporting Program and Adoption of General Plan Amendment 08-01, Change of Zone 08-02, March LifeCare Campus Specific Plan and their associated Conditions of Approval to allow for a 236-acre medical campus

b. Applicability: March LifeCare Campus Specific Plan, Specific Plan No. 7

xxv. **March JPA Resolution No. 09-33**

a. Summary: Adopt a General Plan Amendment for the March LifeCare Campus

b. Applicability: March LifeCare Campus Specific Plan, Specific Plan No. 7

xxvi. **March JPA Resolution No. 10-20**

a. Summary: Certifying the Subsequent Environmental Impact Report for the Meridian Specific Plan (Specific Plan 5) and Adopt the Findings pursuant to CEQA, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program and Meridian Specific Plan, Specific Plan 5 to approve uses ranging from business park, commercial, industrial, mixed use, public facilities, open space, Metrolink, and sewer facilities

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxvii. **March JPA Resolution No. 10-21**

a. Summary: Amending the March JPA General Plan for the Meridian Specific Plan Amendments

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxviii. **March JPA Resolution No. 10-22**

a. Summary: Approval of Tentative Tract Map No. 30857 Amendment No. 2 with Conditions of Approval

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxix. **March JPA Resolution No. 10-23**

a. Summary: Approve Plot Plan 09-01 with Conditions of Approval to allow a 515,223 square foot administration and Warehouse Facility

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxx. **March JPA Resolution No. 11-16**

a. Summary: Adopt an Addendum to March Business Center Specific Plan Focused EIR and Meridian Specific Plan Amendment Final Subsequent EIR

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxxi. **March JPA Resolution No. 11-17**

a. Summary: Approving Change of Zone 11-01 determining the building area for properties located in accident potential zone I and II within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxxii. **March JPA Resolution No. 11-18**

a. Summary: Approve Variance 11-01 to allow a height variance for the construction of a 600,000 square foot warehouse facility within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxxiii. **March JPA Resolution No. 11-19**

a. Summary: Approve Plot Plan 11-01 with Conditions of Approval to allow a 600,000 square foot warehouse facility with ancillary office within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xxxiv. **March JPA Resolution No. 11-29**

a. Summary: Adopting an Addendum to the March Lifecare Campus Specific Plan Final Program EIR

b. Applicability: March Lifecare Campus Specific Plan, Specific Plan No. 7

xxxv. **March JPA Resolution No. 11-30**

a. Summary: Adopting a General Plan Amendment for the March LifeCare Campus Specific Plan

b. Applicability: March Lifecare Campus Specific Plan, Specific Plan No. 7

xxxvi. **March JPA Resolution No. 11-31**

a. Summary: Approval of Tentative Parcel Map 36035 and Master Plot Plan 11-03 with their associated Conditions of Approval for the March Lifecare Campus Specific Plan Amendment.

b. Applicability: March Lifecare Campus Specific Plan, Specific Plan No. 7

xxxvii. **March JPA Resolution No. 11-36**

a. Summary: Adopt an Addendum to the March Lifecare Campus Specific Plan Final EIR in Support of the US Vets Transitional Housing Program Specific Plan

b. Applicability: US Vets Transitional Housing Program Specific Plan, Specific Plan No. 6

xxxviii. **March JPA Resolution No. 11-37**

a. Summary: Adopt a General Plan Amendment for the US Vets Transitional Housing Program Specific Plan

b. Applicability: US Vets Transitional Housing Specific Plan, Specific Plan No. 6

xxxix. **March JPA Resolution No. 11-38**

a. Summary: Approve a Plot Plan with Conditions of Approval for the US Vets Transitional Housing Program Specific Plan

b. Applicability: US Vets Transitional Housing Specific Plan, Specific Plan No. 6

xl. **March JPA Resolution No. 11-39**

a. Summary: Adopt and Addendum to the Meridian Specific Plan Final Subsequent EIR

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xli. **March JPA Resolution No. 11-40**

a. Summary: Approve Plot Plan Amendment 11-05 with Conditions of Approval to allow for the installation of two aboveground 15,000 gallon liquid natural gas tanks and one aboveground 4,500 gallon hydrogen tank at an approved 524,717 square foot distribution center within the Meridian Specific Plan.

b. Applicability: Merdian Specific Plan, Specific Plan No. 5

xlii. **March JPA Resolution No.13-01**

a. Summary: Approve Design Plot Plan 11-02 and Conditions of Approval to allow a Metrolink Station within the March Business Center Specific Plan

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

xliii. **March JPA Resolution No. 14-18**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the March Business Center and Meridian Specific Plan Subsequent EIR and Adopt General Plan Amendment 14-01 and Plot Plan Amendment 13-02, Amendment No. 1 with their associated Conditions of Approval to allow for an additional lot to a previously approved 510,000 square foot industrial development withing the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xliv. **March JPA Resolutions No. 14-19**

a. Summary: Certifying and Environmental Impact Report for the Heacock Channel Improvements Project to expand the size of the channel to properties adjacent to the March JPA

b. Applicability: Heacock Channel Improvement (not in a Specific Plan)

xlv. **March JPA Resolution No. 15-06**

a. Summary: Adopting a CEQA Addendum to the March Lifecare Campus Specific Plan Final EIR and Acquisition and Development Agreement with March Healthcare Development, LLC

b. Exception: Through recognition of this Resolution, County is not accepting any agreements executed prior to July 1, 2025. However, the County may choose to enter into new contracts, settlements, agreements, or development agreements post July 1, 2025 related to the March Territory.

c. Applicability: March Lifecare Campus Specific Plan, Specific Plan No. 7

xlvi. **March JPA Resolution No. 15-18**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan and Approve Variance 15-01 and Plot Plan 15-01 with their associated Conditions of Approval to allow for the development of two buildings (92,725 square feet and 99,743 square feet) to allow a mixture of wholesale, storge, and warehousing services.

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xlvii. **March JPA Resolution No. 16-03**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the March Business Center and Meridian Specific Plan and Approving Plot Plan Amendment 13-02, Amendment 2 with Conditions of Approval and Variance 15-02 with their associated Conditions of Approval to amend an existing approval for a 510,000 square foot speculative industrial warehouse development and to reduce the required setback by 4 feet.

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xlviii. **March JPA Resolution No. 16-05**

a. Summary: Adopt an Addendum to the Final EIR for the March Business Center Specific Plan and Adopt Minor Amendments to the General Plan Land Use Element and Transportation Element

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

xlix. **March JPA Resolution No. 16-06**

a. Summary: Approve Tentative Parcel Map 30857, Amendment 3, with Conditions of Approval and Amendment to March Business Center Specific Plan 1.

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

l. **March JPA Resolution No. 16-07**

a. Summary: Approve Final Parcel Map for the previously entitled US Vets Transitional Housing Program and Plot Plan 10-02

b. Applicability: US Vets Transitional Housing Program, Specific Plan No. 6

li. **March JPA Resolution No. 16-19**

a. Summary: Grant a Temporary Water Line easement to Western Municipal District to serve the Ben Clark Training Center, subject to all mitigation measures and conditions of approval established through the approval of the March Business Center Specific Plan and the Certification of the Final EIR and Addendum

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

lii. **March JPA Resolution No. 16-24**

a. Summary: Approve a proposed determination of Substantial Conformance between Tentative Parcel Map 308587, Amendment No. 3 and Final Map 30857-7 with their associated Conditions of Approval for the South Campus of the March Business Center Specific Plan, approve a Subdivision Improvement Agreement with Meridian Park LLC for Final Map 30857, Accept Dedication of a drainage easement from Meridian Park, LLC, and Approve Final Map 30857-7

b. Exception: Through recognition of this Resolution, County is not adopting any agreements executed prior to July 1, 2025. However, the County may choose to enter into new contracts, settlements, agreements, or development agreements post July 1, 2025 related to the March Territory

c. Applicability: March Business Center Specific Plan, Specific Plan No. 1

liii. **March JPA Resolution No. 16-28**

a. Summary: Consider an EIR for the Alessandro Commerce Project, Make Responsible Agency Findings, Adopt a Mitigation Monitoring and Reporting Program, Conditionally Approving a Construction and Maintenance Agreement, Drainage, and Emergency Access Easement and Maintenance Agreement, Stormwater and Slope Area Maintenance Plan and Maintenance Agreement and Conditionally Dedicating a portion of March JPA's property to the County of Riverside

b. Exception: Through recognition of this Resolution, County is not adopting any agreements executed prior to July 1, 2025. However, the County may choose to enter into new contracts, settlements, agreements, or development agreements post July 1, 2025 related to the March Territory

c. Applicability: Alessandro Commerce Project (not in a Specific Plan)

liv. **March JPA Resolution No. 17-03**

a. Summary: Approve a Master Conditional Use Permit 16-01, Plot Plan 16-02, Tentative Tract Map 37116, and Variance 16-01 with their associated Conditions of Approval to allow for the development of a commercial center and construction of 10 buildings with the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lv. **March JPA Resolution No. 17-04**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan related to CUP 16-01, Plot Plan 16-02, Tentative Tract Map 37116, and Variance 16-01

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lvi. **March JPA Resolution No. 17-18**

a. Summary: Approve 3 Conditional Use Permits (CUP 17-01, 17-02, and 17-03), Plot Plan 17-02, Tentative Parcel Map 17-01, and Variances 17-01 and 17-02 with their associated Conditions of Approval to allow for the

development of 13 buildings totaling approximately 157,513 square feet for Business Enterprise, Business Park, and Office Commercial Uses.

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lvii. **March JPA Resolution No.17-19**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan Amendment related to CUP 17-01, 17-02, 17-03, Plot Plan 17-02, Tentative Parcel Map 17-01, and Variances 17-01 and 17-02

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lviii. **March JPA Resolution No. 17-22**

a. Summary: Adopt and Addendum to the Final EIR for the March Business Center Specific Plan related to GPA 17-01, TM 30857, A4, PP 16-07, A1

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

lix. **March JPA Resolution No. 17-23**

a. Summary: Adopt General Plan Amendment 17-01, Amendment No. 4 for Tentative Tract Map 30857 and Amendment No. 1 for Plot Plan 16-07 with their associated Conditions of Approval to allow for the development of a parcel delivery terminal within the March Business Center Specific Plan

b Applicability: March Business Center Specific Plan, Specific Plan No. 1

lx. **March JPA Resolution No. 17-24**

a. Summary: Approve Plot Plan 17-03 and four Conditional Use Permits (CUP 17-04, 17-05, 17-06, 17-07) with their associated Conditions of Approval for the development of five buildings totaling 176,396 for retail, office, and warehouse uses within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan 5

lxi. **March JPA Resolution No.17-25**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan related to PP 17-03 and CUPs 17- 04, 17-05, 17-06, 17-07

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxii. **March JPA Resolution No. 17-28**

a. Summary: Certify the Meridian West Campus-Lower Plateau Final EIR and Adopt Mitigation Monitoring and Reporting Program, Environmental Findings pursuant to CEQA, and Statement of Overriding Considerations related to Meridian West Campus-Lower Plateau (GPA 16-01, TM 37107, PP 16-04)

b. Applicability: Meridian West Campus-Lower Plateau Project (not in a Specific Plan)

lxiii. **March JPA Resolution No.17-29**

a. Summary: Adopt General Plan Amendment 16-01, Vesting Tentative Tract Map 37107, and Master Plot Plan 16-04 with their associated Conditions of Approval to allow for office, retail, mixed use, and industrial warehouse buildings for the Meridian West Campus-Lower Plateau Project

b. Applicability: Meridian West Campus-Lower Plateau Project (not in a Specific Plan)

lxiv. **March JPA Resolution No. 18-02**

a. Summary: Certify the Freeway Business Center Final EIR and Adopt a Mitigation Monitoring and Reporting Program, Environmental Findings pursuant to CEQA, and a Statement of Overriding Considerations related to the Freeway Business Center Project (GP 15-01, CZ 14-01, PP 14-02)

b. Applicability: Freeway Business Center Project (not in a Specific Plan)

lxv. **March JPA Resolution No. 18-03**

a. Summary: Adopt General Plan Amendment 15-01, Change of Zone 14-01. and Plot Plan 14-02 with their associated Conditions of Approval to allow for a 709,083 square-foot industrial warehouse building

b. Applicability: Freeway Business Center Project (not in a Specific Plan)

lxvi. **March JPA Resolution No. 18-18**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan Amendment related to the Meridian Specific Plan (GPA 17-02, PP 17-05, CUP 17-08, 17-09, 17-10, 17-11, 17-12, 17-13, 17-14, 17-15, 17-16, and SPA 17-01, A4)

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxvii. **March JPA Resolution No. 18-19**

a. Summary: Approve General Plan Amendment 17-02, Specific Plan Amendment 17-01, A4, Plot Plan 17-05 and Conditional Use Permits 17-08, 17-09, 17-10, 17-11, 17-12, 17-13, 17-14, 17-15, 17-16 with their associated Conditions of Approval to allow for the development of 11 buildings totaling approximately 162,041 square feet for office, warehouse and retail uses with the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxviii. **March JPA Resolution No. 18-20**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan related to Plot Plan 18-01 and Variance 18-01

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxix. **March JPA Resolution No. 18-21**

a. Summary: Approve Plot Plan 18-01 and Variance 18-01 with their associated Conditions of Approval to allow for approximately 124,523 square feet for a manufacturing use within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxx. **March JPA Resolution No. 18-23**

a. Summary: Adopt and Addendum to the Final EIR for the March Business Center Specific Plan to allow for commercial retail development, office development, industrial development, and stormwater basin related to GPA 18-01, TTM 18-01, PP 18-02, 18-03 and CUP 18-02

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

lxxi. **March JPA Resolution No. 18-24**

a. Summary: General Plan Amendment 18-01, Tentative Tract Map 18-01 (Amendment to TM 30857), Plot Plans 18-02 and 18-03, and Conditional Use Permit 18-02 with their associated Conditions of Approval to allow for the development of commercial retail, office development, industrial development, and a private stormwater basin

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

lxxii. **March JPA Resolution No. 19-01**

a. Summary: Approve Conditional Use Permit 18-03 with Conditions of Approval to allow Cali Marine to operate as a boat sales use within the Meridian Specific Plan

b. Applicability: Meridan Specific Plan, Specific Plan No. 5

lxxiii. **March JPA Resolution No. 19-21**

a. Summary: Adopt Amendment No. 1 to the Tentative Tract Map No. 30857 (TTM 18-01, A1) with Conditions of Approval to create and merge lots for the purpose of retail areas

b. Applicability: March Business Center Specific Plan, Specific Plan No. 1

lxxiv. **March JPA Resolution No. 19-25**

a. Summary: Adopt an Addendum to the Certified Subsequent EIR for the Meridian Specific Plan Amendment related to the Meridian Specific Plan (GPA 19-01, SPA 19-01, A5, PP 17-04, CUP 19-01, 19-02, 19-03, 19-04, 19-05, TPM 19-01)

b. Applicability: Meridian Specific Plan, Specific Plan No. 5 (Planning Area 6)

lxxv. **March JPA Resolution No. 19-26**

a. Summary: Adopt General Plan Amendment 19-01, Plot Plan Amendment 17-04, A1, Conditional Use Permits 19-01, 19-02, 19-03, 19-04, 19-05, and Tentative Parcel Map 19-01 with their associated Conditions of Approval to

allow for the development of 5 buildings totaling approximately 91,987 square feet for a mixture of uses within the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5 (Planning Area 6)

lxxvi. **March JPA Resolution No. 19-30**

a. Summary: Certify the K4 and Cactus Channel Improvement Project Final EIR and Adopt Environmental Findings and Mitigation Monitoring and Reporting Program related to (GPA 18-02, CZ 18-01, PP 18-04)

b. Applicability: K4 and Cactus Channel (not in a Specific Plan)

lxxvii. **March JPA Resolution No. 19-31**

a. Summary: Adopt General Plan Amendment 18-02, Change of Zone 18-01, and Plot Plan 18-04 with their associated Conditions of Approval to allow for the development of a 685,000 square foot industrial building and Cactus Channel improvements for the K4 and Cactus Channel Improvement Project

b. Applicability: K4 and Cactus Channel (not in a Specific Plan)

lxxviii. **March JPA Resolution No. 20-13**

a. Summary: Adopt Tentative Parcel Map 20-04 (Parcel Map 37908) with Conditions of Approval within the Meridian West Lower Plateau Project

b. Applicability: Meridian West Lower Plateau Project (not in a Specific Plan)

lxxix. **March JPA Resolution No. 20-14**

a. Summary: Adopt Conditional Use Permit 19-06 and Public Convenience and Necessity 19-01 with their associated Conditions of Approval to allow for the sale of alcoholic beverages in conjunction with the use of a gas station/convenience store within the Veterans Plaza Commercial Center in the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxx. **March JPA Resolution No. 20-15**

a. Summary: Adopt Conditional Use Permit 19-06 and Public Convenience and Necessity 19-01 with their associated Conditions of Approval to allow for the

sale of alcoholic beverages in conjunction with the use of a hotel within the Veterans Plaza Commercial Center in the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxi. **March JPA Resolution No.20-16**

a. Summary: Adopt an Addendum to the Subsequent EIR for the North Campus of the Meridian Specific Plan for the development of the Cactus Square Retail Commercial Development within the North Campus of the Meridian Specific Plan (PP 20-01 and CUP 20-01, TPM 20-01, PCN 20-01)

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxii. **March JPA Resolution No. 20-17**

a. Summary: Adopt Tentative Parcel Map 20-01, Conditional Use Permit 20-01, Public Convenience and Necessity 20-01 and Plot Plan 20-01 with their associated Conditions of Approval to allow for the development of the Cactus Square Retail Commercial Project (15,293 square foot retail shopping center with gas station selling beer and wine and fast food restaurants) within the North Campus of the Meridian Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxiii. **March JPA Resolution No. 20-18**

a. Summary: Adopt Tentative Parcel Map 20-03 (TPM 37901) with Conditions of Approval for condominium purposes for the MS Van Buren II Business Park, an existing development of 13 buildings within the southern portion of the Meridian North Campus Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxiv. **March JPA Resolution No. 20-19**

a. Summary: Approve Tentative Tract Map 19-01 (TM 37855) for condominium purposes for the Westmont Village Senior Living Residential Facility within the Air Force Village West ("Westmont Village") Specific Plan

b. Applicability: Air Force Village West Specific Plan, Specific Plan No.4

lxxxv. **March JPA Resolution No. 20-21**

a. Summary: Approve Tentative Parcel Map 20-05 (Parcel Map 37956) of the March Business Center Specific Plan Meridian South Campus creating three new parcels for the Eagle Business Center to allow for 4 buildings in business park

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxvi. **March JPA Resolution No. 20-22**

a. Summary: Approve Tentative Parcel Map 19-02 (Parcel Map 37693) creating one new parcel in the industrial zone of the of the Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

lxxxvii. **March JPA Resolution No. 20-24**

a. Summary: Adopt Conditional Use Permit 20-05 for Lozanos Creative Cabinets to allow a custom manufacturing use within the mixed-use zone at an existing building

b. Applicability: Meridian Specific Plan, Specific Plan 5

lxxxviii. **March JPA Resolution No. 20-25**

a. Summary: Adopt Conditional Use permit 20-06 and Approve Public Convenience and Necessity 20-02 in order to allow Westmont Village to allow for the sale of beer and wine for onsite consumption in conjunction with the use of an existing café located within the main assisted living facility building

b. Applicability: Air Force Village West Specific Plan, Specific Plan No.4

lxxxix. **March JPA Resolution No. 20-26**

a. Summary: Approve Plot Plan 19-03 with Conditions of Approval to allow for the development of a 44,772 square foot industrial shell building for the Meridian U1 L2 Industrial Warehouse project pursuant to the Certified Focused EIR for the March Business Center Specific Plan

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xc. **March JPA Resolution No. 21-02**

a. Summary: Certify the South Campus Specific Plan and Village West Drive Extension Project Final Subsequent EIR and Adopt a Mitigation Monitoring and Reporting Program, Statement of Overriding Considerations, and Environmental Findings for the South Campus Specific Plan and Village West Drive Extension Project (GP 20-01, SP 20-1 – SP1, A8, PP 20-03, 20-04, 20-05, CUP 20-02, TPM 20-02)

b. Applicability: March Business Center Specific Plan (South Campus Area), Specific Plan No. 1

xci. **March JPA Resolution No. 21-03**

a. Summary: Approve General Plan Amendment 20-01, Tentative Parcel Map 20-02 (TPM 37878), Plot Plan 20-03, 20-04, 20-05, and Conditional Use Permit 20-02 to allow for the development of a commercial retail center, industrial development, and open space development

b. Applicability: March Business Center Specific Plan (South Campus Area), Specific Plan No. 1

xcii. **March JPA Resolution No. 22-17**

a. Summary: Consider Addendum to the Certified EIR for Meridian West Campus-Lower Plateau Project and Approve Plot Plan 22- 01 with Conditions of Approval for the development of the Meridian West - Building 4 80,072 square foot industrial warehouse project

b. Applicability: Meridian West Campus-Lower Plateau Project (not din a Specific Plan)

xciii. **March JPA Resolution No. 22-19**

a. Summary: Adopt Conditional Use Permit 22-02 with Conditions of Approval to allow alcoholic beverages for on-site consumption of beer and wine with a restaurant within the Common's at Meridian Commercial Retail Center

b. Applicability: March Business Center Specific Plan, Specific Plan No.1

xciv. **March JPA Resolution No. 22-20**

a. Summary: Consider Addendum to the Certified EIR for Meridian South Campus and Village West Drive Extension Project for the development of two warehouse buildings totaling 288,850 square feet

b. Applicability: March Business Center Specific Plan (South Campus Area), Specific Plan No. 1

xcv. **March JPA Resolution No. 22-21**

a. Summary: Approve Tentative Parcel Map 22-01 and Plot Plan 22- 02 with Conditions of Approval for the development of two industrial warehouses on approximately 15.33 acres

b. Applicability: March Business Center Specific Plan (South Campus Area), Specific Plan No. 1

xcvi. **March JPA Resolution No. 24-01**

a. Summary: Consider an Addendum to the March Lifecare Campus Specific Plan Final EIR, approving Plot Plan 10-02 Amendment No. 1 with Conditions of Approval for the development of transitional apartments

b. Applicability: US Vets Transitional Housing Program Specific Plan, Specific Plan No. 6.

xcvii. **March JPA Resolution No. 24-22**

a. Summary: Approve Conditional Use Permit 24-01 with Conditions of Approval for a 1,750 square foot instructional Jiu Jitsu retail space

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xcviii. **March JPA Resolution No. 24-24**

a. Summary: Approve Conditional Use Permit 22-03 with Conditions of Approval for a car wash retail project on a 1.08-acre lot

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

xcix. **March JPA Resolution No. 24-27**

a. Summary: Approve Conditional Use Permit 24-04 with Conditions of Approval for a 10,708 square foot instructional studio

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

c. **March JPA Resolution No. 25-04**

a. Summary: Approving an Acquisition and Development Agreement with Riverside Clinic Investors IV, LLC for two parcels within the March Lifecare Campus Specific Plan

b. Exception: Through recognition of this Resolution, County is not accepting any agreements executed prior to July 1, 2025 but that does not prevent the County from entering into new contracts, settlements, agreements, or development agreements post July 1, 2025 related to the March Territory

c. Applicability: March Lifecare Campus Specific Plan, Specific Plan No. 7

~~xciix~~cc. March JPA Resolution No. 25-05

a. Summary: Approving T~~t~~entative P~~p~~arcel M~~m~~ap 39164, ~~c~~Conditional U~~u~~se ~~p~~Permit 25-01, ~~c~~Conditional ~~u~~Use ~~p~~Permit 25-02, P~~p~~lot P~~p~~lan 25-01 and ~~p~~Plot ~~p~~Plan 25-02, subject to conditions of approval, for the development of the ~~c~~Commons at Meridian Phase II and finding that no further environmental review is required pursuant to state California Environmental Quality Act (CEQA) guidelines section 15162.

b. Applicability: Meridian Specific Plan, Specific Plan No. 5

~~5.~~6. The Acknowledged March ~~JPA~~ Resolutions, March Committee Approvals, and March Director Approvals shall be interpreted and herein modified by the County of Riverside as follows:

A. For future actions only, any and all references within the March JPA Resolution that refer to the "March JPA Planning Director" or "March JPA Planning Manageer" shall be interpreted as meaning the "Riverside County Planning Director."

B. For future actions only, any and all references to the "March Joint Powers Commission" or "March Business Implementation Committee" shall be interpreted as meaning either the "Planning Director's Hearing", "Riverside County Planning Commission", or "Riverside County Board of Supervisors," as appropriate, based on the requirements and procedures provided therein.

C. For future actions only, "departments" shall be interpreted as meaning the departments within the County of Riverside.

D. For future actions only, processing of conditions and entitlements shall be considered with amendments replacing the processing requirements of the Processing Matrix (Attachment "B", attached to the March Ordinance and incorporated herein by reference), which reflects the standards of Riverside County Ordinance No. 348.

E. For future actions only, the applicable laws and regulations shall be interpreted as meaning all applicable laws and regulations that apply to the March Territory, which includes, but is not limited to, the March Ordinance, March Resolution, and all Riverside County Ordinances, policies, and regulations.

F. The Riverside County Planning Director has the sole discretion to interpret and resolve conflicts of interpretation within and between the March Resolution, March Ordinance, and Riverside County Ordinances, policies, and regulations.

BE IT FURTHER RESOLVED by the Board of Supervisors that the recognition of the acknowledged March Resolutions, March Committee Approvals, and March Director Approvals does not equate to the County accepting liability for the independent decisions, agreements, or settlements made by March JPA in the adoption of those Acknowledged March Resolutions, March Committee Approvals, and March Director Approvals. The recognition of the Acknowledged March Resolutions, March Committee Approvals, and March Director Approvals is merely acknowledgment of the previously approved land use entitlements within the March Territory, some of the land use actions taken by March JPA, and clarifies the County's interpretation of the prior actions and entitlements related to all future actions. If any provision, clause, sentence, or paragraph of this resolution or the application thereof to any person or circumstances

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shall be held invalid, such invalidity shall not affect the other provisions of this resolution which can be given effect without the invalid provision or application, and to this end, the provisions of this resolution are hereby declared to be severable. Where any conflict occurs between the provisions of this resolution and provisions of any other ordinance, resolution, or regulations effective as to the March Territory, the more restrictive provisions shall apply. Any conflicts or inconsistencies shall be resolved under the authority of the Planning Director.

ATTACHMENT A

MARCH TERRITORY

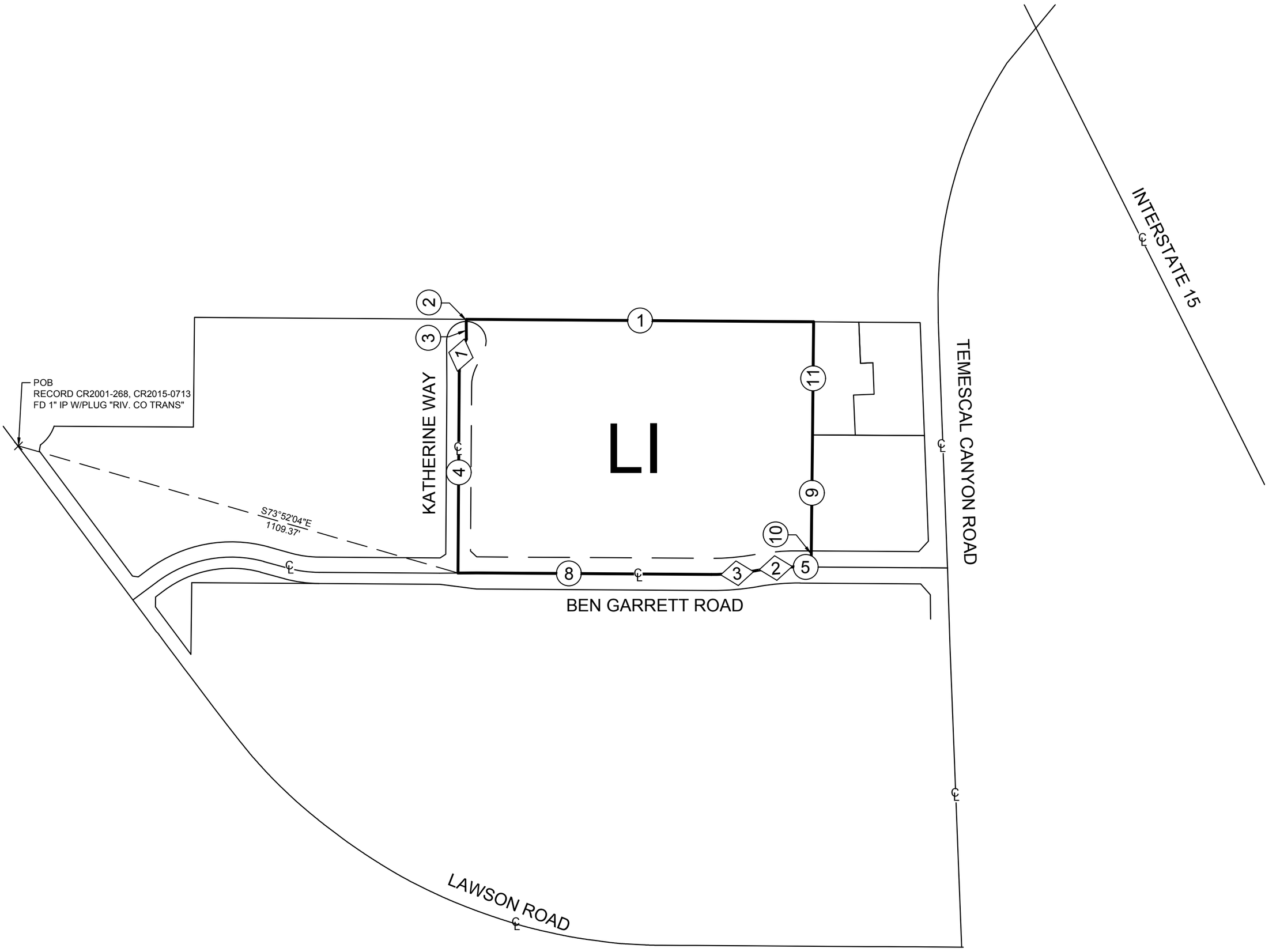
ATTACHMENT B

PROCESSING MATRIX

ATTACHMENT C

ZONING MAP

SEC. 34, T.4S., R.6W. S.B.M



LI LIGHT INDUSTRIAL

LINE AND CURVE TABLE			
NO.	DELTA OR BRG	RADIUS	LENGTH
1	S 89°35'06" E		842.08'
◇1	Δ=26° 40' 29"	175.54'	81.72'
◇2	Δ=10° 21' 00"	600.00'	108.39'
2	S 0°24'54" W		5.13'
◇3	Δ=10° 21' 00"	600.00'	108.39'
3	S 0°02'58" E		43.00'
4	S 0°22'23" W		487.83'
5	N 89°37'37" W		26.65'
8	N 89°37'37" W		568.97'
9	S 0°36'14" W		281.45'
10	S 0°07'55" W		39.00'
11	S 0°36'14" W		274.11'

GENERAL PLAN LAND USE DESIGNATION CHANGE MAP

GLEN IVY AREA
DISTRICT 2

ADOPTED BY RESOLUTION 2025-271

DATE:_____

RIVERSIDE COUNTY BOARD OF SUPERVISORS

NORTH

0 200 400 SCALE IN FEET

ASSESSORS PARCEL NO. 283-180-021

RIVERSIDE COUNTY PLANNING DEPARTMENT

Supervisor: JOSE MEDINA

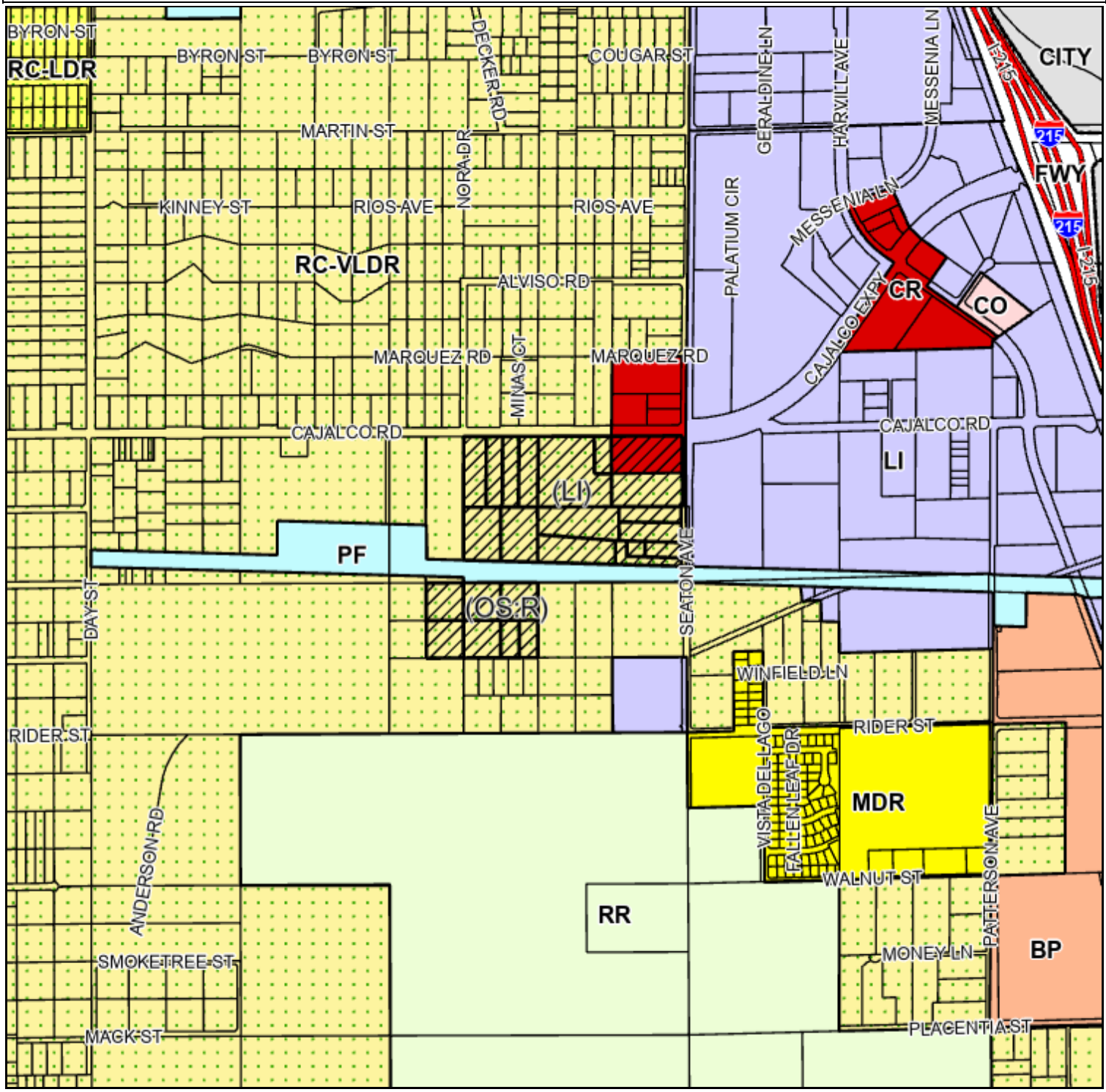
District: 1

GPA240005, CZ2200062,
PPT220050, TPM38601

PROPOSED GENERAL PLAN

Date: 7-16-2025

Exhibit: 6



Zoning Area/District: NORTH PERRIS

Author:

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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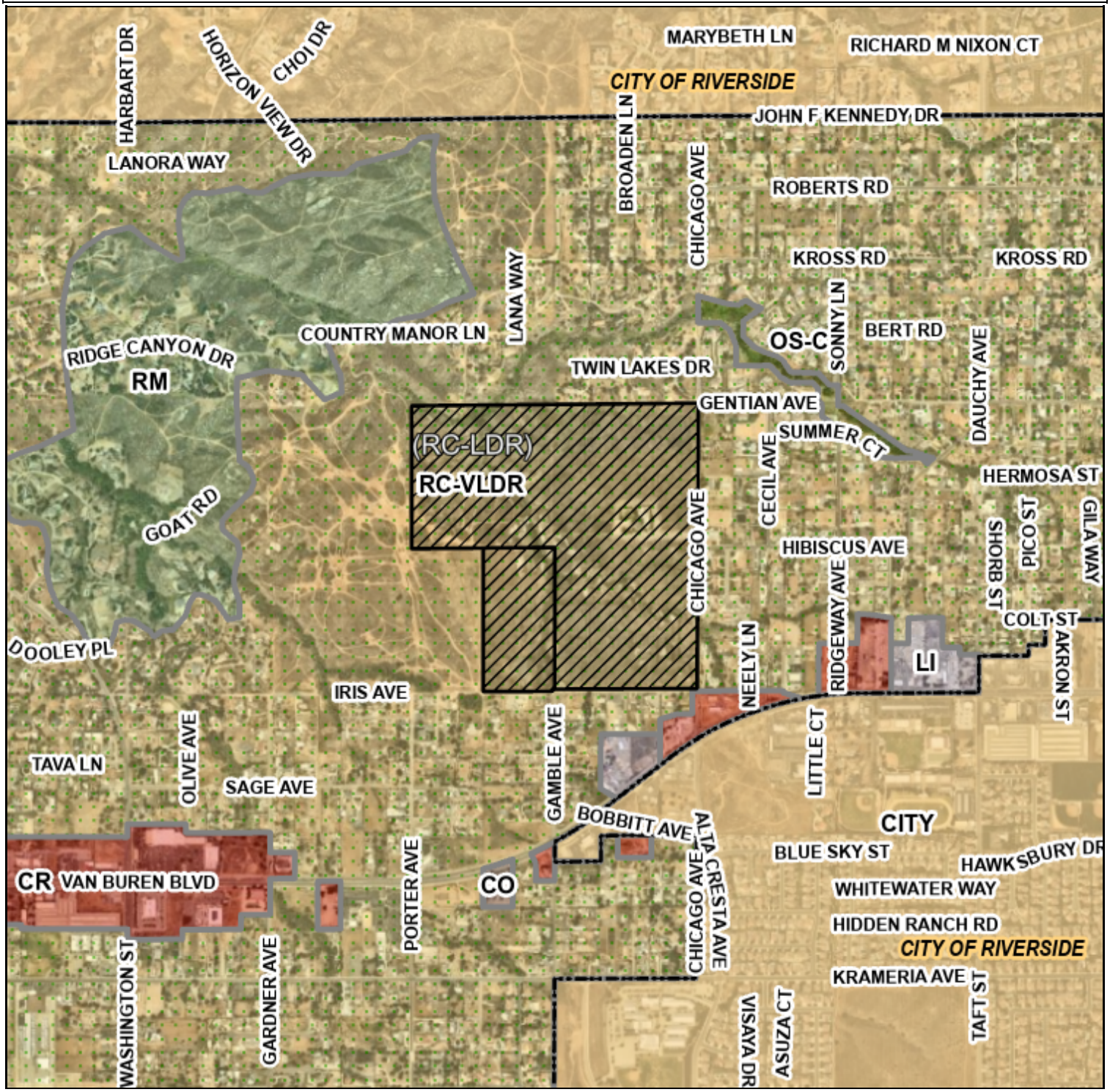
RIVERSIDE COUNTY PLANNING DEPARTMENT

GPA220009

Supervisor: KAREN SPIEGEL
District: 2

PROPOSED GENERAL PLAN

Date: 10-15-2025
Exhibit: 6



Zoning Area/District: WOODCREST

Author:

DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website http://planning.rctlma.org

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March Area Plan

Revised:

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Section 5: Resource Management Element (General Plan of the March JPA, 1999)
Section 6: Safety/Risk Management Element (General Plan of the March JPA, 1999)
Section 7: Profile Reports (General Plan of the March JPA, 1999)

INTRODUCTION

Riverside County is California's fourth largest county by land area and encompasses the March Joint Powers Authority ("March JPA") territory, which is inclusive of 6,500 acres of land and the March Air Reserve Base, located in the northwestern portion of the County (referred to as the "March JPA Area"). In 1993, the March JPA was created to govern the March Territory by a four-party joint powers authority comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside. In 2024, the JPA voted to relinquish their governance over a large portion of the March JPA Area returning land use authority of approximately 3,600-acres to the County of Riverside ("March Territory"), effective on July 1, 2025. This March Area Plan ("MAP") formally reflects the transfer of land use authority over the March Territory (also referred to as "March Area Plan Territory" or "MAP Territory") from March JPA to the County of Riverside ("County"), which will also be effective on July 1, 2025.

The Comprehensive Riverside County General Plan and Area Plans have been shaped by the Riverside County Integrated Plan's ("RCIP") Vision. The County's vision for the March Area Plan is to maintain its celebrated presence – a place that celebrates the heritage in this location of the County, accommodates a variety of businesses and possible residences in an attractive environment, and, overall, fosters a strong sense of individual identity within the larger community.



Purpose

The purpose of the March Area Plan (also referred to as "MAP" or "Plan") is to act as a planning document to provide a seamless transition of the March Territories from the March JPA to the County of Riverside by adopting the General Plan of the March Joint Powers Authority to allow the County to continue providing guidance for future development and land use decisions within the March Territory. The March Area Plan is a policy document incorporating JPA's General Plan, Development Code, and associated documents and standards, in order to guide land use decisions, improve the area's physical and economic environment, and establish the County of Riverside's goals and expectations for development within the March Area Plan.

Location and Area

The March Area Plan area is located within the western area of Riverside County more specifically, bisected by Interstate 215 (I-215), approximately three miles south of State Highway 60 (HWY 60) and surrounded by cities of Moreno Valley, Perris, and Riverside and unincorporated County areas of Mead Valley and Woodcrest, as shown in Figure 1. The area covers approximately 3,600 acres.

Historical Context - March Air Reserve Base



Located within the western Riverside County region of Southern California, March Air Force Base (AFB) encompassed approximately 6,500 acres straddling Interstate 215 (Highway 395) just south of Highway 60. March AFB was first established as a military installation in 1918 and has operated almost continually since that time. In July, 1993, March AFB was selected to be realigned, and subsequently converted from an active-duty base to a Reserve Base, effective April 1, 1996. The decision to realign March AFB resulted in approximately 4,400 acres of property and facilities being declared surplus and available for disposal actions, as well as creating joint use of the airfield for civilian purposes.

Prior to base realignment in 1993, the base employed over 10,000 military personnel and civilian employees. The existence of the base in its pre-realignment condition contributed an estimated $500 million annually to the regional economy. With the announcement of realignment, the regional economic loss with the change in military mission at the base was immediately recognized. While base realignment and the associated loss to the region came at an inopportune time, new opportunities arose relative to the planning and implementation of new uses and providing for unmet needs of the region.

A 1999 ethnohistoric and ethnographic study conducted by the March Joint Powers Authority (MJPA) confirmed that the area formerly known as March Air Force Base was traditionally occupied by Native Americans. The area's abundance of seasonal resources, access to water, and ecological diversity supported traditional lifeways for thousands of years. The presence of rock outcrops, brush areas, and wildlife created an ideal environment for seasonal gathering, hunting, and community living. Furthermore, its location near known villages and established trade routes indicates that the lands within the March Area Plan served as a living area, trading hub, gathering space, and ceremonial place. Despite the presence of modern development, the cultural integrity and enduring connection of the Native American present day federally recognized tribes to this land remains.

Historical Context - March Joint Powers Authority (JPA)

With the announcement of base realignment at MARB, in September 1993, the adjacent jurisdictions of the County of Riverside and the cities of Perris, Moreno Valley, and Riverside immediately formed a separate public entity through a joint powers authority, which known as March JPA. March JPA was created for the purpose of addressing the use, reuse, and joint use of the realigned March Air Force Base (MARB) and governed by the provisions of the Joint Powers Agreement. The JPA Agreement created the March Joint Powers Commission (JPC) as the decision- and policy-making body for the March JPA Area. The March JPC consisted of eight elected officials (two from each of the four jurisdictions). In addition to completing the organizational requirements of initiating a new governmental jurisdiction, March JPA was designated by the federal government as the Local Redevelopment Agency (LRA) for the March JPA Area.

The March Joint Powers Authority (JPA) was formed and designated as the federally recognized reuse authority for the former active-duty base, included other responsibilities and authority:

California Redevelopment Agency - The March Joint Powers Redevelopment Agency was established with the formation of the March AFB Redevelopment Project Area, which included the entire 6,500-acre former active-duty base area, and approximately 450 acres adjacent to the base in the industrial area of the City of Moreno Valley.

Airport Authority - March Inland Port Airport Authority (MIPAA), is a governing body under the governance umbrella of the March JPA. MIPAA is responsible for the development and operation of the March Inland Port (MIP), a joint-use aviation facility targeted for air cargo operations.

Land Use Authority - On March 11, 1997, land use authority was officially transferred to March JPA from the County of Riverside. The March JPA adopted development and building codes and standards. The March JPA General Plan was developed by the March JPA in accordance with state statutes, with an associated Master Environmental Impact Report. The March JPA General Plan was designed to implement the March Final Reuse Plan and related activities including but not limited to; planning and implementing new uses for vacant lands, reuse of existing facilities, and joint use of the airfield facilities for the development of an air cargo facility. In short, long-term economic gains in the form of developing a civilian air cargo center, and the growth and development of an employment center.



Transfer of Land Use Jurisdiction from March JPA to the County of Riverside

Throughout the history of the March JPA, the members amended the Agreement thirteen times with the most recent amendment (referred to as the "Fourteenth Amendment") signed on April 18, 2023. The Fourteenth Amendment reflects the refinement and reduction of duties of the March JPA, anticipated future completion of the land use redevelopment phase of the original purpose of the Agreement, and the transition into a new phase of inter-governmental cooperation in the operation and management of the civilian airport through the March Inland Port Airport Authority, as follows:

1. Through June 30, 2025, the express powers of March JPA are as follows:

    a. Developing and formulating and implementing plans for the organization, development and establishment of program goals, objectives and priorities for the use and reuse of the former March Air Force Base;

    b. Obtaining of funding and other resources, as is more specifically set forth in Section 6 of the Joint Powers Agreement;

    c. Creating a Redevelopment Agency having all of the rights, powers, and duties related thereto and carrying out the necessary actions to form and implement a redevelopment project area;

    d. Creating an "Airport Authority" having all the rights, powers, and duties related thereto;

    e. Functioning as the single, local, representative of the region and the most affected communities in respect to formulating and implementing plans for the use and reuse of the former March Air Force Base; and,

    f. Planning and implementing the development of land in the area covered by the March "Master Reuse Plan", Air Force Village West in its entirety, and additional territory, which is all collectively identified in Exhibit A of Amendment 14 (Authority Land Use Territory) of the Joint Powers Agreement, including the preparation and adoption of a General Plan and/or a Specific Plan, the preparation and adoption of zoning and other land development standards, the preparation and adoption of health and safety codes related to development activities, and the implementation of these functions through the creation of appropriate Boards and Commissions pursuant to California law.

2. Beginning July 1, 2025, the express powers of March JPA are as follows:

    a. The operation of the Successor Agency of the Former March Joint Powers Redevelopment Agency, having all of the rights, powers, and duties related thereto and carrying out the necessary actions associated with a successor agency under state law;

    b. The operation and management of the March Inland Port Airport Authority and its civilian airport, covering the territory identified in the Exhibit B of Amendment 14 map of the Joint Powers Agreement, and having all the rights, powers, and duties related thereto including authority for airport master planning and authority to collect and retain, for airport purposes, any and all lease revenues from airport properties;

c. The non-exclusive representation of the Parties and the wider region in state and federal matters affecting the March Air Reserve Base; and,

d. The continued operation and management of March JPA property or property districts outside the Airport Authority territory, including the collection of rents, fees, assessments or other revenues and expenditure of funds associated therewith (notwithstanding March JPA's ability to continue to operate such districts, should March JPA pursue the transfer of control of any such district to a Party, March JPA shall bear the costs of such transfer including the cost of any ballot measure, if necessary).

Applicable to development within this March Area Plan is the March Resolution and March Ordinance. Unless otherwise specified by the March Area Plan, March Resolution, and March Ordinance all other Riverside County Board of Supervisors Policies, Ordinances, and Regulations are applicable to the entire March Territory.

Legal Authority

The primary effect of an area plan is the establishment of a clear and detailed plan for a specific area. Concurrent with the adoption of the March Area Plan is the March Ordinance (adopting the March JPA Development Code, Specific Plans, and Truck Routes) and March Resolutions (acknowledging the prior land use entitlements), which each include amendments to incorporate the County's land use permitting process and procedures. Existing March JPA General Plan land use designations, zoning, and development standards will remain in effect.

After adoption by the County of Riverside, all public and private development projects and improvements must be consistent with the adopted March Area Plan, March Ordinance, and March Resolution, and any subsequent amendments thereto. Unless otherwise specified by the March Area Plan, March Resolution, and March Ordinance, all other Riverside County Board of Supervisors Policies, Ordinance, and regulations are applicable to the entire March Territory. Where any conflict occurs between the provisions of this resolution and provisions of any other ordinance, resolution, or regulations effective as to the March Area Plan, the more restrictive provisions shall apply. Any conflicts or inconsistencies shall be resolved under the authority of the Planning Director.

State Law requires that an area plan be in conformance with a county's general plan. This area plan has been prepared in conformance with the Riverside County Comprehensive General Plan for the enhancement and future development of March Air Reserve Base, as described in the following section.

This Plan is established through the authority granted to the County by California Government Code, Sections 65450 through 65458, as a means of systematically implementing the General Plan. An area plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

2. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

3. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to support the implementation of the Area Plan.

General Plan Guidance

The focus of the County's General Plan is not on the continuation of disaggregate land uses, but on creating and connecting whole communities. This vision for Riverside County and this March Area Plan is desired to be achieved through the following basic tenants:

- Allow for a balanced mixture of land uses, including commercial, office, industrial, agriculture, and open space.

- Accommodate the various communities of Riverside County, which are maturing in their own way, at their own pace and within their own context. This includes the preservation of character in some communities, accommodating growth in other communities, and achieving a mixture of growth and preservation in others.

The following goals and policies of the Riverside County General Plan Land Use Element are incorporated by this March Area Plan and applicable to land use and development within the March Territory.

LU 1.5 – Administration:

The County of Riverside shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, watershed and habitat management with cities, local and regional agencies, stakeholders, Native American nations, and surrounding jurisdictions. (AI 4, County GP Land Use)

LU 2.1 Efficient Use of Land:

To efficiently use land, growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the county and its rich open spaces. Grouped with this focused growth is the need to reorganize patterns of development in order to accommodate a range of uses, styles, and densities; is adaptive to transit; and is internally and externally networked to a multi-modal transportation system. (County GP Land Use)

Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use and the March Area Plan Land Use Map, in accordance with the following: (County - AI 1, 3, 5, 41, 91)

a. Create a consistent land use development in compliance with the Riverside County Comprehensive General Plan, this Area Plan, March Ordinance, and March Resolutions adopted by the County, which each include amendments related to make it consistent with the County's permitting process and procedures. (New)

b. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.

c. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.

d. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

e. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.

f. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.

g. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

h. Prevent inappropriate development areas that are environmentally sensitive or subject to severe natural hazards. (County General Plan)

NOTE: County of Riverside LU 2.1: identifies which element contains the policy in this case the Land Use Element and sequential number. AI 1: Reference to the relevant Action item contained in the Implementation program found in Appendix K.

MARCH AREA PLAN – GUIDING PRINCIPLES

In order to achieve the desired County vision for area, the following Guiding Principles provide the overarching direction for the Area Plan, its implementation, and future development within the MAP.

Proactive Economic Development

Development within the MAP will be encouraged and supported by the County through proactive economic and policy programs. Incentives within the MAP will support the timely implementation of development projects that create a unique destination in the Inland Empire for industrial, commercial retail, restaurants, offices and mixed-use development and historic preservation.

Sustainable Development and Open Space Preservation

Development within the MAP will include green building practices, such as the use of solar on new construction, drought tolerant landscaping and best practices for storm water management. New development projects design will be reviewed and will be required to limit impacts to sensitive habitats and open spaces areas within the project area.

Mobility Choices

MAP will have a transportation network that provides multiple choices for employees, residents within the vicinity, to safely get around. "Complete streets" and designated "Truck routes," and the existing metro-link station will create a balanced network of opportunities for walking, biking, and motor-vehicle use.

OUTLINE OF THE MARCH AREA PLAN

Through this March Area Plan, the County adopts and incorporates the March JPA General Plan, which includes the traditionally required General Plan elements: land use, transportation, noise/air quality, housing, resource management, and safety/risk. Any amendments made to these elements are clearly marked and for the purpose of incorporating the land uses processes and procedures of the County into the continued land use governance of the March Territory. The remainder of the Riverside County Comprehensive General Plan will still apply to the MAP.

LAND USE PLAN

The Land Use Plan describes the location and extent of future development in the Planning Area and identifies standards for development. The geographic location of land uses is presented on the Land Use Plan Map which is a part of this Element. The Land Use Plan of the March Area Plan, Figure 2 and Zoning Map, Figure 3 identify areas for development and types of land uses, that are desired in the March Planning Territory, as well as the density and intensity of development for those land uses. The plan calls for the development of land uses which will support future growth and development in the area.

Land use designations are necessary to identify and μindicate the type, and nature of development that is permissible within a given location. While terms like "commercial," "industrial", and "residential" are generally understood, State general plan law requires a clear and concise description of the land use categories depicted on the land use map. Development within the March Air Reserve Base Planning Area must comply with all laws relating to development, including but not limited to the goals, policies and objectives of this element and other elements of the March and County's General Plan. Requirements for development are within the purview of the County of Riverside.

Area Plan Land Use Designations

Land use designations are established to fulfill the goals, policies and objectives of the Land Use Element and various other elements of the General Plan. The designations identify the land use, describe the type of development expected, and identify the allowable development intensity. In accordance with State general plan law, the maximum intensity permitted within a given Land Use designation is identified in this element and shown on the land use plan map. Table 1: Land Use Designations Summary lists each of the land use designations of the MAP and provides its corresponding measure of maximum and average intensity. The intensity listed represents the maximum allowable level of development on an individual parcel of land. Furthermore, the table denotes the anticipated average development levels within each land use category for the MAP.

Table 1: Land Use Designations Summary

Area Plan Land Use Designation	Building Intensity Range - FAR [1]	Notes
Aviation (A)	0.40 FAR.	• Through joint use of the aviation field, the unique opportunity to develop civilian aviation is presented. • Land Uses include: flightline (parking), hangers, aviation support services; fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aircraft maintenance and aviation operation services. Maximum FAR is 0.40:1, with an average intensity of 0.15:1 acre.
Business Park (BP)	0.75 FAR	• Land Uses include: administrative offices, financial, commercial services, governmental and community support services; research and development centers; light manufacturing, vocational education and training facilities, business and trade schools, and emergency services. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Business Park areas are generally served by arterial roadways, providing for motor vehicle and public/mass transit access. Maximum FAR is 0.75:1, with average development intensity of 0.20:1 acre.
Commercial (C)	0.60 FAR	• Land Uses include: Retail and service orientated business uses, Shopping centers, administrative, financial service and government offices. Development usually occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to vehicles and pedestrians, commercial developments will be served by public transportation. Maximum FAR is 0.60.1 with average intensity of 0.25:1 acre.
Cemetery (CE)	0.10 FAR	• Designation specific to the expansion of the Riverside National Cemetery, which is a veteran's cemetery within the Planning Area. This designation is limited to the expansion of the cemetery, and its related uses including maintenance, facilities and mausoleums. Maximum FAR is 0.10:1, with average of 0.005:1 acre.
Industrial (I)	0.60 FAR	• Industrial uses support a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses include but should not be limited to; open storage, fuel storage, office/industrial parks; light industry, manufacturing, research and development centers/facilities, maintenance shops, emergency services center, solid/liquid waste facilities, vocational education and training facilities, and business and trade schools. Maximum FAR is 0.60:1 with average intensity of 0.15:1 acre.
Mixed Use (MU)	0.60 FAR	• Land Uses include a variety of complementary land uses, including but not limited to; commercial, business park, office, medical, educational and vocational, research and development and general related services. Industrial and major warehousing uses are excluded. Maximum FAR is 0.60:1 – with average intensity 0.25:1 acre.
Office (O)	0.75 FAR	• Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical services, and other similar uses which together represent major concentrations of community and employment activities. Other uses may include office parks, office buildings and educational and training facilities. Some limited retail and commercial uses are permitted. Development in this category is generally in a campus-like setting. Office development is typically located on arterial roadways for convenient vehicle access and public/mass transit service. Maximum FAR is 0.75:1 with an average development intensity of 0.30:1.
Public Facility (PF)	0.50 FAR	• This designation includes a wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. These land uses are distributed throughout *the* Planning *Area:* The maximum FAR for land use in this category is 0.50:1, with an average development intensity of 0.10:1.

Area Plan Land Use Designation	Building Intensity Range - FAR [1]	Notes
Par/Recreation/Open Space (P/R/OS)	0.25 FAR	• Parks/Recreation/Open Space land use designation applies to all passive and active park or recreation areas whether private or public in the March Area Plan Planning Area. Active recreation·: activities include recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Passive activities include natural preserves, along with designated and natural open space. The maximum FAR for land use in this category is .25: I, with an average development intensity of .025: I.
Historic District (HD)	2 du/ac	• The historic district of Green Acres which was constructed as base housing holds a designation of Historic· District. Uses within this designation are restricted to the continued use of the units as, residences or allowance of limited service/retail uses that maintain the historic, integrity of the district and meets the requirements of the Historic District use and design restrictions. The current density is 2 dwelling units per acre (2 du/ac). No additional development is permissible.

NOTE: 1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot.

Table 2: Summary of the March Air Base

LAND USE	NO SPECIFIC PLAN	SPECIFIC PLANS ACREAGE					TOTAL
	ACREAGE	SP-1, A6	SP-1, A8	SP-3	SP-5, A5	SP 7	
LAND USE DESIGNATIONS							
Business Park	778	214	86		31		1109
Commercial		3	23		19		45
Cemetery							
Industrial	224	272	120		184		800
Mixed Use	141	16	29		48	9	243
Office	81		5				86
Public Facility	360		1		3		364
Historic District	61						61
Industrial Residential				241		7	248
Medical Campus						218	218
PARKS/RECREATION/OPEN SPACE							
Parks / Recreation / Open Space	253	69	154		12		488
NON-COUNTY JURISDICTION LAND USES							
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION							
Aviation	150						150
TOTAL FOR ALL LANDS:	**2,048**	**574**	**418**	**241**	**297**	**234**	**3,812**

Specific Plans

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that are not addressed by conventional zoning.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans are identified in this section because detailed development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The six specific plans located in the March Area Plan's planning area are listed in Table 3, Adopted Specific Plans in the March Area Plan, and shown in Figure 4, MJPA – Specific Plans.

Table 3: Adopted Specific Plans in the March Area Plan

Specific Plan	Specific Plan #
March Business Center	SP-1, A6
March Business Center	SP-1, A8
Meridian Specific Plan	SP-5, A5
Air Force Village West	SP-3
US Vets	SP-6
March Lifecare Campus	SP-7

Source: County of Riverside Planning Department.

Goals and Policies

The General Plan consists of two levels of policies that direct land use and development in the county: policies that apply countywide and those that are unique to a specific region. Countywide policies are applicable to the entire unincorporated area, are contained in the General Plan and reflected on the General Plan Land Use Map. More focused policies that address specific regional or local issues are found in the individual area plans.

The following goals and policies are derived from the Guiding Principles. Goals and Policies identify more tangible actions to achieve the overarching vision of the Area Plan. "Goals" help work towards the vision by pointing us in the right direction. Goals are broad statements that are action oriented. "Policies" are specific actions that direct the County on how to reach its goals.

The next section of the Area Plan will describe in detail the Goals and the Policies related to that Goal. As an overview, below is comprehensive list of the Goals for the March Area Plan:

MAP Goal 1 **Integrated and Comprehensive Development.** Develop a land use plan that provides for a balanced mix of land uses that contribute to the regional setting, and capitalize on the assets of the March Territory, while insuring compatibility throughout the March Territory and with regional plans. (General Plan of the March JPA Land Use Element 1999, Goal 1)

MAP Goal 2 **Land Use Compatibility.** 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 March Territory and subregion. (General Plan of the March JPA Land Use Element 1999, Goal 2)

MAP Goal 3 **Growth Management.** Manage growth and development to avoid adverse environmental and fiscal effects. (General Plan of the March JPA Land Use Element 1999, Goal 3)

MAP Goal 4 **Fostering Identity.** Develop an identity and foster quality-development within the March Territory . (General Plan of the March JPA Land Use Element 1999, Goal 4)

MAP Goal 5 **Workforce and Economic Development.** Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities. (General Plan of the March JPA Land Use Element 1999, Goal 5)

MAP Goal 6 **Airfield Preservation.** Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment. (General Plan of the March JPA Land Use Element 1999, Goal 6)

MAP Goal 7 **Intermodal Transportation.** Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services. (General Plan of the March JPA Land Use Element 1999, Goal 7)

MAP Goal 8 **Natural Resources.** Preserve the natural beauty, minimize degradation of the March Territory, and provide enhancement of environmental resources, and scenic vistas. (General Plan of the March JPA Land Use Element 1999, Goal 8)

MAP Goal 9 **Historic and Cultural Resources.** Preserve the integrity of the historic and cultural resources of the March Territory and provide for their enhancement. (General Plan of the March JPA Land Use Element 1999, Goal 9)

MAP Goal 10 **Infrastructure Development.** Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March Territory . (General Plan of the March JPA Land Use Element 1999, Goal 10)

MAP Goal 11 **Public Services.** Plan for the location of convenient and adequate public services to serve. the existing and future development of March Territory. (General Plan of the March JPA Land Use Element 1999, Goal 11)

MAP Goal 12 **Infrastructure.** Ensure, plan, and provide adequate infrastructure for a new development including but not limited to, integrated infrastructure planning, financing and implementation. (General Plan of the March JPA Land Use Element 1999, Goal 12)

MAP Goal 13 **Water Service.** Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses. (General Plan of the March JPA Land Use Element 1999, Goal 13)

MAP Goal 14 **Sewer Service.** 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. (General Plan of the March JPA Land Use Element 1999, Goal 14)

MAP Goal 15 **Solid Waste Disposal.** In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan. (General Plan of the March JPA Land Use Element 1999, Goal 15)

MAP Goal 16 **Utilities.** Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March Territory. (General Plan of the March JPA Land Use Element 1999, Goal 16)

MAP Goal 17 **Stormwater Management.** Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the March Territory. (General Plan of the March JPA Land Use Element 1999, Goal 17)

MAP Goal 18 **Transportation.** The March Area Plan should focus on accommodating employment related circulation needs, reducing vehicle miles traveled (VMT) within the March Territories and accommodating alternative transportation facilities such as multimodal and mass transit systems. Interior roadway systems should support the mapped land use designations and provide an appropriate link with adjacent jurisdiction transportation systems, and contribute to the overall health of the subregional system.

MAP Goal 19 **Noise / Air Quality.** Noise or emissions sources within the March Territory should be controlled at the source, located away from the adjacent residential communities, or be buffered from sensitive land uses.

MAP Goal 20 **Housing.** The March JPA General Plan adopted the housing elements of the March JPA member jurisdictions by reference and sought to develop housing in conjunction with various

land uses. The March Area Plan should continue that tradition by encouraging housing production as part of the larger backdrop of the County of Riverside.

MAP Goal 21 **Resource Management.** The March Area Plan should provide firm direction for the preservation, use, protection, management, and improvement of existing resources within the March Territory.

MAP Goal 22 **Safety / Risk Management.** Hazards and man-made conditions must be respected and planned around if life and property are to be protected as growth and development occur.

MAP Goal 1 (Integrated and Comprehensive Development)

Develop a land use plan that provides for a balanced mix of land uses that contribute to the regional setting, and capitalize on the assets of the March Territory, while insuring compatibility throughout the March Territory and with regional plans. (General Plan of the March JPA Land Use Element 1999, Goal 1)

MAP 1.1 Provide for a mix of land uses which implement the Base Master Reuse Plan for the March Territory; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the March Territory. (General Plan of the March JPA Land Use Element 1999, Policy 1.1) (Riverside County General Plan Policy LU 2.1)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 1.2)

MAP 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 serve the needs of the growing community. (General Plan of the March JPA Land Use Element 1999, Policy 1.3)

MAP 1.4 Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive comprehensive development. (General Plan of the March JPA Land Use Element 1999, Policy 1.4)

MAP 1.5 Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation-related, and research and development. (General Plan of the March JPA Land Use Element 1999, Policy 1.5)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 1.6)

MAP 1.7 Develop active and passive open space areas that offer community recreational opportunities. and open land areas for public enjoyment. (General Plan of the March JPA Land Use Element 1999, Policy 1.7)

MAP 1.8 Retain the Gen. Archie Old, JR., Golf Course within the West, March Planning Subarea as a public golf course, and facilitate land, uses that will complement the golf course. (General Plan of the March JPA Land Use Element 1999, Policy 1.8)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 1.9)

MAP 1.10 Provide development regulations and design guidelines that clearly identify the County's expectations for high quality development, and to ensure that new development is consistent with the March Air Reserve Base's scale and character.

MAP 1.11 Ensure that uses approved and operating under an existing valid entitlement may retain their respective approvals. (Riverside County General Plan Policy LU 1.1)

MAP 1.12 Applications for development shall be subject to the amended March Development Code, March Ordinance, March Resolution, and any other applicable Riverside County Ordinances. Uses and development standards will remain the same and are identified within the March Development Code and Specific Plans. (Newly Added)

MAP 1.13 All development applications/projects for entitlement and prior to issuance of any permit shall provide a notice with a project description and details to the March Inland Port Airport Authority (MIPAA) and cities of Riverside, Moreno Valley and Perris. (Riverside County General Plan Policy LU 1.8)

MAP Goal 2 (Land Use Compatibility)

Locate land uses to minimize land use conflict or competition among land uses and achieve maximum land use compatibility while improving or maintaining the desired integrity of the March Territory and subregion. (General Plan of the March JPA Land Use Element 1999)

MAP 2.1 Avoid conflicts and incompatibilities between land uses including but not limited to: 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. (General Plan of the March JPA Land Use Element 1999, Policy 2.1)

MAP 2.2 Encourage and facilitate the transition of facility reuse and land uses to conforming land uses. (General Plan of the March JPA Land Use Element 1999, Policy 2.2)

MAP 2.3 Support land uses that provide a balanced land use pattern of the March Territory, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions. (General Plan of the March JPA Land Use Element 1999, Policy 2.3)

MAP 2.4 Protect the interests of and existing commitments to adjacent residents, property owners and local jurisdictions in planning projects. (General Plan of the March JPA Land Use Element 1999, Policy 2.4)

MAP Goal 3 (Growth Management)

Manage growth and development to avoid adverse environmental and fiscal effects. (General Plan of the March JPA Land Use Element 1999)

MAP 3.1 Manage growth so that its rate does not exceed the ability of the County of Riverside or service districts to provide for an acceptable level of public facilities and services. (General Plan of the March JPA Land Use Element 1999, Policy 3.1) (Riverside County General Plan Policies LU 1.4, LU 1.6, LU 5.1)

MAP 3.2 Manage the development and reuse of the March Territory to maintain continuity with existing facilities and the operations of the AFRES provide for orderly expansion of

infrastructure and public services and. minimize impacts on natural environmental resources. (General Plan of the March JPA Land Use Element 1999, Policy 3.2) (Riverside County General Plan Policies LU 1.6, LU 5.2)

MAP 3.3 Use finance mechanisms such as benefit assessment districts development fees and maintenance districts to assure new developments within the March Territory construct the public facilities and fiscally supports the public services necessitated by the developments. (General Plan of the March JPA Land Use Element 1999, Policy 3.3)

MAP 3.4 Assess the fiscal impacts (service costs and revenues) of proposed major development projects to determine the actual cost of providing services. (General Plan of the March JPA Land Use Element 1999, Policy 3.4)

MAP 3.5 Permit the development of service facilities ancillary to primary development (i.e., childcare, foodservice, etc.). (General Plan of the March JPA Land Use Element 1999, Policy 3.5)

MAP Goal 4 (Fostering Identity)

Develop an identity and foster quality-development within the March Territory. (General Plan of the March JPA Land Use Element 1999)

MAP 4.1 Develop and maintain a land use plan for the March Territory which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas. (General Plan of the March JPA Land Use Element 1999, Policy 4.1)

MAP 4.2 Where practical, enhance and preserve natural and man-made features, such as major roadways, rail lines, drainage courses, utility corridors, groups of Rock outcroppings, and tree rows to create boundaries, entryways, and separate entities for distinct geographic portions of the March Territory . (General Plan of the March JPA Land Use Element 1999, Policy 4.2) (Riverside County General Plan Policy 3.2)

MAP 4.3 Maintain the character of existing development having desirable image and design characteristics, such as historic significance, pedestrian scale and orientation, use of locally occurring natural construction materials, unique architecture and native/indigenous landscaping. (General Plan of the March JPA Land Use Element 1999, Policy 3.2)

MAP 4.4 Develop a distinctive community identity for commercial, business park and industrial developments that reflect the character and atmosphere of March Territory 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. (General Plan of the March JPA Land Use Element 1999, Policy 4.4) (Riverside County General Plan Policy LU 3.3)

MAP 4.5 Encourage development that creates a sense of place through a cohesive and well-balanced environment and setting. (General Plan of the March JPA Land Use Element 1999, Policy 4.5) (Riverside County General Plan Policies LU 3.3, LU 4.1)

MAP 4.6 Encourage the use of master plans and design guidelines to permit the clustering of development and creating a campus-like setting of large tracts of land, while capitalizing on

areas with unique assets and opportunities. (General Plan of the March JPA Land Use Element 1999, Policy 4.6) (Riverside County General Plan Policy LU 3.4)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 4.7)

MAP 4.8 Preserve a scenic corridor along Van Buren Boulevard and enhanced gateway treatment at the Riverside National Cemetery. (General Plan of the March JPA Land Use Element 1999, Policy 4.8)

MAP Goal 5 (Workforce and Economic Development)

Maximize and enhance the tax base and generation of jobs through new, reuse, and joint use opportunities. (General Plan of the March JPA Land Use Element 1999)

MAP 5.1 Support development and establishment of new employment centers and economic development activities that contribute to an improved tax base. (General Plan of the March JPA Land Use Element 1999, Policy 5.1) (Riverside County General Plan Policy LU 8.1)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 5.2)

MAP 5.3 Support the development of educational and specialized facilities that will train persons for new and improved employment opportunities. (General Plan of the March JPA Land Use Element 1999, Policy 5.3)

MAP 5.4 Provide for compatible reuse and redevelopment of existing facilities. (General Plan of the March JPA Land Use Element 1999, Policy 5.4)

MAP 5.5 Encourage the development of commercial, business park, and industrial centers to expand the employment and fiscal base of the March Territory Planning Area and the western Riverside County Subregion. (General Plan of the March JPA Land Use Element 1999, Policy 5.5)

MAP 5.6 Encourage employers in the March JPA Planning Area to hire from the local communities when seeking to fill employment positions. (General Plan of the March JPA Land Use Element 1999, Policy 5.6)

MAP Goal 6 (Airfield Preservation)

Support the continued Military Mission of March Air Reserve Base and preservation of the airfield from incompatible land use encroachment. (General Plan of the March JPA Land Use Element 1999)

MAP 6.1 Support the economic use, reuse, and joint use of the airfield with Air Force Reserve (AFRES). (General Plan of the March JPA Land Use Element 1999, Policy 6.1)

MAP 6.2 Support compatible land uses within the Clear Zone, Accident Potential Zones I & Il as depicted. in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use. (General Plan of the March JPA Land Use Element 1999, Policy 6.2)

MAP 6.3 Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB. (General Plan of the March JPA Land Use Element 1999, Policy 6.3)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 6.4)

MAP 6.5 Ensure that plans and development conform to the March Area Plan for March AFB/March Inland Port. (General Plan of the March JPA Land Use Element 1999, Policy 6.5)

MAP 6.6 Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations. (General Plan of the March JPA Land Use Element 1999, Policy 6.6)

MAP 6.7 Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions. (General Plan of the March JPA Land Use Element 1999, Policy 6.8)

MAP 6.8 Support the Air Force commitments to maintain the integrity of the March Field Historic District. (General Plan of the March JPA Land Use Element 1999, Policy 6.9)

MAP Goal 7 (Intermodal Transportation)

Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services. (General Plan of the March JPA Land Use Element 1999)

MAP 7.1 Continue to support air cargo operation and goods distribution center to serve local, regional, national and international needs. (General Plan of the March JPA Land Use Element 1999, Policy 7.1)

MAP 7.2 Plan for a desirable and feasible site for an intermodal transportation center. (General Plan of the March JPA Land Use Element 1999, Policy 7.2)

MAP 7.3 Create a goods movement system that meets the regional and sub-regional needs. (General Plan of the March JPA Land Use Element 1999, Policy 7.3)

MAP 7.4 Facilitate development of aviation uses other than federal aviation, such as commercial passenger and/or freight carrier services. (General Plan of the March JPA Land Use Element 1999, Policy 7.5)

MAP 7.5 Continue to plan for compatible land-uses within the aviation area. (General Plan of the March JPA Land Use Element 1999, Policy 7.6)

MAP 7.6 Encourage commerce and industry that are complementary to joint use of the airfield. (General Plan of the March JPA Land Use Element 1999, Policy 7.7)

MAP 7.7 Plan for uses which support and contribute to the establishment and development of commercial aviation. (General Plan of the March JPA Land Use Element 1999, Policy 7.7)

MAP Goal 8 (Natural Resources)

Preserve the natural beauty, minimize degradation of the March Territory, and provide enhancement of environmental resources, and scenic vistas. (General Plan of the March JPA Land Use Element 1999)

MAP 8.1 Where practical, revegetate graded area with native plants compatible to the area to prevent erosion. (General Plan of the March JPA Land Use Element 1999, Policy 8.1)

MAP 8.2 Sensitive biological resources and habitats, cultural resources, view shed areas shall be protected where practical. (General Plan of the March JPA Land Use Element 1999, Policy 8.2)

MAP 8.3 Support the Base Realignment and Closure Act (BRAC) clean up to attain a clean environment at and around the Planning Area. (General Plan of the March JPA Land Use Element 1999, Policy 8.3)

MAP 8.4 Implement federal, state, regional, and local requirements that apply to water and air quality, wetlands, endangered species, and other environmental considerations. (General Plan of the March JPA Land Use Element 1999, Policy 8.4)

MAP 8.5 Pursue the release of lands designated as suitable endangered species habitat through a process of land trades for more and better habitat. Development projects will be reviewed by Environmental Agencies and Riverside County for compliance with Agency and MSHCP requirements as applicable. (General Plan of the March JPA Land Use Element 1999, Policy 8.5) (Riverside County General Plan Policies LU 19.1, OS 17.2)

MAP Goal 9 (Historic and Cultural Resources)

Preserve the integrity of the historic resources and Tribal Cultural Resources (defined at Cal. Pub. Res Code §21074)) of the March Territory as separately recognized resources and provide for their enhancement. (Revised General Plan of JPA Land Use Element 1999) Recognize that Tribal governments have expertise in their culture and that Native American tribes continue to flourish in Riverside County and have a legal government role with the County in the identification, documentation, and preservation of their history and cultural places. The following policies are designed to uphold existing legal requirements and County responsibilities, including government-to-government consultation with traditionally culturally affiliated Tribes to incorporate into decision making, with deference to tribal information, oral history, ethnographic information, and traditional heritage knowledge for identification of Tribal Cultural Resources, and culturally appropriate methods and standards for treatment and mitigation of such resources. The following policies are designed to uphold existing legal requirements and County responsibilities without introducing additional procedures or obligations.

MAP 9.1 Support a coordinated approach to planning for the entire historic district. (General Plan of the March JPA Land Use Element 1999, Policy 9.1)

MAP 9.2 Support the continued use of Green Acres Estates for housing or limited non-residential service-sector uses. (General Plan of the March JPA Land Use Element 1999, Policy 9.2)

MAP 9.3 Support the retention and expansion of the March Field Museum. (General Plan of the March JPA Land Use Element 1999, Policy 9.3)

MAP 9.4 Enhance and preserve the architectural character of the existing facilities and complement the mission revival architectural of the March Field Historic District. (General Plan of the March JPA Land Use Element 1999, Policy 9.4)

MAP 9.5: Recognition and Protection: Tribal Cultural Resources are a valued part of the history of the County of Riverside. Recognize that the March Area Plan contains known and eligible Tribal Cultural Resources, including Tribal Cultural Landscapes. Consult with traditionally culturally affiliated Tribes to preserve the cultural integrity of Tribal Cultural Resources, Native American places, features, and cultural objects, and protect and preserve these resources from loss and degradation consistent with applicable laws, regulations, ordinances, guidelines, policies, and Tribal consultation requirements.

MAP 9.6: Tribal Consultation and Collaboration: Conduct early, formal, meaningful, and ongoing government to government consultation with the Tribe(s) that are traditionally culturally affiliated with the March Area Plan, pursuant to SB 18 (plan level) and AB 52 (project level). This includes working with Tribal governments to identify and prioritize areas within the March Area Plan for avoidance and preservation, and for where Open Space Conservation may be utilized for protection and preservation of Tribal Cultural Resources. Such consultation may include, but is not limited to, environmental review; identification of sites and relevant information database(s) and identification standards; confidentiality of site locations; monitoring; culturally sensitive preservation and mitigation techniques, methods, and Tribal consultation requirements, which are early and meaningful.

MAP 9.7: Sacred Site Protection and Confidentiality: Plan to ensure the protection and long-term preservation of known sacred sites, as defined in SB 18, and those identified through consultation with the appropriate Tribe(s). Limit land use actions, development, or activity that could disturb, damage, or diminish these sites. Protection measures, consistent with required laws and regulations, shall be guided by Tribal consultation, knowledge, and input. Confidentiality regarding the location, nature, and significance of sacred sites and shall be maintained in accordance with Tribal protocols and applicable laws. Culturally appropriate legal and land use tools, including conservation easements, cultural buffers, protective zoning overlays, or open space designations shall be considered to safeguard these Tribal Cultural Resource culturally significant areas within the March Area Plan. To the extent feasible, use planning processes, designate as open space and allocate resources and/or tax credits to prioritize the protection and integrity of any Tribal Cultural Resources and Tribal Cultural Landscapes.

MAP 9.8: Cultural Resources Identification and Mitigation: Establish clear and responsible procedures for the identification, evaluation, and protection of known and previously unknown or undocumented Tribal Cultural Resources through meaningful consultation with affiliated Tribes. Require that cultural resources assessments, identifications, treatment, and mitigation measures, distinct from archaeological and historic assessments and mitigation, be developed in meaningful consultation with the traditionally culturally affiliated Tribe(s) prior to approval

of any future entitlements within the March Area Plan, in accordance with applicable laws and regulations. Such policies or requirements may not apply to projects with existing entitlements, or projects that have already undergone appropriate environmental review.

MAP 9.9: Culturally Informed Land Use Planning: Where appropriate, integrate Tribal Cultural Resources protection into land use planning by developing context-sensitive measures that prioritize avoidance, and in situ preservation of culturally sensitive areas on a plan level and a project-by-project basis. Consider the use of appropriate land use tools, such as utilizing permanent conservation strategies such as open space designations, land use overlays, and co-management agreements in consultation and coordination with culturally affiliated Tribe(s).

MAP 9.10: Tribal Management and Access: Support the continued cultural, ceremonial, and ecological relationship of Tribal communities to the land and its natural and cultural resources by providing, where consistent with laws and regulations, reasonable long-term access to culturally significant resource areas, open space areas, as identified through Tribal consultation. Establish long-term partnerships with the Tribe(s) to promote Tribal co-management of natural and cultural resources, including involvement in planning, protection, education, and land management efforts, including rehabilitation and restoration efforts.

MAP 9.11: Long-Term Conservation Strategies: Encourage the use of permanent conservation tools to safeguard Tribal Cultural Resources and Tribal Cultural Landscapes. These may include conservation easements, protective zoning, Tribal co-management agreements, and other land use mechanisms developed in consultation with traditionally culturally affiliated Tribes to ensure meaningful and enforceable long-term protection and management.

MAP 9.12: Native American Human Remains: Exercise cultural sensitivity and respect for Native American human remains and burial areas considering feasible preservation of Native American burial sites and comply with applicable laws concerning Native American human remains.

MAP Goal 10 (Infrastructure Development)

Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of March Territory. (General Plan of the March JPA Land Use Element 1999) (Riverside County General Plan Policy LU 8.1)

MAP 10.1 Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development. (General Plan of the March JPA Land Use Element 1999, Policy 10.1)

MAP 10.2 Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, streetlights, water service, sewer service etc.) prior to initiation of use. (General Plan of the March JPA Land Use Element 1999, Policy 10.2)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 10.3)

MAP 10.4 Facilitate the provision of public services, (i.e., sewer, water, streets, and public safety) to be provided in an efficient and cost-effective manner. (General Plan of the March JPA Land Use Element 1999, Policy 10.4)

MAP Goal 11 (Public Services)

Plan for the location of convenient and adequate public services to serve the existing and future development of March Territory . (General Plan of the March JPA Land Use Element 1999)

MAP 11.1 Preserve appropriate and adequate sites for public facilities. (General Plan of the March JPA Land Use Element 1999, Policy 11.1)

MAP 11.2 Provide and maintain existing infrastructure and enhance service levels to meet the needs of March Territory. (General Plan of the March JPA Land Use Element 1999, Policy 11.2)

MAP Goal 12 (Infrastructure)

Ensure, plan, and provide adequate infrastructure for all facility reuse and new development including, but not limited to, integrated infrastructure planning, financing, and implementation. (General Plan of the March JPA Land Use Element 1999)

MAP 12.1 Coordinate the provision of all public utilities and services to ensure a consistent, complete and efficient system of service to development. (General Plan of the March JPA Land Use Element 1999, Policy 12.1)

MAP 12.2 Require new construction to pay its "fair share" for the regional infrastructure system by providing appropriate dedications, improvements and/or fee assessment districts or other financing mechanisms. (General Plan of the March JPA Land Use Element 1999, Policy 12.2)

MAP 12.3 Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs. (General Plan of the March JPA Land Use Element 1999, Policy 12.3)

MAP 12.4 Preserve options and facilities to accommodate new and advanced technologies, inclusive of communication systems. (General Plan of the March JPA Land Use Element 1999, Policy 12.4)

MAP Goal 13 (Water Service)

Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses. (General Plan of the March JPA Land Use Element 1999)

MAP 13.1 Only approve development which can demonstrate an adequate and secure water supply for the proposed, use. (General Plan of the March JPA Land Use Element 1999, Policy 13.1)

MAP 13.2 Support 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. (General Plan of the March JPA Land Use Element 1999, Policy 13.2)

MAP 13.3 Design and operate March Air Reserve Base facilities in compliance with established water conservation practices and programs. (General Plan of the March JPA Land Use Element 1999, Policy 13.3)

MAP Goal 14 (Sewer Service)

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. (General Plan of the March JPA Land Use Element 1999)

MAP 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. (General Plan of the March JPA Land Use Element 1999, Policy 14.1) (Riverside County General Plan Policy LU 4.1)

MAP 14.2 Require connection to the sewer system for any development occurring on land within the March Reserve Air Base and the March Area Plan Territory. (General Plan of the March JPA Land Use Element 1999, Policy 14.2)

MAP 14.3 Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and open space preservation. (General Plan of the March JPA Land Use Element 1999, Policy 14.3)

MAP Goal 15 (Solid Waste Disposal)

In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan. (General Plan of the March JPA Land Use Element 1999) (Riverside County General Plan Policy LU 7.9)

MAP 15.1 Ensure all hazardous materials are stored, treated, and disposed in accordance with state and federal law. (General Plan of the March JPA Land Use Element 1999, Policy 15.1)

MAP 15.2 Support programs to promote greater awareness and involvement in waste reduction and recycling. (General Plan of the March JPA Land Use Element 1999, Policy 15.2)

MAP Goal 16 (Utilities)

Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March Territory. (General Plan of the March JPA Land Use Element 1999)

MAP 16.1 Where feasible, require new development to underground on-site telecommunication/data connections. (General Plan of the March JPA Land Use Element 1999, Policy 16.1) (Riverside County General Plan Policy LU 14.5)

MAP 16.2 Encourage and support the under grounding of existing overhead utilities. (General Plan of the March JPA Land Use Element 1999, Policy 16.2) (Riverside County General Plan Policy LU 14.5)

MAP 16.3 Accommodate advancing technologies with communication systems, inclusive of fiber-optics and high-speed transmission lines. (General Plan of the March JPA Land Use Element 1999, Policy 16.3)

MAP 16.4 Consider a capital improvement program (CIP) or other financial mechanism which provides for the maintenance and upgrading of existing infrastructure to adequate levels of service and the installation of new facilities, as needed. (General Plan of the March JPA Land Use Element 1999, Policy 16.4)

MAP 16.5 Encourage the preparation and adoption of CIPs for other agencies and districts responsible for the provision of infrastructure systems in the March Territory . (General Plan of the March JPA Land Use Element 1999, Policy 16.5)

MAP Goal 17 (Stormwater Management)

Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the March Territory. (General Plan of the March JPA Land Use Element 1999)

MAP 17.1 Provide for the adequate drainage of storm runoff to protect the lives and property within the March Territory. (General Plan of the March JPA Land Use Element 1999, Policy 17.1)

MAP 17.2 Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan. (General Plan of the March JPA Land Use Element 1999, Policy 17.2)

MAP 17.3 Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development. (General Plan of the March JPA Land Use Element 1999, Policy 17.3)

MAP 17.4 Require all storm drain and flood control facilities to be approved and operational prior to the issuance of certificates of occupancy for the associated development. (General Plan of the March JPA Land Use Element 1999, Policy 17.4)

MAP 17.5 Designate and preserve land for necessary flood control facilities, in accordance with a certified hydrology study and master plan for March JPA Planning Area. (General Plan of the March JPA Land Use Element 1999, Policy 17.5)

MAP 17.6 Ensure development within the 100-year flood plain, as designated by the Federal Emergency Management Agency (FEMA), shall be consistent with the requirements established by FEMA. (General Plan of the March JPA Land Use Element 1999, Policy 17.6)

MAP 17.7 Seek to preserve drainage courses in their natural condition, while providing adequate safety and protection of property. (General Plan of the March JPA Land Use Element 1999, Policy 17.7)

MAP Goal 18 (Transportation)

The March Area Plan should focus on accommodating employment related circulation needs, reducing vehicle miles traveled (VMT) within the March Territories and accommodating alternative transportation facilities such as multimodal and mass transit systems. Interior roadway systems should support the mapped land use designations and provide an appropriate link with adjacent jurisdiction transportation systems, and contribute to the overall health of the subregional system.

MAP 18.1 Development within the March Area Plan shall comply with the policies and regulations of the General Plan Transportation Element for March JPA, 1999, the Riverside County General Plan Transportation Element, and all other applicable policies and regulations. (General Plan of the March JPA, 1999)

MAP 18.2 Provide linkages, where appropriate, to a regional trails system or other facilities that increase opportunities for walking and biking throughout the area.

MAP Goal 19 (Noise / Air Quality)

Due to the relationship between noise and air emission sources, the March Area Plan incorporates the combined Noise / Air Quality Element of the March JPA General Plan. This is essential particularly due to the regional location of the March Territory, the joint use/civilian aviation, and the creation of an employment center within the housing rich, environment of Western Riverside County. (General Plan of the March JPA, 1999 Appendix B, Section 3, Noise/Air Quality Element).

Noise or emissions sources within the March Territory should be controlled at the source, located away from the adjacent residential communities, or be buffered from sensitive land uses. Developments should incorporate measures that improve air quality, reduce noise, and support land use compatibility along identified noise corridors.

MAP 19.1 New development projects within the March Area Plan Territory shall be in compliance with the General Plan for JPA 1999 Noise / Air Quality Element, Riverside County General Plan, South Coast Air Quality Management District (SCAQMD), and other as applicable standards and requirements.

MAP 19.2 New development projects within the March Area Plan Territory shall be incompliance with the General Plan for JPA 1999, Riverside County General Plan, and all other as applicable Noise standards and requirements.

MAP Goal 20 (Housing)

The March JPA General Plan adopted the housing elements of the March JPA member jurisdictions by reference and sought to develop housing in conjunction with various land uses. The March Area Plan should continue that tradition by encouraging housing production as part of the larger backdrop of the County of Riverside.

MAP 20.1 The County will continue to evaluate the compatibility of housing opportunities within the March Territory. Development within the March Territory shall be consistent with the County of Riverside's Housing Element and applicable local, state and federal requirements

MAP Goal 21 (Resource Management)

Resources within the March Territories can become strained as development creates greater demand on non-renewable energy sources, existing facilities and services, and significant natural features. Natural and cultural resources are limited, often non-renewable and need to be carefully preserved- and managed. The March JPA has identified important local resources and the necessary preservation programs to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable. Development can take advantage of planning area's features such as its natural land forms to provide for visual relief, recreational uses, and community identity.

The March Area Plan should provide firm direction for the preservation, use, protection, management, and improvement of existing resources within the March Territory.

MAP 21.1 New development should be in compliance with the March JPA General Plan Resource Management Element (RME), which outlines conservation programs that deal with resource utilization, preservation techniques and the regulation of activities which affect or preclude the utilization of resources. (General Plan of the March JPA, 1999, Appendix B, Section 5, Resource Management Element)

MAP 21.3 Development within the March Area Plan Territory shall be in compliance with *applicable* western Multiple Species Habitat Conservation Plan (MSHCP), local, state and federal requirements.

MAP Goal 22 (Safety/Risk Management)

Hazards and man-made conditions must be respected and planned around if life and property are to be protected as growth and development occur.

As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions. Portions of the March Area Plan may be subject to hazards such as flooding, seismic occurrences, and wildland fire. These hazards are located throughout the MAP Territory and MRAB area at varying degrees of risk and danger. Potential impacts can be mitigated by special building techniques. The MRAB General Plan policies and Riverside County General Plan Safety Element provides general policy direction dealing with natural hazards throughout Riverside County.

The March JPA Area Plan and County of Riverside's General Plan, Safety Element identifies short- and long-term actions to reduce risk and lessen the impact of ongoing operations or a natural disaster.

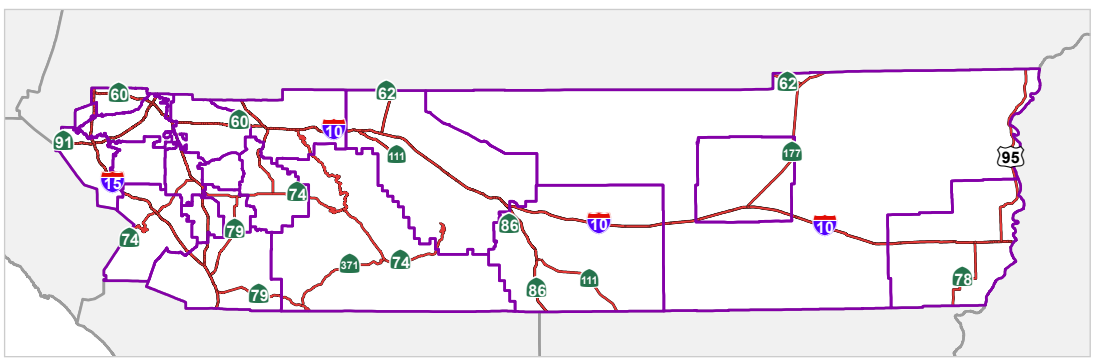
MAP 22.1 Protect life and property from the hazards through adherence to the policies identified in the Hazards Abatement section of the County of Riverside's General Plan Safety Element.

MAP 22.2 Proposed development shall comply with policies and requirements relating to hazards and safety within the March JPA General Plan Safety , Riverside County General Plan, local, state, and federal requirements.

MAP 22.3 To provide for the orderly development of the March Air Reserve Base and surrounding areas, developments must be compliant with the ALUC March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the Air Force Air Instillation Compatible Use Zones study (AICUZ), and applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the County of Riverside's General Plan. New developments shall be reviewed by the ALUC to ensure compatibility.

IRONWOOD AVE
IRONWOOD AVE
CANYON CREST DR
DAY ST
DAY ST
60
SUNNYMEAD BLVD
SUNNYMEAD BLVD
COMMUNITY OF CANYON SPRINGS
EUCALYPTUS AVE
EUCAL
COTTONWOOD AVE
COTTONWOOD AVE
CITY OF RIVERSIDE
CITY OF MORENO VALLEY
FREDERICK ST
ALESSANDRO BLVD
HEACOCK ST
PERRIS BLVD
CACTUS AVE
CACTUS AVE
TRAUTWEIN RD
Reche Canyon / Badlands Area Plan
VAN BUREN BLVD
VAN BUREN BLVD
HEACOCK ST
PERRIS BLVD
215
WOOD RD
BARTON ST
Woodcrest / Lake Matthews Area Plan
NANDINA AVE
Mead Valley Area Plan
CITY OF PERRIS
CAJALCO RD
CAJALCO RD

Data Source: Riverside County



- Highways
- March Area Plan Boundary
- Area Plan Boundary
- March Joint Powers Authority*
- City Boundary

Figure 1

Wednesday, August 13, 2025

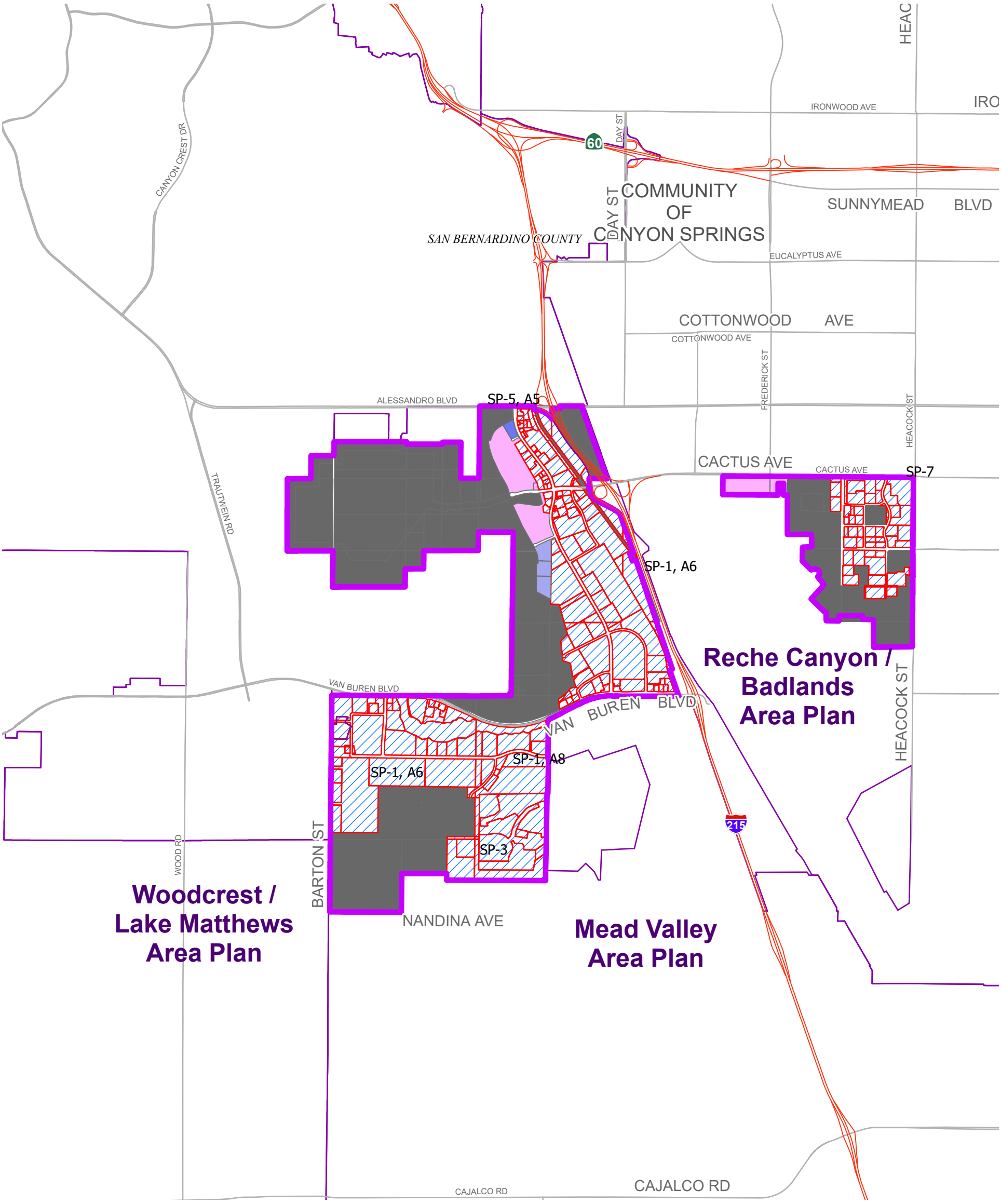
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RIVERSIDE COUNTY PLANNING DEPARTMENT

MARCH AREA PLAN LOCATION

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx



Data Source: Riverside County Planning

Highways

Major Roads

March Area Plan Boundary

Area Plan Boundary

Zoning

I

SP Zone

BP

MU

Not Zoned

Figure 2

Wednesday, August 13, 2025

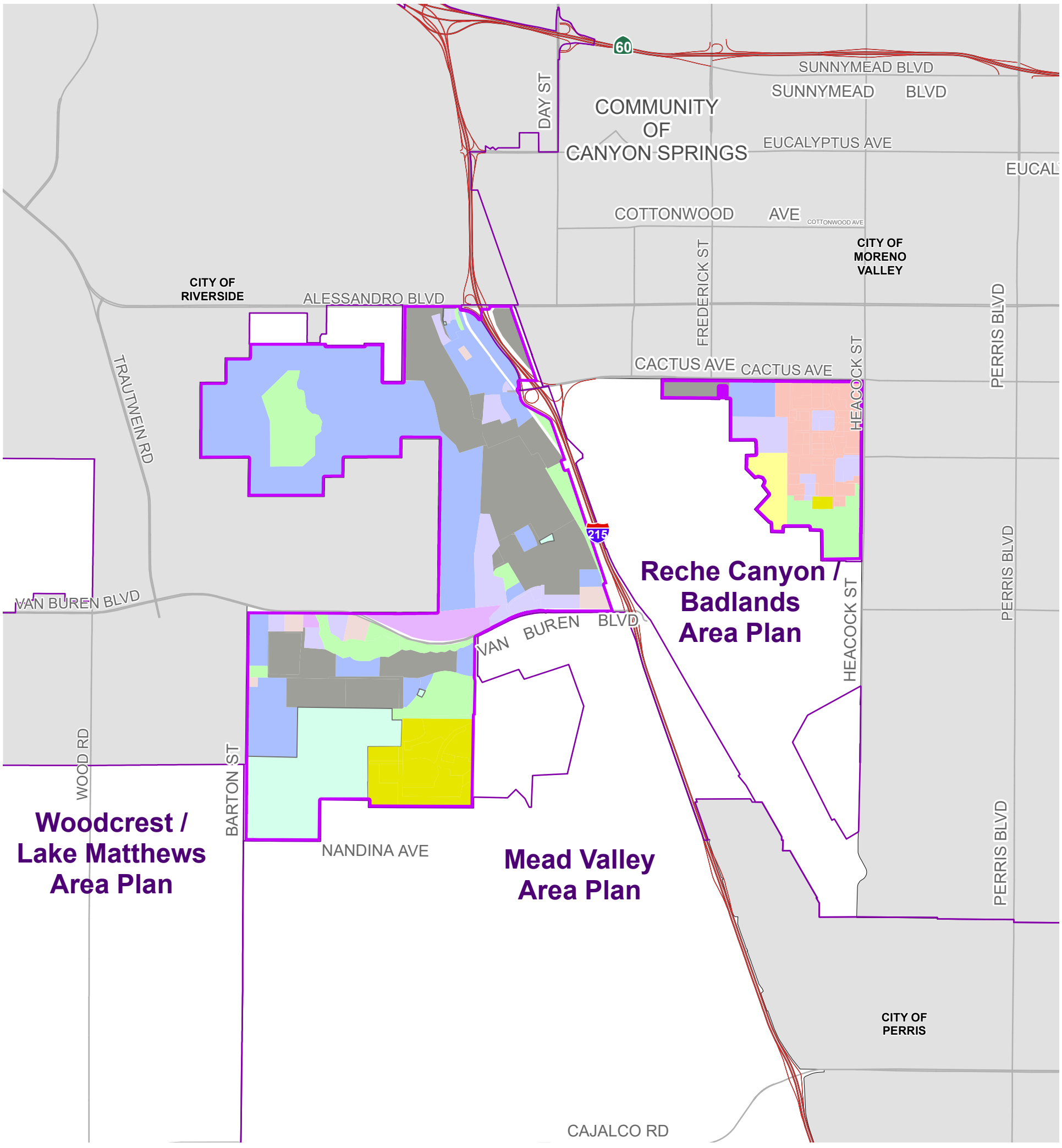
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MARCH AREA PLAN ZONING MAP

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_APMarch_Air_Reserve_APaprx



Data Source: Riverside County Planning

- Major Roads
- March Area Plan Boundary
- Area Plan Boundary
- City Boundary
- Business Park
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Institutional Residential
- Medical Campus
- Commercial

Figure 3

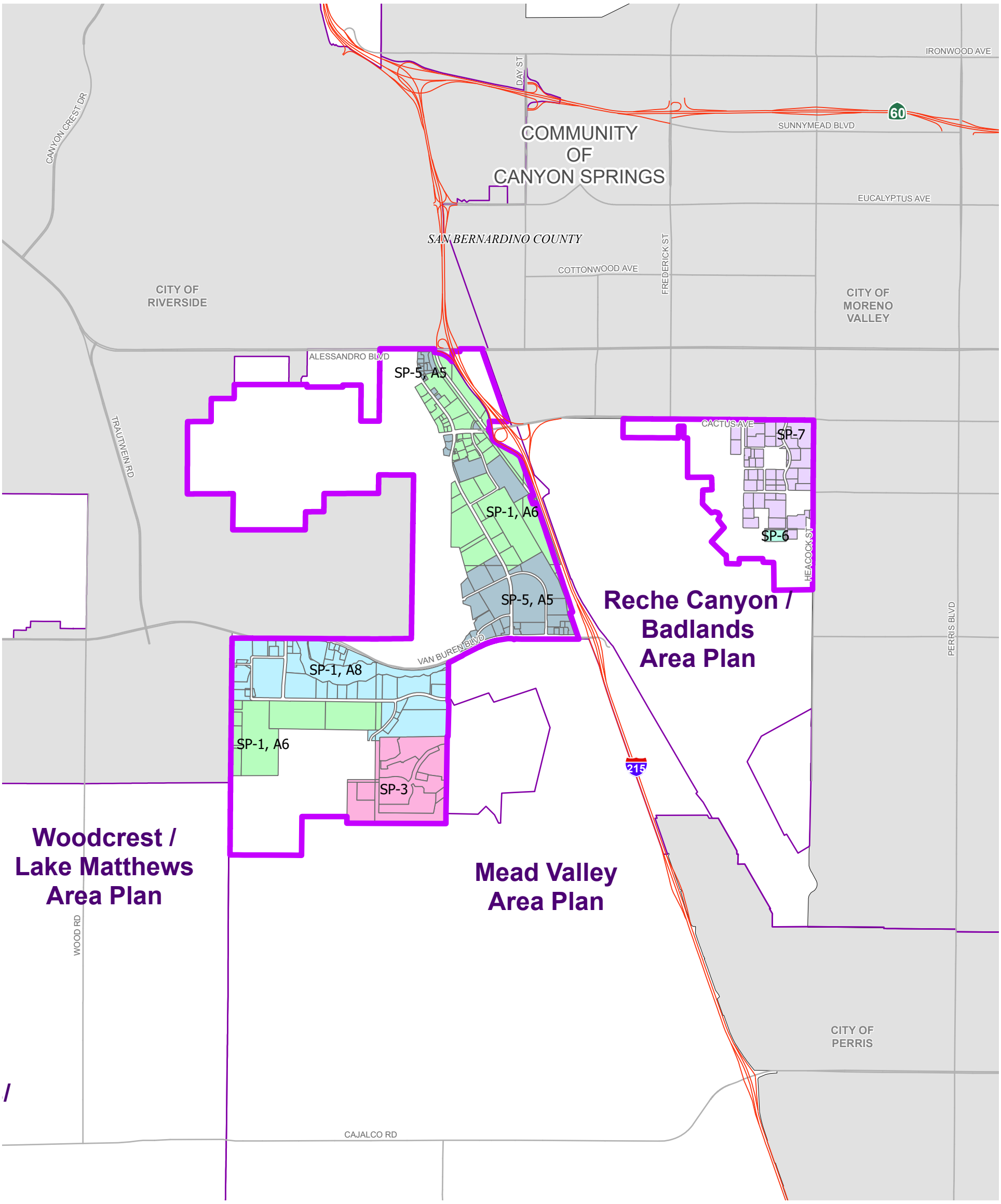
Wednesday, August 13, 2025

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MARCH AREA PLAN LAND USE PLAN

Path: M:_Projects\AreaPlanMJPA_Update\March_Air_Reserve_APMarch_Air_Reserve_APaprx



Data Source: Riverside County Planning

Highways

Specific Plan Number

- SP-1, A6
- SP-1, A8
- SP-3
- SP-5, A5
- SP-6
- SP-7

- March Area Plan Boundary
- Area Plan Boundary
- City Boundary

Figure 4

Wednesday, August 13, 2025

0 0.5 1 Miles

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MARCH AREA PLAN
SPECIFIC PLANS

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx

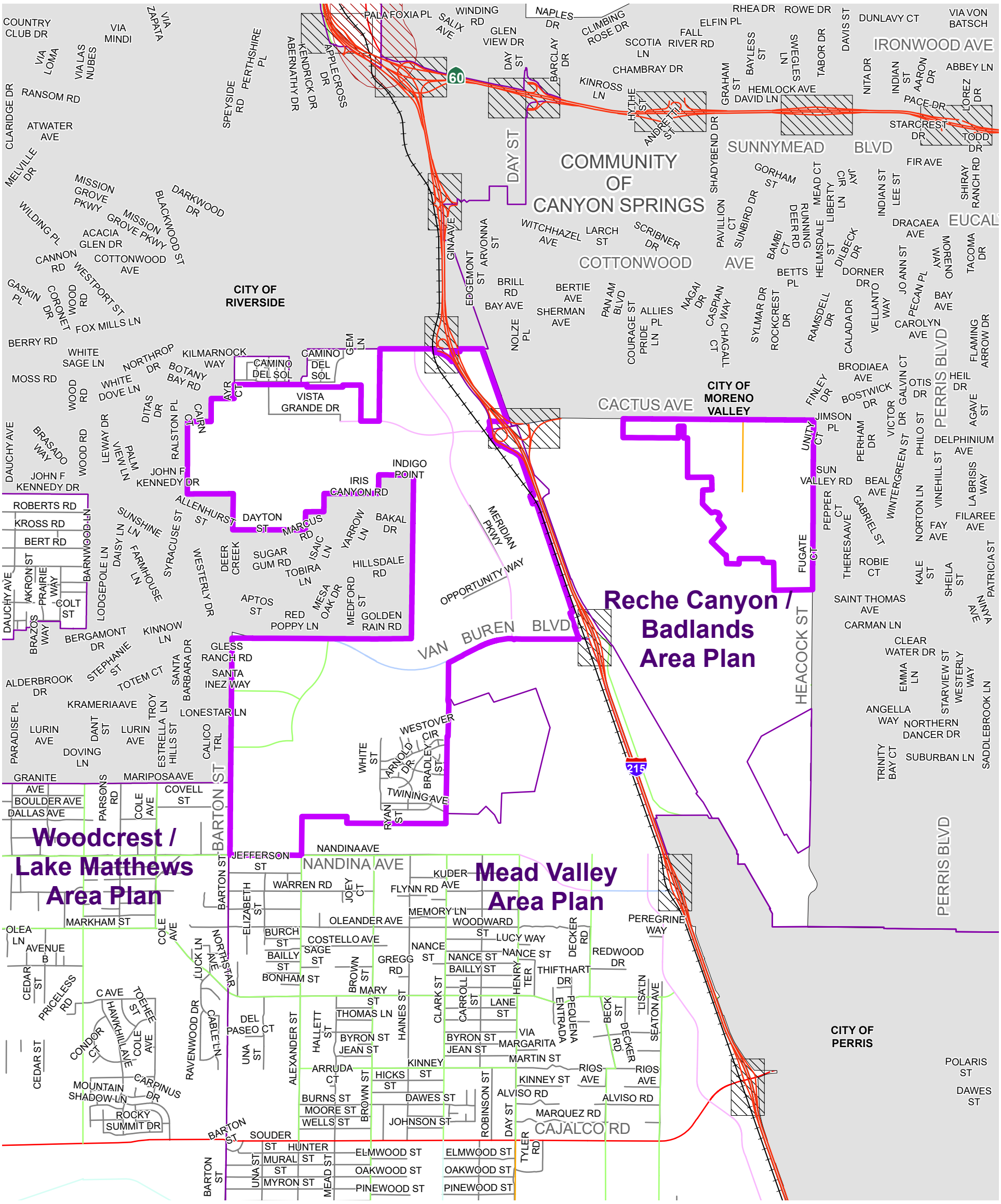
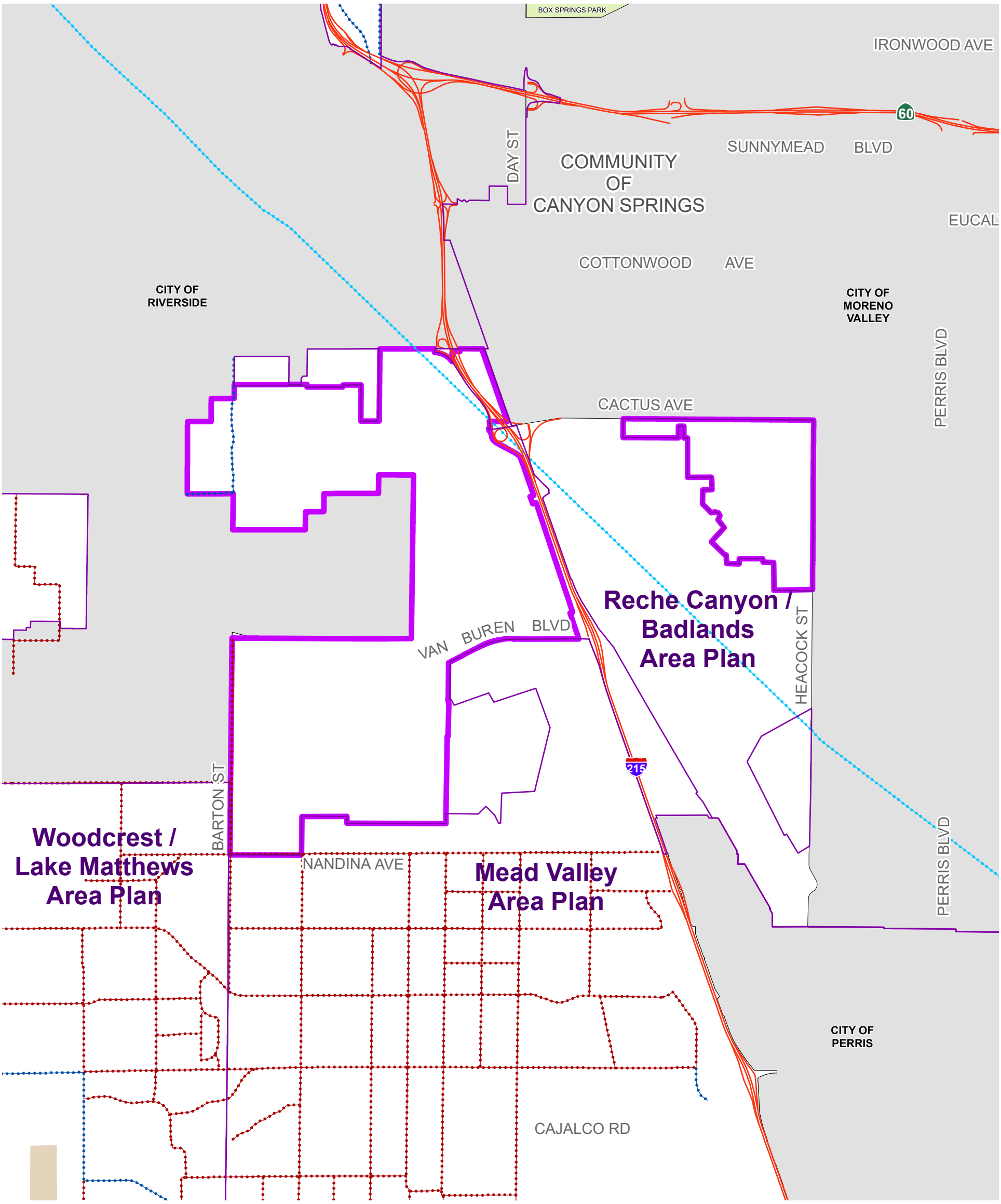


Figure 5

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx



Data Source: Riverside County Parks

- Regional Trail: Urban/Suburban
- Community Trail
- Historic Trail (Juan Bautista De Anza National Historic Trail, Bradshaw Trail)
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands
- Highways
- March Area Plan Boundary
- Area Plan Boundary
- City Boundary

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 6

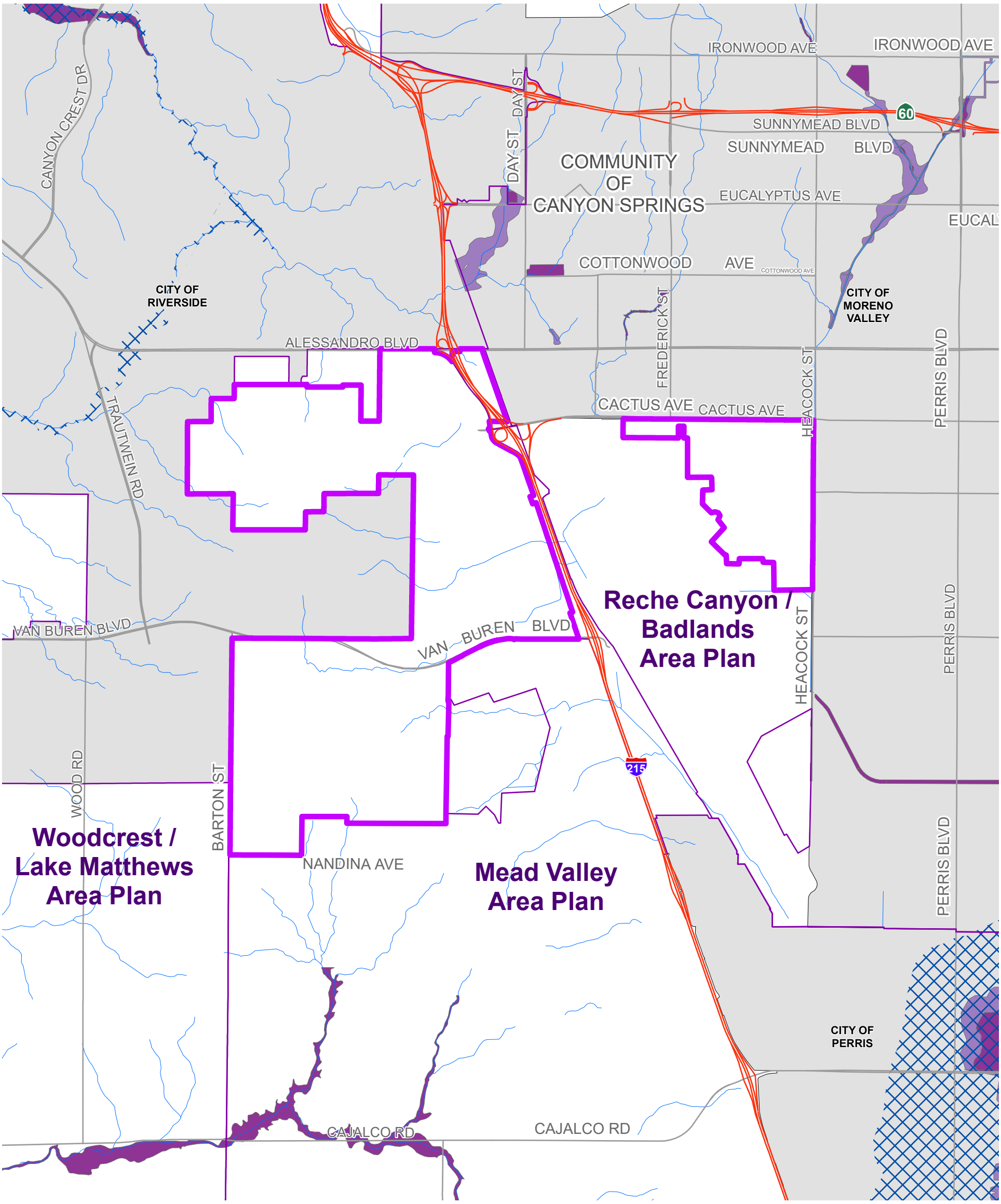
Wednesday, August 13, 2025

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MARCH AREA PLAN TRAILS AND BIKEWAY SYSTEM

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx



Highways

March Area Plan Boundary

Area Plan Boundary

City Boundary

Flood Prone Areas

Drainages

Dam Inundation Areas

0.2% Annual Chance Flood Hazard

1% Annual Chance Flood Hazard

Regulatory Floodway

Data Source: November 29, 2023 version of the National Flood Hazard Layer (NFHL)

Figure 7

Wednesday, August 13, 2025

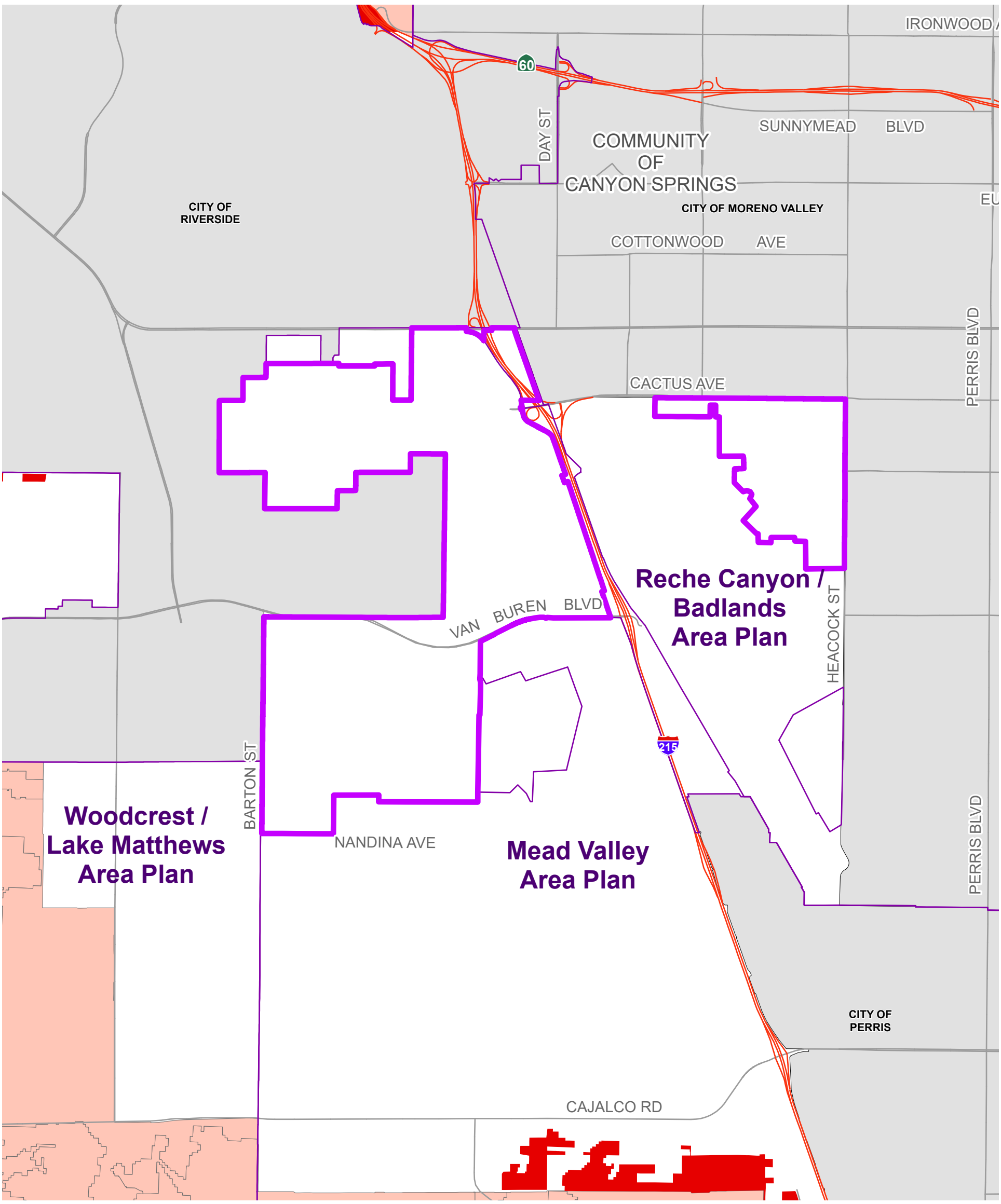
Miles

0 0.5 1

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MARCH AREA PLAN SPECIAL FLOOD HAZARD AREAS

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx



Data Source: California Department of Forestry and Fire Protection (CAL FIRE), (2010)

Fire Hazard Severity Zones (FHSZ)

Local Responsibility Area

- Very High FHSZ

State Responsibility Area/Federal Responsibility Area

- Very High/High/Moderate FHSZ

- Highways
- March Area Plan Boundary
- Area Plan Boundary
- City Boundary

Figure 8

Wednesday, August 13, 2025

0 0.5 1 Miles

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MARCH AREA PLAN
WILDFIRE SUSCEPTIBILITY

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx

IRONWOOD AVE
60
SUNNYMEAD BLVD
DAY ST
COMMUNITY OF CANYON SPRINGS
EUCAL
COTTONWOOD AVE
CITY OF RIVERSIDE
CITY OF MORENO VALLEY
PERRIS BLVD
CACTUS AVE
Reche Canyon / Badlands Area Plan
VAN BUREN BLVD
HEACOCK ST
215
BARTON ST
Woodcrest / Lake Matthews Area Plan
NANDINA AVE
Mead Valley Area Plan
CITY OF PERRIS
CAJALCO RD

Data Source: Riverside County (2007)

Slope Angle

- Less Than 15%
- 15%-25%
- 25%-30%
- 30% and Greater

- Highways
- Area Plan Boundary
- March Area Plan Boundary
- City Boundary

Figure 9

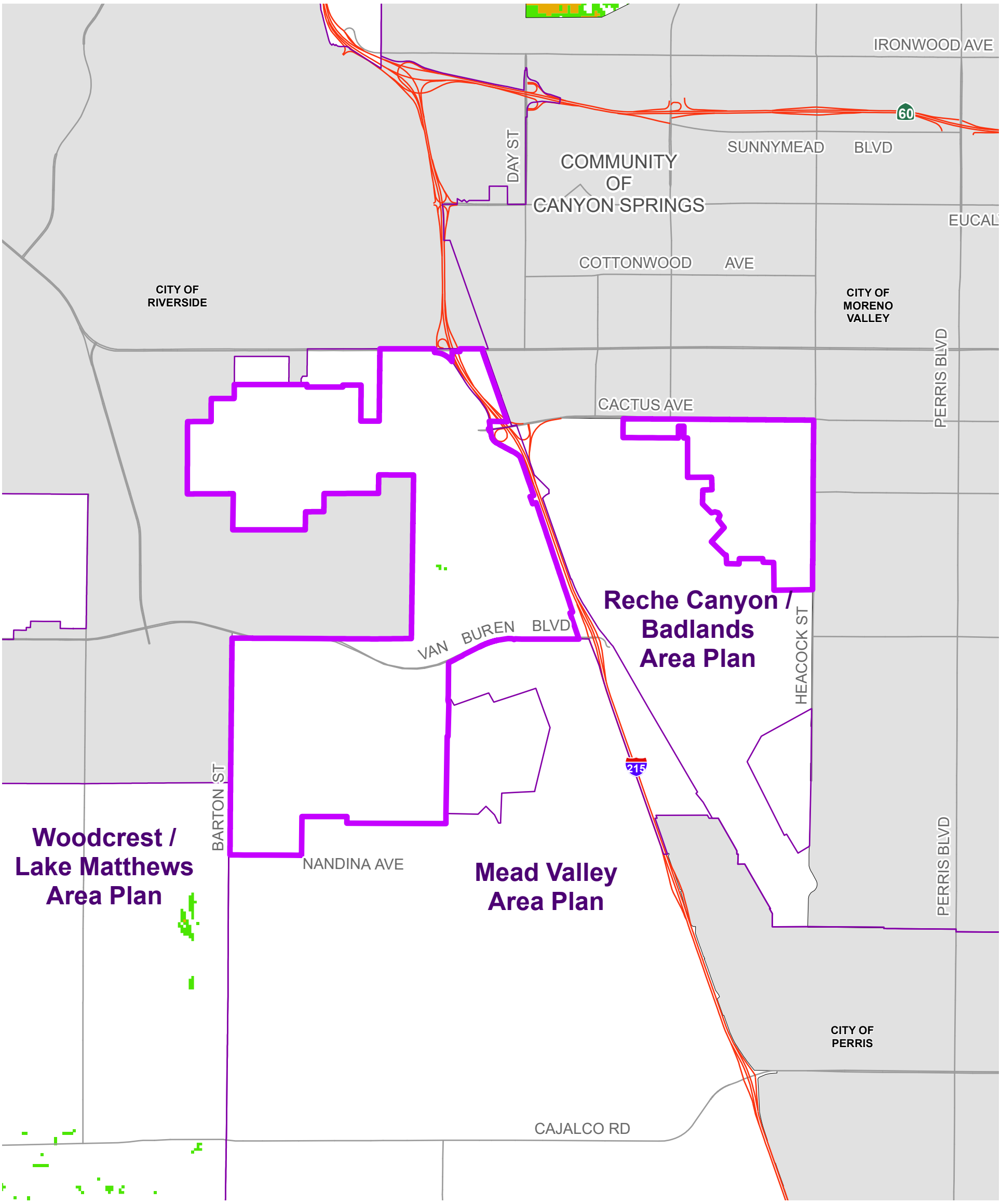
Wednesday, August 13, 2025

Miles
0 0.5 1

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

MARCH AREA PLAN
STEEP SLOPE

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_APMarch_Air_Reserve_APaprx



Data Source: California Geological Survey (2008)

Slope Instability

- Existing Landslides
- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.

- Highways
- March Area Plan Boundary
- Area Plan Boundary
- City Boundary

Figure 10

Path: M:_Projects\AreaPlan\MJPA_Update\March_Air_Reserve_AP\March_Air_Reserve_APaprx

Wednesday, August 13, 2025

0 0.5 1 Miles

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MARCH AREA PLAN
SLOPE INSTABILITY

and other public lands. Net acreage is assumed to be at 70 percent of gross acreage on a Planning Area-wide basis. Therefore, the net acreage of land is assumed to equal 30,000 square feet for purposes of calculating density or intensity of General Plan land use. Additional restrictions may affect the floor area ratio on property within specific aviation safety zones.

Land Use Designations

The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations:

Industry

Two industrial land use designations are established to complement the aviation and employment generating uses. Due to the location of the March JPA Planning Area within the region, available and planned street access, and availability of rail service to the area, industrial designations in the Land Use Plan include industrial businesses, and research and development companies as well as large scale manufacturing uses. The land use designations include Industrial and Business Park which will allow for both large and small scale businesses, light manufacturing and assembly, storage, warehousing, research and development and related uses.

Business Park (BP) ***(FAR 0.75)***

Business park uses include administrative, financial, commercial service, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. Business Park areas are generally served by arterial roadways, providing automobile and public/mass transit access. These areas are characterized

as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Maximum FAR for land use in this category is 0.75:1, with an average development intensity of 0.20:1.

Industrial (I) *(FAR 0.60)*

Industrial uses may support a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, fuel storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; emergency services center; solid/liquid waste facilities; vocational education and training facilities; and business and trade schools. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.15:1.

Commerce

Four commerce and service oriented land use designations are established to meet the Planning Areas limited need for retail establishments and professional services. FARs are provided for each category to regulate the intensity of structures that may be built on each site.

Office (O) *(FAR 0.75)*

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical services, and other similar uses which together represent major concentrations of community and employment activities. Uses may include office parks,

office buildings, and educational and training facilities. Some limited retail and commercial service uses are permitted. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and public/mass transit service. The maximum FAR for land use in this category is 0.75:1, with an average development intensity of 0.30:1.

Mixed Use (MU) ***(FAR 0.6)***

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, and services. Industrial and major warehousing uses are excluded. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.25:1.

Commercial (C) ***(FAR 0.6)***

Commercial uses within this designation include retail and service-oriented business activities serving the Planning Area. Commercial uses include retail establishments, shopping centers, administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.30:1.

Destination Recreation (DR) ***(FAR 0.5)***

Destination Recreation provides for the unique opportunity to develop a commercial attraction that markets at a recreational regional basis. Uses include theme parks; amphitheaters; exposition centers; or other commercial-based attraction other than general retail services. The

maximum FAR for land use in this category is 0.50:1, with an average development intensity of 0.25:1.

Special

The following special designations are limited to specific opportunities that are found within the Planning Area. Additionally, these special designations implement the Base Master Reuse Plan, and are unique to the realignment of March AFB to March ARB.

Military Operations/Aviation (MARB)

March ARB holds a designation of Military Operations and Aviation. Uses within this designation include runways, taxiways and aprons for military and joint use aviation areas, inclusive of aviation safety lands. Military operations under March ARB are permitted within this designation. Designation includes lands within the cantonment area retained for military operations and the military mission of March ARB. Development is currently as such and controlled by the Federal DOD.

Aviation (AV) *(FAR 0.40)*

Through joint use of the aviation field, the unique opportunity to develop civilian aviation is presented. Land uses under this designation include flightline, hangers, aviation support services, inclusive of fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aircraft maintenance and aviation operation services. The maximum FAR for land use in this category is 0.40:1, with an average development intensity of 0.15:1.

Historic District (HD) *(2 dwelling units/acre)*

The historic district of Green Acres which was constructed as base housing holds a designation of Historic District. Uses within this designation are restricted to the continued use of the units as residences, or allowance of limited service/retail uses that maintain the historic integrity of the district and meets the requirements of Historic District use and design restrictions. The current density is 2 dwelling units per acre. No additional development is permissible.

Air Force Village West Expansion (AFVW) *(FAR 0.60)*

This designation is specific to the expansion of Air Force Village West, a not-for-profit institution that developed and operates housing and managed care for retired military officers. Air Force Village West is an isolated parcel surrounded entirely by the Planning Area. This designation is limited to expansion of the Air Force Village West, and its permissible uses include plans for expansion to develop skilled nursing facilities and institutional residential care facilities, limited to two to three story structures. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.30:1.

Cemetery Expansion (CE) *(FAR 0.10)*

This designation is specific to the expansion of Riverside National Cemetery, which is a veteran's cemetery, immediately adjacent to the Planning Area. This designation is limited to expansion of the cemetery, and its related uses including maintenance facilities and mausoleums. The maximum FAR for land use in this category is 0.10:1, with an average development intensity of 0.005:1.

Public

The Public category consists of land use classifications which can be defined as a resource or facility that serves the public. It consists of two categories. Development within these categories is limited and specific.

Park/Recreation/Open Space (P/R/OS) ***(FAR 0.25)***

Parks/Recreation/Open Space land use designation applies to all passive and active park or recreation areas whether private or public in the March JPA Planning Area. Active recreation activities include recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Passive activities include natural preserves, along with designated and natural open space. The maximum FAR for land use in this category is .25:1, with an average development intensity of .025:1.

Public Facility (PF) ***(FAR 0.50)***

This designation includes a wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. These land uses are distributed throughout the Planning Area. The maximum FAR for land use in this category is 0.50:1, with an average development intensity of 0.10:1.

Estimates for buildout of the March JPA Planning Area are provided in Table 1-1. It shows that approximately 21 million square feet of total structural area may exist within the planning area upon buildout. Buildout also reflects the preservation of the 111 units within the Historic District of Green Acres; however should the use of these structures change from residential to

office/services, the additional non-residential square footage would increase by approximately 200,000 square feet. The floor area buildout assumes average intensity development within the Planning Area. Lot coverage, setbacks, aviation restrictions, building heights, parking provisions, natural features, and other development standards are expected to reduce this average further upon full buildout.

AIRPORT PLANS

A set of five airport plans, meeting Federal Aviation Administration (FAA) criteria apply to the March Airfield and its use. The five plans include; the Airport Layout Plan (ALP), Terminal Area Plan, Airport Land Use Plan, Airport Airspace Plan and Approach Profiles and Plans. The FAA governs civilian aviation operations and uses at airports. The ALP denotes the major improvements to the facility and requirements for runway, protection zones, and access areas.

SECTION 1: LAND USE ELEMENT

INTRODUCTION

Of the seven state mandated elements of the General Plan, the Land Use Element represents the graphic blueprint for the development and reuse of the March Joint Powers Authority (JPA) Planning Area. The Land Use Element sets forth goals, policies, and objectives for the long term physical development of the Planning Area. It addresses issues regarding existing facilities and base reuse, future development, land use compatibility, availability of public services and infrastructure, public safety, and the balance of resource conservation and urban development. The Land Use Element contains the Land Use Map which establishes a pattern for the orderly development of land and will be used to guide the development of the March JPA Planning Area.

Relationship to the General Plan

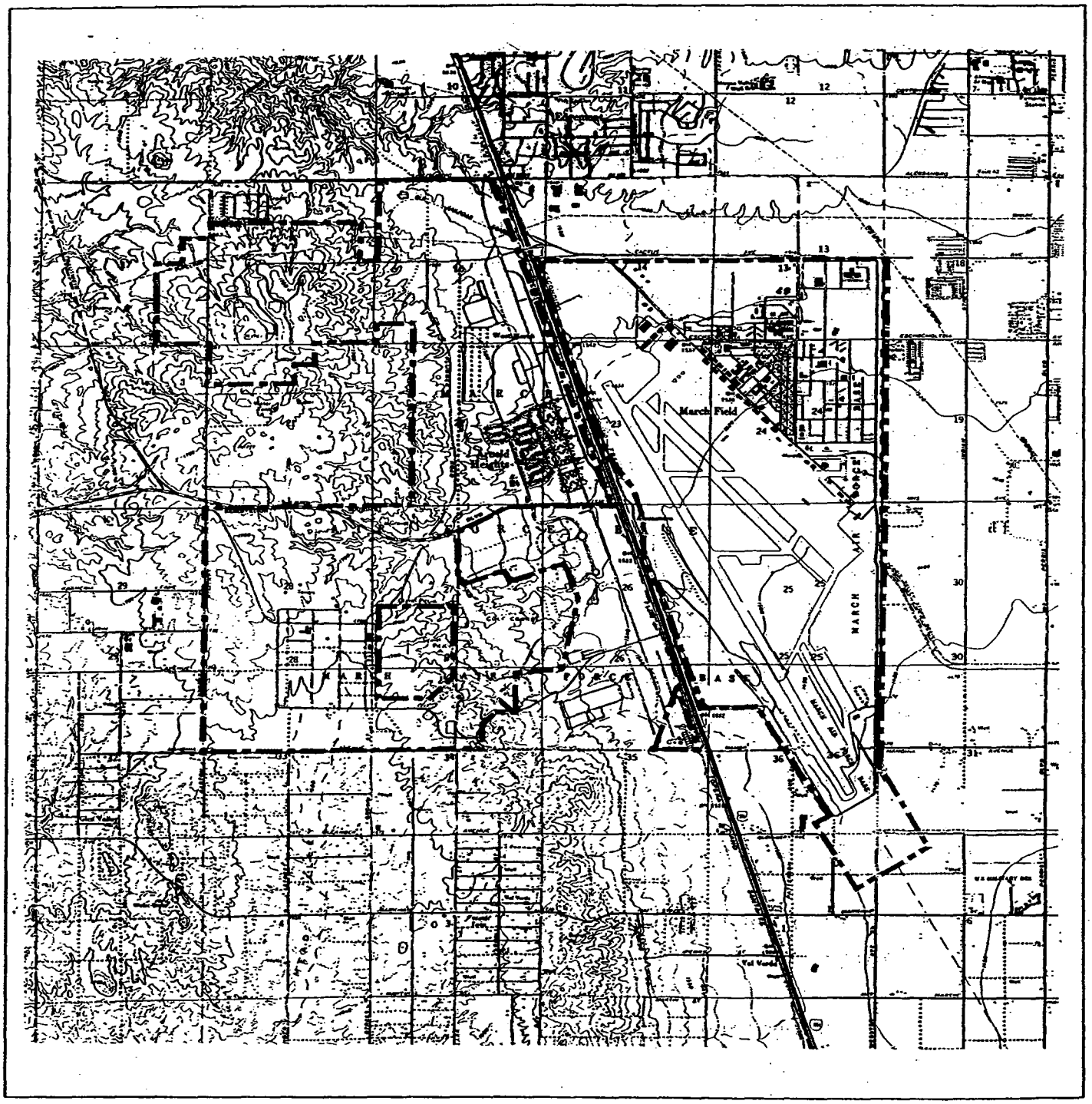
Section 65302(a) of the Government Code requires the Land Use Element to:

> Designate the proposed general distribution and general location and extent of land uses for business, industry, open space, natural resources, recreation, public facilities, and other categories of public and private land use;
>
> Include a statement establishing standards of density and building intensity for each land use category covered by the plan; and
>
> Identify land uses in those areas subject to flooding.

Additionally, the State General Plan Guidelines suggest that Land Use Elements should:

> "Promote a balanced and functional mix of land uses consistent with the March JPA values;
>
> Reflect the opportunities and constraints affecting land use identified in other elements of the General Plan; and

Exhibit 1-1
Planning Area Boundaries



Reduce the loss of life, injury, damage to property, and economic and social dislocation resulting from flooding."

This Element meets these requirements and will serve as a guide for decision-making on land use issues and future development. It responds to opportunities for growth and development in the planning area with respect to existing facilities, base reuse plans and resources. The goals of the Land Use Element addresses environmental and economic constraints related to topography, geology, flooding potential, availability of services and infrastructure, and other factors which may constrain future development and reuse of the former March Air Force Base (AFB). The Land Use Map provides the framework for development. The Map establishes classifications of land uses, designates the general location and distribution of these uses, and sets standards of density and development intensity for each identified land use type. The Map is designed to accommodate the economic and social activities of the community through the provision of areas for these activities.

Policies in the Land Use Element and the Land Use Map bring together the different elements of the General Plan and are consistent with them. The Transportation Element provides for the development of a transportation network that will support the ultimate land uses under the Land Use Map. The Safety/Risk Management Element identifies hazards that need to be considered in land use planning for the planning area. The Noise/Air Quality Element identifies areas where noise sensitive development should be avoided and generators concerning air quality. The March JPA General Plan Land Use Element addresses these issues, as well as concerns relating to growth, reuse of the realigned military installation, joint use of the airfield, public services, infrastructure, and economic development.

Planning Area

The March JPA General Plan Planning Area includes the entire boundaries of the former March AFB, prior to base realignment April 1996. This area incorporates approximately 6,500 acres total, inclusive of the "cantonment" area; an area retained by the Department of Defense (DOD) for the Air Force Reserves (AFRES). The "non-cantonment" area; or area no longer retained by the DOD, includes 4,400 acres of the

total planning area. Additionally, civilian aviation is incorporated through joint use of the airfield located within the cantonment area. The definitive boundary of the Planning Area is the entire former base area, inclusive of the Air Reserve Base (ARB) area which is a federal installation island retained for the Air Force Reserves (AFRES).

The non-cantonment area of the planning area can be easily divided into the subareas, each with distinct geographical characteristics. The most developed portion of the non-cantonment area is the *Main Base or Northeast Planning Subarea*, which is the part of the former main base, and immediately adjacent to the cantonment area. The *West March Planning Subarea* consists of the entire property west of Interstate 215. This area is primarily undeveloped, and contains various environmental elements and habitat. The prime area for civilian aviation use is the *Southeast Planning Subarea,* which is underutilize, and immediately adjacent to the aviation field cantonment area.

Relationship to March AFB Master Reuse Plan

Conversion of March AFB from an active duty military installation to an air reserve base, results in the disposal and reuse of approximately 4,400 acres of land. In accordance with federal requirements, *March AFB Master Reuse Plan* was developed by the March JPA for the DOD to identify means of revitalizing or redeveloping the realigned military installation in a beneficial manner. The Base Reuse Master Plan serves as the basis or premises of the March JPA General Plan. In summary, the General Plan is an implementation tool of the Base Master Reuse Plan, which realizes the requirements of California state law to facilitate base reuse and development. Furthermore, March AFB Disposal Final Environmental Impact Statement (FEIS), February 1996 was issued in accordance with the National Environmental Policy Act (NEPA).

Summary of Issues

Land use concerns in March JPA Planning Area deal with the economic reuse of the former base area, preservation of existing resources, and maximizing orderly growth and

development. Due to the economic loss to the region with realignment of March AFB to March ARB, capitalizing on the creation of an employment and economic center that will add to the Western Riverside County region and achieve an equitable balance between job availability and housing supply are primary goals. There are opportunities for enhancing the quality of life in the region of the March JPA Planning Area; while at the same time addressing the needs and issues of the March JPA for economic growth and development. These issues are summarized below:

Land Area: The March JPA Planning Area consists of approximately 6,500 acres of land or 10 square miles. Nearly two-thirds of the planning area is undeveloped or under utilized, with a significant portion of vacant land located within the West March Planning Subarea and the Southeast Planning Subarea.

March AFB Master Reuse Plan: With realignment of March AFB, a Base Reuse Master Plan was prepared. The Base Reuse Master Plan includes the following elements: land use, circulation/ transportation, homeless assistance plan, property disposition, environmental impact analysis, joint use aviation, and marketing strategy plan. The Base Master Reuse Plan identified through the solicitation process the property disposition for reuse, and generated a plan to implement the reuse and revitalization opportunity as identified by the local redevelopment agency (LRA). The Base Master Reuse Plan identifies and provides a means of revitalizing or redevelopment the realigned military installation in a beneficial manner or, of otherwise revitalizing community and the economies of said communities. The formulation of the March JPA General Plan, is an implementation tool of the March AFB Master Reuse Plan, and the Base Master Reuse Plan serves as the basis for the Land Use Element of the General Plan.

Compatibility with the Air Force Reserves: March converted April 1, 1996 from an active duty base to "March Air Reserve Base." Realignment changed the military mission at the March installation. A military mission for March ARB remains, with AFRES, Air National Guard (ANG) and other federal agency units remaining within a military cantonment area. The military cantonment area is approximately one-third of the Planning Area, and includes the airfield. It is

imperative that the General Plan and implementation thereof support the continued military mission at March.

Existing Facilities: The March JPA Planning Area is located in the subregion of Western Riverside County, amidst the communities of Moreno Valley, Perris and the City and County of Riverside. Existing buildings and facilities are concentrated in the Northeast Planning Subarea, which is adjacent to the Cantonment Area retained by the AFRES and the airfield. The Northeast Planning Subarea consists of several specific user type buildings and facilities for reuse, along with Green Acres, a historic district formerly used for base housing. The West March Planning Subarea is primarily undeveloped with limited existing facilities, inclusive of the former 15th Headquarters, and defunct housing project of Arnold Heights. Arnold Heights housing is unsuitable for habitation, and must be razed to permit new development. The Southeast Planning Subarea contains the former alert facility and tarmac, which is suitable for commencing air cargo operations with limited capital improvements. The March JPA Planning Area is surrounded by flat, semi-developed land within the respective adjacent communities.

Historic District: Green Acres Estates, part of the March Field Historic District located in the Northeast Planning Subarea of the Planning Area, has been nominated as a National Register Historic District. The Historic District is restricted to support the Air Force commitments to maintain the integrity of the March Field Historic District.

Joint Use of the Airfield for Civilian Aviation: Joint use of the airfield through a military/civilian joint use arrangement, is where civilian and military entities share essential aviation facilities such as the control tower and runways, as well as maintenance of facilities. Southern California Association of Governments (SCAG) conducted a Joint Use Feasibility Study which assessed the technical feasibility of joint use operations at March AFB, due to decreased military aviation operations attributed to base realignment. Additionally, March contains a runway with a length of 13,300 feet, which can technically, as well as market wise serve civilian aviation operations, both passenger and air cargo.

Airport Plan: With the establishment of a joint use airfield for civilian aviation, an airport layout plan (ALP) must be submitted to and approved by the Federation Aviation Administration (FAA). The ALP delineates FAA standards and requirements for civilian aviation to operate. These standards and provisions must be adhered.

Development Standards: Standards for development in the Planning Area must address the need to supply adequate sewer, water, and storm drain facilities to proposed development as well as meet the current need for existing development within the March JPA Planning Area. In addition, standards for the appearance of structures, retention of the Mission Revival character of base development, the relationship of one building to another, the buildings' relationship to the street, and buffering of land uses need to be considered.

Commercial, Business Park, and Industrial Uses: Commercial, business park and industrial development are needed to recapture the economic loss attributed to base realignment. The development and reuse within the March JPA Planning Area will further the economic recovery of the region, and will advance toward an equitable balance between jobs provided within the Western Riverside County subregion and the availability of housing. Land set aside at appropriate locations provide for commercial, industrial development, and job creating commerce. Development of business park and industrial land within the Planning Area should focus on commerce and industrial uses which provide employment opportunities, and capture upon the unique opportunities available at March.

Public Services: While there are public services and infrastructure in the developed areas of the Planning Area, the lack of availability of these services in outlying areas could lead to elevated development costs. Water and sewer capacities must be planned in concert with new development. Development within the Planning Area needs to be supported by adequate infrastructure and public services.

Infrastructure: Infrastructure must be supplied concurrent with development. Adequate levels of service need to be established for various areas of the Planning Area which meet service standards, and maintain the quality of life of the region, while providing necessary facilities for water, sewer, storm drain, police, fire, and access.

Parcelization & Division of Land: The Planning Area overall comprises a limited number of parcels. As land is conveyed from the federal government to other entities, parcels will need to be established and subdivision of land conducted. Legal parcels with legal descriptions will need to be created, with the conveyance of land to parties.

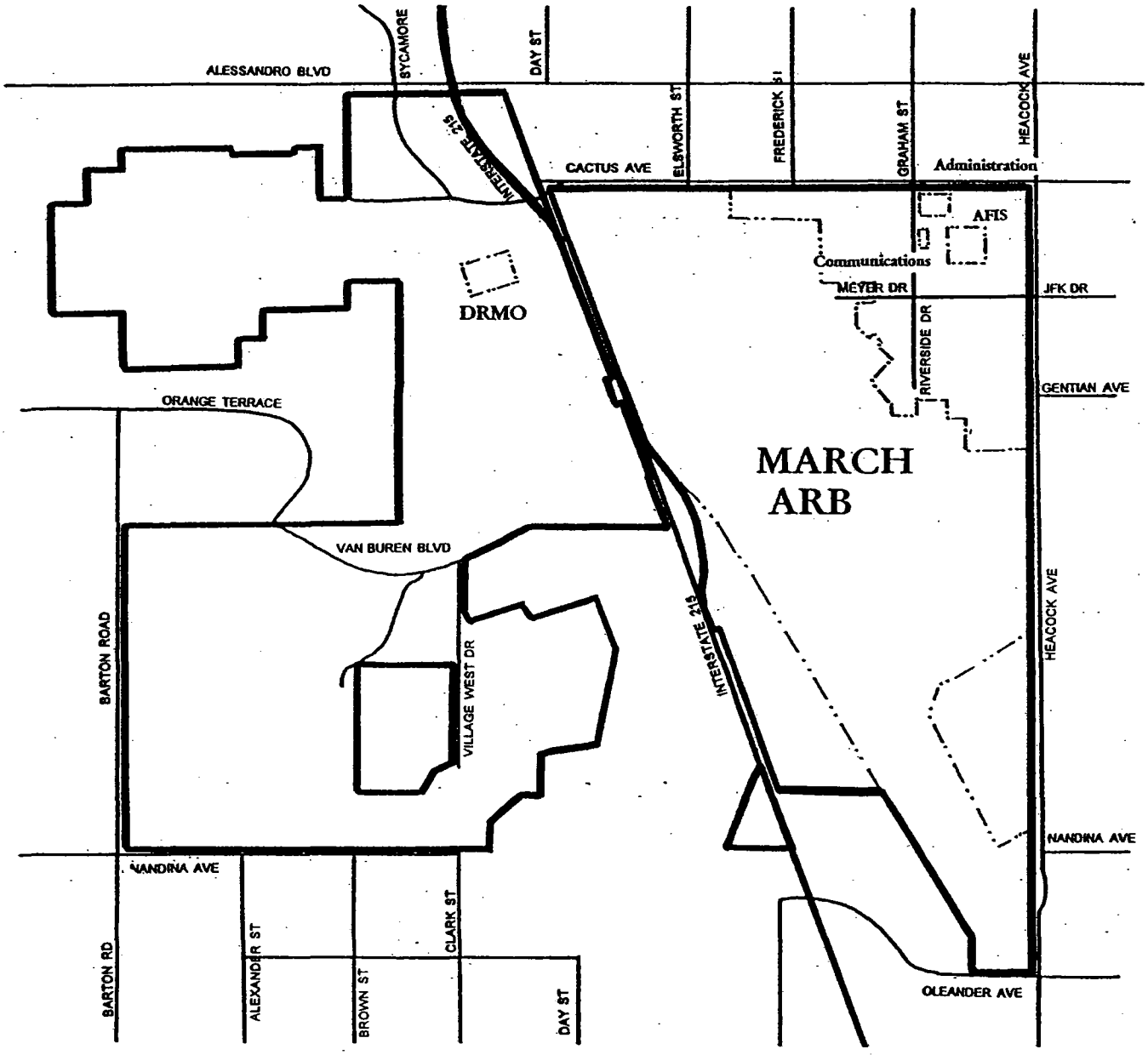
Development Constraints: Constraints to future development are posed by flood hazards, historic areas, and areas with sensitive biological resources. Timing of development and ultimate use of lands may be affected by the Installation Restoration Program (IRP) sites and their clean-up. Land use and development of areas with proximity to the airfield need to assure compatibility with FAA standards. These issues are further discussed in the Safety/Risk Management Element and Resource Management Element Profile Reports.

Development & Building Codes: Existing buildings and facilities within the Planning Area were constructed under the auspices of the federal government; therefore, were constructed in accordance with federal codes and standards. The federal codes and standards in many ways are less comprehensive that the codes and standards adopted by the March JPA. Buildings and facilities will need to be upgraded to support use, and in many cases may hinder the ability to reuse the facility as originally intended.

Future Development: The unique opportunity of a joint use airfield with the AFRES will shape the type of industry and commerce attracted to the March JPA Planning Area. The current population and estimated population of the March JPA member jurisdictions, and replacement of jobs lost due to base realignment have a direct effect upon the kind of commerce and industrial development which the March JPA can expect to develop. The region in which the Planning Area is located, and the current state and pace of development will

also have a direct and indirect effect upon the kind and type of commerce and development which the March JPA can expect to draw.

Exhibit 1-2
Cantonment Boundaries



GOALS AND POLICIES

March JPA Planning Area consists entirely of the former March AFB, prior to base realignment to March ARB in April 1996. The Planning Area is characterized by limited development, an airfield, and large tracts of vacant land within the West March Planning Subarea. Land use issues facing the March JPA include the type and condition of existing facilities for reuse, joint use of the airfield for civilian aviation, regulation of development, provision of adequate infrastructure and services, and presence of natural and manmade constraints to urban development. The goals and policies of the Land Use Element address the March JPA's concerns regarding land use compatibility, orderly growth and development, capitalization upon unique and economic opportunities, and capturing unmet needs of the region.

The goals and policies contained within this element address the capitalization of the opportunities within the planning area, and the reuse and revitalization of existing facilities. The following goals and policies, and implementation measures focus on maintaining a balance between commerce, industry and aviation uses, while promoting high quality development with minimizing land use conflicts.

GOAL 1: **Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, and capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.**

Policies:

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.

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.

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.

1.4 Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.

1.5 Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation-related, and research and development.

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.

1.7 Develop active and passive open space areas that offer community recreational opportunities and open land areas for public enjoyment.

1.8 Retain the Gen. Archie Old, JR., Golf Course within the West March Planning Subarea as a public golf course, and facilitate land uses that will compliment the golf course.

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.

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.

Policies:

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.

2.2 Encourage and facilitate the transition of facility reuse and land uses to conforming land uses.

2.3 Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions.

2.4 Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses.

GOAL 3: Manage growth and development to avoid adverse environmental and fiscal effects.

Policies:

3.1 Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services.

3.2 Manage the development and reuse of the Planning Area to maintain continuity with existing facilities and the operations of the AFRES; provide for orderly expansion of infrastructure and public services; and minimize impacts on natural environmental resources.

3.3 Use finance mechanisms such as benefit assessment districts, development fees, and maintenance districts to assure new development within the Planning Area constructs the public facilities and fiscally supports the public services necessitated by the development.

3.4 Assess the fiscal impacts (service costs and revenues) of proposed major development projects to determine the actual cost of providing services.

3.5 Permit the development of service facilities ancillary to primary development (i.e., child care, food service, etc.).

GOAL 4: Develop an identity and foster quality development within the Planning Area.

Policies:

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.

4.2 Where practical, enhance and preserve natural and man-made features, such as major roadways, rail lines, drainage courses, utility corridors, groups of rock outcroppings, and tree rows to create boundaries, entryways, and separate entities for distinct geographic portions of the Planning Area.

4.3 Maintain the character of existing development having desirable image and design characteristics, such as historic significance, pedestrian scale and orientation, use of locally-occurring natural construction materials, unique architecture and native/indigenous landscaping.

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.

4.5 Encourage development that creates a sense of place through a cohesive and well-balanced environment and setting.

4.6 Encourage the use of master plans and design guidelines to permit the clustering of development and creating a campus-like setting of large tracts of land, while capitalizing on areas with unique assets and opportunities.

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.

4.8 Preserve a scenic corridor along Van Buren Boulevard and enhanced gateway treatment at the Riverside National Cemetery.

GOAL 5: Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.

Policies:

5.1 Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.

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.

5.3 Support the development of educational and specialized facilities that will train persons for new and improved employment opportunities.

5.4 Provide for compatible reuse and redevelopment of existing facilities.

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.

5.6 Encourage employers in the March JPA Planning Area to hire from the local communities when seeking to fill employment positions.

GOAL 6: Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.

Policies:

6.1 Plan for the economic use, reuse, and joint use of the airfield with AFRES.

6.2 Plan for compatible land uses within the Clear Zone, Accident Potential Zones I & II, as depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use.

6.3 Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.

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.

6.5 Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port.

6.6 Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations.

6.7 Ensure that land uses adhere to floor area ratios applicable under Caltrans guidelines for airports.

6.8 Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.

6.9 Support the Air Force commitments to maintain the integrity of the March Field Historic District.

GOAL 7: **Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight-related air services.**

Policies:

7.1 Establish an air cargo operation and goods distribution center to serve local, regional, national and international needs.

7.2 Plan for a desirable and feasible site for an intermodal transportation center.

7.3 Create a goods movement system that meets the regional and sub-regional needs.

7.4 Accommodate the location and development of a Metrolink Station.

7.5 Facilitate development of aviation uses other than federal aviation, such as commercial passenger and/or freight carrier services.

7.6 Plan for compatible land uses within the aviation area.

7.7 Encourage commerce and industry that are complementary to joint use of the airfield.

7.8 Plan for uses which support and contribute to the establishment and development of commercial aviation.

GOAL 8: Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources, and scenic vistas.

Policies:

8.1 Where practical, revegitate graded area with native plants compatible to the area to prevent erosion.

8.2 Sensitive biological resources and habitats, cultural resources, view shed areas shall be protected where practical.

8.3 Support the BRAC clean up to attain a clean environment at and around the Planning Area.

8.4 Implement federal, state, regional, and local requirements that apply to water and air quality, wetlands, endangered species, and other environmental considerations.

8.5 Pursue the release of lands designated as suitable endangered species habitat through a process of land trades for more and better habitat.

GOAL 9: **Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.**

Policies:

9.1 Support a coordinated approach to planning for the entire historic district.

9.2 Support the continued use of Green Acres Estates for housing or limited non-residential service-sector uses.

9.3 Support the retention and expansion of the March Field Museum.

9.4 Enhance and preserve the architectural character of the existing facilities, and complement the mission revival architectural of the March Field Historic District.

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.

Policies:

10.1 Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development.

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.

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.

10.4 Facilitate the provision of public services, (i.e., sewer, water, streets, and public safety) to be provided in an efficient and cost-effective manner.

Public Services

GOAL 11: Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.

Policies:

11.1 Preserve appropriate and adequate sites for public facilities.

11.2 Provide and maintain existing infrastructure and enhance service levels to meet the needs of March JPA Planning Area.

Infrastructure

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.**

Policies:

12.1 Coordinate the provision of all public utilities and services to ensure a consistent, complete and efficient system of service to development.

12.2 Require new construction to pay its "fair share" for the regional infrastructure system by providing appropriate dedications, improvements and/or fee assessment districts or other financing mechanisms.

12.3 Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.

12.4 Preserve options and facilities to accommodate new and advanced technologies, inclusive of communication systems.

Water Services

GOAL 13: Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.

Policies:

13.1 Only approve development which can demonstrate an adequate and secure water supply for the proposed use.

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.

13.3 Design and operate March JPA facilities in compliance with established water conservation practices and programs.

Sewer Service

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.

Policies:

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.

14.2 Require connection to the sewer system for any development occurring on land formerly part of March AFB.

14.3 Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and open space preservation.

Solid Waste Disposal

GOAL 15: In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.

Policies:

15.1 Ensure all hazardous materials are stored, treated, and disposed in accordance with state and federal law.

15.2 Support programs to promote greater awareness and involvement in waste reduction and recycling.

Utilities

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.

Policies:

16.1 Where feasible, require new development to underground on-site telecommunication connections.

16.2 Encourage and support the under grounding of existing overhead utilities.

16.3 Accommodate advancing technologies with communication systems, inclusive of fiber-optics and high speed transmission lines.

16.4 Prepare a capital improvement program (CIP) which provides for the maintenance and upgrading of existing infrastructure to adequate levels of service and the installation of new facilities, as needed.

16.5 Encourage the preparation and adoption of CIPs for other agencies and districts responsible for the provision of infrastructure systems in the March JPA Planning Area.

Storm Drainage

GOAL 17: **Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the March JPA Planning Area.**

Policies:

17.1 Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.

17.2 Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan.

17.3 Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.

17.4 Require all storm drain and flood control facilities to be approved and operational prior to the issuance of certificates of occupancy for the associated development.

17.5 Designate and preserve land for necessary flood control facilities, in accordance with a certified hydrology study and master plan for March JPA Planning Area.

17.6 Ensure development within the 100-year flood plain, as designated by the Federal Emergency Management Agency (FEMA), shall be consistent with the requirements established by FEMA.

17.7 Seek to preserve drainage courses in their natural condition, while providing adequate safety and protection of property.

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LAND USE PLAN

The Land Use Element describes the location and extent of future development in the Planning Area and identifies standards for development. The geographic location of land uses are presented on the Land Use Plan Map which is a part of this Element. The Land Use Plan of the March JPA identifies the types of land uses that are desired in the March JPA Planning Area, as well as the density and intensity of development for those land uses. The plan calls for the development of land uses which will support future growth and development in the area.

Land use designations are necessary to identify and indicate the type and nature of development that is permissible within a given location. While terms like "residential," "commercial," and "industrial" are generally understood, State general plan law requires a clear and concise description of the land use categories depicted on the land use map. Development within the March JPA Planning Area must comply with all laws relating to development, including but not limited to the goals, policies and objectives of this element and other elements of the General Plan. Requirements for development are within the purview of March JPA.

Planning Assumptions

The land use plan contains significant amounts of industrial, business park, aviation and office land uses. These designations are based on an assumption that growth trends in this region will continue to require additional industrial, business and office lands to meet long-term economic conditions and growth demands. As the currently housing-rich Inland Empire matures, it is assumed that additional job producing growth and job replacement will occur. This type of growth is not dependent on the same demographic characteristics that determines growth in retail commercial expansion.

1. Consistency with Base Master Reuse Plan. The actions of the Homeless Assistance Plan, Property Disposition, Land Use and other elements of the Base Master Reuse Plan prepared for March AFB have been recognized and utilized as a basic resource.

2. Compatibility With Adjacent Land Uses. The plan recognizes planned developments, redevelopment project areas, major regional commercial centers, residential communities, and other sensitive land uses surround the Planning Area; compatibility with these uses is considered, although it is recognized that general development standards will have to be formulated to specifically address land use compatibility issues.

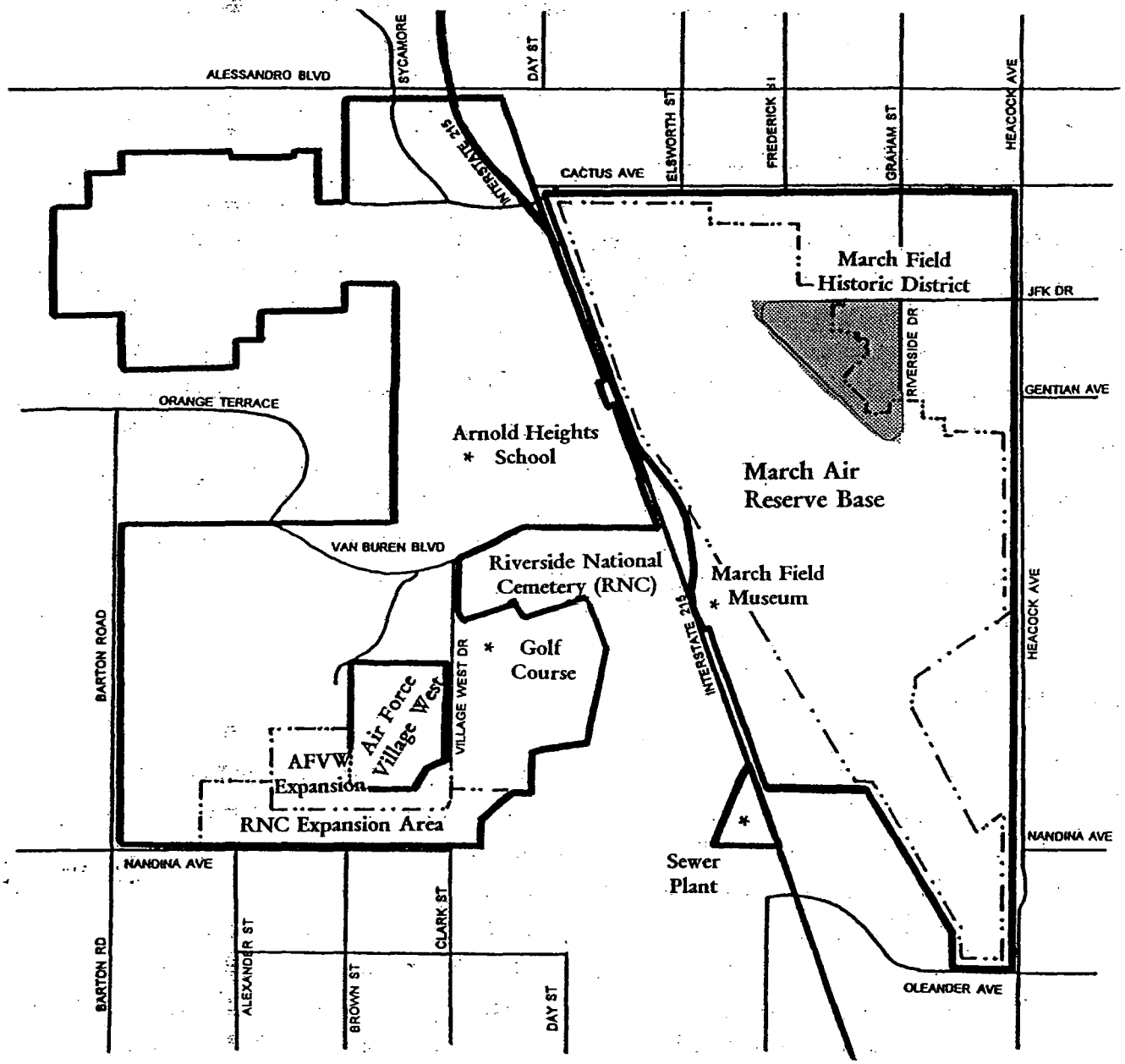
3. Compatibility With Continuing Military Operations. The land use plan was designed to create land use patterns that are compatible with March ARB operations and the continuing use of March ARB as a military base. To the extent possible, land use designations minimize the introduction of new residences, which is the use least compatible with aircraft operations. The plan accounts for the recommendations of the AICUZ for March which sets out guidelines to minimize conflicts between aircraft operations and surrounding development. Industrial and business park uses are generally considered compatible by the AICUZ.

4. Historic District. The Green Acres area of the March Field Historic District in the Northeast Planning Subarea has been nominated as a National Register Historic District. Uses within this area are subject to appropriate historic review processes and the maintenance manual for the district.

5. Existing Independent Facilities. Air Force Village West, Riverside National Cemetery, March Field Museum, and the Golf Course are existing uses within or adjacent to the Planning Area which are recognized for continued use and expansion. Each use is located in the West March Planning Subarea, south of Van Buren Boulevard. The one exception is the museum, which is located east of I-215, south side of Van Buren Boulevard.

6. Environmental Considerations. From Stephens' Kangaroo Rat to Installation Restoration Program (IRP) sites, the environmental condition of the Planning Area was considered. The Profile Report for the Land Use Element incorporates further discussion on the constraints and opportunities, as well as the Profile Report for Resource Management.

Exhibit 1-3
Existing Independent Facilities



1. Infrastructure Issues. From utilities to circulation and roadways, infrastructure needs and planning need to be assessed with development of the Planning Area. The land use plan provides for the allowance of right-of-way to provide facilities. The plan considers the economic balance necessary for planning development that can provide for the necessary infrastructure. Further discussion is found within the Profile Report for the Land Use Element.

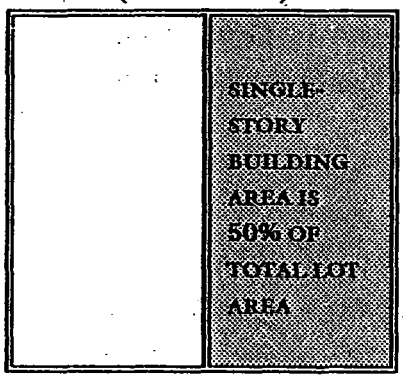
Land Use Intensity & Designations

Land use designations are established to fulfill the goals, policies and objectives of the Land Use Element and various other elements of the General Plan. The designations identify the land use, describe the type of development expected, and identify the allowable development intensity. In accordance with State general plan law, the maximum intensity permitted within a given Land Use designation is identified in this element and shown on the land use plan map. Table 1-1 lists each of the land use designations of the Planning Area and provides its corresponding measure of maximum and average intensity. The intensity listed represents the maximum allowable level of development on an individual parcel of land. Furthermore, the table denotes the anticipated average development levels within each land use category for the entire Planning Area.

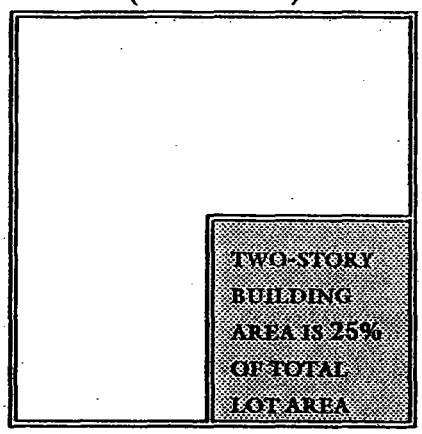
Development Intensity

Development intensity refers to the size or degree of development possible within a land use category. The term "intensity" refers to the physical characteristics of a building, such as height, bulk, floor area ratio and/or percent of lot coverage and its proportional relationship to the land on which it is situated. Intensity is most often used to describe non-residential development levels; but in a broader sense, is used to express overall levels of all development types within a Planning Area. Intensities of development of non-residential designations are expressed in the ratio of the building floor area to the total lot area (floor area ratio or FAR).

Floor Area Ratio 0.50:1
(FAR 0.50)



Floor Area Ratio 0.50:1
(FAR 0.50)



FAR is the relationship of total gross floor area, of all buildings on a parcel, to the total land area of a said lot. For example, a 21,780 square foot building on a 43,560 square foot lot (one net acre) yields a FAR of 0.50:1. A 0.50:1 FAR can yield a building of one story in height covering one-half of the total lot area, or a taller building which covers less of the lot but provides for more open space around the building. Non-residential intensity is based on the concept of net acreage, which is defined as that portion of gross acreage exclusive of street right-of-way

and other public lands. Net acreage is assumed to be at 70 percent of gross acreage on a Planning Area-wide basis. Therefore, the net acreage of land is assumed to equal 30,000 square feet for purposes of calculating density or intensity of General Plan land use. Additional restrictions may affect the floor area ratio on property within specific aviation safety zones.

Land Use Designations

The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations:

Industry

Two industrial land use designations are established to complement the aviation and employment generating uses. Due to the location of the March JPA Planning Area within the region, available and planned street access, and availability of rail service to the area, industrial designations in the Land Use Plan include industrial businesses, and research and development companies as well as large scale manufacturing uses. The land use designations include Industrial and Business Park which will allow for both large and small scale businesses, light manufacturing and assembly, storage, warehousing, research and development and related uses.

Business Park (BP) ***(FAR 0.75)***

Business park uses include administrative, financial, commercial service, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. Business Park areas are generally served by arterial roadways, providing automobile and public/mass transit access. These areas are characterized

as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Maximum FAR for land use in this category is 0.75:1, with an average development intensity of 0.20:1.

Industrial (I) *(FAR 0.60)*

Industrial uses may support a wide range of manufacturing and non-manufacturing uses ranging from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, fuel storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; emergency services center; solid/liquid waste facilities; vocational education and training facilities; and business and trade schools. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.15:1.

Commerce

Four commerce and service oriented land use designations are established to meet the Planning Areas limited need for retail establishments and professional services. FARs are provided for each category to regulate the intensity of structures that may be built on each site.

Office (O) *(FAR 0.75)*

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical services, and other similar uses which together represent major concentrations of community and employment activities. Uses may include office parks,

office buildings, and educational and training facilities. Some limited retail and commercial service uses are permitted. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and public/mass transit service. The maximum FAR for land use in this category is 0.75:1, with an average development intensity of 0.30:1.

Mixed Use (MU) ***(FAR 0.6)***

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, and services. Industrial and major warehousing uses are excluded. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.25:1.

Commercial (C) ***(FAR 0.6)***

Commercial uses within this designation include retail and service-oriented business activities serving the Planning Area. Commercial uses include retail establishments, shopping centers, administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.30:1.

Destination Recreation (DR) ***(FAR 0.5)***

Destination Recreation provides for the unique opportunity to develop a commercial attraction that markets at a recreational regional basis. Uses include theme parks; amphitheaters; exposition centers; or other commercial-based attraction other than general retail services. The

maximum FAR for land use in this category is 0.50:1, with an average development intensity of 0.25:1.

Special

The following special designations are limited to specific opportunities that are found within the Planning Area. Additionally, these special designations implement the Base Master Reuse Plan, and are unique to the realignment of March AFB to March ARB.

Military Operations/Aviation (MARB)

March ARB holds a designation of Military Operations and Aviation. Uses within this designation include runways, taxiways and aprons for military and joint use aviation areas, inclusive of aviation safety lands. Military operations under March ARB are permitted within this designation. Designation includes lands within the cantonment area retained for military operations and the military mission of March ARB. Development is currently as such and controlled by the Federal DOD.

Aviation (AV) *(FAR 0.40)*

Through joint use of the aviation field, the unique opportunity to develop civilian aviation is presented. Land uses under this designation include flightline, hangers, aviation support services, inclusive of fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aircraft maintenance and aviation operation services. The maximum FAR for land use in this category is 0.40:1, with an average development intensity of 0.15:1.

Historic District (HD) *(2 dwelling units/acre)*

The historic district of Green Acres which was constructed as base housing holds a designation of Historic District. Uses within this designation are restricted to the continued use of the units as residences, or allowance of limited service/retail uses that maintain the historic integrity of the district and meets the requirements of Historic District use and design restrictions. The current density is 2 dwelling units per acre. No additional development is permissible.

Air Force Village West Expansion (AFVW) *(FAR 0.60)*

This designation is specific to the expansion of Air Force Village West, a not-for-profit institution that developed and operates housing and managed care for retired military officers. Air Force Village West is an isolated parcel surrounded entirely by the Planning Area. This designation is limited to expansion of the Air Force Village West, and its permissible uses include plans for expansion to develop skilled nursing facilities and institutional residential care facilities, limited to two to three story structures. The maximum FAR for land use in this category is 0.60:1, with an average development intensity of 0.30:1.

Cemetery Expansion (CE) *(FAR 0.10)*

This designation is specific to the expansion of Riverside National Cemetery, which is a veteran's cemetery, immediately adjacent to the Planning Area. This designation is limited to expansion of the cemetery, and its related uses including maintenance facilities and mausoleums. The maximum FAR for land use in this category is 0.10:1, with an average development intensity of 0.005:1.

Public

The Public category consists of land use classifications which can be defined as a resource or facility that serves the public. It consists of two categories. Development within these categories is limited and specific.

Park/Recreation/Open Space (P/R/OS) ***(FAR 0.25)***

Parks/Recreation/Open Space land use designation applies to all passive and active park or recreation areas whether private or public in the March JPA Planning Area. Active recreation activities include recreation facilities, equestrian centers, golf courses/driving ranges, indoor/outdoor athletic facilities, and public parklands. Passive activities include natural preserves, along with designated and natural open space. The maximum FAR for land use in this category is .25:1, with an average development intensity of .025:1.

Public Facility (PF) ***(FAR 0.50)***

This designation includes a wide range of public, quasi-public, and private uses such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. These land uses are distributed throughout the Planning Area. The maximum FAR for land use in this category is 0.50:1, with an average development intensity of 0.10:1.

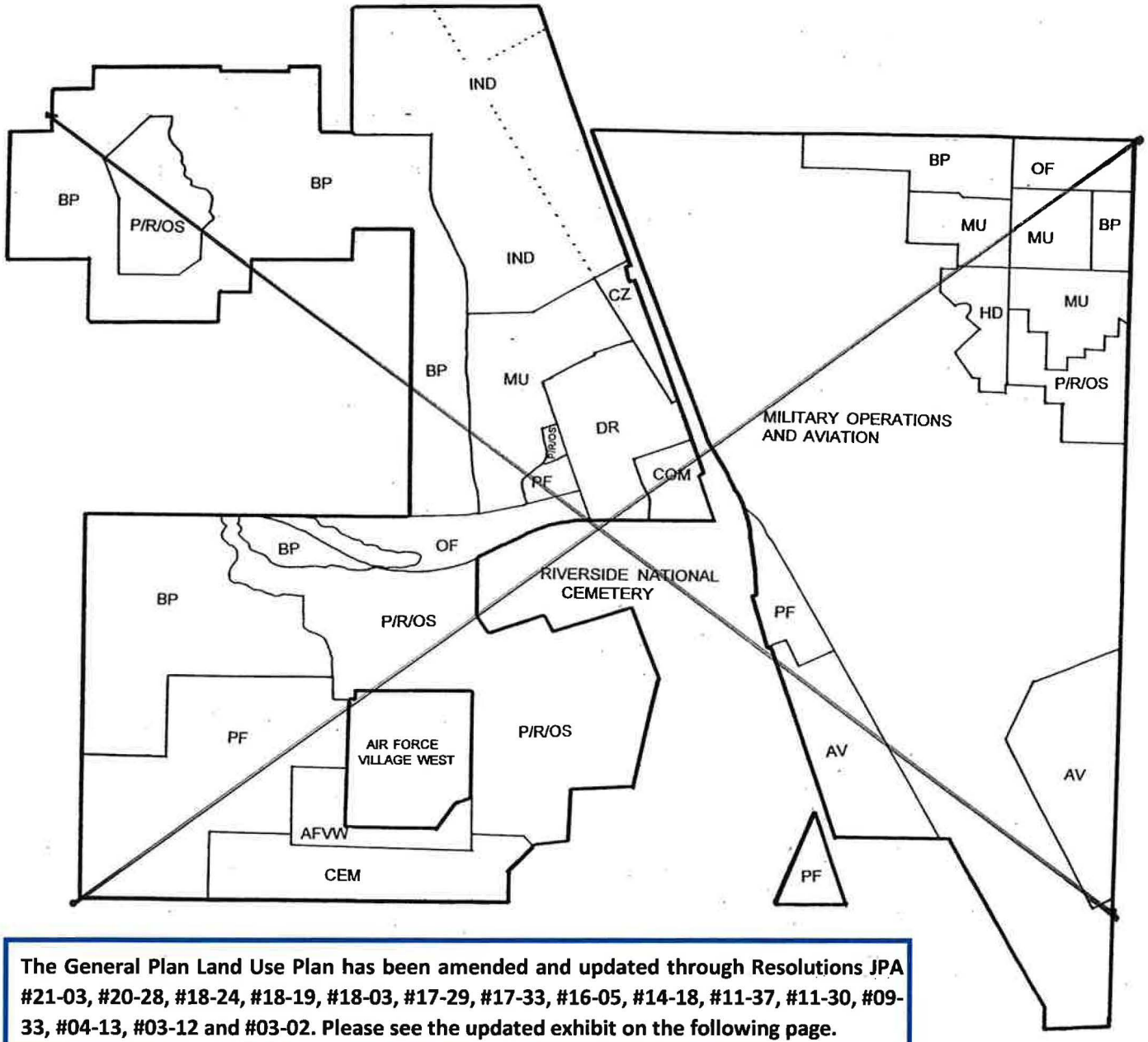
Estimates for buildout of the March JPA Planning Area are provided in Table 1-1. It shows that approximately 21 million square feet of total structural area may exist within the planning area upon buildout. Buildout also reflects the preservation of the 111 units within the Historic District of Green Acres; however should the use of these structures change from residential to

office/services, the additional non-residential square footage would increase by approximately 200,000 square feet. The floor area buildout assumes average intensity development within the Planning Area. Lot coverage, setbacks, aviation restrictions, building heights, parking provisions, natural features, and other development standards are expected to reduce this average further upon full buildout.

AIRPORT PLANS

A set of five airport plans, meeting Federal Aviation Administration (FAA) criteria apply to the March Airfield and its use. The five plans include; the Airport Layout Plan (ALP), Terminal Area Plan, Airport Land Use Plan, Airport Airspace Plan and Approach Profiles and Plans. The FAA governs civilian aviation operations and uses at airports. The ALP denotes the major improvements to the facility and requirements for runway, protection zones, and access areas.

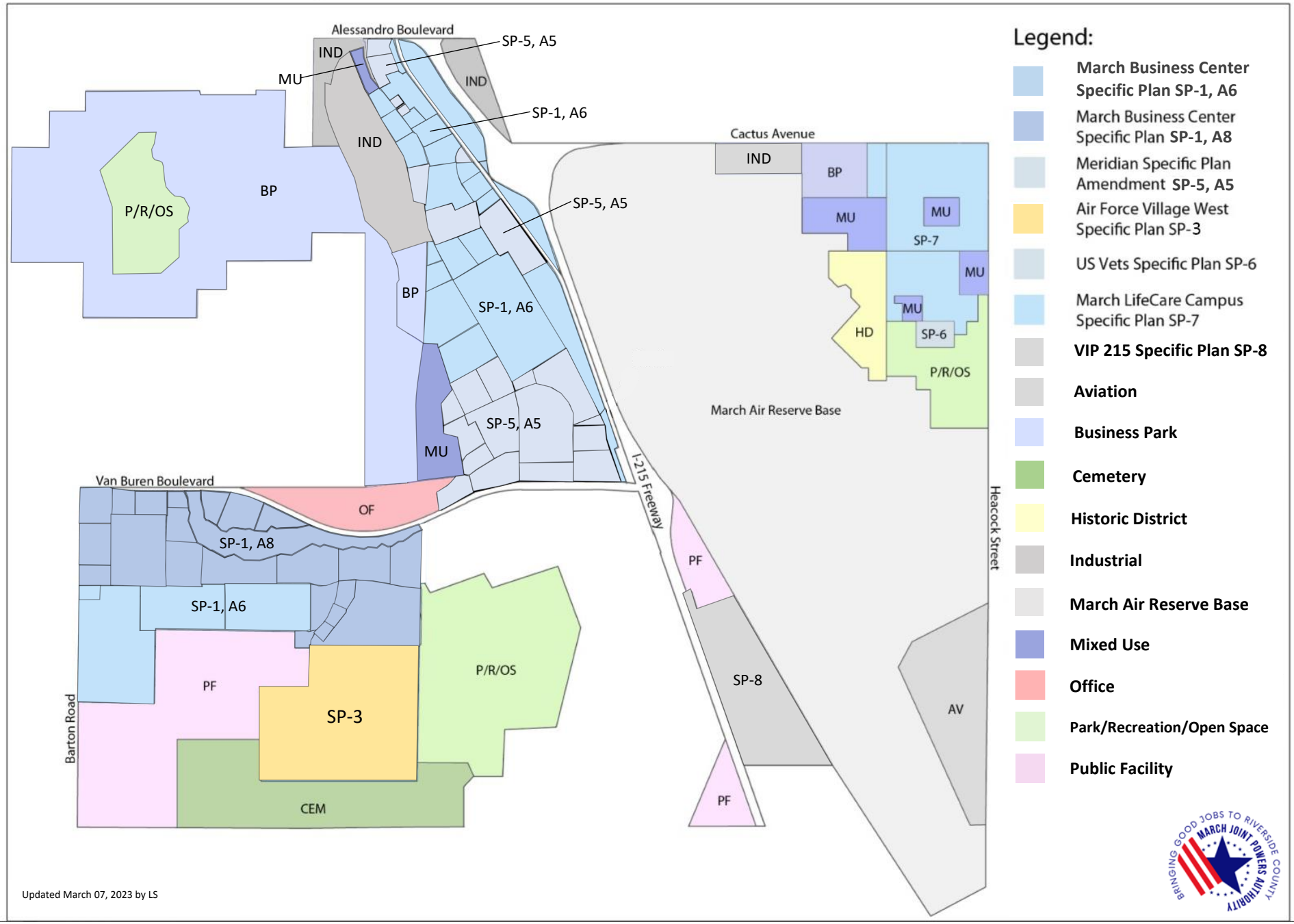
LAND USE PLAN



The General Plan Land Use Plan has been amended and updated through Resolutions JPA #21-03, #20-28, #18-24, #18-19, #18-03, #17-29, #17-33, #16-05, #14-18, #11-37, #11-30, #09-33, #04-13, #03-12 and #03-02. Please see the updated exhibit on the following page.

General Plan Land Use Map

March Joint Powers Authority



Updated March 07, 2023 by LS

TABLE 1-1
BUILDOUT MARCH JPA PLANNING AREA

Land Use Designation	Acres GROSS	Density MAX.	Density AVG.	Buildout Capacity*
INDUSTRY				
Business Park	1278	.75	.20	7,793,755 sf
Industrial	433	.60	.15	1,980,455 sf
SUBTOTAL				9,774,210 sf
COMMERCE				
Office	104	.75	.30	951,350 sf
Mixed Use	360	.60	.25	2,744,280 sf
Commercial	45	.60	.30	411,642 sf
Destination Recreation	135	.50	.25	1,029,105 sf
SUBTOTAL				5,136,377 sf
PUBLIC				
Park/Recreation/ Open Space	777	.25	.025	592,307 sf
Public Facility	449	.50	.10	1,369,091 sf
SUBTOTAL				1,961,398 sf
SPECIAL				
Military Operations	2102	n/a	n/a	2,500,000 sf
Aviation	316	.40	.15	1,445,321 sf
Historic District	58	2 du/ac	2 du/ac	111 units
AFVW Expansion	75	.60	.30	686,070 sf
Cemetery Expansion	160	.10	.005	24,394 sf
SUBTOTAL				4,655,784 sf 111 units
TOTAL				21,527,769 sf 111 units

ac - acre sf - square feet du/ac - dwelling unit per acre
FAR - floor area ratio * based on average FAR, of net acre

IMPLEMENTATION PROGRAM

The following implementation elements support the March JPA's Land Use Plan and will facilitate the development of land uses as shown on the Land Use Plan Map. Other land use regulations that would achieve the land use goals and policies of the March JPA General Plan are also outlined below.

1. Development Code

The primary implementation mechanism for the Land Use Element is the March JPA Development Code, which provides for parcel-specific zone designations for all land within its jurisdiction and subdivision regulations. Section 65860 of the Government Code requires that a zoning ordinance be consistent with the General Plan once adopted. The March JPA will amend the Development Code, after adoption of the General Plan to promote consistency and develop requirements for development that would meet the goals and policies of this Land Use Element. All development proposals shall be reviewed for compliance with the March JPA's General Plan, Development Code inclusive of zoning map, and other land use regulations and ordinances.

2. Specific Plans

Specific plans allow flexibility in development that is often superior to what can be achieved through the strict application of conventional land use and development criteria. Greater design flexibility within a comprehensive planning framework allows for clustering of buildings, mixing of uses and building types, use of special development standards and criteria which can often respond better to the particular features of a site. This flexibility can be used to achieve the maximum building density for a given site while preserving open space and unique natural features. Natural features make March JPA Planning Area unique and should be preserved and enhanced, where possible. Greater flexibility can also mean more efficient infrastructure design through clustered development which can decrease the cost per facility for development projects.

3. Infrastructure Master Plans

The March JPA shall prepare master plans for infrastructure development to encourage coordinated development and infrastructure improvements. The plan shall coordinate the provision of utilities, infrastructure and public services for areas of development, and explore available funding mechanisms for these services. Criteria for evaluating the capacity of existing services shall be developed, so that development in outlying areas can be easily analyzed. This shall be coordinated with the various service agencies.

4. Capital Improvement Program

The March JPA shall prioritize the provision and maintenance of public facilities and infrastructure in the area through its Capital Improvement Program (CIP). The CIP provides a schedule of proposed and ongoing capital improvements, including the financial mechanisms to implement these projects. They would include the development and maintenance of drainage facilities, roadways, traffic and transportation facilities and other projects and structures. Priorities in the CIP shall be set for projects which will support existing facilities and encourage orderly growth in March JPA Planning Area. This will include, but not be limited to, street, sidewalk, and parkway development and maintenance.

The March JPA shall coordinate the CIP with the programs of other utility and infrastructure agencies serving the March JPA. This will allow the utilities and various agencies to provide concurrent services to the same area, as well as share rights-of-way and reduce costs for improvement or facility provision. It shall work with power, telephone and cable companies in the under grounding of existing overhead lines, as well as in providing underground lines to serve development.

5. Redevelopment Plan

The redevelopment branch of the March JPA, March Joint Powers Redevelopment Agency has an approved redevelopment area that consists of the entire Planning Area with additional acreage within the City of Moreno Valley. The March JPA shall work toward the redevelopment opportunities as identified within the approved plan.

The Redevelopment Agency shall encourage the reuse and development of former base facilities and promote economic development activities through promotional campaigns to major developer and investors. The attraction of larger, master development proposals and programs to finance infrastructure deficiencies shall be conducted. Commerce and industrial developments shall be explored and supported by market feasibility studies.

6. Area Design Plans

Aside from the land use categories, the March JPA may identify areas which require a focus of planning activity to center in on specific land development opportunities and regulate future development. The March JPA may develop plans for target areas in order to capitalize upon their assets, develop land uses which will serve and benefit the area and create synergistic opportunities, while capitalizing on the infrastructure standards developed for the area. The plans may include public improvements such as median enhancements, special landscaping, defined land use categories within the broader category, compatible architectural styles, and other features which will improve the physical and economic viability of development and use in these areas.

7. Design Review

The March JPA shall implement a design review process for development. Design review allows the March JPA to suggest and require changes to the external features of a development, in order to maintain and develop the area's character and identity. As part of the design review process, March JPA will evaluate a proposed project's compatibility with existing development and design standards. Buffers (setbacks, landscaping, walls, etc.) shall be provided in areas where land use conflicts or incompatibilities may arise.

8. Service Capacity Monitoring

The availability of public services to serve development must be assured before development takes place. The March JPA will review the availability of water, sewer, storm drainage, streets, fire and police services, and other utilities during development review. Service commitment shall be required from the pertinent utility purveyors. Riverside County Sheriff and Riverside County Fire Department review shall also be

solicited. Plan review may determine the need for upgrade or enhancement to the street system, storm drainage and other infrastructure. The March JPA shall monitor the capacity of existing services and infrastructure, in order to determine if future development can be served by these facilities.

9. Development Fees

Costs associated with a specific development should be borne by its users and not by all of the March JPA. The March JPA shall implement and regularly review a development impact fee program, to ensure that development pays its fair share of the cost to provide public services, infrastructure and facilities.

10. Utility and Public Service Providers

The March JPA shall coordinate with the utility purveyors and public service providers, and other public agencies that serve the March JPA for the provision of public services and the regulation of activities.

11. Comprehensive Land Use Plan

The County of Riverside Airport Land Use Commission (ALUC) is responsible for the development and maintenance of a comprehensive land use plan (CLUP) for the aviation field at March. The March JPA shall continue to work with the in preparing and adopting a CLUP for March that reflects the appropriate aviation standards to ensure compatible land use planning in and around the airport. The March JPA shall assure that the general plan and future general plan amendments are consistent with the CLUP, as well as zoning and land use actions.

12. Airport Layout & Development Plans

The Airport Layout Plan submitted to, and approved by FAA will be implemented through the development of a series of airport development plans. These plans will depict the necessary improvements to the flightline, runway and taxiways, as well as terminal areas to support civilian use of the airfield.

SECTION 2: TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element of the March JPA General Plan is one of the most critical elements because it presents the plan for the overall transportation system in the planning area and its association to the sub-region. The relationship of the Transportation Element to the Land Use Element is critical since the two must be compatible, and support each other. The circulation system as presented in the Transportation Plan must be designed to adequately handle the forecasted travel demand based on the expected development as outlined in the Land Use Plan. In addition to roadway issues, the Transportation Element addresses airspace and air transportation, and railroads. The Transportation Element considers both the physical requirements of the transportation system (roadway facility type, number of lanes, etc.) and certain operational issues, such as provision of transit services and travel demand reduction programs/policies, additionally the establishment and development of civilian aviation and goods movement.

Relationship to the General Plan

According to California Government Code Section 65302(b), General Plan Circulation (Transportation) Elements shall include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the Land Use Element of the Plan." The mandatory circulation element issues, or those which must be addressed within the General Plan, are as follows:

- Major thoroughfares
- Transportation routes
- Terminals
- Other local public utilities and facilities

Other specific items, which are not mandatory but may be covered within General Plan Transportation Elements, include:

- Streets and highways
- Civilian aviation, inclusive of airspace and air transportation
- Aviation terminals for air cargo and passenger services
- Public transit routes, stops and terminals
- Bicycle and pedestrian routes and facilities
- Truck routes and restrictions
- Railroad, multi-modal facilities and goods movement systems
- Transportation system management and transportation demand management

The March JPA Transportation Element covers many of the issues listed above. It describes existing circulation conditions in the March JPA Planning Area, establishes standards for planning improvements to the circulation system in coordination with planned growth in the planning area, and provides a basis for the measurement of circulation system performance in future years and for future updates of the Element.

Summary of Issues

The planned transportation system for March JPA Planning Area must be adequate to handle future forecast travel demand. Travel demand on the system includes trips to and from all existing and future land uses within the planning area, as well as from land uses outside the planning area. It is important to account for all potential sources of future trip-making when developing the Transportation Plan. Some of the major issues of importance to the March JPA Planning Area with respect to the future transportation system include:

Circulation/Roadways:

- On-site:
  1. Main Base Existing System/Base Reuse
  2. Establishment of a circulation system within an area previously precluded by its federal designation
  3. Ensuring sufficient site access for properties as they develop.

- Local-linkages: Providing adequate roadway capacity to maintain accessibility to the surrounding arterial streets and regional freeways.

- Regional System: Upgrading the capacity of adjacent interchanges with I-215 to ensure accessibility to/from the regional highway system.

Establishment of Civilian Aviation: The establishment and location of March Inland Port (MIP) the civilian aviation operation and terminal location at March. A Joint Use Agreement executed May 1997, permits the operation of civilian aviation by the March JPA, through joint use of the airfield, which is owned and operated by the Air Force Reserves.

Establishment of an Employment Center: The location of a major employment center in the March JPA Planning Area will make it possible for more residents of Western Riverside County to commute to jobs locally rather than to Orange or Los Angeles Counties. This will help to reduce peak hour traffic in the peak direction, thereby reducing peak congestion on regional roadways and balancing peak traffic flows to better utilize the roadway system's capacity.

Alternative Transportation Modes: Transit services will become increasingly important as the March JPA Planning Area grows. With the potential for commuter rail, express bus, and local bus service, the March JPA is ideally situated for attracting commuters via public transportation. The March JPA should work with regional transit providers to ensure that transit programming is oriented toward the March JPA Planning Area as the need for commuter and local transit services increases.

Multi-Modal Facility: Riverside County Transportation Commission's (RCTC) study of commuter rail on the San Jacinto Branch line identified a potential station at Van Buren/I-215. With the potential for commuter rail, express bus, local bus, and an area shuttle service, the JPA transportation plan should include development of a multimodal transportation center to serve and link these modes.

Goods Movement/Intermodal Facility: The location of the San Jacinto Branch Line through the March JPA, and especially the existing spur line south of Cactus Avenue, provides a unique opportunity for an intermodal facility in the March JPA Planning Area. This facility would provide a location for the transfer of goods between trucks and rail, and would enhance the attractiveness of this area to businesses which could benefit from convenient access to rail for shipping.

Transportation Demand Management: Transportation demand management (TDM) strategies may be effectively employed to help reduce traffic volumes and ease future congestion in the March JPA planning area. The large amount of relatively undeveloped land allows for an innovative strategy for trip reduction through land use planning and development agreements. Transit accessibility will be high if planned commuter rail, express bus, and local bus services are developed, and if the proposed multimodal transportation center is developed with a convenient shuttle service to link it with the employment areas. Short-distance local trips can be eliminated by planning master developments which contain an appropriate mix of uses.

GOALS AND POLICIES

With the development of vacant land, and reuse and intensification of existing facilities, traffic volumes in the March JPA Planning Area will increase to levels greater than its past use as an active duty base. March JPA General Plan Land Use Plan delineates a mixture of land uses that will create an employment center, within the housing rich environment of Western Riverside County. The March JPA Transportation Element and Plan focus on accommodating employment related circulation needs, reducing vehicle miles traveled generated within the subregion, and accommodating alternative transportation facilities such as multimodal and mass transit systems. The interior roadway system shall support the land use designations of the Land Use Plan, provide an appropriate link with adjacent jurisdiction transportation systems, and contribute to an overall improved sub-regional system.

It is imperative that the Transportation Plan is inclusive, by accounting for the opportunities of the Land Use Plan, particularly the establishment of joint use aviation. The Transportation Plan shall promote technological and sociological advances in achieving a balanced transportation system. The transportation system must be able to accommodate both local and regional demands, and facilitate the development and use of alternative transportation systems, and advancing transportation management systems.

Transportation System

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.

Policies:

1.1 Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources.

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.

1.3 Develop a transportation system integrated with land use planning and responsive to the needs of the community.

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).

1.5 Develop a transportation plan and program which are financially, technically, and legally implementable, both at the local and regional level.

1.6 Maintain a transportation system which promotes access and mobility between employment centers, services and multi-modal facilities and terminals.

1.7 Coordinate the planning for March JPA's transportation needs with adjacent jurisdictions, public transit systems and regional highway facilities.

1.8 Promote the use and development of mass transit facilities, inclusive of Metrolink service along the San Jacinto Branchline, express bus system within the arterial highway roadways and other appropriate transportation facilities.

1.9 Coordinate the use and development of aviation facilities for the movement of both goods and persons into and out of the planning area.

1.10 Encourage RCTC and Caltrans to identify and implement improvements to address the roadway capacity deficiency of the I-215/SR-60 freeway between Riverside and Moreno Valley.

1.11 Support development of limited-access roadway facilities in the Cajalco and Ramona Corridors.

1.12 Work with the County of Riverside to identify and develop a north-south arterial roadway linking Van Buren Boulevard and the Cajalco Corridor on the west side of the March JPA Planning Area.

Transportation Planning

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.

Policies:

2.1 March JPA shall balance the need for free traffic flow with economic realities and environmental and aesthetic consideration, such that transportation facilities are capable of normal patterns

and volume, with tolerance of peak and high level usage with minimal disruption, delays or impacts.

2.2 Traffic volumes and facility usage shall be monitored periodically by March JPA to assure that development, use patterns and volumes, and planned and improved facilities are adequate. Method of monitoring should be consistent with the general plan's associated environmental document (Master EIR), which requires re-certification no less than every five year period.

2.3 March JPA shall coordinate its local transportation planning with associated county, regional and state agencies, as well as adjoining jurisdictions.

2.4 March JPA shall support and participate in the creation of adequate regional, multi-modal transportation systems and linkages and promote mass transit and alternative transportation modes.

2.5 March JPA shall work with RCTC to minimize the safety concern and congestion effects of rail line crossings.

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.

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.

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.

GOAL 3 **Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.**

Policies:

3.1 Follow standards for transportation element roadways in designing and constructing street improvements.

3.2 Develop a circulation system of March JPA Planning Area streets that is capable of serving existing traffic and expected future increases in traffic.

3.3 Take a leadership role in the preparation of a regional traffic mitigation program designed to resolve regional traffic issues.

3.4 Logically relate local street patterns to the overall network of arterial and collector streets as provided for in the Transportation Plan.

3.5 Driveway entrances onto surrounding arterial highways, major and minor arterials streets should be restricted when practical, and through traffic on interior streets should be minimized.

3.6 Establish a coordinated signalized arterial street system that will provide an acceptable level of service during peak hours under build-out conditions.

3.7 Develop a program for general mitigation fees for roads and traffic signals.

Roadway System

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.

Policies:

4.1 Provide a plan for a coordinated street system for the safe and efficient movement of people and goods.

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

4.3 Arterial roads should carry both local and through traffic and be planned and improved to maintain a Level of Service "D" or better with limiting circumstances of Level of Service "E" to occur.

4.4 Through traffic planning, measures should be implemented to alleviate direct impacts to adjoining jurisdictions which decrease roadway function Level of Service below the jurisdiction's adopted acceptable Level of Service, as appropriate.

4.5 Require the dedication and improvement of arterial roadways prior to the issuance of certificates of occupancy.

4.6 Seek to design a system of arterials developed and connected to arterials in adjacent jurisdictions.

4.7 Work closely with Caltrans to implement freeway ramp/arterial roadway interchange improvements that promote the efficient flow of vehicular traffic to and from the March JPA Planning Area while minimizing potential impacts within March JPA Planning Area.

4.8 Develop and implement transportation programs which maximize the use of funding from local, state and federal funds.

4.9 Work with the Cities of Moreno Valley and Perris to plan and develop a heavy-duty truck access route between the air cargo facility and the I-215 interchange at Oleander Avenue.

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.

Land Use

GOAL 5 Plan and encourage land use patterns and designs which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.

Policies:

5.1 Pursue developments with master developers as much as possible, to enhance opportunities for coordinated trip reduction programs and integrated land use designs.

5.2 Encourage development which includes a mixture of uses which can help to eliminate off-site trips by employees during the day.

5.3 Encourage site design and building orientation which is pedestrian-friendly and convenient to transit.

Access

GOAL 6 Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.

Policies:

6.1 To the extent possible, access shall be provided on local or collector streets where the frontage is available on both local and arterial streets.

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.

6.3 Combined and/or reciprocal access onto arterials shall be required between adjacent properties, wherever possible, to reduce vehicular access point and increase roadway efficiency.

6.4 For corner lots, whenever possible, vehicular access points on arterial roadways shall be located a minimum of 300 feet from the centerline of the intersection.

6.5 In order to minimize left-turn movements, vehicular access shall be located opposite an existing or planned access across the street, to the extent possible.

Transportation Management and Alternate Transportation

GOAL 7 Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.

Policies:

7.1 Include transportation system management techniques, such as park-and-ride lots, traffic signal synchronization, carpool/vanpool programs, flexible work hours and the creation of Transportation Management Associations (TMA'S) as requirements of development by major employers.

7.2 Require major employers to prepare Transportation Management Plans with provisions for carpooling and vanpooling, flexible work hours or other techniques.

7.3 Cooperate with Caltrans and the County of Riverside in providing sites and improvements for park-and-ride facilities.

7.4 Take a leadership role in regional planning efforts to provide community rail service throughout the planning area, while protecting railroad right of way.

7.5 Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements.

7.6 Develop a system of pedestrian/equestrian/bicycle trails within the planning area, to meet the community needs.

Mass Transit

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.

Policies:

8.1 Evaluate transportation alternatives with project design, development and implementation.

8.2 Work with RCTC to pursue the development of a commuter and/or light rail system that will serve as an intra- and inter-county public transportation system.

8.3 Support the expansion of public and mass transit systems and schedules to meet the needs of the planning area, development and uses herein.

8.4 Transit stations shall be accessible and designed to support multi-modal access.

8.5 Coordinate with RCTC and other governmental agencies to achieve an integrated and comprehensive transit system that will adequately serve the needs of the employment population of the planning area.

8.6 Development of trip reduction measures and systems shall be a priority to promote and expand the ability of mass transit to serve the planning area and sub-region.

8.7 Seek to provide public transit services which promote the mobility of March JPA community and provide a reasonable alternative to the personal automobile.

8.8 Require the installation of bus improvements such as bus turnouts, bus stops, and terminals as part of the conditions of development for employment centers and land uses that attract large numbers of persons, where appropriate.

8.9 Cooperate with the Riverside Transit Agency (RTA) for the provision of public bus service in the planning area, including development of a shuttle service to link the multi-modal transportation center with employment.

8.10 Establish bus shelters at RTA stops to increase public recognition and use of the local and regional transit system.

Trip Reduction/Transportation Demand Management

GOAL 9 **Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.**

Policies:

9.1 Provide incentives to employers who encourage carpooling and vanpooling for employees.

9.2 Provide preferential parking for carpools and vanpools, where appropriate.

9.3 Promote mass transit by requiring dedication of access routes, stations, and stops, as part of new development.

9.4 Develop a planning area wide transportation management program to apply to development and businesses, as appropriate.

9.5 Develop a scheduling system for goods movement, air cargo and trucking operations to minimize conflict with peak hour volumes, to reduce the taxation on the roadway system.

Truck Routes

GOAL 10 Regulate the travel of trucks on March JPA Planning Area streets.

Policies:

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.

10.2 Clearly sign designated truck routes and identify maximum weight limitations on these routes.

Parking

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.

Policies:

11.1 Provide for adequate parking facilities for all uses.

11.2 Seek to provide additional off-street parking in areas that have been identified as deficient.

11.3 Consider allowing reduced parking standards for mixed use projects where shared parking is likely to occur.

11.4 Require all new development to provide adequate off-street parking based on expected parking needs.

11.5 Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses.

Bikeways and Pedestrian Access

GOAL 12 **Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.**

Policies:

12.1 Plan for the location of bike lanes and pedestrian access points along logical traffic routes and linkages.

12.2 Plan for bikeways which provide bike paths and bike lanes to facilities, and employment centers from adjoining residential areas and mass transit services.

12.3 Define measures to ensure that trails are established, maintained and used in the safest manner possible.

12.4 Encourage the utilization of trails/bikeways for commuting, as well as recreational purposes.

12.5 Provide adequate right-of-way and improvements for bike lanes in accordance with the Transportation Plan.

12.6 Encourage pedestrian movement by providing pedestrian facilities that are direct and convenient.

12.7 Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving.

Aviation

GOAL 13 Promote, preserve and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.

Policies:

13.1 Support activities that meet the demands of the region, relative to air cargo and passenger services.

13.2 Provide for improvements and programs that will promote the joint use aviation facility, and a supporting roadway, railway and airway system.

13.3 Promote and develop March Inland Port (MIP) to create a centralized "port" for the service of air cargo operations for centralized distribution and service within Southern California and the greater region, thereby alleviating congestion and over taxed air and roadway facilities within the greater region.

13.4 Pursue federal funds and programs to provide full operational capabilities to meet the needs of air cargo carrier operators.

13.5 Provide for development and protection of the aviation facilities

13.6 Protect flight paths from inappropriate development encroachment.

13.7 Develop and adopt an airport development plan to meet the projected needs of the region for civilian air services.

13.8 Adhere to approved airport layout plans approved by the Joint Powers Commission and recognized by the FAA.

13.9 Pursue the adoption of a Comprehensive Land Use Plan for March Airfield, and adhere to the regulations and criteria set forth within the plan.

Rail & Goods Movement

GOAL 14 **Goods movement through the San Jacinto Rail Branchline shall be capitalized.**

Policies:

14.1 Promote the use and development of Metrolink service along the San Jacinto Branchline.

14.2 Create and participate in the creation of adequate regional railway systems, inclusive of Metrolink commuter service, rail freight service and location of a goods movement, multi-modal facility along the San Jacinto Branchline.

14.3 March JPA shall work with RCTC to minimize the safety concern and congestion effects of rail line crossings.

14.4 Plan for community rail service throughout the planning area, and protect railroad right-of-way.

Disabled Access

GOAL 15 In accordance with state and federal law, promote and provide mobility for the disabled.

Policies:

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.

15.2 March JPA should endeavor to improve transportation opportunities for the elderly and handicapped.

TRANSPORTATION ELEMENT TECHNICAL ANALYSIS

This section summarizes the technical analysis which identified roadway capacity improvements needed to serve long-range needs in the March JPA Planning Area.

Travel Demand Modeling

Traffic forecasts were developed to estimate future background traffic conditions (assuming no further development of the March JPA Planning Area) and future conditions with full build out of the March JPA Land Use Plan.

The traffic forecasts were based on the RIVSAN CTP subregional travel demand forecasting model developed and maintained by the Southern California Association of Governments (SCAG). The CTP model is consistent with the SCAG regional model, with greater detail focused in Riverside and San Bernardino Counties.

For the March JPA General Plan forecasts, the CTP model network and trip tables were obtained from SCAG. The model was refined for the March JPA to provide additional local detail for the purpose of analyzing intersection volumes and capacity in the JPA area.

Existing and Future Trip Generation

The projected volume of traffic which will be generated in the March JPA Planning Area was estimated based on expected land uses, intensities, and employment levels. Buildout of the proposed plan is estimated to generate a total of approximately 220,000 daily vehicle trips, compared with 37,000 daily trips generated by the former active duty March Air Force Base.

The traffic forecasting model was first used to identify roadway improvements needed to serve future traffic without development of planned uses in the March JPA Planning Area. The analysis determined that the following improvements will be needed even if no additional development occurs in the March JPA Planning Area:

- widening Alessandro Boulevard to six lanes west of I-215.
- widening Van Buren Boulevard to six lanes from Barton Street westerly.
- reconstructing the Van Buren Boulevard interchange with I-215.
- widening Barton Street south of Van Buren Boulevard.
- widening the intersection of Barton Street with Van Buren Boulevard.
- widening Nandina Avenue and extending it easterly to connect with the Oleander interchange of I-215.
- widening Oleander Avenue to four lanes east of I-215 and extending it easterly.
- constructing Indian Street north of Oleander Avenue.
- widening existing ramps in the I-215 interchanges with Alessandro Boulevard and Cactus Avenue.

In addition to these needed improvements in the vicinity of the March JPA Planning Area, I-215/SR-60 is projected to be significantly over capacity between Riverside and Moreno Valley, even with the HOV and truck climbing lane improvements being implemented as part of Measure A.

The traffic forecasting model was subsequently used to identify additional roadway improvements needed to accommodate the planned development of the March JPA Planning Area. The analysis determined that the following improvements would be needed in addition to those identified above:

- widening of Alessandro between Plummer and I-215;
- widening the bridge of Cactus Avenue across I-215, and widening the off-ramps;
- widening Cactus Avenue to six lanes from I-215 to Graham Street (consistent with the Moreno Valley General Plan);
- widening Van Buren to six lanes from I-215 to Barton Street;
- additional widening of the Van Buren bridge over I-215;
- construction or widening of internal March JPA Planning Area roads;
- widening of several key intersections to provide additional turn lanes;
- developing the roadway connection from the air cargo terminal to Indian Street.

With these improvements, roadways and intersections in the JPA area are projected to operate at Level of Service "D" or better with planned development.

The roadway functional classifications identified within the Transportation Plan provide sufficient capacity to accommodate the future circulation needs.

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TRANSPORTATION PLAN

Roadway Classification System

One of the principal elements of any Transportation Element is the definition of the planning area's roadway system in terms of designated functions. For example, local streets are designed to serve only short distance local trips, while arterial roadways are designed to serve longer distance trips and higher traffic volumes. The "functional classification system" defines each roadway in the March JPA Planning Area and provides guidelines for the level and type of traffic based on the type of roadway. The classification system also establishes the roadway curb-to-curb widths of each type of facility, as well as the amount of right-of-way to be preserved as development occurs adjacently to roadways. The March JPA Planning Area currently has no adopted functional classification system, therefore, one of the major purposes of the Transportation Element is to establish the planning area's roadway network definitions.

The functional classification system for March JPA Planning Area roadways is as delineate herein below to provide proper guidance as the planning area develops and base reuse occurs. As part of the development of the March JPA's General Plan, the roadway system provided in this Element encompasses the key roadways in the planning area, along with regional circulation system facilities of the respective jurisdictions. The following functional classification system categories are discussed below, with typical cross sections provided in Exhibit 2-2:

1. Arterial Highway. These roadways would provide a 102-foot roadway within a 120-foot right-of-way upon full buildout. This is sufficient width to provide three lanes in each direction plus raised median to accommodate controlled left turn lanes at intersections. The roadway without curbside parking, will accommodate a Class II commuter serving bike lane. Roadways designated as an arterial highway serve a sub-regional basis and are continued throughout the sub-region within the respective jurisdictions.

2. Major Arterial. These roadways would provide an 86-foot roadway within a 110-foot right-of-way upon full buildout. This is sufficient width to provide two lanes in each direction plus raised median to accommodate control left turn lanes at intersections. A Class II commuter serving bike lane can be accommodated if curbside parking is restricted.

3. Minor Arterial. These roadways would provide a 64-foot roadway within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction, with a Class II bike lane, or curbside parking area. This roadway classification has no center median. Minor arterials function in a similar manner to major arterials, except that minor arterials carry less total traffic, less non-local through traffic and a relatively greater proportion of local traffic.

4. Industrial Collector. These roadways would provide a 56-foot roadway within a 78-foot right-of-way. This is sufficient to provide one lane in each direction with a Class II bike lane. Industrial Collector streets function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.

5. Local Streets. All streets not designated as one of the facility types above is a local street. Local streets function purely to provide direct access to abutting land uses and should not serve any through traffic.

6. Service Streets. Service streets are purely rights-of-way designed to provide access to areas that need to be serviced, but does not carry standard "public" traffic. A service street is designed as a two-lane roadway without any additional right-of-way. The minimum standard for a service street shall be no less than 24 feet wide to accommodate two-way traffic. Use of service streets shall be limited to areas that require access for purely maintenance and servicing, and will not function as a "public" transportation facility in the general sense.

TABLE 2-1

ROADWAY CLASSIFICATION
MARCH JPA GENERAL PLAN

Roadway Classification	Number of Lanes	Right of Way	Roadway Cross-Section	Type of Median	Sidewalk /Parkway
Arterial Highway	6	120'	102'	14' Raised	6'/3'
Major Arterial	4	110'	86'	18' Raised	6'/6'
Minor Arterial	4	88'	64'	N/A	6'/6'
Industrial Collector	2	78'	56'	12' Painted	6'/5'
Local	2	60'	40'	N/A	6'/4'
Service	2	24' min	24' min	N/A	N/A

The functional classification of each street is determined based on several key factors including the following:

1. Future Traffic Volumes. The classification of each roadway should be designated so that the roadway capacity, once it is fully built out, will support the anticipated traffic volumes at an acceptable level of service (LOS) once the planning area's develop able parcels are also fully built out. Level of service is a qualitative measure describing operational conditions of a traffic stream or intersection, or intersection operations, it is usually based on a calculation of the average delay experienced by vehicles passing through the intersection during the peak hour. Service levels range from A to F, with A representing excellent operating conditions and free flow, while F represents extreme congestion and significant motorist delay. Peak hour LOS D is the desirable minimum

LOS for the JPA area, and LOS E is the minimum acceptable level of service in March JPA.

2. Adjacent Land Uses. Another important element in setting roadway functional classifications is adjacent land uses. Each classification is specified to carry certain types of traffic. For example, freeways are designed to carry relatively large volumes of long distance "through" traffic, while local streets represent the opposite end of the spectrum and are designed to carry only traffic destined for land uses along the street. Arterial and collector streets are designated to carry varying levels of local and through traffic.

Roadway/Street System

The planned roadway/street system for the JPA area is depicted in Exhibit 2-1.

Intersection Design Standards

In general, the greatest capacity constraints in a roadway system occur at signalized intersections. This is because the available capacity must be shared by two roadways, at the point of intersection. Therefore, it is sometimes desirable to provide additional capacity at intersection locations, particularly where there is a greater amount of turning movements. The additional capacity is provided in the form of additional lanes of traffic. The additional lanes usually serve traffic turning from one roadway to another, but additional through lanes can also be provided. The additional lanes generally extend from the intersection for approximately 300 feet, but shorter or longer distances can be provided dependent upon the conditions at each intersection.

The model identified the following intersections within the March JPA Planning Area to have specific intersection design standards to accommodate traffic upon full buildout of the planning area:

Exhibit 2-1
Transportation Plan (Planned Roadway/Street System)

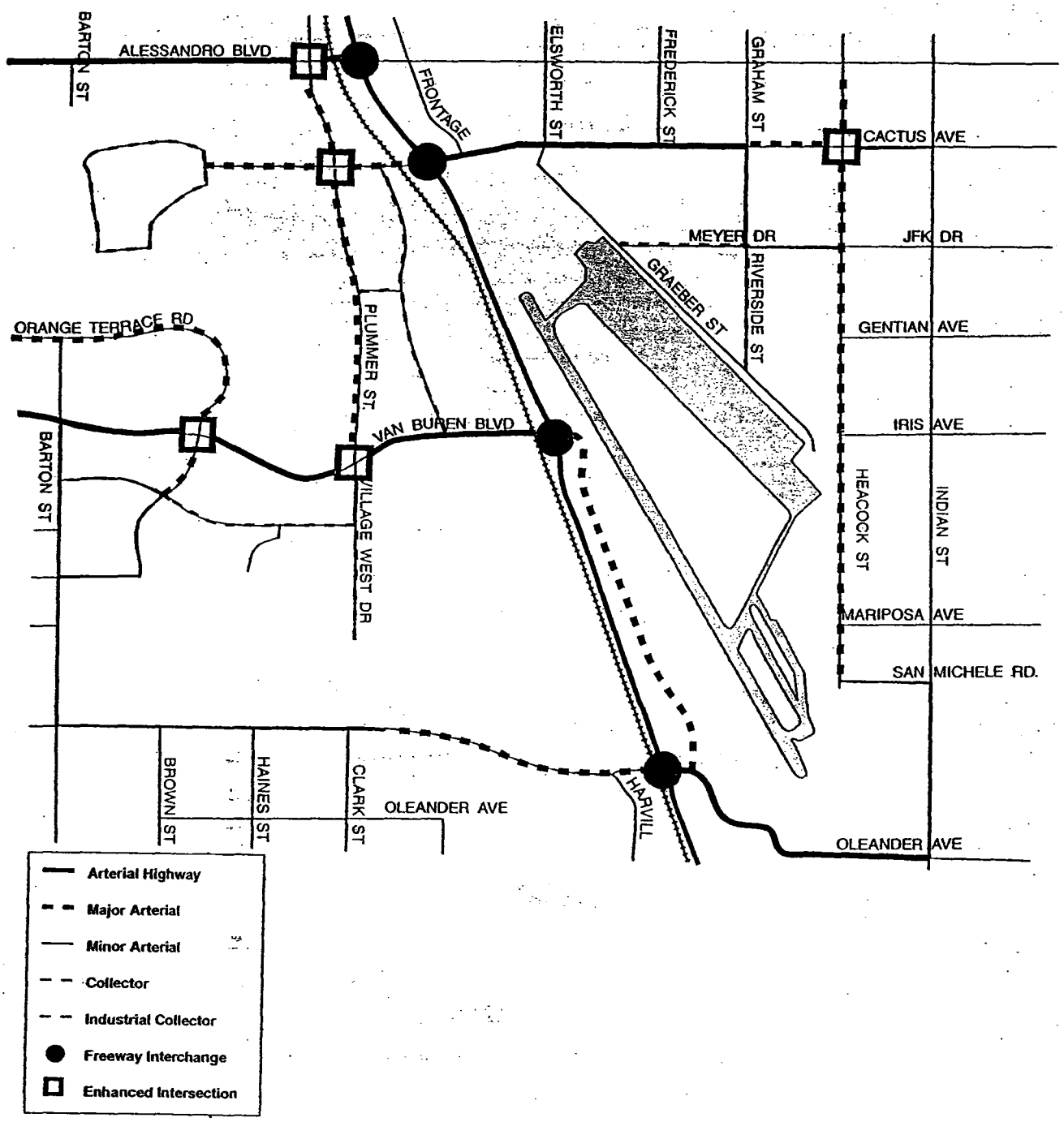
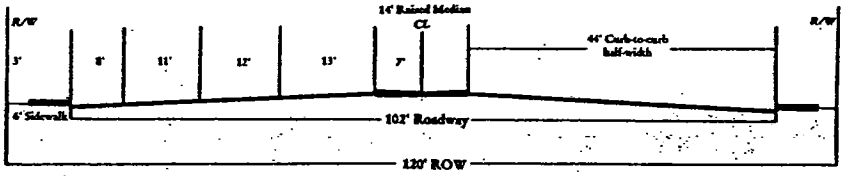
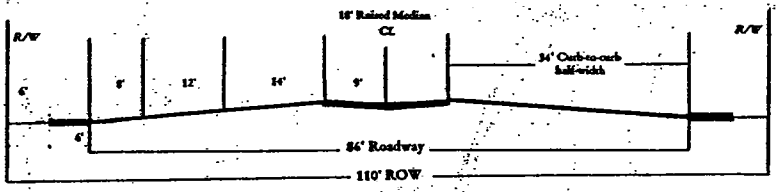


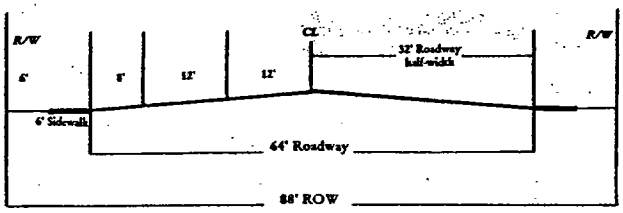
Exhibit 2-2
Roadway Classification Cross-Sections



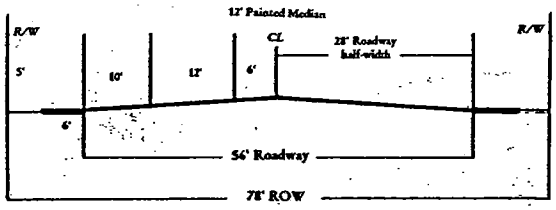
ARTERIAL HIGHWAY



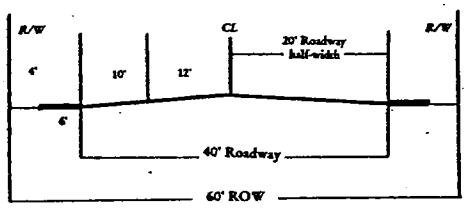
MAJOR ARTERIAL



MINOR ARTERIAL



INDUSTRIAL
COLLECTOR



LOCAL STREET

- Alessandro/I-125
- Alessandro/Plummer
- Cactus/I-215
- Cactus/Frederick
- Cactus/Heacock
- Van Buren/I-215
- Van Buren/Harmon
- Van Buren/Plummer-Village West
- Van Buren/Orange Terrace
- Van Buren/Barton

The Transportation Technical Report for the March JPA General Plan (Figure 9) graphically depicts the intersection design standards for each.

Bike Lanes/Pedestrian Access

Class II bike lanes for commuter purposes can be accommodated on most roadway classifications, so long as curbside parking is restricted. Commuter facility Class II bike lanes are designated on:

- Van Buren Boulevard (west of I-215)
- Alessandro Boulevard
- Plummer Road
- Cactus Avenue
- Orange Terrace Parkway extension
- Village West Drive
- Harmon Road
- Park Street
- Heacock Street

These roadways within the planning area will provide non-motorized alternative to employment centers from other alternative modes of transportation (such as Metrolink). Additionally, the bike lane facilities will provide linkages to adjacent jurisdiction bike routes, including a link to the Orangecrest residential community. All roadway cross-

sections recommend a six-foot wide sidewalk to facilitate and encourage the pedestrian access within the planning area.

Truck Routes

Within the March JPA area, all roadways identified as collector street level or higher in the functional classification scheme are designated as truck routes.

Scenic Corridors

Van Buren Boulevard is designated a scenic corridor with additional landscape easements, in addition to right-of-way requirements. Additionally the area from Interstate 215 and Harmon Street is designated as an enhanced gateway area, with general setback requirements and design criteria, to compliment the Riverside National Cemetery.

Rail Facilities

Riverside County Transportation Commission owns the San Jacinto Rail Branch Line which bisects the planning area. The railroad tracks are located adjacent to Interstate 215, on the west side. Metrolink stations are anticipated for the Alessandro Boulevard Area, Van Buren Boulevard and Oleander Avenue. A multi-modal/goods movement center is designated just south of Cactus Avenue, near the DRMO facility.

TABLE 2-2

ROADWAY SYSTEM FOR MARCH JPA PLANNING AREA

ROADWAY	CLASSIFICATION	BIKE LANE	TRUCK ROUTE	SPECIAL NOTES
REGIONAL SYSTEM				
Interstate 215	Interstate-Freeway			CALTRANS roadway
Alessandro Blvd.	Arterial Highway	Class II	Yes	Bike Lane west of I-215
Van Buren Blvd.	Arterial Highway	Class II	Yes	Scenic Corridor
NORTHEAST PLANNING SUBAREA+				
Meyer Drive*	Arterial		Yes	*Heacock to Riverside
Meyer Drive*	Collector			*West of Riverside
Riverside Drive*	Arterial		Yes	*Cactus to Meyer
Riverside Drive*	Collector			*South of Meyer
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
Cactus Avenue	Arterial Highway	Class II	Yes	City of Moreno Valley I-215 to Graham St (Class I - bike lane)
Cactus Avenue	Major Arterial	Class II	Yes	City of Moreno Valley Graham to Heacock (Class I - bike lane)

+NORTHEAST PLANNING SUBAREA: Roadway classification within the Northwest Subarea will focus on function and number of lanes, rather than specific cross-sections or roadway widths. Streets within the Northwest Subarea will be designed to utilize existing facilities where feasible, and/or create special cross-sections to utilize existing facilities and minimize intrusion into existing development. Bike lane facilities will be incorporated where feasibly safe to implement.

TABLE 2-2
ROADWAY SYSTEM FOR MARCH JPA PLANNING AREA

ROADWAY	CLASSIFICATION	BIKE LANE	TRUCK ROUTE	SPECIAL NOTES
SOUTHEAST PLANNING SUBAREA				
Heacock Street	Major Arterial	Class II	Yes	City of Moreno Valley
San Michele	Minor Arterial		Yes	City of Moreno Valley
Indian Avenue	Minor Arterial		Yes	Cities of Moreno Valley /Perris
Oleander Avenue	Primary Arterial		Yes	City of Perris
I-215 East Frontage	Major Arterial (modified)		Y-air cargo	Air cargo only > minor arterial
WEST MARCH PLANNING SUBAREA				
Plummer Road	Major Arterial	Class II	Yes	
Harmon/Arnold	Industrial Collector	Class II		
Village West Dr	Minor Arterial	Class II		Van Buren to Park Road
Village West Dr.	Collector	Class II		Park Road to AFVW
Orange Terrace	Major Arterial	Class II	Yes	Van Buren to Park Road
Lurin/Orange Terrace	Minor Arterial	Class II	Yes	Park Road to Lurin
Barton Road	Minor Arterial			County of Riverside
Cactus Avenue	Major Arterial	Class II	Yes	West of Interstate 215
WSA Circle	Industrial Collector	Class II		

TABLE 2-2

ROADWAY SYSTEM FOR MARCH JPA PLANNING AREA

ROADWAY	CLASSIFICATION	BIKE LANE	TRUCK ROUTE	SPECIAL NOTES
Connector	Industrial Collector	Class II		Plummer-Harmon
Park Road	Industrial Collector	Class II		Village West Dr to Orange Terrace Pkwy
Park Road	Minor Arterial	Class II		Orange Terrace Pkwy to Barton Road
Nandina Avenue	Minor Arterial			County of Riverside

Aviation Facilities

The airfield general lies along the east side of Interstate 215 and includes two runways and associated taxiways. The primary runway, Runway 14/32 is 13,300 feet long with a width of 300 feet, while Runway 12/30 is 6,980 feet long by 150 feet wide. Runway 12/30 is closed for Air Force use but supports U.S. Customs operations and Aero Club aviation activities. The glide slopes, radar facilities, and aircraft safety distances, clear zones, and APZs on base property extends northwest and southeast from Runway 14/32. The area along the southern portion of Runway 14/32 both east and west of the airfield is designated for civilian aviation facilities. Civilian terminals would include air cargo on the east and air cargo/passenger terminal on the west.

Aviation operations and facilities are governed by the FAA. March JPA has an approved Airport Layout Plan and technical documents for the joint use and operation of civilian aviation at March.

A convenient roadway linkage between the air cargo terminal and the freeway system is important for facilitating goods movement in and out of the terminal, and an accessible air cargo terminal will increase the area's marketability as an employment center. Therefore it is important that the roadway access between the terminal and the nearby interchange at I-215 and Oleander Avenue be as convenient as possible. The March JPA should work closely with the Cities of Moreno Valley and Perris to ensure that this roadway connection is provided in a way which facilitates the movement of large truck trailers between the air cargo terminal and the freeway.

Exhibit 2-3
Transportation Plan Systems

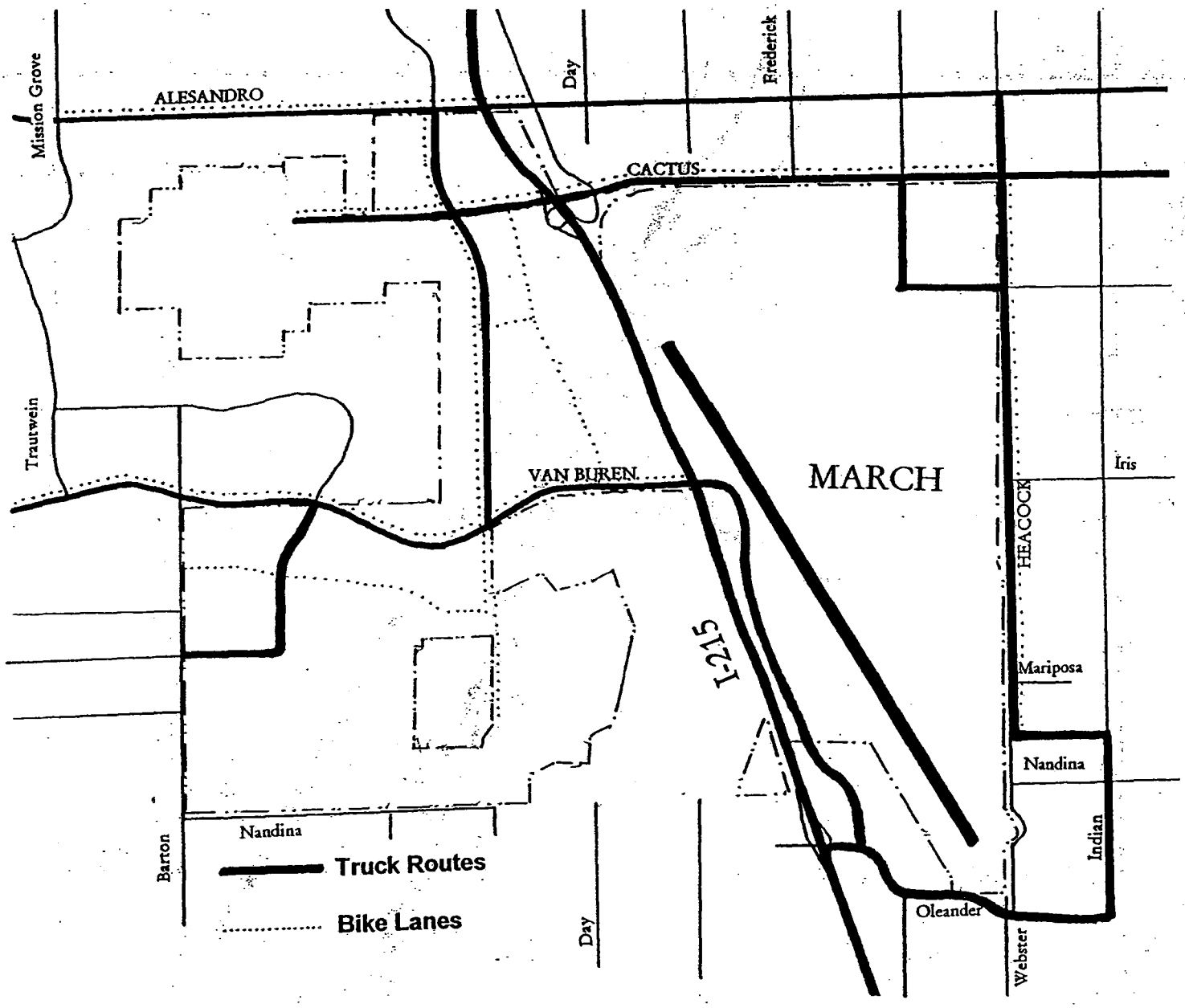
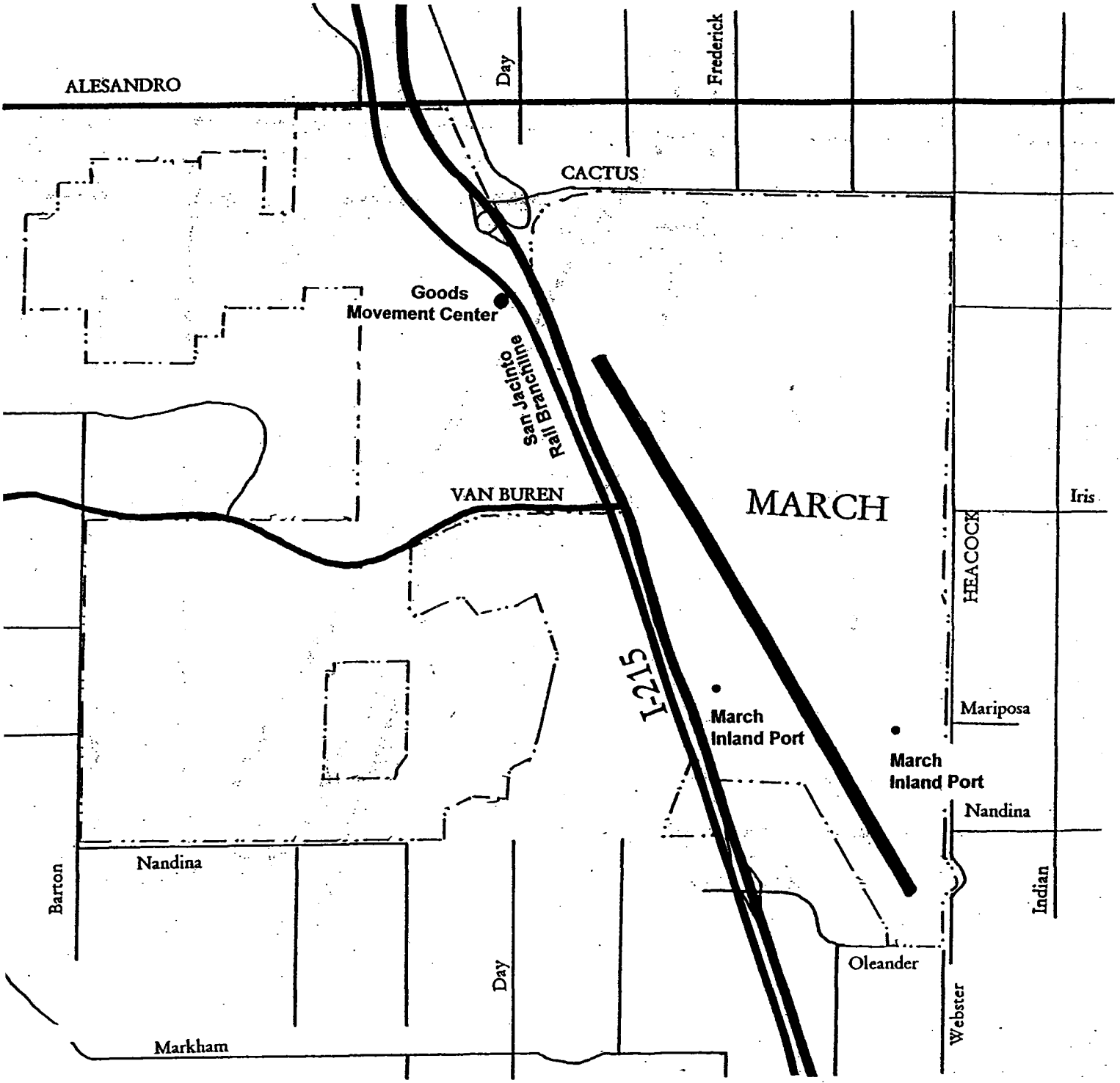


Exhibit 2-4
Non-Roadway Transportation Plan Systems



REGIONAL TRANSPORTATION SYSTEM

Highway System

Regional access to the March JPA area is provided by I-215, which has interchanges at Alessandro Boulevard, Cactus Avenue, Van Buren Boulevard, and Oleander Avenue. To ensure adequate long-term access between the freeway and the JPA area, the interchanges at Van Buren Boulevard and Cactus Avenue should be upgraded.

Regional access to/from the north is hampered by the constrained capacity of the I-215/SR-60 freeway between Riverside and Moreno Valley. Additional improvements will be needed to enhance the capacity of this bottleneck, or to provide an alternative which can relieve this facility. Regional access to/from the north depends significantly on this route, so it is vital that the March JPA encourage RCTC, Caltrans, and other responsible agencies to address this critical long-term deficiency.

Forecasts of future traffic south of the JPA area on I-215 indicate that ten lanes of capacity will be needed from Van Buren Boulevard to the Ramona/Cajalco interchange. The March JPA should work with RCTC and Caltrans to monitor this situation and evaluate future needs so that needed improvements can be implemented in a timely fashion.

The planned enhancements to the Ramona Expressway will ensure long-term access between the JPA area and the San Jacinto Valley. The JPA should support the planned future widening and upgrading of the Ramona Expressway as a limited access facility.

Regional access to/from the west primarily occurs via Van Buren Boulevard, Alessandro Boulevard, and the SR-60/I-215 freeway. The proposed upgrading of the Cajalco Corridor to a limited access expressway will significantly enhance regional access to/from the west, and should be supported by the JPA. In addition, the JPA should work with the County of Riverside to identify and implement a convenient north-south roadway connection linking the Cajalco Corridor with Van Buren Boulevard near the western side of the JPA area.

Metrolink

The planned Metrolink commuter rail extension along the San Jacinto Branch Line from downtown Riverside to Hemet and San Jacinto would primarily serve commuter trips. Initially, service would be operated from San Jacinto to Riverside in the morning peak, and back in the afternoon; ultimately two-way service may be considered. The JPA should support development of commuter rail in this corridor as one means of enhancing commuter access to the March JPA.

Bus Service

The Riverside Transit Agency (RTA) provides bus service within March JPA and other portions of Western Riverside County. Although bus route and transit stop planning generally responds to identified transit needs, the March JPA planning area can work with RTA to include public transportation consideration in land use planning decisions, and to encourage RTA to implement additional local and express bus service to the JPA area as development occurs and demand for transit increases.

Key to the attractiveness and success of the commuter rail and express bus services will be to have an effective, convenient system for collection and distribution in the JPA area. A local area shuttle service should be developed to link the employment centers within the JPA to the transportation center which will be served by the commuter rail and express bus service.

Multimodal Transportation Center

The RCTC study of commuter rail on the San Jacinto Branch line envisioned a commuter rail station in the northwest quadrant of Van Buren and I-215. The northwest quadrant was identified over the southwest quadrant because of preferable location and terrain. A station in this area was viewed as a destination station, so the study did not envision much parking adjacent to the station.

With the potential for commuter rail, express bus, local bus, and an area shuttle service, the JPA transportation plan should include development of a multimodal transportation center to serve and link these modes. The northwest quadrant of the I-215/Van Buren

interchange is the preferred location for this facility, because this location would provide good spacing with other planned Metrolink stations, would conveniently serve as a central point for bus transit oriented in all directions, and would not conflict with the planned intermodal terminal further to the north (see below). Since the JPA area is planned as a major employment destination, the multimodal center would not need to provide a large amount of parking.

Goods Movement

The location of the San Jacinto Branch Line through the March JPA, and especially the existing spur line south of Cactus Avenue, provide a unique opportunity for an intermodal facility in the JPA area. This facility would provide a location for the transfer of goods between trucks and rail, and would enhance the attractiveness of this area to businesses which could benefit from convenient access to rail for shipping.

The I-215 corridor is being considered as part of a potential high speed rail system in California. Location of the intermodal facility near the multimodal transportation center could provide a unique opportunity to have facilities which serve both the passenger and goods which could be moved via high speed rail. Plans for these two facilities and surrounding uses should preserve this opportunity, and the JPA should work with RCTC and the California High Speed Rail Authority to determine how to best serve both passenger and rail functions if this area becomes a candidate for a High Speed Rail station.

Transportation Demand Management/Transportation System Management

Transportation demand management (TDM) strategies may be effectively employed in the March JPA planning area. TDM strategies, if proposed now and integrated into the General Plan process and development agreements, can contribute to a reduction in trip generation within the JPA area.

Several factors contribute to the potential for a successful trip reduction strategy in the March JPA planning area. The large amount of relatively undeveloped land (about 6,450 acres) allows for an innovative strategy for trip reduction through land use planning and development agreements. Transit accessibility will be high if planned

commuter rail, express bus, and local bus services are developed, and if the proposed multimodal transportation center is developed with a convenient shuttle service to link it with the employment areas. Short-distance local trips can be eliminated by planning master developments which contain an appropriate mix of uses.

The recommended TDM elements for the March JPA Planning Area are identified below. This combination of strategies is estimated to achieve a six to nine percent reduction in trips compared to the estimates presented earlier in this report. The recommended TDM elements will be implemented by three different types of entities – the March JPA, potential developers in the planning area, and the individual employers.

March JPA-Implemented Measures

Encourage/require larger-scale development

- Appropriate Mix of Development

Developer-Implemented Measures

Compliance with SCAQMD Rule 2202
(Onsite Employee Transportation Coordinator)

- Transportation Management Association
- Passenger Loading/Drop-off Areas
- Bicycle/Pedestrian Paths
- Bicycle Storage Facilities
- Vanpool Service
- Shuttle to Multimodal Station
- Enhanced Transit Services

Employer-Implemented Measures

Guaranteed Ride Home

- Subsidized Transit Passes
- Flexible Work Hours
- Telecommuting
- Alternative Work Hours

IMPLEMENTATION PROGRAM

The following implementation elements support the March JPA's Transportation Plan and will facilitate good transportation planning and development.

1. Project Review

The project review process will be used to identify transportation improvements needed to maintain acceptable levels of service including traffic from the proposed project.

2. South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the agency responsible for monitoring air quality in the south coast region and enforcing regulations to achieve both national and state ambient air quality standards. Local transportation plans and programs must conform to the State Implementation Plan and the Air Quality Management Plan for the South Coast Air Basin. Because of the importance of motor vehicles as a pollution source, substantial emphasis has been placed on reducing motor vehicle travel and increasing vehicle ridership. This Element contains policies and implementation actions designed to reduce reliance on motor vehicle travel. The March JPA will continue to participate in the regional planning efforts being undertaken by SCAQMD and SCAG to develop and implement strategies which improve regional air quality.

3. Transportation Demand Management

The March JPA will develop an area-wide transportation management program which identifies the specific strategies and actions to be implemented to achieve the trip reduction objectives identified in this Element.

4. Riverside County Congestion Management Program

State legislation (AB 471 and AB 1791 amendments) require each metropolitan county in California, including Riverside, to designate a Congestion Management Agency

(CMA) and to prepare a Congestion Management Program (CMP). The designated CMP agency for Riverside County is the Riverside County Transportation Commission (RCTC) and the first CMP for the County was adopted by the Commission in September 1991. The second CMP was adopted on December 10, 1992. The purpose of the CMP legislation is to more directly link land use, transportation and air quality decisions. It has established a number of new requirements for regional and local agencies. The CMP system includes all state highways and selected non state highway principal arterials. Cities with non state highway principal arterials on the system within their boundaries are required to participate in a number of monitoring and reporting tasks related to the CMP. All state highways are monitored by RCTC. Since the planning area does not contain any CMP non state highway routes, March JPA has fewer CMP requirements than other jurisdictions. There are still, however, CMP requirements that March JPA must meet, including:

a. Coordinate with other jurisdictions regarding impacts of growth within the planning area on their CMP system roadways. This may include using a model (RIVSAN or other model as long as it is based on RIVSAN) to determine impacts of development and base reuse at March on local jurisdictions. March JPA should monitor CMP guidelines from RCTC and participate in regional forums regarding the Congestion Management Program.

b. March JPA is required to implement a Transportation Demand Ordinance.

c. March JPA must allow RCTC to review/analyze land use coordination records and other requirements, as necessary, to monitor the CMP implementation process.

5. Capital Improvement Program

The March JPA shall prioritize the provision and maintenance of transportation facilities and infrastructure in the area through its Capital Improvement Program (CIP). The CIP provides a schedule of proposed and ongoing capital improvements, including the financial mechanisms to implement these projects. They would include the development and maintenance of roadways, traffic and transportation facilities and other projects and structures. Priorities in the CIP shall be set for projects which will support

existing facilities and encourage orderly growth in March JPA Planning Area. This will include, but not be limited to, street, sidewalk, and parkway development and maintenance.

The March JPA shall coordinate the CIP with the programs of other utility and infrastructure agencies serving the March JPA. This will allow the utilities and various agencies to provide concurrent services to the same area, as well as share rights-of-way and reduce costs for improvement or facility provision. It shall work with power, telephone and cable companies in the under grounding of existing overhead lines, as well as in providing underground lines to serve development.

6. Development Fees

Costs associated with a specific development should be borne by its users and not by all of the March JPA. The March JPA shall implement and regularly review a development impact fee program, to ensure that development pays its fair share of the cost to provide public services, infrastructure and facilities.

7. Airport Layout Plan & Development Plan

The March JPA has an approved airport layout plan for March Inland Port. The Airport Layout Plan was submitted to, and approved by FAA will be implemented through the development of a series of airport development plans. These plans will depict the necessary improvements to the flightline, runway and taxiways, as well as terminal areas to support civilian use of the airfield. The March JPA as the airport authority shall continue to work with the Federal Aviation Administration in retaining an approved ALP and pursuing its implementation.

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SECTION 3: NOISE / AIR QUALITY ELEMENT

INTRODUCTION

Due to the inter-relationship nexus between noise and air emission sources, the March Joint Powers Authority (JPA) General Plan noise element incorporates an elective section concerning air quality. This combined element is an important element of the March JPA General Plan, particularly due to the regional location of the March JPA Planning Area, the joint use/civilian aviation, and the creation of an employment center within the housing rich environment of western Riverside County.

Noise

Excessive noise levels disturb and disrupt human activities and can affect the health of individuals. The Noise Section of this element provides measures to minimize noise problems in the March JPA Planning Area and to protect public health. With the majority of the planning area devoted to non-residential uses, it is important that noise sources are controlled at the source, are located away from the adjacent residential communities, or buffers are provided between the main sources of noise and sensitive land uses. The noise control plan in the Noise Element explores these options, along with noise insulation standards and land use compatibility along identified noise corridors.

Air Quality

Air pollution refers to the presence of emissions which adversely affects the health of humans and other living organisms. It is generated by vehicle exhaust, electrical and natural gas generation, construction equipment, and industrial activities. Air quality is measured by the amount of pollution as influenced by climatic factors such as sunlight and wind patterns. Southern California's air quality is severely degraded, despite 45 years of the most stringent pollution controls in the nation. State and federal air quality standards for many pollutants, which were established to protect public health, are violated more frequently in Southern California than in other portions of the United States or California.

The South Coast Air Basin of California (SCAB), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, has the most polluted air in the nation. It is the only area designated by the U.S. Environmental Protection Agency (EPA) as having "extreme" air pollution. Early efforts in air pollution control in the basin focused on reducing industrial emissions, and later expanded to include automobile emissions. Recent efforts have been directed at altering traditional commuting patterns, promoting mixed use developments which combine residential and commercial land uses and attract pedestrian activity, and reducing energy sources of emissions. In March JPA, vehicle emissions, aviation activities, and fugitive dust from wind-borne soil and construction activities are the major contributors to air pollution.

Relationship to the General Plan

As mandated by the *California Government Code Section 65302(f)*, the Noise Section of this element analyzes noise problems in the March JPA Planning Area and provides guidelines to limit community exposure to excessive noise levels. It follows the guidelines established by the *Office of Noise Control of the State Department of Health Services*. The Noise Section indicates noise levels from vehicular traffic along major roads and highways, and aviation noise. Noise contours are plotted to illustrate noise levels in areas adjacent to the airfield. The noise contour map identifies existing noise levels in the March JPA Planning Area.

The Air Quality portion of this element addresses local issues and programs to improve air quality. The Air Quality section is not a state-mandated element but is one of the recommended methods under the 1997 Air Quality Management Plan (AQMP) for the SCAB. The goals and policies of this element section correspond to, and meet the underlying goals and requirements of the 1997 Regional AQMP which apply to local governments. The AQMP emphasizes operations that March JPA shall assume and programs that will facilitate participation by local businesses in improving local and regional air quality. While March JPA does not regulate air quality in the area or the region, local actions are required in order to demonstrate conformity to the adopted regional air quality plan.

This Air Quality Section focuses on programs that will allow March JPA to contribute to the attainment of regional, state, and federal air quality standards. It includes land use, transportation and site development alternatives which reduce vehicle emissions and fugitive dust to achieve improved local air quality. Compliance with the Federal Clean Air Act (CAA) with Air Conformity Analysis for joint use aviation operations is also incorporated.

SUMMARY OF ISSUES

Noise

The March JPA Planning Area has an aviation related environment that reaches beyond the immediate Planning Area boundaries for both military and civilian aviation operations. The noise concerns within March JPA Planning Area are primarily associated with aviation facilities, railway facilities and vehicular noise. Noise issues are discussed in the Noise Profile Report. There are various federal and state regulations which control noise sources and levels, yet there continues to be noise from the following areas:

Aviation noise from military operations and civilian use: Military operations have been reduced in response to realignment of March Air Force Base (AFB) to an air reserve base (ARB). However, realignment of March permitted the establishment of joint use aviation at March ARB which allows civilian operations. These operations are both noise and air quality related, and within the levels historically generated by March AFB as reflected within the 1992 Air Installation Compatible Use Zone (AICUZ) Study. A new AICUZ was completed in mid-1998 that delineates noise contours reflecting the permissible aviation operations of AFRES and civilian aviation operations allowable under the joint use agreement. The land use pattern within the March JPA Planning Area for base reuse and development respects the existing noise contour levels within the AICUZ, as well as operations for civilian use complying with Air Conformity Analysis for Federal CAA requirements. Civilian operations primarily use Stage III aircraft or newer aircraft due to the operational needs of the users.

Vehicular noise from the Interstate 215 and major roadways: Because freeway noise cannot be controlled by the March JPA, noise barriers along the freeway may have to be provided to limit excessive noise. Land uses near the freeway shall be designed to be compatible with the noise levels generated.

Railroad train/rail activity: While no sensitive land uses are currently found in the Planning Area, future development could be exposed to intense noise from occasional trains, if located too close to the tracks without providing noise attenuation measures.

Stationary noise sources in the manufacturing and commercial areas: Industrial activities may result in high noise levels when machinery is in operation. Trucks serving industrial and commercial uses also create noise that could disrupt adjacent areas. Commercial and business activities, clients and patrons are the main sources of noise along the main arterials.

Noise issues that face March JPA includes noise from mobile sources and the noise compatibility of various land uses. The Noise Section of this element contains goals and policies that seek to prevent the adverse impacts of noise on noise-sensitive land uses and to reduce the disturbance created by vehicular and train noise.

Air Quality

The Air Quality section of this element summarizes the major issue areas according to local and regional context. More detailed information on these issues can be found in the Profile Reports.

State and Federal Regulations: The Federal CAA was enacted in 1977 and established ambient air quality standards. Because previous amendments and compliance mechanisms for the SCAB have not been effective, the 1990 Amendment to the Act outlines new ways of attaining federal air quality standards. The California Clean Air Act (CCAA) was enacted in 1988 and requires air pollution control districts to achieve and maintain state air quality standards. The CCAA has given authority to the South Coast Air Quality

Management District (SCAQMD) to regulate motor vehicle use with indirect source controls in areas that have not attained national or state ambient air quality standards. The 1990 Clean Air Act Amendments (CAAA) focus on reducing ozone and carbon monoxide violations by emphasizing strategies which reduce vehicle miles traveled (VMT). The plan also requires the adoption of transportation control strategies and measures to offset any increase in emissions or number of vehicle trips.

Climatic Effects on Air Quality: Abundant sunshine during the warmer months causes photochemical reactions between nitrogen oxides and reactive organic compounds to form ozone. Although some ozone is generated locally, much of the ozone formed within the Los Angeles Basin drifts inland with the predominant wind patterns causing an increase in local ozone concentrations. Climatic conditions and topographical relief features such as mountain ranges also aid in hindering air pollutant dispersal and increase concentrations. For these reasons, local ozone concentration levels are highest in the afternoon when there is full sunlight and reactive organic compounds have been carried from the Los Angeles basin. Carbon monoxide and nitrogen oxide levels are highest during the winter season when temperature inversions typically occur. Carbon monoxide, a chemical by-product of automobile exhaust, is concentrated at busy intersections and does not extend over great distances.

Measurement of Air Quality: The Perris and Metropolitan Riverside (MRIV) stations are approximately equidistant from March JPA, and air quality data from both stations is used to characterize air pollutants affecting the March JPA Planning Area. The MRIV stations monitor ozone, carbon monoxide, suspended particulates, nitrogen dioxide, sulfur dioxide, sulfate and lead. The Perris station monitors ozone. Ozone and suspended particulates levels have exceeded both state and federal standards, as measured in 1995. State standards for sulfate were also exceeded.

Suggested and Required Measures: Measures which may reduce air quality emissions in March JPA Planning Area and the western Riverside County subregion includes providing an employment center within the housing rich environment of western Riverside County thereby reducing work trips and VMT

to other communities; implementing dust control measures during construction; promoting fuel saving or alternative fuel vehicles; exploring public transit options; and waste reduction, water conservation, and recycling programs. Air quality programs are expected to lead to better air quality in the region. Also, development of new technology such as cleaner fuels, will create less emissions and reduce air pollution which affects the region.

Jobs/Housing Balance: March JPA, through implementation of the Land Use Plan of the General Plan, focuses on the creation of an employment center. The creation of an employment center within the housing rich environment of western Riverside County will attribute to an enhanced balanced environment within the subregion. The land use plan will assist with both the regional and sub-regional air quality issues relative to congestion management, reduction in VMT, and civilian aviation operations using cleaner and newer aircraft.

Implementation and Use of New and Developed Technologies: The opportunities being presented within the Planning Area as a result of base reuse at March, coupled with the implementation and establishment of new and innovative technologies, provides for an advantage of utilizing developed and new technologies. Many portions of the Planning Area will be developed as "anew" with the opportunity to readily establish development through new and developed technologies, and advancements; as opposed to "retrofitting" an urbanized pattern with previously developed systems. These opportunities may be presented within the realms of transportation, alternative fuels and dispensing, operational activities of end users and the use of newer or Stage III aircraft and operation facilities.

GOALS AND POLICIES

Noise

Noise goals and policies are divided into two areas; 1) Land Use Compatibility, and 2) Noise Control.

Land Use Compatibility

GOAL 1: Ensure that land uses are protected from excessive and unwanted noise.

Policies:

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.

1.2 Noise sensitive uses (such as schools, libraries, hospitals, medical facilities, residential uses, etc.) shall be discouraged in areas where noise levels exceed acceptable limits.

1.3 Encourage good acoustical design in new construction.

1.4 Provide buffer areas between noise sources and other developments, where practical.

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.

Policies:

2.1 Avoid placing noise sensitive land uses in proximity to areas devoted to noise generating facilities such as areas of aviation related activities, industrial parks, transportation facilities, and other noise generating land uses.

2.2 Noise generating facilities shall be located in areas with compatible noise generating land uses (i.e., airport noise contour areas) to minimize land use incompatibilities, noise abatement and mitigation measures needed.

2.3 Noise sensitive land uses shall not be located in areas influenced by noise generating land uses, in particular the noise contours associated with the joint use airfield, unless appropriate mitigation is utilized.

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.

2.5 March JPA shall utilize and comply with the CALTRANS standards for noise compatibility for aviation generated noise to proposed land use development.

Noise Control

GOAL 3: Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.

Policies:

3.1 Include mitigating measures such as landscaping, berming and site orientation, in the design of projects located near noise generating sources such as arterial roadways.

3.2 Coordinate with adjacent cities and county agencies for noise abatement.

3.3 Adhere to the adopted AICUZ and Comprehensive Land Use Plan standards and promote the use of newer and quieter aircraft and support equipment.

3.4 Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development on property located adjacent to aviation and rail facilities.

3.5 Where appropriate, development in areas adjacent to freeways, arterial streets, and other noise sources shall be designed to reduce the potential for noise impacts.

3.6 Regulate the use of local streets by trucks, trailers, and construction vehicles, to the extent possible.

3.7 Limit trucking operations to appropriate routes, times and speeds.

3.8 Appropriate muffling systems for construction equipment and operations shall be required, as necessary.

3.9 March JPA shall encourage and facilitate the use of mass transit services and alternative transportation systems to minimize dependence of the automobile within the Planning Area, thereby minimizing the level of noise generated by surface transportation.

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Air Quality

The following goals and policies have been developed to correspond with measures that the March JPA can implement to help improve air quality. These include measures relating to alternative modes of transportation, vehicle emissions, parking, growth management, energy consumption, particulate emissions, building and design standards, and regional cooperation. The goals and policies are expected to make March JPA aware of the air quality impacts associated with land use decisions and to work toward the reduction of locally generated air pollution.

Alternative Travel

GOAL 1: Promote alternative modes of travel.

Policies:

1.1 Promote use of mass transit services and discourage the use of single-occupant vehicles; through the use of site development standards, and priority of availability and access to mass transit services.

1.2 Promote teleconferencing activities.

1.3 Support trip-reduction programs, such as longer work days, shorter week work schedules.

1.4 Encourage the creation and participation by employers in the March JPA Planning Area of Transportation Management Associations/Organizations (TMA/TMO).

1.5 Encourage trip reduction strategies, such as walking or bicycling through the use and implementation of facilities.

Jobs/Housing Balance

GOAL 2: Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.

Policies:

2.1 Create an employment center within the housing rich environment of the subregion.

2.2 Encourage a diverse range of employment opportunities within the planning area that best matches the labor force of the subregion.

2.3 Work cooperatively with adjacent and nearby housing-rich communities to improve overall job/housing balance in the subarea.

Land Use/Transportation Planning

GOAL 3: Reduce air pollution through proper land use, transportation, and energy use planning.

Policies:

3.1 Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled.

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.

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.

3.4 Encourage ride share programs.

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.

Advancement of Technologies

GOAL 4: Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.

Policies:

4.1 Pursue the use of equipment with reduced or zero emissions for stationary and mobile source equipment, such as an "electrified" aviation ramp.

4.2 Seek funds and grants to develop and implement reduced or zero emission equipment for aviation relative uses and major sources of emissions.

4.3 Where feasible, assist in providing mechanisms to support pilot and demonstration projects, for the use of equipment and technologies that have reduced or zero emissions.

4.4 Promote for all development and encourage end-users to employ emission reducing or zero source equipment and processes.

4.5 Promote the development and advancement of reduced and zero emission technologies through research and development.

Intergovernmental Cooperation

GOAL 5: Maximize the effectiveness of air quality control programs through coordination with other governmental entities.

Policies:

5.1 Require end-users to demonstrate that South Coast Air Quality Management District permits have been obtained.

5.2 Support state and federal legislation that results in improved air quality in the South Coast Air Basin.

5.3 Participate and cooperate with neighboring jurisdictions in efforts to improve regional and sub-regional transit, and design transit-oriented development within the planning area.

5.4 Provide assistance through the land use permitting process to help industries/businesses locating within the planning area in complying with South Coast Air Quality Management District rules and regulations.

5.5 Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary.

Vehicle (Engine) Emissions

GOAL 6: Reduce emissions associated with vehicle/engine use.

Policies:

6.1 Reduce idling emissions by increasing traffic flow through synchronized traffic signals.

6.2 Work with Riverside Transit Agency (RTA) to develop a local transit system and facilitate connections of the local transit system with regional transit systems.

6.3 Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.

6.4 Work with Caltrans and traffic engineers to insure that roadways and freeway on-ramps that are heavily utilized by trucks are designed to safely accommodate trucks.

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.

6.6 Reduce vehicle emissions through improved parking design and management that provide for safe pedestrian access to and from various facilities.

6.7 Promote ancillary uses to be located with primary uses, such as child care, cafeterias and other supportive service uses, where appropriate.

6.8 Encourage the use of compressed natural gas, clean diesel and/or alternative fuels in engines through the adoption of a low emission vehicle ordinance.

Energy Consumption

GOAL 7: Reduce emissions associated with energy consumption.

Policies:

7.1 Support the use of energy-efficient equipment and design in the March JPA Planning Area for facilities and infrastructure.

7.2 Encourage incorporation of energy conservation features in development.

7.3 Support passive solar design in new construction.

7.4 Support recycling programs which reduce emissions associated with manufacturing and waste disposal.

7.5 Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.

Building and Operational Emissions

GOAL 8: Reduce air pollution emissions and impacts through siting and building design.

Policies:

8.1 Support the use of low polluting construction materials and coatings.

8.2 Encourage the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.

8.3 Encourage the separation of sensitive receptors from potential carbon monoxide hotspots.

Particulate Emissions

GOAL 9: Reduce fugitive dust and particulate matter emissions.

Policies:

9.1 Require all feasible fugitive dust reduction techniques to be utilized during construction activities.

9.2 Support the use of efficient street cleaning equipment and practices.

9.3 Support land division design which minimizes grading and maintains the natural topography to the maximum extent feasible.

9.4 Create standards to implement rules governed through the South Coast Air Quality Management District, such as Rules 403 and 1186.

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NOISE PLAN

It is the goal of the March JPA to provide an environment within the planning area which is free of excessive and disruptive noise. The March JPA's Noise Compatibility & Control Plan outlines ways to achieve a noise compatible environment. The Plan calls for the reduction of exposure of excessive noise to land uses in areas currently subject to high levels of noise and the prevention of the creation of excessive noise in the future. It combines different approaches to noise mitigation, including:

Controlling noise at the source (mufflers, insulations, wall construction, seals, etc.);

Interrupting the noise path (through the use of barriers, buffers, site orientation, walls, landscaped areas, berms, trees, hedges, buildings, etc.);

Separation of noise sources and sensitive uses by distance;

Blocking the noise at the receptor (insulation, smaller openings, air conditioning, thick or double glazing, fixed panes, etc.); and

Use of more pleasant sounds to mask the intrusive noise (water, rustling leaves, music, etc.).

Controlling noise at the source and siting compatible land uses within noise contours are the most effective ways of preventing noise problems. Since this is not always possible (as with vehicle, truck and train noises, existing "noisy" uses, and activities involving a large group of people), interrupting the noise path is the most common noise reduction measure. When noise barriers are not effective, separating the use or blocking the noise at the receptor may be necessary. The March JPA will implement various methods for noise control, choosing measures which are feasible, appropriate, and effective, according to the prevailing conditions.

Compatibility between noise and land use is achieved through the separation of noise sensitive uses and noise sources in the planning area. Guidelines for compatibility deal with the general distribution, location, and intensity of land uses in order to alleviate

and prevent noise problems. This may include locating noise sensitive uses away from the aviation field, streets carrying high traffic volumes and locating noise sensitive uses away from major sources of stationary noise (industrial areas, intensive commercial developments). The development of highways and major arterial and intensive land uses (industrial and commercial uses) should be located away from noise sensitive land uses. Where these measures are not possible, sound barriers, buffers, landscaping, and other noise attenuation measures shall be provided. The March JPA should adopt the Noise Compatibility Criteria established by the State Office of Noise Control.

Land near the railroad tracks is currently vacant and has been designated as Commercial and Industrial uses, in order to lessen or prevent noise problems. Planned land uses along the freeway are primarily commercial and industrial. These uses are compatible with a high noise environment created by the freeway and use of the railroad. State and federal governments preempt local governments on the control of noise from vehicles. Future noise problems are identified through estimates of traffic and their associated noise on major roadways. Noise levels at build out of the Land Use Plan were estimated using the projected traffic volumes on March JPA Planning Area roadways. The California Department of Transportation, SOUND 32, Highway Traffic Noise Model (release 1.41, 1991) was used to estimate the roadway noise levels. Table 3-1 provides the distance of the 70, 65, and 60 dB CNEL noise contours from the roadway centerline.

The estimates in Table 3-1 are calculated on the basis of no noise buffers and/or barriers within each development or street segment, therefore attenuated noise will be lower than indicated. Generally, uses within the 65 dB CNEL contour will be subject to high noise levels. The March JPA should require noise mitigation for noise-sensitive uses starting at the 60 dB CNEL contour. These mitigation measures may include, but not be limited to, site planning techniques which minimize noise transmission (such as locating driveways, loading areas, machinery, and other noisy areas farthest from a noise sensitive use); and acoustical design to achieve acceptable noise levels.

As with noise generated from vehicles, federal and state governments preempts local control of noise from aircraft operation and federally funded projects, such as airports regulated by the Federal Aviation Administration (FAA). In 1992, prior to base realignment, the Air Force conducted an aviation study known as the AICUZ Study.

The study analyzed the operations of the airfield and the associated noise generation; from which noise contours were identified. Along with the noise contours, land use compatibility standards were established to assure that the airfield remains operational by minimizing the threat of encroachment of incompatible land uses. With base realignment, a new AICUZ study was completed in 1998. The 1998 AICUZ Study was updated to reflect the aviation operations permissible under the Joint Use Agreement, as well as the continued military operations at March. Furthermore, a comprehensive land use plan (CLUP) for March ARB/March Inland Port is being developed by the County of Riverside Airport Land Use Commission. This draft document provides noise standards and criteria for land uses within aviation operation areas and pursuant to Caltrans criteria. Land use decisions and regulations by the March JPA shall adhere to the standards of both the AICUZ and CLUP.

TABLE 3-1
CALCULATED FUTURE ROADWAY NOISE LEVELS

Roadway Segment	Distance From Roadway Centerline to CNEL (in feet)			CNEL 50 ft. from Centerline of Near Travel Lane (dBA)
	70 CNEL	65 CNEL	60 CNEL	
ALESSANDRO BOULEVARD				
Trautwein - Barton	80	310	640	72.7
Barton - Frontage Rd	80	320	670	73
Frontage Rd - Elsworth	80	315	650	72.8
CACTUS AVENUE				
'Loop' Rd - Plummer	35	120	255	67.3
Plummer - Harmon	35	110	235	66.8
Harmon - Elsworth	75	265	556	72.5
Elsworth - Frederick	55	190	395	70.3
VAN BUREN BOULEVARD				

TABLE 3-1
CALCULATED FUTURE ROADWAY NOISE LEVELS

Roadway Segment	Distance From Roadway Centerline to CNEL (in feet)			CNEL 50 ft. from Centerline of Near Travel Lane (dBA)
	70 CNEL	65 CNEL	60 CNEL	
East of Trautwein	75	295	610	72.4
Trautwein - Orange Terrace	80	320	670	73
Orange Terrace - Village West	80	315	660	72.8
Village West - I 215	95	390	805	74.2
TRAUTWEIN ROAD				
North of Alessandro	75	260	540	72.4
South of Alessandro	50	157	375	69.6
ORANGE TERRACE PARKWAY				
Trautwein - Van Buren	35	115	250	67.2
Van Buren - Barton	20	70	150	63.7
BARTON ROAD				
Orange Terrace - Krameria	20	70	150	63.7
PLUMMER ROAD / VILLAGE WEST DRIVE				
Alessandro - 'Connector' Rd	35	130	270	67.7
'Connector' Rd - Van Buren	30	110	235	66.7
South of Van Buren	20	60	125	62.7
HARMON				
'Connector' Rd - Van Buren	20	75	155	64
Cactus - 'Connector' Rd	25	90	190	65.3

AIR QUALITY PLAN

Air quality affects health and influences the quality of the environment. In the planning area, local air quality can be positively affected by altering traditional commuting patterns and construction practices. The March JPA Air Quality Section focuses on reducing air quality impacts associated with the generation of emissions and fugitive dust. Implementation measures are identified to promote a more efficient land use mix, reduce VMT, and practical methods of site development to be sensitive to natural topography and adjacent land uses.

Local air quality is also influenced by the predominant transportation modes. Creating a land use pattern which provides for employer needs and encourages non-motorized and mass transit facilities are an important element in improving local air quality. Supporting transportation alternatives to the single occupant vehicle is another component in attaining improved air quality. The Federal CAA and the CCAA have devised federal and state air quality standards and require areas in violation to prepare and implement compliance measures. The AQMP prepared by SCAQMD addresses the CCAA requirements and identifies local measures on mobile and stationary sources of pollution. The Growth Management Plan prepared by SCAG identifies measures to assist subregions in achieving a more balanced jobs/housing ratio.

Ozone generated by urban activities within the Los Angeles Basin is carried by the predominant wind patterns and contributes to ozone concentrations in the March JPA Planning Area. March JPA has little control on these pollutants and those from nearby communities. Suspended particulates, which are less likely to be transported over long distances, are generated by local winds carrying dust from grading and construction activities, and uncultivated land in the area. In the March JPA Planning Area, air quality concerns focus on cleaner aviation operations, reduction in VMT, congestion management and implementing construction and grading practices which reduce the amount of fugitive dust generated.

Reducing VMT is strongly attached to creating an increased number of jobs within the housing rich environment of the western Riverside County Subregion. Additionally, with the creation of an employment center, the need to provide for alternative transportation operations is essential. Because Southern California has been particularly

slow to adopting alternative transportation modes, a variety of incentives need to be given to riders in the initial stages of operation. These may include promotions and discounts available to transit riders, bicycle riders, and walkers. Developing the employment base of the planning area to include goods and services, generate additional employment opportunities, and fulfilling a greater portion of the employer's service needs will help meet this objective.

Limiting the number of available parking spaces and offering incentives to employees who use alternate transit modes have also proven effective in reducing the number of vehicle trips. March JPA should explore smaller scale transit options including vanpool, shuttle, and employer shuttle operations which could provide service from mass transit facilities and residential areas within the sub-region to the March JPA's employment district. Additional mechanisms resulting in reduced vehicle miles traveled include: teleconferencing and flexible work schedules. The March JPA can assist this process by encouraging employees and visitors to utilize new transit alternatives, and assist employers and RTA to formulate transit schedules throughout the subregion that best serve employees in providing mass transit services to employers.

Uncultivated land and land undergoing grading and construction activities result in soil disturbance and fugitive dust. Wind-borne dust is carried to surrounding areas by the predominant wind pattern. Although fugitive dust is not harmful to human health, it settles on unenclosed objects including cars, windows, and structural appurtenances and is generally a nuisance. Local winds also transport fugitive dust.

The application of soil stabilizers to uncultivated land and site development activities is effective in preventing the generation and spread of fugitive dust. Planning and situating development to follow the natural contours of the land minimizes the extent of grading necessary. Implementing street cleaning practices and discouraging the use of leaf blowers also prevents the transport of fugitive dust.

The SCAQMD has developed a number of ordinances to improve air quality in the SCAB. New development is subject to controls on the amount of vehicle trips, congestion and air pollutants they generate, and must comply with the adopted measures or face penalties. Because the SCAQMD measures focus on modifying traditional practices, as well as developing or applying advanced technological controls,

employers are given control and responsibility for positively influencing local air quality. March JPA is committed to achieving reduced ozone and suspended particulate concentrations and improving local air quality.

Unimpeded vehicle flow along arterial corridors and reductions in the amount of waste can effectively decrease air pollutant emissions. Synchronizing traffic signals and diverting peak hour truck traffic, for example, improves vehicle flow. Waste recycling programs reduce the need for composting and landfill space. A corresponding reduction in truck trips is also achieved. The use of energy conservation measures at establishments can reduce operational costs and power generation plant emissions.

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NOISE IMPLEMENTATION PROGRAMS

Implementation of the Noise Compatibility & Control Plan is proposed through the adoption, realignment or compliance with local laws such as noise ordinances, requirements for acoustical analyses, and compliance with state and federal legislation.

1. Noise Standards

The March JPA shall review development projects based upon 1) compatibility with existing noise contours, and 2) identification of noise level generated from noise sources to actuate compatible land uses within these areas. Development shall be in compliance with state and federal standards, which establish thresholds for noise abatement and attenuation in order to reduce the potential for health hazards as associated with high levels of noise. Furthermore establishments shall provide measures to control noise at the source and control its intrusion into adjacent properties. This may include:

Adherence to noise and land use compatibility standards;

Acceptable noise levels at the boundaries of the property;

Requirement for buffers, sound barriers, landscaping, and other measures for incompatible land uses where unavoidable;

Restrictions of operating hours and length of operation for construction activities and equipment, power mowers, garbage collections, street sweeping, truck deliveries, leaf blowers;

Restriction on truck routes, vehicle speeds and regulation of traffic flow;

Periodic investigation of problem noise sources;

Controls on vibration effects that accompany or result from loud noise.

2. Aviation Noise and other Noise Sources

The federal government preempts local control of noise from aircraft operations, railroads, freeways, occupational noise, and federally-funded projects. The State controls vehicular noise at the time of manufacture and during operation on public roads, as well as noise in the workplace, classrooms, libraries, motels and hotels.

The March JPA shall coordinate with federal, state and county agencies on noise control programs and legislation, where necessary or required by law. These agencies include the Department of the Air Force, Federal Aviation Administration, Department of Housing and Urban Development, Department of Labor, the Environmental Protection Agency, the Federal Highway Administration, State Department of Health, State Department of Transportation (Caltrans), County of Riverside, and the State Department of Motor Vehicles. These agencies are involved in one or more of the following noise concerns: aviation noise, airport compatibility, industrial noise, highway and freeway noise, occupational noise, construction noise, land use compatibility, building siting and noise, product noise, and vehicular noise. March JPA shall work with the Department of the Air Force for continued coordination and control of aviation related noise and land use compatibility programs through general updates to the AICUZ study and CLUP as necessary, the movement toward quieter airplanes within the civilian sector of aviation.

AIR QUALITY IMPLEMENTATION PROGRAMS

The Air Quality Element addresses local issues and programs to improve air quality. The Element emphasizes actions that the March JPA should take, as well as programs that will facilitate participation by local employers and residents in efforts to improve local and regional air quality. These are discussed below:

1. Public Transit Program

March JPA shall explore the options of providing smaller scale transit including vanpool, shuttle, and employer shuttle operations which could provide service between the March JPA's employment and commercial areas to the residential areas of the subregion, and to Metrolink and other mass transit stations. March JPA shall also examine routes which would provide the most efficient transit service.

If one or more transit options are selected and implemented, transit information and schedules should be made available at bus stops and shelters, and at larger commercial and industrial developments in the March JPA Planning Area. The March JPA shall promote the use of local transit, through the most effective means possible.

2. South Coast Air Quality Management District (SCAQMD) Funds

The SCAQMD has established a fund for education programs on public transit and innovative demonstration programs that reduce individual passenger vehicle use. The SCAQMD also has funds for innovative projects which encourage alternate modes of travel and reduce the need for parking. March JPA should seek funding from the SCAQMD Mobile Source Discretionary Fund and Vehicle License Fund for local programs.

3. Flextime Work Schedules

March JPA should work with employers in providing trip reduction programs and work schedules that reduce peak hour volumes.

4. Bicycle and Pedestrian Facilities

March JPA shall plan and provide for facilities to serve commuter bicyclist and pedestrian access into and within the planning area. March JPA should encourage employers to provide amenities such as lockers and showers to employees that use non-motorized transportation facilities. Furthermore, March JPA should actively pursue funding sources for said facilities and coordinate with sub-regional agencies to complete a system of facilities.

5. Bicycle Facilities

The March JPA should develop regulations for secure parking areas for bicycles and showers and locker facilities at commercial and industrial facilities. This will encourage bicycle use for local employees.

6. Teleconferencing

March JPA shall promote teleconferencing activities for businesses. It should examine the feasibility of an ordinance requiring professional office developments to establish teleconferencing spaces.

7. Traffic Safety Programs

The March JPA shall coordinate traffic safety programs with adjacent cities and communities. It shall coordinate with Caltrans on the design and maintenance of Interstate 215, to facilitate access and minimize accidents and congestion.

8. Traffic Signals

The March JPA shall routinely evaluate the need for traffic signals and signs, and install and remove them as required. The March JPA will identify those intersections where traffic controls may be added to enhance the roadway level of service.

9. March JPA Vehicles and Equipment

March JPA should purchase vehicles and other equipment for public use that use low-emissions fuel that are cost effective to purchase, use and maintain. It should require that vehicles purchased for the March JPA's vehicle fleet complies with SCAQMD's existing and proposed regulations, as required by the California Clean Air Act.

10. Relationship of Jobs to Housing

March JPA shall assist with efforts to achieve a greater jobs/housing balance within the sub-region. March JPA shall evaluate the impacts on jobs/housing balance of new commercial and industrial development, and cumulatively address these impacts by encouraging increased employment opportunities for the Western Riverside County subregion and the communities thereof.

11. Civilian Aviation

March JPA shall assure that aviation operations receive the appropriate reviews and approvals, such as the Air Quality Conformity Analysis for Joint Use Aviation Operations. This includes compliance with the State Implementation Plan.

12. Energy Conservation

Title 24 of the California Administrative Code outlines insulation and energy conservation standards for new development. A number of other energy conservation practices and design features are recommended by state and local agencies and utility companies. The March JPA should enforce state laws on energy conservation design and appliances.

Natural gas and power purveyors develop energy conservation designs and measures and offer consultation services to developers and users. March JPA can take advantage of these services by initiating contact between utility companies and developers during the review process. It shall encourage developers to consult with utility companies on possible energy conservation measures to incorporate into new developments.

There are brochures available and informational materials from utility companies that explain the need for energy conservation and the different ways this may be achieved. Copies of energy conservation brochures should be made available at the offices of the March JPA for developers. The March JPA should also encourage the use of passive solar design systems.

13. Source Reduction and Recycling Element

The California Integrated Waste Management Act of 1989 addresses the need for the reduction of solid wastes. It requires counties and cities to achieve a 25 percent waste reduction by 1995 and a 50 percent reduction by the year 2000. These cuts may be implemented by recycling programs, composting, source reduction or other means. March JPA shall comply with the County of Riverside's Source Reduction and Recycling Element.

14. Construction-Related Emissions

The March JPA should develop a program, in cooperation with existing SCAQMD regulations, which will be effective in controlling short-term construction related emissions. The existing SCAQMD regulations focusing on fugitive dust control will serve as the framework for the March JPA's program. They include:

1. Use low emission mobile construction equipment (e.g., tractor, scraper, dozer etc.).
2. Water site and clean equipment morning and evening.
3. Spread soil binders on site, unpaved roads and parking areas.
4. Apply approved chemical soil stabilizers according to manufacturers' specifications, to all inactive construction areas (previously graded areas which remain inactive for 96 hours).
5. Reestablish ground cover on construction sites through seeding and watering.
6. Employ construction activity management techniques, such as: extending the construction period; reducing the number of pieces of equipment used simultaneously; increasing the distance between the emission

sources; reducing or changing the hours of construction; and scheduling activity during off-peak-hours.

7. Pave construction roads, and sweep streets if silt is carried over to adjacent public thoroughfares.
8. Reduce traffic speeds on all unpaved road surfaces to 15 miles per hour or less.
9. Require a phased-schedule for construction activities to minimize emissions.
10. Suspend grading operations during first and second stage smog alerts.
11. Suspend all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.
12. Wash off trucks leaving the site.
13. Maintain construction equipment engines by keeping them tuned.
14. Use low sulfur fuel for stationary construction equipment.
15. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
16. Use low emission on-site stationary equipment.

15. Low-Polluting Materials

The March JPA shall explore available information on low polluting construction materials and coatings which can be made available for developers and interested persons. It shall consider the air pollution impacts of coatings in the environmental review of proposed projects and credit the use of low polluting materials as mitigation measures. The March JPA shall also encourage best available control technology in commercial and industrial operations to reduce pollutant emissions.

16. Toxic Emissions

The March JPA shall evaluate all new industrial development to ascertain if any toxic compounds are used in the operation and require that they comply with all equipment, risk assessment, and notification requirements of the SCAQMD prior to being issued a building permit. It shall actively discourage industrial development that may release toxic emissions from locating near sensitive receptors (schools, medical facilities, and residences).

17. Air Quality Coordinator

The March JPA shall keep track of the SCAQMD rule development process and compliance with the AQMP. A March JPA shall be responsible for coordinating with the SCAQMD, SCAG and WRCOG in monitoring the implementation of air quality programs and regulations in the March JPA Planning Area. The air quality coordinating programs would express the March JPA's position on state and federal air quality regulations.

18. SCAQMD Permits

The March JPA should provide a summary of SCAQMD regulations for local use or obtain information brochures from the SCAQMD, and provide assistance for compliance with SCAQMD rules. March JPA shall maintain information on current and proposed SCAQMD regulations and work with the SCAQMD to assist industries locating in the March JPA Planning Area in complying with SCAQMD regulations. Prior to issuing occupancy permits, the March JPA shall require written proof that the applicant has obtained all required SCAQMD permits and is in compliance with SCAQMD rules.

SECTION 4: HOUSING ELEMENT

SUMMARY

A Housing Element is a required element of a general plan. State Planning and Zoning Law and the regulations of *Section 65580-65589.5 of the California Government Code* specify the requirements for housing elements. The Housing Element of the March Joint Powers Authority General Plan incorporates the four housing elements of each member jurisdiction of the March Joint Powers Authority (JPA), by reference; each which are certified by the Department of Housing and Community Development.

March JPA is the local redevelopment agency under the Department of Defense base reuse process. A base master reuse plan was prepared for March Air Force Base (AFB), which realigned to March Air Reserve Base (ARB) April 1, 1996. The master base reuse plan for March does not create additional housing opportunities within the planning area due to incompatible land 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 general plan of the March JPA is an implementation tool of the Master Base Reuse Plan prepared for March AFB for realignment.

Therefore, incorporation of the four member jurisdictions' housing elements by reference is consistent with the goals and policies of the Joint Powers Commission (JPC) and the base reuse process. The Department of Housing and Community Development (HCD), in recognition of the unique governance and responsibilities of March JPA and the adequacy of housing sites within the member jurisdictions, has resolved that incorporation by reference of the four housing elements complies with the guidelines and requirements of a Housing Element. Furthermore, the March JPA Housing Element is consistent with the enabling legislation for March AFB Redevelopment Project Area to utilize the 20% housing set-aside funds within the member jurisdictions.

HOUSING ELEMENT

The following four certified housing elements are incorporated herein by reference:

City of Perris:
Resolution Number 2398
October 31, 1994

City of Moreno Valley:
Resolution Number 88-75
September 20, 1988
Resolution Number 91-64
May 14, 1991
Resolution Number 92-130
December 8, 1992

City of Riverside:
Resolution Number 17172
June 20, 1989
Resolution Number 18226
April 27, 1993

County of Riverside:
Resolution Number 91-036
June 4, 1991

A copy of each Housing Element is on file with the March Joint Powers Authority.

SECTION 5: RESOURCE MANAGEMENT ELEMENT

INTRODUCTION

Natural resources within the March Joint Powers Authority (JPA) Planning Area includes land and water resources, plant and animal life, cultural resources, and open space. Cultural and historical resources include historic structures and facilities, and archaeological and paleontological artifacts in the planning area. Open space refers to land or water which is unimproved and devoted to the preservation of natural resources, and includes vacant land, parks, and recreational facilities. Within the March JPA Planning Area, open space includes rock outcropping hillside areas which limit development, and undeveloped areas which comply with existing land use controls such as building setback areas, aviation restriction and utility easements. Open space and recreational facilities include the Lt. Gen. Old Golf Course, March Field Museum, miscellaneous recreational facilities located in the Northeast Planning Subarea, riparian and open space habitat areas, and the expansion area for the Riverside National Cemetery.

Natural and cultural resources are limited, often non-renewable and need to be carefully preserved and managed. This will prevent potential misuse and ensure their future availability. The March JPA has identified important local resources and the necessary preservation programs to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable. The March JPA General Plan Resource Management Element (RME) outlines conservation programs that deal with resource utilization, preservation techniques and the regulation of activities which affect or preclude the utilization of resources. It includes the maintenance of open space areas and the provision of parks and recreational facilities.

Relationship to the General Plan

The Resource Management Element of the March JPA General Plan combines the mandated Conservation and Open Space Elements. The RME complies with regulations in *Sections 65302(d) and 65302(e) of the California Government Code* and the *State Mining and Reclamation Act*. According to these requirements, this element must contain goals and policies that further the protection and maintenance of the State's

natural resources, such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction. This element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, open space includes that which is used for the preservation and managed production of natural resources, that which is used for outdoor recreation, and that which is left undeveloped for public health and safety reasons. The RME identifies significant resources within the planning area and establishes a plan for their conservation, management, or preservation.

The March JPA RME addresses conservation issues to increase awareness of the presence and condition of natural and cultural resources and to promote the advantages of conservation and management. The Resource Management (conservation) Plan of this element consists of independent programs for the management of soil resources, the conservation of groundwater resources, the protection of plant and animal life, the preservation of visual qualities, and cultural and historic resources. The plan will help maintain an ecological balance and improve the quality of the community in the March JPA Planning Area.

The RME also fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for March JPA Planning Area. The Element contains an Open Space and Recreation Plan for the comprehensive conservation of the planning area's open space land. Specific action-oriented programs serve as the primary implementation tool of the Open Space and Recreation Plan. All projects, including the conservation and disposal of open space lands, shall be consistent with the plan. In addition, Public Resources Code Section 5076 requires the open space element to consider demands for trail-oriented recreational use and develop specific open space programs which respond to these demands. The feasibility of integrating trail routes or "links" within the appropriate segments of the county and state trail system is considered in this Element.

Open space and recreation issues are brought together because areas preserved as open space are valuable resources for both outdoor recreation and scenic enjoyment. Also, the major open space areas in the March JPA Planning Area present opportunities for the conservation of existing natural resources. The goals and policies of this Element build upon those in other components of the General Plan. The Land Use Element

designates specific areas for open space and conservation areas. The Risk Management Element identifies areas with constraints that should be preserved in open space for public health and safety reasons.

Summary of Issues

Conservation, open space, and recreation issues that effect the March JPA Planning Area is summarized below. More detailed information on these topics can be found in the Resource Management Profile Report.

Water Resources: The planning area is dependent upon imported water supplied through Western Municipal Water District. This includes use of water from the Colorado River's resources. Drainage courses also support riparian habitats and provides flood control. Areas defined as "wetlands" are located along the Heacock and Cactus Channels (Exhibit 5-2). The preservation of groundwater and local streams secures the upgrading of quality groundwater supply, serves flood control purposes, and maintains the area's riparian areas.

Soils: Soils within the planning area are generally suitable for development purposes. Soil resources within the West March Planning Subarea have large areas of rock outcroppings, and the Air Force in prior years permitted two, limited scale gravel pits to be operated. These pits have been closed for greater than a decade. No sand, rock and gravel resources have been identified in the planning area by the Division of Mines and Geology.

Biologic Resources: The occurrence of both wetland and vegetation, and species demonstrates biological resources within the planning area. The habitat and biological species correlate with riparian areas and other natural elements. Within the March JPA Planning Area, the importance and value of habitats is strengthened where two or more habitats and vegetative types converge. There are sensitive plant and animal species within the March JPA Planning Area.

Historic District: Within the Northeast Planning Subarea is the "original" military base area. Officially declared by the War Department in 1918, the one

square mile base was named Alessandro Aviation Field and later changed to March Air Field. Construction of permanent facilities included; 129 military family housing units (Green Acres), commanding officers' residence, hospital, administration building, barracks, hangars and other support facilities. These facilities built between 1927 and 1943 were constructed within a distinctive triangular area northeast of the flightline. The March Field Historic District was nominated for listing on the National Register of Historic Places (NRHP) with the concurrence of the California State Historic Preservation Officer (SHPO) (Exhibit 5-6).

The District is significant for a number of reasons, including the continuity and integrity of architectural style and technological construction within a planned community environment. The sheer number and scale of hollow wall concrete buildings at March ranks amongst the most significant examples. Additionally, the unity of design encompasses residential, administrative and industrial buildings.

Cultural Resources: The planning area has been surveyed for cultural resources relative to archeological and paleontological resources. The conclusions of these surveys have determined that no sites or artifacts are eligible for inclusion within the National Register. Grinding slicks within the rock outcroppings within the West March Planning Subarea have been found, and concluded by Office of Historic Preservation as sites that (1) cannot be temporally placed within a regional chronology because they lack associated artifacts, and (2) lack midden (an indication of the presence of subsurface deposits) that would indicate long-term use or occupation.

Riparian & Habitat Resources: The open areas of the planning area mainly consist of grasslands containing non-native species of European origin, isolated costal sage scrub remnants, and localized riparian habitats along draws and depressions. Both flora and fauna exist within the March JPA Planning Area, including habitat for the federally listed endangered Stephens' Kangaroo Rat (SKR), of which Section 7 is conducted between the U.S. Air Force and U.S. Fish & Wildlife Service (Exhibit 5-1).

Scenic Corridors/Vistas: The gently sloping hill tops within the West March Planning Subarea are prominent scenic characteristic of the planning area; along with the scenic Van Buren Boulevard corridor, which commences at Riverside National Cemetery near Interstate 215 and extends to the City of Riverside (Exhibit 5-4). Van Buren Boulevard bisects the West March Planning Subarea and provides uninterrupted views of the surrounding gentle rolling terrain, valley floors, and panoramic vistas of the more distant San Bernardino and San Jacinto Mountains. Within the planning area, these visual units combine diverse landscape types with topographical features. Conservation of these viewsheds and scenic vistas ensures preservation of the area's scenic qualities.

Open Space Lands: A greater portion of the planning area is undeveloped, with the West March Planning Subarea primarily vacant and undeveloped. The West March Planning Subarea also contains the golf course, installation restoration program (IRP) clean up sites (Exhibit 5-5), the airfield and aviation related clear zones, and expansion areas for the adjacent Riverside National Cemetery.

Recreation Facilities: Recreational facilities in the planning area consist of a golf course, March Air Field Museum, former recreation and equestrian grounds, with future recreation facilities for a regional park within a former installation restoration site (Exhibit 5-3).

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GOALS AND POLICIES

The goals and policies of this Element address the various conservation and open space issues of the March JPA Planning Area, as identified in the RME Profile Report. They include natural resources, water resources, geologic resources, biological resources, historical and cultural resources, energy resources, and open space areas and recreational facilities. Resources within the planning area can become strained as development creates a greater demand on non-renewable energy sources, existing facilities and services, and significant natural features. Development can take advantage of the planning area's features such as its natural land forms to provide for visual relief, recreational uses, and community identity. The March JPA has identified these issues as important to preserving the planning area's natural resources while accommodating growth and development. The RME goals and policies addressing these issues will provide a firm direction for the preservation, use, protection, management, and improvement of existing resources in the March JPA Planning Area.

Water Resources

GOAL 1: Conserve and protect surface water, groundwater, and imported water resources.

Policies:

1.1 Where possible, retain local drainage courses, channels and creeks in their natural condition.

1.2 Protect groundwater and surface water resources from depletion and sources of pollution.

1.3 Cooperate with federal, state and County governments and other agencies on the maintenance and improvement of the quality and quantity of local and regional groundwater resources.

1.4 Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.

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.

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.

1.7 Assist responsible public agencies in eliminating the discharge of toxic materials and untreated sewage into the March JPA drainage and groundwater system.

1.8 Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations.

Minimize Flood Hazards

GOAL 2: Control flooding to reduce major losses of life and property.

Policies:

2.1 Require development within identified flood hazard areas to comply with Floodplain Management Regulations and criteria for the Federal Flood Insurance Program.

2.2 Ensure all proposed divisions of land divisions contain adequate building sites located outside of any natural drainage course.

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.

2.4 Cooperate with the Riverside County Flood Control and Water Conservation District and the Federal Emergency Management Agency (FEMA) to ensure that land uses and development proposed within major floodplain areas is consistent with planned improvements and the timing of their installation.

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.

2.6 Open channels shall be encouraged, as appropriate, to maintain or enhance riparian habitat areas.

Earth Resource Conservation and Protection

GOAL 3: **Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.**

Policies:

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.

3.2 Encourage the use of contour grading methods when grading of hillsides.

3.3 Conserve mineral resources, if any are identified by the State Mining and Geology Board, by limiting or phasing development in the areas of the most desirable mineral extraction sites.

3.4 Reclaimed land impacted by mining shall be in accordance with the State Surface Mining and Reclamation Act.

3.5 Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems.

3.6 Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.

3.7 Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water.

3.8 Protect important mineral resources, prominent and geological features by maintaining their locations in open space or through a protected status.

Energy Resources Conservation

GOAL 4: Conserve energy resources through use of available energy technology and conservation practices.

Policies:

4.1 Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations.

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.

4.3 Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where practical.

Flora and Fauna Resources

GOAL 5: Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.

Policies:

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.

5.2 Encourage the planting of native species of trees and other drought-tolerant vegetation.

5.3 In conjunction with the Air Force, complete Section 7 consultation wit the U.S. Fish and Wildlife Service, and release lands designated as suitable for endangered species habitat through land trades or other acceptable means of mitigation.

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.

5.5 Where practical, allow development to remove only the minimum natural vegetation and encourage the revegetation of graded areas with native plant species.

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.

Waste Management

GOAL 6: Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.

Policies:

6.1 Either alone or with the County of Riverside Waste Management District, develop and adopt a Source Reduction and Recycling Element which comply with the State Solid Waste Reduction Act (AB 939).

6.2 Establish programs to minimize the volume and impact of solid waste generated by existing and future development.

6.3 Establish a program for the recycling and recovery of materials from demolition and reconstruction projects to lessen the impact to the landfills.

6.4 Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations.

Historic and Cultural Resources

GOAL 7: **Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.**

Policies:

7.1 Implement the approved Cultural Resource Management Plan prepared by the U.S. Air Force including the Maintenance Manual.

7.2 Preserve the Historic District through reuse of the area and comply with the requirements associated with the district as mandated by the Office of Historic Preservation and the requirement of the National Register of Historic Places.

7.3 Encourage the reuse of significant historic sites or structures, identified in the March JPA General Plan Profile Reports to maintain their historic significance and integrity.

7.4 Maintain the planning area's historic military past by preserving and enhancing the historic features with development and reuse and corresponding development and landscape patterns.

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.

7.6 Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means.

Recreational Facilities

GOAL 8: Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.

Policies:

8.1 Provide active and passive park and recreational facilities, based on reasonable service areas within the planning area, to serve the unmet needs of the community and sub-region.

8.2 Encourage involvement of private investment in the development of recreational facilities, when appropriate, to increase the recreational opportunities of the area.

8.3 Seek out and pursue all forms of federal, state, local, private foundation and endowment support to assist in the development and programming of park and recreation resources in March JPA Planning Area.

8.4 Coordinate with the other recreational programs and agencies in providing regional recreational facilities in the area.

Protect and Provide for Open Space Areas

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.

Policies:

9.1 Encourage a "link" system of open space land to intermix with development providing both visual buffers and relief, as well as preservation and connectivity of the natural environment.

9.2 Seek funding sources for the preservation and maintenance of open space areas in the March JPA Planning Area.

9.3 Allow recreational uses on designated open space lands.

9.4 Manage passive recreational open spaces to optimize use while avoiding environmental disruption.

9.5 Link open space areas and trails with adjacent regional and local open space and trails networks.

9.6 Establish an open space conservation program that identifies areas of open space retention based upon capital costs, operation and maintenance costs, accessibility, needs, resource preservation, ability to complete or enhance the existing open space linkage system and natural environment.

9.7 As appropriate, designate washes, channels, utility corridors and transportation rights-of-way as major linkages of the open space network.

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.

9.9 Support the expansion of the Riverside National Cemetery.

Scenic Corridors and Vistas

GOAL 10: Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.

Policies:

10.1 Encourage the preservation of natural open space areas and scenic vistas.

10.2 Designate scenic corridors and vistas, and develop guidelines for development along or within these areas.

10.3 Consider designating open space corridors which include routes and trails of historic, scenic, or aesthetic value and include landscape and landform types.

10.4 Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to compliment and enhance the character of the planning area.

10.5 Develop design guidelines for streetscape, fencing, signage and project architecture to create a gateway area at the intersection of Van Buren Boulevard and Interstate 215.

RESOURCE MANAGEMENT PLAN

The earth's resources are limited and many of these resources are non-renewable. Conservation of important natural resources must be considered when accommodating and directing growth within a community. The proper conservation and managed use of these resources allow for their maximum utilization and continued availability for the future. Water, soil, and historic resources are limited in supply and conservation practices are necessary to ensure their availability. Plant and animal communities and their habitats need to be protected to maintain ecological balance. The Resource Management (conservation) Plan also identifies ways in which the March JPA Planning Area will conserve its water and energy resources while allowing the March JPA Planning Area to develop in a controlled manner.

Open space areas once developed, cannot be returned to their natural condition and thus, must be preserved. Parks and recreational facilities provide opportunities for leisure, enjoyment and relaxation, and visual relief. The scenic qualities of the planning area are often provided by viewsheds to natural landform and open spaces. The Resource Management Plan is concerned with the protection of the area's resources from neglect, destruction, depletion or obstruction. At the same time, it affords March JPA the maximum benefit from the presence of natural resources in the area.

The vast, undeveloped portions of the March JPA Planning Area offer opportunities for both preservation and use. Some of these lands contain natural resources, some have constraints that make them difficult to develop, and others provide potential connections to regionally significant open space uses. The Resource Management Plan identifies those lands that either contain natural resources to be conserved and managed, or open space that should be preserved to protect the public health and safety. The goals and policies contained in this Element reflect ways in which these lands can benefit the March JPA Planning Area.

The Resource Management Plan of the March JPA General Plan contains three major components: 1) the conservation of natural resources (Conservation Plan), 2) the provision of open spaces and recreation facilities (Open Space and Recreation Plan), and 3) the conservation of the historic district (Historic Preservation Plan). The Conservation Plan addresses soil resources, groundwater resources, vegetation and

wildlife, visual resources, and cultural resources. March JPA's Conservation Plan provides an area-wide approach to the utilization, conservation and management of these resources. It includes a program for the preservation of significant resources and standards for development in areas with identified resources. The Open Space and Recreation Plan addresses parks and recreation facilities, scenic areas, trails and multi-purpose open space areas, conservation of open space for public health and safety, and park and recreation development. Guidelines for development and master planning of facilities, including; the fostering of a "campus-like" setting through the clustering of development, inclusion of common areas, linkages and trails, buffer and open space areas, and preservation of environmentally sensitive areas including riparian areas, installation restoration program (IRP) sites and aviation restricted areas are outlined in the Open Space and Recreation Plan.

The historic preservation plan stems from a detailed inventory conducted in 1985 which evaluated the historical buildings at (then known as) March Air Force Base. The establishment of an historic district was recommended for nomination. The historic district proposed included the original one square mile and adjacent buildings constructed between 1928-1943. The March Field Historic District is located within a triangular area of about 158 acres, and consists of essentially all buildings and structures constructed between 1928 and 1943 as "part of the second generation of March Field" and one building from the original 1918 March Field. The March Field Historic District was nominated for listing on the NRHP with the concurrence of the California SHPO. A Historic Preservation Plan prepared by JRP Historical Consulting Services and Brian F. Mooney in 1994 addresses the treatment and long-term management of all formerly revaluated historical properties within the planning area. This plan was finalized by the U.S. Air Force as the Cultural Resource Management Plan and Maintenance Manual. This Plan was finalized prior to the March JPA retaining land use authority over the planning area.

Conservation Plan

The Conservation Plan portion of the Resource Management Plan is concerned with the preservation and utilization of natural resources within the March JPA Planning Area. The conservation of important natural resources must be considered when

accommodating and directing growth within a planning area. New growth can encroach upon and disturb environmentally sensitive areas, and economic growth represents additional demands for facilities. As the March JPA Planning Area develops, the need to carefully plan for and preserve its undeveloped lands containing natural resources becomes increasingly important and necessary to achieve a balance between urban development and the environment.

The March JPA Planning Area includes environmentally sensitive lands such as Stephens' Kangaroo Rat (SKR) habitat, wetlands, riparian areas, natural resources such as rock outcroppings, and archaeological and cultural resources. These lands are identified within the General Plan Profile Reports, and incorporated into the March JPA Planning Area's overall land use plan so that potential impacts to these resources can be minimized or avoided. Other natural resources important to the March JPA Planning Area include air, water, soil, and energy resources. Proper land use practices, including conservation measures, ensure that these resources are not degraded or misused. As increasing demands are placed on the March JPA Planning Area's resources, their long-term viability must be maintained.

The conservation of natural resources in the March JPA Planning Area includes identification of significant resources, development of conservation programs and establishment of standards for conservation or protection. Conservation of valuable resources can be achieved through responsible planning that balances the environment of the planning area with development. The identification of resources in the planning area generally corresponds with those areas where development has not disturbed or obstructed access to the resources.

Soils/Topography

Most of the March JPA Planning Area is topographically level although the western portion gently slopes upward toward the hillsides at and beyond the planning area boundary. A rolling hill within the northwest area exists in an area historically known as the Weapons Storage Area (WSA). Because of the planning area's relatively flat terrain, the hillsides in the northwest offer a scenic vista and backdrop for the planning area.

Development within the hillside area should be approached sensitively so as not to adversely disturb the hilltop in this area. Rock outcroppings in the March JPA Planning Area which represent an aesthetic characteristic of the planning areas' landscape. These rock outcroppings are especially prevalent in the western portion of the planning area as boulders erupting from the level grassy terrain and along riparian areas. The policies contained within this Element serve to protect the planning area's significant rock outcroppings by requiring development to integrate them into development design plans rather than destroying or ignoring this aesthetic resource.

Mineral Resources

Mineral resources within the March JPA Planning Area include rock resources as identified by the California Department of Conservation, Division of Mines and Geology. The Division of Mines and Geology also identifies Mineral Resource Zones (MRZ) within Riverside County, although none of these mineral zones currently exist in the March JPA Planning Area. March JPA recognizes and will conserve mineral resources that are identified by the State Department of Conservation.

Water Resources & Hydrology

The hydrology of the March JPA Planning Area is described in the March JPA General Plan Profile Reports. The profile reports also contain a description of the March JPA Planning Area's potable water distribution system. The March JPA is committed to protect water resources. The planning area derives its water supply from imported water, because of the poor ground water quality.

Local groundwater resources cannot serve March JPA Planning Area's water needs. However, conservation programs and measures will alleviate water demands and excessive water waste. Water conservation programs need to be developed in the planning area to promote the use of reclaimed water for landscaping and irrigation of public facilities and rights-of-way.

Groundwater in the March JPA Planning Area is no longer used as a potable water source due to the high level of total dissolved solids (TDS) and volatile organic compounds (VOCs) present in the water from past military usage, and over drafting of the ground water basin by surrounding agricultural users. The March JPA General Plan Profile Report describes the content of dissolved solids in the local groundwater basins representing the degradation of water quality. As remediation activities continue, the ground water quality and cleanup of the contaminated plume in the Northeast Planning Subarea will be enhanced.

The March JPA is also concerned with protecting water resources from contamination and other forms of destruction which will prevent their availability for use. Contamination from former military use is being addressed through the military's IRP site clean up program. Programs to protect the groundwater supply from future contamination need to be established.

Flora & Fauna

The protection of plant and animal communities in March JPA Planning Area applies to undeveloped areas where sensitive biotic communities and viable habitats exist. Open space refers to areas left vacant and undeveloped to allow biological resources to exist and thrive. March JPA Planning Area can closely regulate the type and amount of development which can occur. March JPA shall promote the preservation or replanting of native vegetation. Riparian areas, major drainage channels, and open space areas which may contain sensitive biological resources may remain undisturbed and in a natural setting.

The biological setting of the March JPA Planning Area is described in detail in the March JPA General Plan Profile Report. The sensitive habitat in the March JPA Planning Area consists of riparian areas as linear strips or stands of willows. This vegetation type can be found along the Van Buren Boulevard, water courses and ephemeral streams within the western hillsides. Riparian habitat support the sensitive plant species. Birds and wildlife rely on the riparian areas as a food and water source.

Exhibit 5-1
SKR Management & Open Space Areas

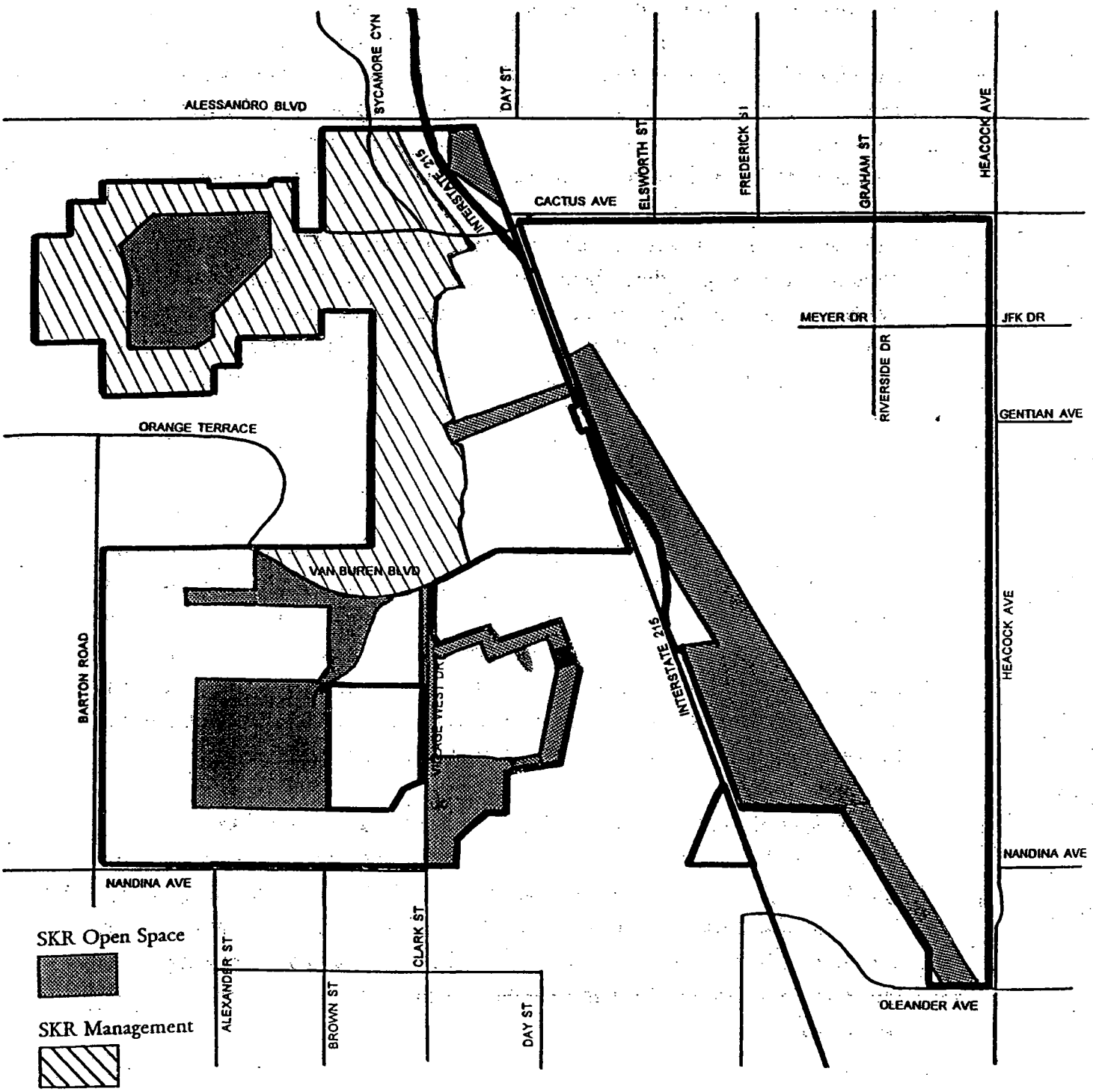
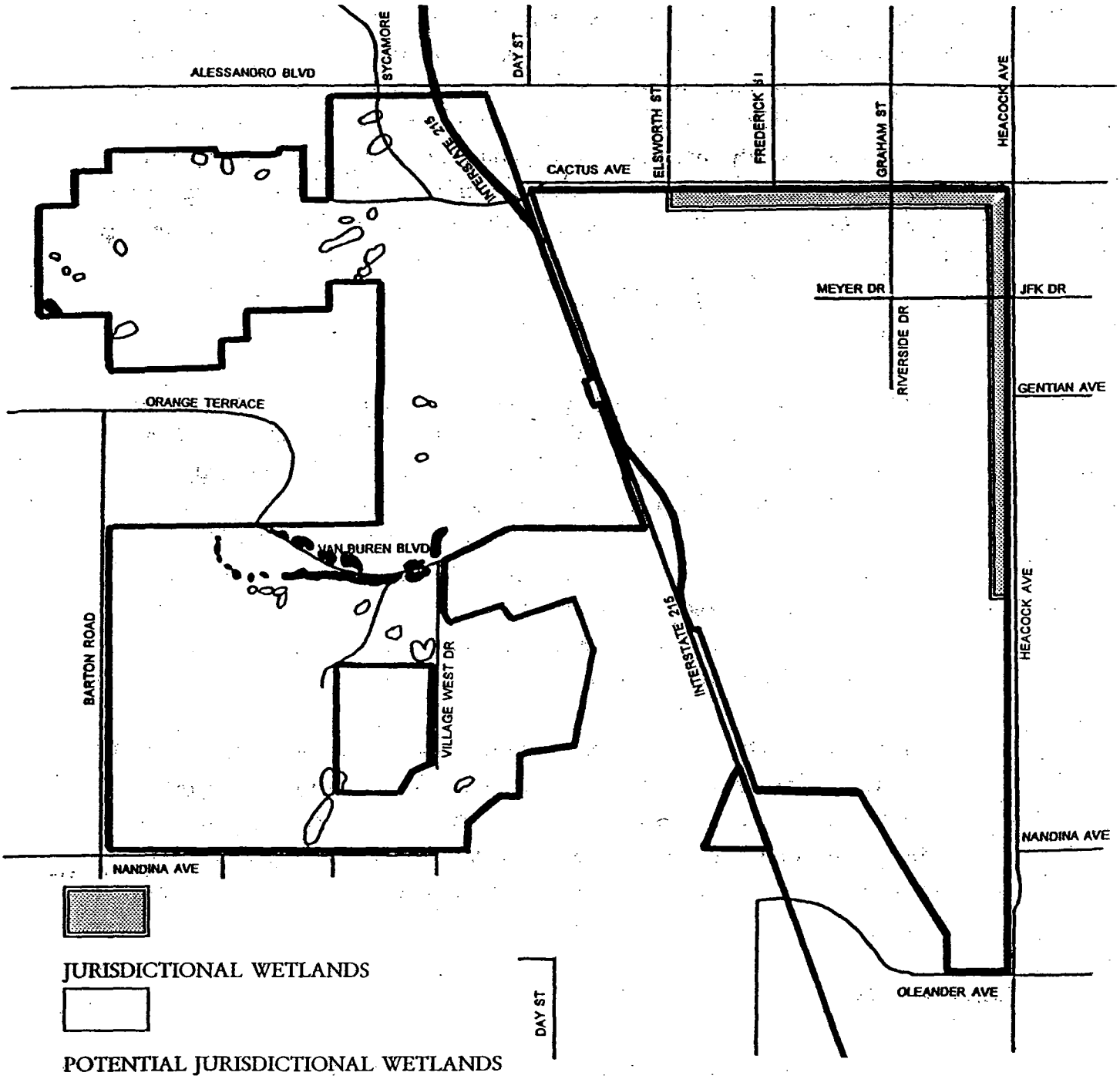


Exhibit 5-2
Wetlands and Riparian Areas



Grasslands within the March JPA Planning Area support other animal species such as the Ferruginous hawk and other raptors. The species of greatest concern is the Stephen's Kangaroo Rat or SKR *(Dipodomys stephensi)*. The SKR is designated as endangered by the U.S. Fish and Wildlife Service. These lands contain grassland and sparse, remnant stands of coastal sage scrub that provides habitat for the SKR. March JPA is actively seeking to trade this habitat area, which is increasingly threatened by adjoining urbanization for better, more suitable habitat, which will further the goals and objectives of the sub-regional Habitat Conservation Plan of the Riverside County Habitat Conservation Agency.

Cultural Resources

Cultural resources within the planning area include archaeological resources, and these are primarily in the form of grinding slicks. The majority of these archaeological resources are concentrated within sections of rock outcroppings. Records indicate that archeological surveys have been conducted, with no sites or artifacts determined to be eligible for inclusion within the National Register. Surveys of undeveloped land found that sites (1) cannot be temporally placed within a regional chronology because they lack associated artifacts, and (2) lack midden (an indication of the presence of subsurface deposits) that would indicate long-term use or occupation.

Given the location of grinding slicks within the major rock outcropping, these resources may be preserved through the conservation of rock outcroppings, riparian areas, and other natural resource conservation measures. Development within the planning area shall comply with all applicable laws and statutes for conservation and preservation, as appropriate cultural resource survey findings are made.

Development Standards

In working toward the conservation of natural resources and the preservation of areas with significant resources, conservation efforts will be made according to

the sensitivity of identified resources. They will be focused on areas with high sensitivity and where programs will have the greatest impact on the conservation of natural resources. The Resource Management Profile Report identifies known significant resource areas in the planning area where implementation measures to promote preservation and the continued availability of resources will be focused. Proposed development within these areas shall include additional resource evaluation during project review. Identified resources shall be preserved to the extent possible. The degree of evaluation will depend upon the sensitivity of the area as discussed below.

Low Sensitivity. Development in areas with low sensitivity is not required to provide special studies to ascertain the presence of a significant resource. In March JPA Planning Area, areas with no significant resources or where past development has destroyed or significantly altered the presence or availability of resources are considered to have low sensitivity. They also include areas where past investigations have uncovered no important resources. The developed areas are concentrated in the Northeast Planing Subarea and portions of West March near I-215 are considered to have low sensitivity.

Moderate Sensitivity. Areas with low density developments where natural resources may still be present or may be utilized and areas adjacent to identified cultural and ecological resources are considered to have moderate sensitivity. Areas which have not been subject to past studies and where sensitivity is unknown shall also be considered to have moderate sensitivity, until more information is available to classify these sites. Increases in human activities or additional development intensity in these areas can disturb or destroy existing natural resources or prevent future access and use of these resources. Areas with moderate sensitivity include the areas surrounding the Ben Clark Public Safety Training Center and other undeveloped land serving as natural open space, and areas within proximity of the flood control channels and riparian areas. Development in areas with moderate sensitivity shall be subject to detailed analysis and shall incorporate measures to prevent resource destruction when they are discovered during grading, excavation and

construction activities. According to the findings of the analysis and site preparation activities, the area shall be reclassified as either having low or high sensitivity.

High Sensitivity. Areas with ecologically sensitive resources are those where studies or activities have identified the presence of a significant amount or important natural resource; or represent undisturbed areas that have a very high potential for the presence of natural resources. These areas have high sensitivity and are the primary targets for conservation and preservation. They may include the riparian areas, areas of large outcroppings, and areas of riparian habitats where sensitive plant and animal communities exist; cultural resources identified within the historic district, and resources are likely to be uncovered in the future. Development in these areas shall be subject to an in depth review through the provision of special studies focusing on the resource sensitivity. The studies shall be required prior to development and shall include feasible measures to protect and preserve the resource(s).

Conservation does not necessarily mean the prevention of development and keeping the areas vacant. There are several ways to protect natural resources or to keep them available for new development. By providing development standards for areas with moderate and high sensitivity, the March JPA can achieve a balance between protecting its natural resources and providing for the needs of its community. Furthermore, the fostering of a "campus-like" setting and coupling development with the natural environment will further the conservation of natural resources, while creating an attractive and balanced community.

Aside from the preservation of resource areas, there should be controls on development. Some land within the planning area is committed to the provision of public facilities, with the majority of land slated for development of non-residential land uses. Urban development in moderate and highly sensitive areas must be reviewed for its impact on the presence and availability of natural resources. The following standards should apply to development within areas of moderate and high sensitivity for ecological resources:

Field surveys and investigations must be made prior to development approval, to identify potential natural and cultural resources.

Trustee agencies and local environmental groups should be consulted to insure the project and site review is thorough.

Development should be sensitive to significant natural resources located on-site or in nearby areas.

Identified resources shall be kept undisturbed, removed for relocation, or incorporated into the design of the project, depending on the resource and the best means of preservation.

Development in areas with geologic and seismic hazards shall be prohibited when the hazards cannot be mitigated or eliminated by construction methods.

Open Space and Recreation Plan

The Open Space and Recreation Plan of the Resource Management Plan is concerned with the preservation and utilization of open space and undeveloped lands within the March JPA Planning Area. The conservation of open space for public health and safety, natural resources and recreational needs must be considered when accommodating and directing growth within a planning area. New growth often reduces the amount of open space and, if not properly planned, can encroach upon and disturb environmentally sensitive areas. At the same time, economic growth represents additional demands for facilities. As the March JPA Planning Area develops, the need to carefully plan for and preserve an open space element within undeveloped lands becomes increasingly important, and necessary to achieve a balance between urban and natural areas.

The undeveloped areas of the March JPA Planning Area include environmentally sensitive lands such as riparian areas, wetlands, habitat, natural resources such as mineral and groundwater resources, significant landform such as rock outcroppings, areas of controlled use such as airfield and aviation related clear zones, national cemetery, and

IRP sites, as well as areas of historical and cultural resources. These lands are identified and incorporated into the March JPA Planning Area's overall land use plan so that potential impacts to these resources can be minimized or avoided.

March JPA's Open Space and Recreation Plan provides for the preservation of open space areas and provisions for new and expanded recreational facilities. Open space is preserved to allow for the natural management of viewshed areas, the prevention of erosion, the provision of public health and safety, the opportunity for recreational facilities, the preservation of habitat, pollution abatement, and visual and aesthetic qualities. In March JPA Planning Area, urban development is most established in the Northeast Planning Subarea. Rolling hill top, rock outcropping and riparian areas are concentrated within the West March Planning Subarea. These natural resources are preserved as open space because they provide for watersheds, habitat, erosion control, and visual values. Future development will need to be carefully planned to maximize the aesthetic and ecological value of these resources, while maintaining the scenic qualities of these features.

Recreational facilities and open space can be made available through both existing and planned areas. The March JPA establishes the following guidelines for open space:

The highest priority should be given to those open space and natural resource sites which are:

Subject to development in the near future which can irreversibly destroy its open space value, or

Recognized as having significance due to its unique ecological or cultural resources, as identified by the scientific community.

The next level of priority should be accorded to:

Large open space areas which give form and identity to the community, or

Areas which would, by its preservation, complement the efforts of other agencies or individuals in preserving open space in March JPA, or

Areas adjacent to preserved open space areas, or

Areas within proximity to the Riverside National Cemetery, or

Areas of scenic corridors and view sheds.

As growth and new development occurs, the need for parks and recreational facilities increases. Park development and recreational opportunities should be pursued to provide unmet recreational needs. Since the March JPA Planning Area does not contain a component for new housing, March JPA has provided areas for new recreational facilities that contribute to the existing recreational facilities of the area.

Recreational facilities will provide open space amenity, and act as a buffer and recreational outlet within an environment that focuses on employment centers and an area of commerce and industry. The priority for park and recreational facilities should be as follows:

Park facilities should have direct street access, available parking areas and utility connections.

Retention and maintenance of existing park facilities.

Development of a variety of recreation opportunities and park facilities.

Development of both private and public sponsored recreational programs and facilities.

California Code Section 65564 requires that every local open space plan contain an action program to implement the Plan's goals and policies. In addition, an implementation program provides a guide to the community, March JPA staff and officials for implementing the adopted policies. The March JPA Planning Area's Open Space and Recreation Plan requires the enhancement, and maintenance of a park and

open space system that will serve the needs of the community. Several methods will be implemented by the March JPA, and these methods may include:

Develop an acquisition and/or dedication program to acquire lands appropriate for open space use;

Require exactions or in-lieu fees through the Subdivision Map Act process (Government Code Section 66477);

Acquire easement interests pursuant to the Open Space Easement Act of 1974 (Government Code Section 51070 et. seq.);

Require open space provision through specific plans and development agreements;

Use bonds or assessment districts to acquire/maintain open space lands; and

Apply for open space funding grants available to local governments by the state, private foundations, community-minded citizens or non-profit land trusts.

Parks & Recreation

Existing park and recreation facilities include the golf course within the West March Planning Subarea, the recreation fields on the Northeast Planning Subarea which are controlled by the City of Moreno Valley for park and recreational uses, March Field Museum, and passive recreational areas intermixed within the Green Acres portion of the Historic District. Future public parks and recreational facilities include the establishment of a "regional-type" park in West March Planning Subarea for league play and other recreational amenities; along with a natural park within the area of the former WSA located in the northern hills of the West March Planning Subarea.

Natural Open Space

Natural open space includes preserves and undeveloped land for passive recreational use such as walking, and enjoyment of the open scenery. The preservation of riparian areas and large outcropping areas will create a natural environment within the planning area. These may also include trails, and natural space linkages between developments and services.

Private Recreation

Development within the March JPA Planning Area will contain privately-owned recreational facilities, potentially including an "amusement-type" recreation facility (Destination Recreation), golf courses, and other recreational clubs and facilities. Recreational opportunities for private development may include facilities such as aquatic center, tennis club, sports clubs or similar facilities. Private recreation facilities charge user fees, and may be developed to expand recreational opportunities within the March JPA Planning Area.

Scenic Corridors/Vistas

Within the planning area, there exist scenic qualities worth conserving. The aforementioned areas such as the cemetery need to be preserved and protected from obtrusive development. Van Buren Boulevard is a designated scenic corridor serving the West March Planning Subarea. A gateway designation at Van Buren Boulevard and Interstate 215 will assure that development within proximity to this area will complement the open space and scenic qualities already in existence. Furthermore, development along the westside of the Interstate 215 corridor, which is paralleled by the San Jacinto Branch Rail Line, will reserve an open space buffer given siting issues. Development along Interstate 215 will need to be designed to address visual and aesthetic qualities along this corridor.

Exhibit 5-3
Recreational Facilities (Planning & Existing)

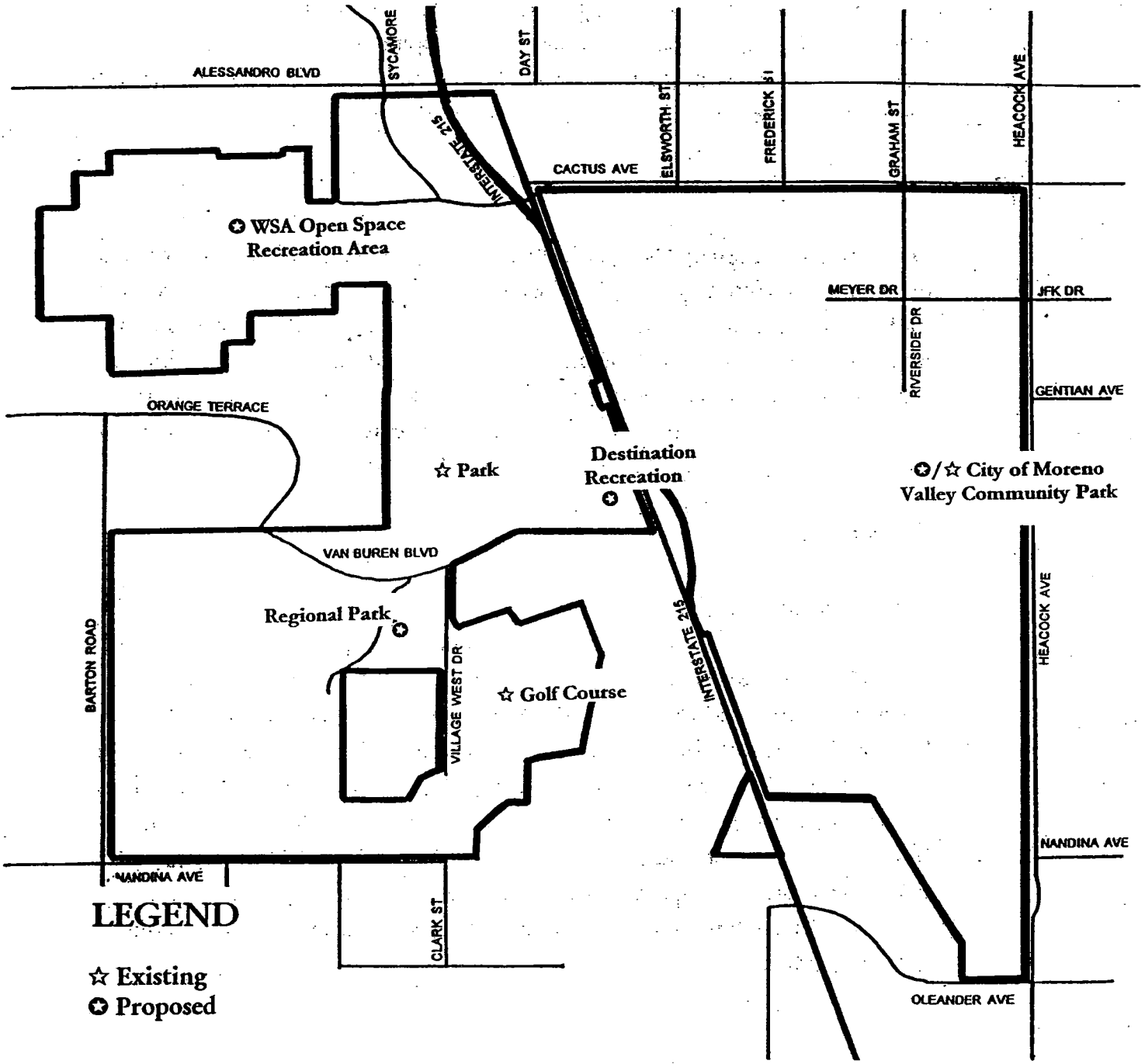


Exhibit 5-4
Scenic Corridors/Gateway

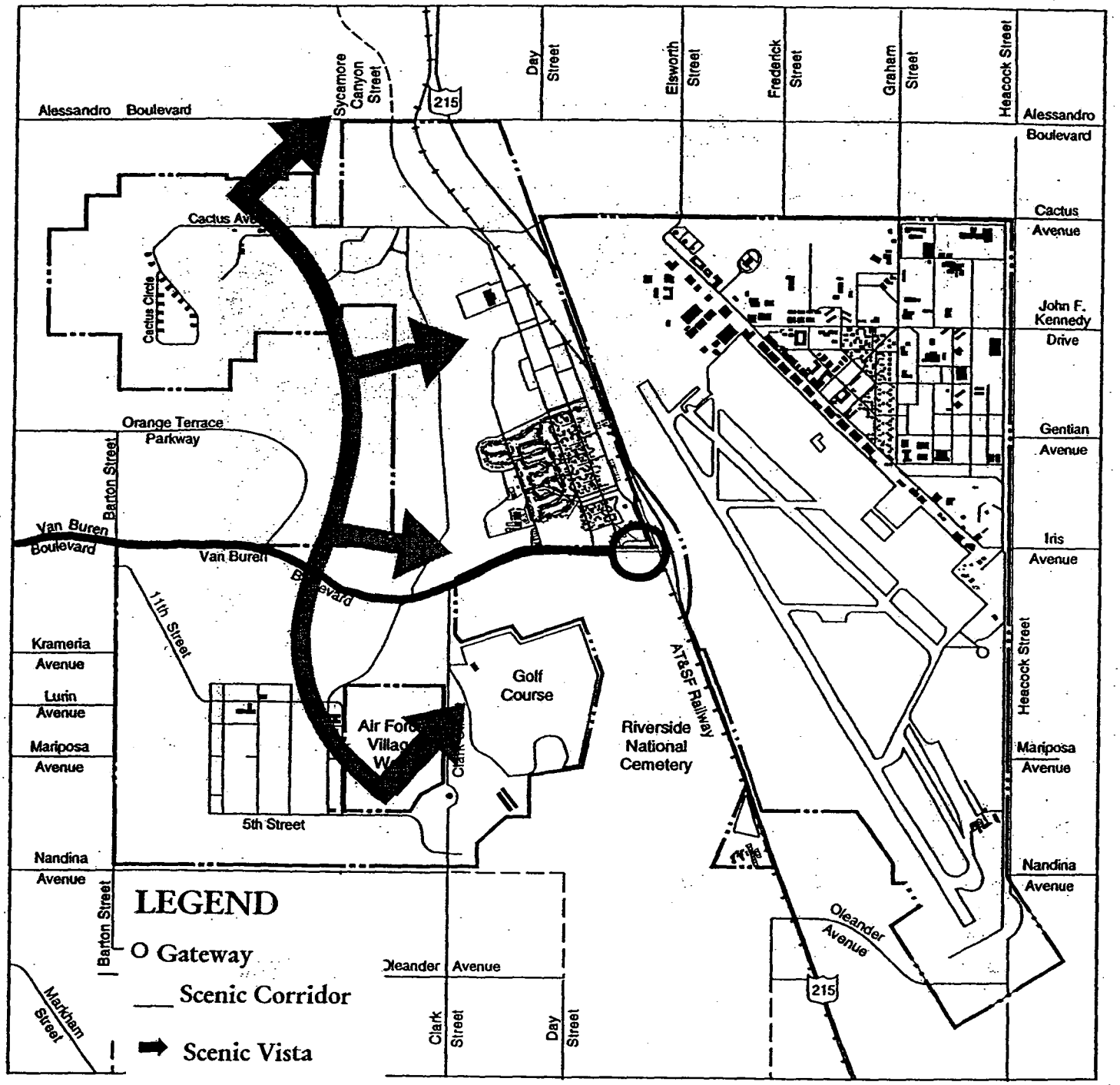
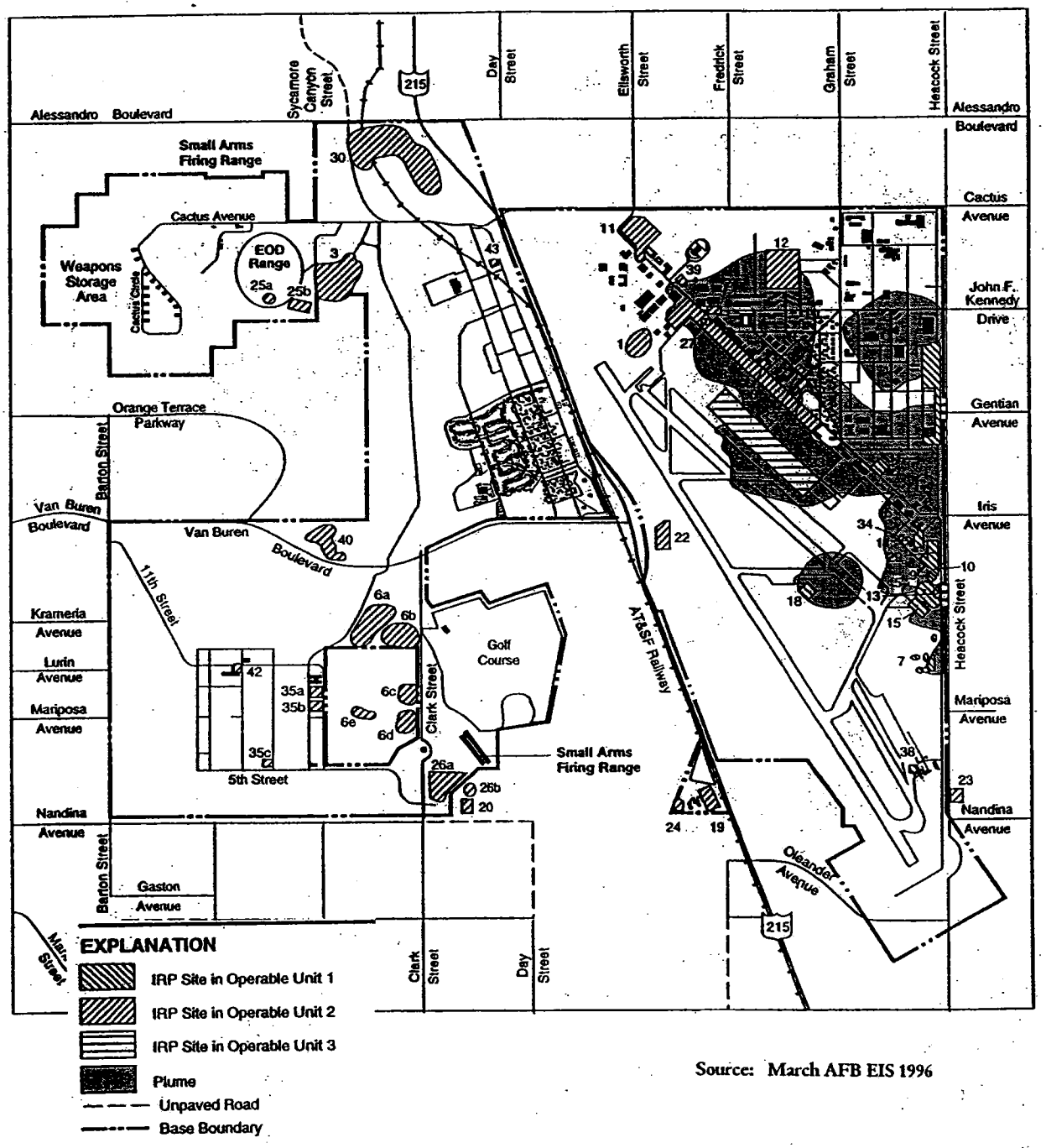


Exhibit 5-5
Installation Restoration Program Sites



Source: March AFB EIS 1996

Public Health & Safety

While various portions of the planning area contain open space and visual qualities, there are areas of restricted development due to public health and safety issues. The aviation field will remain unobstructed and maintained to meet both military and Federal Aviation Administration (FAA) standards for restrictions and clearances. This includes the clear zones, 3000 feet by 3000 feet areas at each end of the runway for safety clearances. The clear zone permits no use and no development, and shall remain completely undeveloped and unobstructed.

The planning area contains 43 locations known as IRP sites. The Air Force is required to remediate past environmental contamination that occurred within the planning area. Remediation is coordinated by Department of Defense with U.S. Environmental Protection Agency (EPA) and appropriate state agencies. The future development of surplused land by land recipients may be restricted due to limitations of reuse from remediation. Limitations on capped land fills restrict development from occurring on two prominent sites, which are included within the Land Use Plan to be recreational uses.

The Riverside National Cemetery, is owned and operated by the Department of Veterans Affairs, is located adjacent to the planning area at Interstate 215 and Van Buren Boulevard. The Land Use Plan includes an area of expansion for the cemetery. The combined property provides both service for veterans affairs, as well as a scenic, open space amenity to the planning area. Measures and restrictions as to use and continued existence and expansion of this facility provide for a continued quality of open space.

Open Space Linkages

Open space linkages are usually linear strips of open space along lands such as easements and arroyos. The purpose of these linkages is to connect open space areas, parkland and development through open space corridors. Trails are usually located within open space linkages. The March JPA Planning Area will have open space linkages through utility easements, golf courses and riparian areas. These open space linkages form an important component to the Open

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IMPLEMENTATION PROGRAMS

There are a number of existing plans and programs which are directly applicable to the aim and objectives of this Element. Many plans and programs are enacted through federal, state, and local legislation and are administered by agencies or special districts that have been delegated with powers to enforce federal, state and local laws. Federal laws that are concerned with the protection of significant cultural and natural resources include the Endangered Species Act of 1973 (as amended in 1978), the Antiquities Act and the National Historic Preservation Act (NHPA) of 1966.

Specific measures have been identified to implement March JPA's Resource Management Plan. These include existing and new programs that would be undertaken by March JPA to achieve the goals and policies of the Resource Management Element.

1. Water Quality Protection

The March JPA shall develop guidelines for storm runoff discharge, to comply with the National Pollution Discharge Elimination System and public works standards. These may include regulation of runoff from construction activity, regular street sweeping, use of storm drain grates, monitoring of industrial and commercial waste discharge into local water streams and drainage channels, controlling the use of pesticides, fertilizers, septic tanks, IRP site clean up and monitoring, and other hazardous materials which may percolate into the groundwater.

The March JPA shall promote the preservation of water courses in their natural state. This shall include maintenance of drainage channels to keep them free of flood water obstructions such as debris and vegetation; use of detention basins; wider setbacks along drainage areas rather than provision of concrete channels, etc. The March JPA shall consult with the Department of Fish and Game and the US Fish and Wildlife Service, regarding the preservation of surface water resources in the March JPA Planning Area.

2. Water Conservation Ordinance

The March JPA shall prepare and adopt a water conservation ordinance to promote efficient use of water resources. The ordinance should encourage the use of drought-tolerant vegetation to decrease the need for watering landscaping. The March JPA should set forth standards and promote the use of drought-tolerant landscaping, to complement turf reduction requirements. March JPA shall continue the use of reclaimed water for the golf course, and pursue the irrigation of recreational facilities and public rights-of-way with reclaimed water, if it will not pose any threat to public health and safety. This may include incentive provisions to development which utilize reclaimed water. March JPA shall require the installation and use of water efficient plumbing appliances in new developments. The March JPA shall coordinate water conservation programs with water and sewer purveyors.

3. Preservation and Managed Production of Natural Resources

Using the March JPA's development review process, development proposals within natural resource areas identified in the Element will be assessed in terms of impacts to the following characteristics where they exist on or near the proposed development site: riparian corridors, sensitive biological habitats, naturally steep slopes, ground and surface water resources, rock outcroppings, and state recognized mineral resource zones.

4. Grading Standards

Development and grading of areas with topography need to be regulated through a grading standards ordinance or set of guidelines. The standards shall set forth guidelines that limit grading and ensure that geologic hazard areas, natural resources and fire protection are considered in site planning for development. The guidelines shall encourage lot size development which corresponds with the slope of the site. Contour grading and preservation of rock outcroppings shall be encouraged. Areas of grading shall be re-vegetated. Development and grading shall be limited within proximity to any water body identified for preservation, in geologically hazardous areas, in environmentally sensitive areas, in visually significant areas, and in flood hazard areas.

5. Landscaping Guidelines

The March JPA shall develop landscaping guidelines which incorporate the use of drought tolerant vegetation and native vegetation. The guidelines shall be designed to preserve existing mature trees and native vegetation to the extent possible, as well as the planting of trees and native vegetation within urban development. The preservation or replanting of mature trees shall be encouraged in new developments, along with the restoration of degraded habitats for native plants. The incorporation of rock outcroppings and riparian areas of arroyos into site designs, will assist with maintaining the "campus-like" atmosphere which blends development with landscape, reduces water consumption, and minimizes disturbance of the natural landscape.

The landscaping standards shall include the planting of street trees in accordance with a list of recommended street trees; landscaping of exposed slopes and graded areas after grading; provision of water conserving irrigation systems; use of fire retardant vegetation on steep slopes and fire hazard areas; and other standards on size, type, and minimum landscaped areas.

6. Environmental Review

The California Environmental Quality Act (CEQA) is a state law that was adopted to protect the quality of the environment. CEQA requires all new development projects to be subject to environmental assessment, and that a negative declaration, mitigated negative declaration or environmental impact report (EIR) be prepared for projects. The mitigated negative declaration is used when impacts of the project to the environment can be adequately mitigated and a mitigation monitoring plan is adopted. An EIR is used when the potential for significant environmental impacts is associated with the proposed project. The EIR identifies the environmental setting, potential impacts, and mitigation measures to avoid or reduce the impacts on any or all of the following areas of the environmental assessment:

1. Land Use and Planning
2. Transportation/Circulation
3. Public Services
4. Population and Housing

5. Biological Resources
6. Utilities/Service Systems
7. Geological Problems
8. Energy/Mineral Resources
9. Aesthetics
10. Water
11. Hazards
12. Cultural Resources
13. Air Quality
14. Noise
15. Recreation

Environmental review must also consider cumulative and growth-inducing impacts and alternatives to the project. March JPA shall comply with the requirements of the CEQA and locally adopted guidelines for implementing CEQA. March JPA shall conduct an environmental assessment of all projects prior to any development approval.

For mitigated negative declarations and EIRs, a monitoring and reporting program must be completed for ensuring compliance with mitigation measures. The mitigation monitoring program provides accountability for project compliance with the mitigation measures. The March JPA shall ensure that upon environmental review, any identified mitigation measures shall be made conditions of approval for the project and the responsibilities of monitoring shall be assigned.

7. Environmental Regulations

Environmental quality is a worldwide concern and there are numerous laws by federal, state, and local agencies that promote environmental protection and ecological balance. Regional environmental issues affect not only the March JPA Planning Area, but encompass a larger area. These include water resources, energy, air quality, growth, transportation, earthquakes, and other environmental concerns. A number of federal, state and special agencies deal with these issues. The March JPA shall cooperate with the State Department of Water Resources, the County Department of Public Works, Riverside County Environmental Health Services, California Department of Fish & Game, U.S. Fish and Wildlife Service, Office of Historic Preservation & SHPO, Army

Corp. of Engineers, South Coast Air Quality Management District, Santa Ana Regional Water Quality Control Board, EPA, and other responsible agencies in the enforcement of laws regarding water quality, biological resources, energy use, and other environmental concerns. It shall coordinate with adjacent cities, the county, and other regional agencies on resource protection programs in the area.

The March JPA shall enforce laws on environmental protection and pollution control within its jurisdiction. It shall consult regulatory agencies on relevant regulations for proposed development and activities in March JPA Planning Area. It shall require proof of compliance with these regulations from developers prior to project finalization.

8. Biological Resources Consultations

Urban development can disturb or remove existing habitats. March JPA shall consult with the Department of Fish and Game and the U.S. Fish and Wildlife Service on their concerns for identified biological resources, as well as compliance of development with state and federal regulations for conservation of sensitive plant and animal species. The March JPA shall maintain a list of sensitive plants and animal species for use as reference in evaluating developments which would occur in suitable habitat areas. The March JPA shall encourage developers to preserve areas with sensitive biological resources through dedication of open space, site preservation, and other ways to limit or prevent human and urban use destruction of these resources.

9. Section 7 Consultation - SKR Land Trade

The March JPA and U. S. Air Force need to complete the Section 7 Consultation process with the U. S. Fish and Wildlife Service concerning habitat lands noted for the Stephens' Kangaroo Rat (SKR) through Biological Opinion issued under the U. S. Air Force. Lands impacted by the Biological Opinion shall be kept in compliance with the Biological Opinion, until the Section 7 consultation is complete; thereafter, the disposition of lands shall be in accordance with terms of the consultation.

10. Alternative Fuels Preference

March JPA shall establish a priority for alternative fuels, for not only March JPA facilities, but also for new development. March JPA shall pursue arrangements with alternative fuel dispensing facilities and corporations for demonstration, experimental and cooperative facilities to serve the needs of the planning area. This may also include research and development and reservation of right-of-way and infrastructure to provide alternative fuels to the planning area.

11. Energy Conservation

Title 24 of the California Administrative Code outlines insulation and energy conservation standards for new development. A number of other energy conservation practices and design features are recommended by state and local agencies and utility companies. The March JPA should enforce state laws on energy conservation design and appliances.

Natural gas and power companies have developed energy conservation designs and measures and offer free consultation services to developers and users. The March JPA can make arrangements by initiating contact between local utility companies and developers during the review process to take advantage of these services. March JPA shall encourage developers to consult with local utility companies on possible energy conservation measures to incorporate into new developments.

There are available brochures and informational material from utility companies that explain the need for energy conservation and the different ways this may be achieved. The March JPA should obtain copies of energy conservation brochures and make them available for developers and tenants. March JPA should require the use of the most cost-effective energy-saving equipment, heating and lighting in all new buildings, considering installation, operating and maintenance costs. The March JPA should also encourage the use of passive solar design systems.

12. Cultural Awareness Program

Cultural resource surveys have been conducted within the planning area. Resources have been identified, and appropriate testing, preservation, mitigation or salvage has been determined. Prior to grading or excavation activities, these resources shall be evaluated for appropriate mitigation, if necessary. The March JPA shall use these surveys as its cultural resource inventory. This inventory shall be used as a guide for requiring future surveys and studies as part of proposed development or redevelopment.

March JPA shall require qualified archaeologists or paleontologists to be present during the excavation of sites which have archaeological or paleontological resources. Removal of paleontological or archaeological artifacts shall be made in compliance with state regulations. The March JPA shall consider prohibiting development when impacts to cultural resources cannot be mitigated. It shall set up a procedure by which uncovered archaeological and paleontological resources will be removed and transferred for preservation at a local educational and scientific facility for research or display. As appropriate, March JPA shall promote cultural awareness through articles, landmark identification, educational programs, field trips, and cultural events.

13. Cultural Resource Management Plan (CRMP)

March JPA shall be diligent in assuring compliance with the approved CRMP including the maintenance manual. Lands affected by the CRMP shall be restricted of use, development and modifications in accordance with the manual. March JPA shall implement additional measures to reinforce the Historic District, its use and preservation. March shall coordinate with the Office of Historic Preservation and SHPO with respect to the Historic District and any other identified cultural resources as necessary.

14. Parks Plan

The March JPA shall undertake a plan to specify the park and recreational opportunities and for the development of its parks and recreational facilities. The March JPA shall prioritize the implementation of this plan. Maintenance of parks and recreational facilities shall be made part of March JPA's operations. The March JPA shall explore

funding sources for park development and operations. These may include a land banking program, land dedication and developer fees, state and federal parkland funds, private donations, and other public, private and non-profit agencies that are involved in recreational and preservation programs.

15. Open Space Preservation

The extent of undeveloped areas throughout the planning area provides numerous opportunities for open space, linkages, and recreational and parkland development. However, it is unlikely that these areas will remain as such without programs for conservation. Therefore, public and private measures should be evaluated to preserve land for open space. Land allocations and dedications shall be encouraged for areas containing habitat and cultural resources; land which make up significant scenic vistas; and land which contains aviation, hydrological and seismic hazards which require preservation.

By promoting contiguous open space areas, there will be greater viability for existing natural resources. The March JPA shall set guidelines for the use of dedicated open space areas, so as not to destroy their value and natural characteristics. The March JPA shall explore potential funding sources for the conservation of open space. This may include federal and state funds, as well as private donations and funding from interested organizations.

16. Private Recreational and Open Space Facilities

March JPA shall pursue recreational and open space opportunities through private ventures. This may include "fee-based" recreational components, such as golf courses, activity centers, museums, amusement centers; or open space allocations through master planning of development with reservation of areas for natural open space retention, environmental mitigation, building setback or natural areas. Both open space and recreational facilities can be publicly owned, privately owned or a combination of the two. March JPA shall pursue joint ventures and/or cooperative agreements which are advantageous to providing, retaining and/or expanding the recreation and open space components of the planning area.

17. Joint Use of Facilities

Joint use refers to utilizing a facility to serve more than one purpose or activity. For example, a structure used for commercial operations during the daytime hours can be used for educational purposes during the evening hours. Negotiations between the March JPA and private enterprise, or between the March JPA and adjacent jurisdictions may be necessary to facilitate joint use. This will lead to lower costs for park provisions. Thus, the March JPA needs to coordinate its programs and facilities with other agencies to address the needs of the planning area. Agreements should include the provision of public recreation facilities to allow for joint use. Coordination with privately operated recreational sites in the planning area will provide maximum utilization of available facilities.

18. Bikeways and Trails Development Plan

The March JPA shall develop and maintain a system of bikeways, trails and/or linkage. The bikeways and trails shall connect to the adjacent trail systems of the County of Riverside and City of Riverside. The trail system shall utilize rights-of-way as provided by roadways, parkways, utility easements, drainage channels, etc. These trails, just like parks, shall be maintained so that their use and function are maximized.

19. Scenic Corridors

The March JPA shall designate scenic corridors and provide signs and guidelines for development along these roadways. The standards shall include compatibility with existing developments and the natural environment, protection of views, limits on outdoor advertising and signs, roadside landscaping, minimal grading and excavation, undergrounding of utility lines, architectural integrity of structures, etc.

Development along these roadways shall then be reviewed for compatibility with the scenic resources prior to approval. March JPA shall maintain these scenic corridors and shall solicit state, county and private funding for their preservation and maintenance. Where appropriate, trails and bikeways shall be incorporated into the scenic corridors.

20. March JPA General Plan Land Use Element

The Land Use Element contains land use designations that encompass open space land uses: Parks/Recreation/Open Space and Cemetery Expansion. The Parks/Recreation/ Open Space land use designation encompasses most of the open space that exists in the March JPA Planning Area including active and passive parkland and natural open space. The Public Facility designation contains more intensive recreational and/or cultural facilities such as March Field Museum. The Cemetery Expansion land use designation is specific to the designation of expanding the national cemetery.

21. Open Space Through Land Use Restrictions

March JPA shall establish and enforce land use restrictions to retain open space for public health and safety. This includes restricting land uses to comply with clean-up standards for IRP sites, enforcement of aviation restrictions relative to Air Installation Compatible Use Zone (AICUZ) and FAA standards, and environmental conservation. Environmental conservation may include the preservation of riparian areas within their natural state, natural drainage courses and channels, and other open space areas. Building setbacks, area buffers, and open space areas supporting the "campus-like" setting are all forms of open space retained through land use restrictions. These restrictions may take place in the form of ordinances, design guidelines, environmental easements, deed restrictions, master plans and programs, dedications, and other means of conservation.

22. Public Health and Safety Regulations

March JPA shall set forth standards and criteria for evaluating development in areas of concern for public health and safety. This includes restriction or limitation of land uses within IRP sites, compliance with AICUZ and FAA standards for aviation operations and land use of adjacent properties, exposure of land and persons to flooding and seismic risk. As appropriate, deed restrictions and technical studies shall be required to assure that appropriate mitigation measures are applied to development projects and that risk is minimized.

SECTION 6: SAFETY / RISK MANAGEMENT ELEMENT

INTRODUCTION

The Safety/Risk Management Element of the March Joint Powers Authority (JPA) General Plan presents a planning area wide approach for preventing the creation of hazards in the planning area and for minimizing the potential for injury, damage and disruption brought by natural and manmade catastrophes and emergencies. The Element establishes safety standards and programs to protect life and property. Public safety standards include guidelines for activities involving risk to the public, as well as measures to follow when development occurs in areas susceptible to natural or manmade hazards. Public safety programs include procedures for the elimination and avoidance of hazards, emergency response during disasters and reconstruction programs to implement after a disaster. The Safety/Risk Management Element develops short-term and long-term actions to reduce risk and lessen the impact of a disaster.

Relationship to General Plan

As a state-mandated element, the Safety/Risk Management Element fulfills the requirements of *Section 65302(g) of the California Government Code* and the *State Planning and Zoning Law*. It contains goals and policies which address public safety issues in the Planning Area. The Element also serves as a public safety plan, identifying standards and programs to protect public safety and outlining adequate facilities and services to serve the emergency needs of the Planning Area. The Safety/Risk Management Element maps the location of known hazard areas and available evacuation routes, and indicates peak water supply requirements, minimum road widths, aviation safety zones, clearances around structures, and other factors affecting safety procedures.

The Safety/Risk Management Element is consistent with other elements of the General Plan, complementing the goals and policies of related elements. The Transportation Element addresses circulation and roadway issues, which relates to the Safety/Risk Management Element in that efficient traffic flow benefits emergency response and evacuation objectives. Safety must be considered in the Land Use Element in planning

for the urban density and land use designations of identified hazard areas. Social, economic, political and aesthetic factors must also be considered and balanced with safety needs. Therefore, rather than repeating the goals and policies of related elements, this Safety/Risk Management Element is tailored to impart safety considerations in the planning process.

Summary of Issues

Natural and man-made hazards in the March JPA Planning Area have been identified in the Safety/Risk Management Profile Report. These hazards present the need for planning, so that the community and the structures in the Planning Area are not exposed to undue risks. The safety issues and resources in March JPA are summarized below:

Regional Seismic Setting: The March JPA Planning Area lies between two major fault zones; the Elsinore-Whittier, 13 miles to the southwest, and the San Jacinto 7 miles to the northeast. A major earthquake on the San Jacinto fault has the potential for setting into motion multiple events, including injuries, crowd control problems, hazardous material releases, and isolated structural damage and/or fires. The planning area lies within the Perris Block, between these two active faults.

San Jacinto Fault: This fault is considered one of the most seismically active faults in the region. The Casa Loma fault, approximately 6 miles east-northeast of the planning area is the closest sply of the San Jacinto fault zone. This fault has a maximum credible earthquake magnitude of 7.5. Earthquake along this sply could cause damage to buildings and urban services. This fault should be considered during the planning and design process of urban developments. Maximum probable earthquakes for design purposes should be recommended on a case-by-case basis, depending on the nature of the proposed project.

Severe Ground Shaking: Nearby active faults can cause strong ground motions in the Planning Area, which may cause damage to existing development. Earthquake damage to structures from near-field sources will be moderate, and may include walls thrown out of plumb and torsional racking of foundation and wall elements. Given the risk, critical facilities must be designed and maintained with a greater margin of safety. The simultaneous occurrence of isolated structural damage, impaired utility service, and fire caused by strong ground motions requires adequate emergency response plans.

Flooding: The 100-year flood boundaries are in areas along Heacock Avenue and Cactus Avenue. Flooding in this area can impact traffic on each roadway. Flood risk in the Planning Area will remain low if adequate drainage facilities are improved, and development built in accordance with standard floodplain ordinance regulations. Long-term planning for drainage devices is needed to control runoff and prevent localized ponding, as well as properly maintaining and sizing of drainage-control facilities.

Aviation Risks: To minimize risk of upset by aviation related activities of the joint use airfield, both the civilian regulations under the Federal Aviation Administration (FAA) approved Airport Layout Plan (ALP) and the military regulations as specified in the approved Air Installation Compatible Use Zones (AICUZ) Report for March will be adhered to and enforced. Additionally, the County of Riverside Airport Land Use Commission is developing a Comprehensive Land Use Plan (CLUP) for March airfield in accordance with the State of California Public Utilities Code. Under a CLUP, a great portion Under the CLUP, a great portion of the planning area will be within the Area of Influence of the airfield. Development and use of property within the Planning Area, as well as outside of the Planning Area, will need to comply with the respective zones and requirements of both the AICUZ and CLUP. The zones and associated requirements, address land uses, use intensity, building height, land use compatibility, and noise exposure and attenuation.

Exhibit 6-1
Seismic Setting & Fault Locations

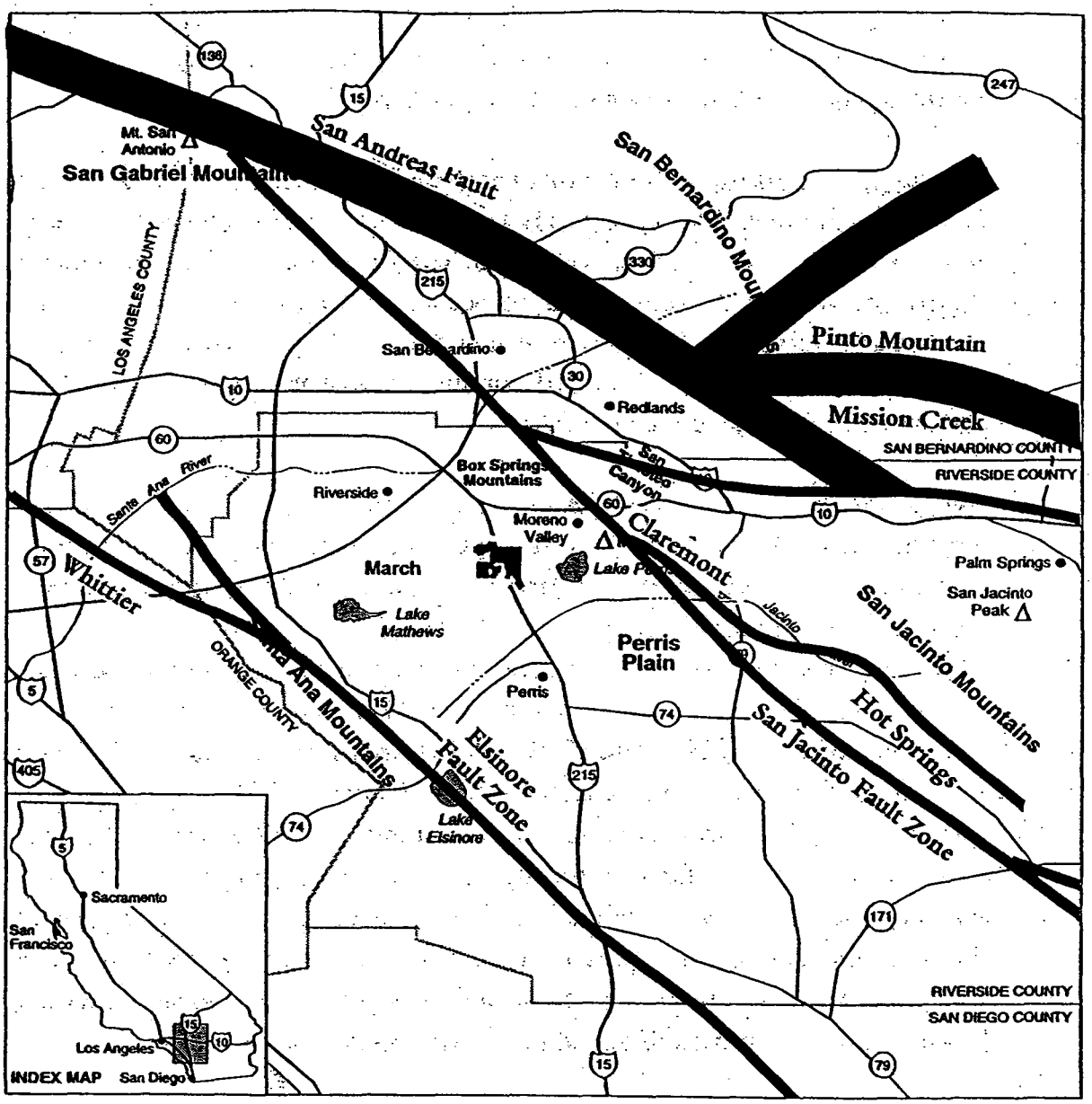


Exhibit 6-2
100-Year Flood Area

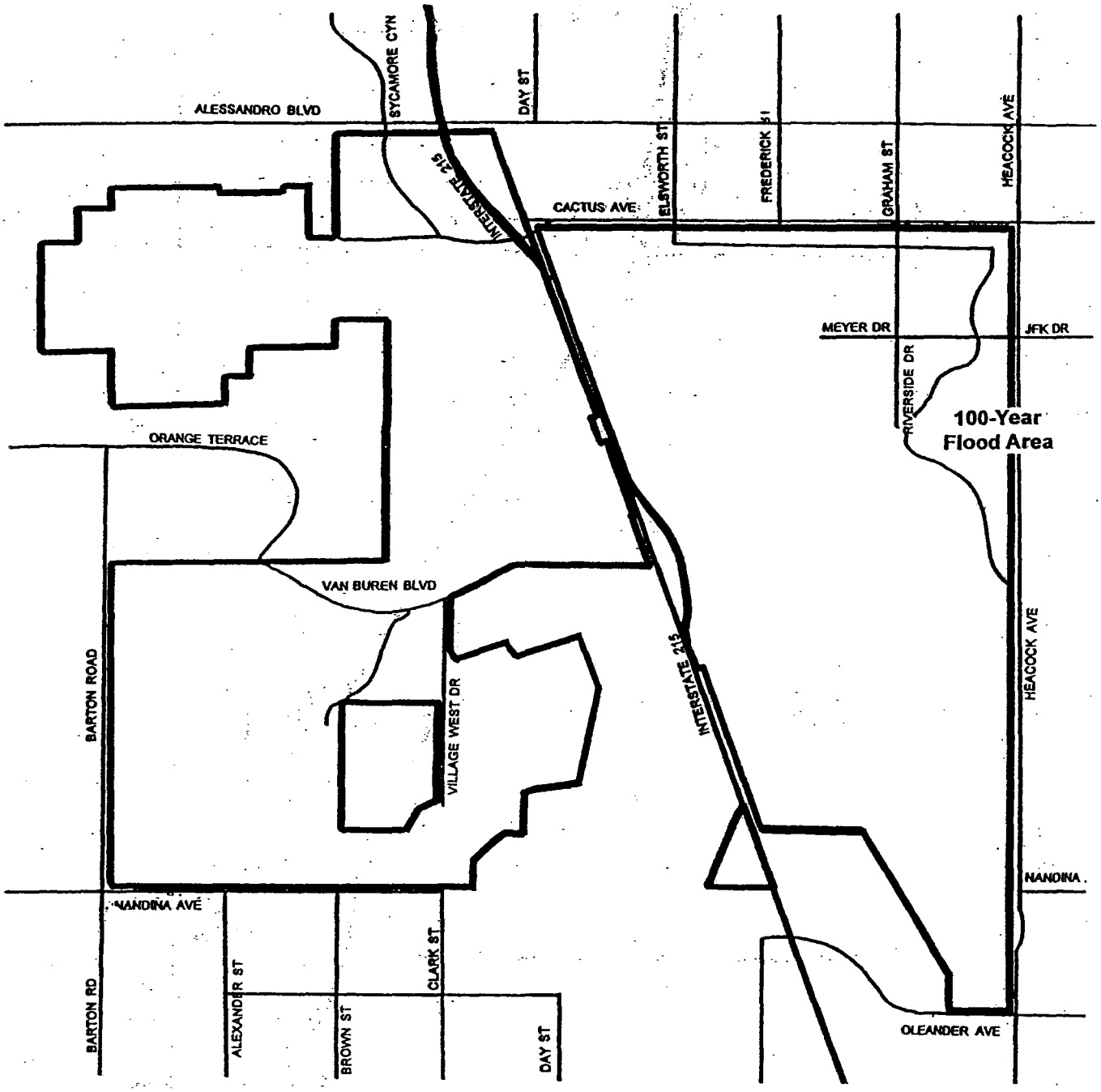


Exhibit 6-3
Aviation Safety Zones (Military)

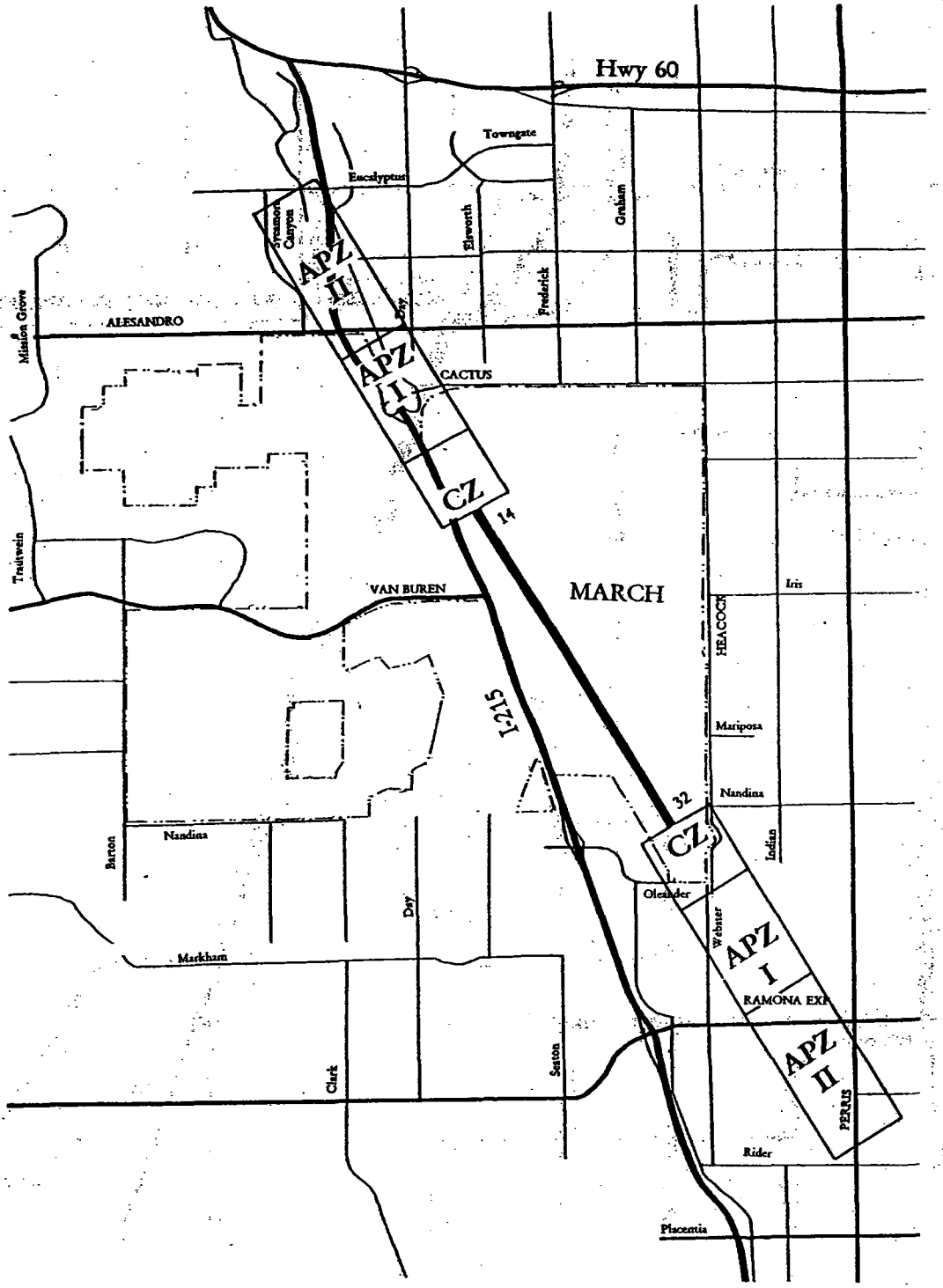
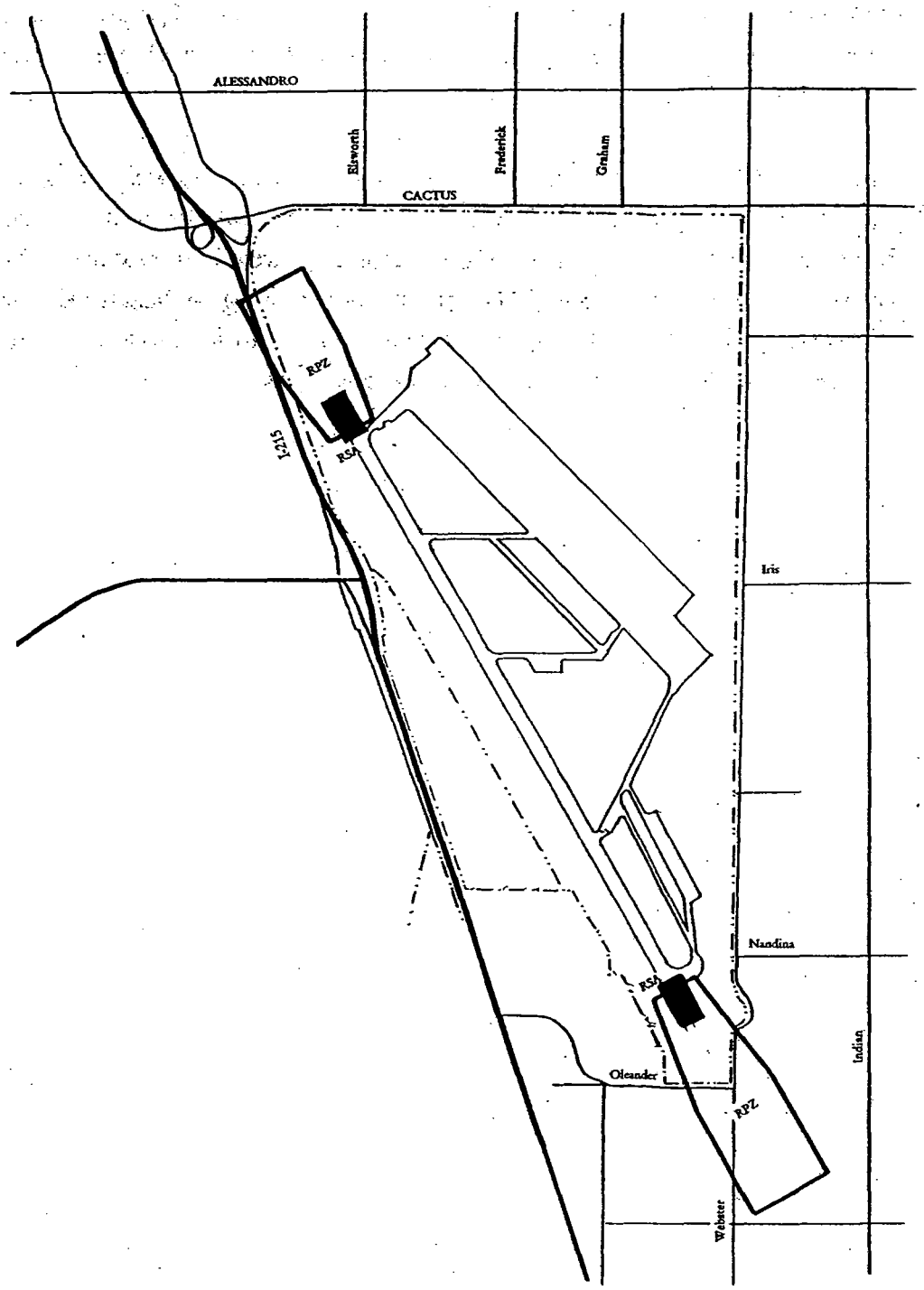


Exhibit 6-4
Aviation Safety Zones (Civilian)



Fire Hazards: The undeveloped grassland area of the West March Planning Subarea can pose a fire hazard, highlighting the need for strict enforcement of brush management and fire prevention programs. The risk of fire is also influenced by brush hazards in neighboring jurisdictions. Multiple fires, coupled with "Santa Ana" wind conditions, could overwhelm the Planning Area's fire suppression resources.

Hazardous Materials: With the Planning Area predominately designated for industrial, business park, and aviation uses, hazardous material transport and hazardous material accidents in the Planning Area may occur. Assuring compliance with "business plans" and proper routing of hazardous materials transport to minimize risk of exposure and create evacuation routes must be considered for development on a case-by-case basis.

GOALS AND POLICIES

Whether related to earthquakes, geologic hazards, aviation risks, or disaster preparedness, Safety/Risk Management Element goals and policies are guided by the March JPA's responsibility to minimize fatalities and injuries; limit the burden on public and emergency response resources (sheriff, fire, medical services); minimize the costs for cleanup, repair, and recovery; and minimize the long-term impacts caused by business disruption and reduced fiscal resources. The goals and policies for the Safety/Risk Management Element address the prevention of hazards in the Planning Area, as well as emergency planning and response to reduce human injury, property destruction, and social and economic disruption.

Seismic and Geologic Hazards

GOAL 1: Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.

Policies:

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.

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.

1.3 If necessary, require liquefaction assessment studies in any area identified as having moderate to high liquefaction susceptibility.

1.4 Support earthquake strengthening and provisions for alternative or back-up essential services, such as water, sewer, electricity, and natural gas pipelines and connections, especially in areas of high seismic or geologic hazards.

Hillside Management

GOAL 2: Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.

Policies:

2.1 Discourage any grading beyond that which is necessary to create adequate building pads area.

2.2 Discourage excessive grading of slopes greater than 3:1 (three horizontal to one vertical), but where allowed, encourage varied slope ratios on design slopes to reduce the visual impact of grading.

Flood Hazards

GOAL 3: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.

Policies:

3.1 Participate in the National Flood Insurance Program.

3.2 Conduct a planning area wide hydrology study and construct drainage improvements according to the requirements of the

study and/or Drainage Plan to reduce the threat of inundation in the Planning Area.

3.3 Ensure all development within identified flood hazard areas complies with Floodplain Management Regulations.

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.

3.5 Require the installation and maintenance of storm drains by property owners.

3.6 Assess potential environmental drainage impacts of new construction, including the necessity and impact of District drains and privately-owned and operated storm drains adjacent to slopes and stream-bed areas.

3.7 Utilize and support storm drain maintenance efforts to prevent localized flooding and mud and debris flows from overtaxed storm drains during strong storms.

Fire Hazards

GOAL 4: Reduce threats to public safety and protect property from wildland and urban fire hazards.

Policies:

4.1 Ensure that law enforcement and fire services, such as fire equipment and response time, are adequate and able to respond to a major disaster.

4.2 Improve average fire flow capabilities with infrastructure planning and development to support the land use plan, by upgrading the Planning Area's water distribution system so it can deliver the fire flow requirements set in the Riverside County Fire Protection and Emergency Medical Master Plan.

4.3 Encourage annual fire flow tests, especially in areas of high fire hazard.

4.4 Support the mutual aid agreement with March Air Reserve Base (ARB) Fire Department.

4.5 Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.

4.6 Coordinate with the Riverside County Fire Department to support the development of adequate water supplies for emergency fire flow needs in an emergency, including on-site supplies of water, supplementary gravity-fed l water tanks, and auxiliary water distribution systems.

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.

Hazardous Materials

GOAL 5: Reduce the potential for hazardous material exposure or contamination in the Planning Area.

Policies:

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.

5.2 For disaster preparedness, identify any Planning Area roadways along which hazardous materials may be transported, and restrict the transport of such materials on those routes.

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.

5.4 Ensure the storage, use and transportation of any hazardous material complies with the standards set forth within the errata sheets published for each substance.

5.5 Coordinate with the Riverside County Fire Department and Riverside County Department of Environmental Health to assure improved response and capability of handling hazardous material incidents.

5.6 Promote efforts to reduce or eliminate the use of hazardous materials. Encourage the use of safer alternative products that do not pose a threat to the environment.

Critical Facilities

GOAL 6: Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.

Policies:

6.1 Continue to enforce seismic design provisions of the UBC, including the special provisions for critical facilities.

6.2 Review proposed projects to ensure that stairways and elevators are adequately strengthened and that emergency generators, computers, and other vital nonstructural building elements are securely anchored.

6.3 Encourage input by public works and engineering early in the project review process for critical facilities.

6.4 Regularly review the technical data on public safety and seismic safety for use in the planning process and undertake a technical update of the Safety/Risk Management Element every ten years.

Aviation Risk Management

GOAL 7: Reduce the possible risk of upset, injury and loss of life, property damage, and other impacts associated with an aviation facility.

Policies:

7.1 Ensure aviation related activities comply with both military and civilian standards contained within the approved Air Installation Compatible Use Zone (AICUZ) and Airport Layout Plan (ALP).

7.2 Ensure development and use of property within the vicinity of the 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.

7.3 Ensure airport operations adhere to appropriate emergency access and response standards and practices.

Disaster Response Planning

GOAL **8:** **Plan for emergency response and recovery from natural and urban disasters.**

Policies:

8.1 Update emergency plans, contacts, and liaisons with regional, State and Federal emergency response organizations at least every five years.

8.2 Establish an emergency response organization consisting of representatives from County agencies (Public Social Services, Sheriff, Fire), and local representatives from March JPA, and utilities.

8.3 Establish and maintain mutual aid agreements with neighboring jurisdictions and other government's emergency relief agencies; and with private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and first aid operations.

8.4 Designate and maintain emergency shelters and reception centers in coordination with County Public Social Services and the local Red Cross chapter.

8.5 Establish traffic control contingency plans for disaster routes.

8.6 Coordinate with County Sheriff and Fire agencies to identify casualty collection points and sheriff/fire staging areas.

8.7 Inventory, and where necessary, acquire supplemental disaster communication equipment.

8.8 Encourage private businesses to develop disaster preparedness plans for their employees.

8.9 Increase public awareness of Planning Area emergency response plans, evacuation routes and shelters to provide emergency assistance in the event of a natural disaster.

8.10 Inventory and coordinate with managers of dependent care centers (nursing homes, day care centers, etc.), and critical facilities located in the Planning Area to facilitate emergency response.

8.11 Participate in County wide emergency earthquake scenarios, coordinated by County Disaster Services, Chief Administration Office.

DISASTER PREPAREDNESS AND RECOVERY PLAN

Safety planning issues pertaining to emergency response, disaster preparedness, and disaster recovery develop as a natural consequence of the review of hazards and risks within the Planning Area. March JPA's disaster preparedness and recovery plan addresses these issues as a means of promoting public safety and protecting life and property.

In dealing with public safety, it is important to consider prevention, where possible, as the first step in hazard mitigation. This is accomplished by elimination of the hazard, isolation/avoidance of the hazard, or the regulation of land uses and structures in known hazard areas. Exhibits contained within the Safety/Risk Management Profile Report identify known hazard areas in the Planning Area. Standards for development in these areas shall be developed to prevent individuals from undue exposure to the associated risks. When prevention is not possible, the hazard must be planned for. Emergency planning means the formulation of strategies to minimize human injury, property damage, and economic and social disruption. This includes disaster preparedness, emergency response and recovery and reconstruction.

Disaster Preparedness

Disaster preparedness requires an assessment of hazards, identification of resources, and development of a procedural network under a variety of disaster scenarios.

1. Determining the Hazards and Risks. Earthquake shaking, associated fissuring and ground failure; storm-induced landslides and local flooding; and fires and hazardous material accidents are safety concerns in March JPA Planning Area. A major earthquake in the area presents the greatest challenge. Earthquakes occur with little or no warning and often set into motion multiple events, some worse than the original earthquake, and some similar to situations posed by other disasters. A major earthquake on either the San Andreas or the San Jacinto faults is likely to occur within the time frame of this General Plan. A major earthquake that ruptures on all three segments of the southern San

Andreas fault is a credible possibility and is useful as a worst-case disaster planning scenario.

2. Emergency Response Plan. The following are selected components that are considered in the development of the Planning Area's emergency response plans:

   a. Identification of an Emergency Operations Center, and potential temporary shelters and reception areas;

   b. Identification of casualty collection points and sheriff/fire staging areas;

   c. Designation and training of the emergency response organization, which would include representatives from County agencies, March JPA, utilities, and volunteer groups;

   d. Identification of skilled human resources, such as amateur radio operators, heavy equipment operators, and medical support personnel;

   e. Plans for emergency equipment needs, including battery powered and mobile generators, cranes, bulldozers, large ladders; personal gear such as respirators, gloves, and protective clothing, medical equipment and supplies, and tents for temporary shelter and emergency medical centers;

   f. Organizational charts and brief operational checklists and phone numbers;

   g. Inventory and coordination with managers of high occupancy facilities, dependent care centers (nursing homes, day care centers), and critical facilities located in the Planning Area. In all cases, facilities with immobile populations, such as day care centers or nursing homes, or residences where disabled individuals reside should be pre-identified;

   h. Regular training exercises or drills coordinated with other affected agencies to evaluate how well the March JPA Planning Area emergency response organization responds to a regional simulated disaster;

i. Programs that increase public awareness of potential hazards and risks so that businesses and tenants familiarize themselves with evacuation and emergency response procedures or can take action to protect themselves from a hazard;

j. Development of voluntary employer groups that can respond to light rescue, local fire control, and medical assistance needs;

k. Provisions for alternative or back-up essential lifelines, such as fire flow, sewer, and electrical services; and redundant communication lines to ensure efficient response to a crisis, including provisions for specific emergency radio frequencies for the March JPA;

l. Mutual aid agreements with neighboring cities, and with County, State, and Federal emergency relief agencies; and with private enterprises such as Red Cross, Salvation Army, and medical institutions to assist in shelter and relief operations.

3. Minimum Safety Standards for Peak Load Water Supply, Road Width, and Turning Radius. In order to ensure public safety and to maintain an adequate level of fire protection for buildings, minimum safety standards for fire flow and water supply, road width and access, and turning radius for fire apparatus are required. In the March JPA Planning Area, those properties located five road miles or less from a responding fire station, and within 1,000 feet of a hydrant are rated as 4, out of an Insurance Classification scale of 1 to 10, with 1 being the highest rating. The properties located five miles or less from a responding fire station, but more than 1,000 feet from a fire hydrant, and properties located more than five road miles but less than ten road miles from a responding fire station are assigned a classification number of 9. Most existing facilities are within a level four rating or better, and new development shall be constructed with strict adherence to Uniform Fire Code (UFC) and associated requirements as determined by the Fire Marshal.

a. Fire flow. Fire flow is the delivery rate of water necessary to halt and reverse the spread of fire. For the March JPA Planning Area, the

Riverside County Fire Department specifies an average fire flow requirement of 1600 gallons per minute (gpm). The actual average fire flow capability in the Planning Area is averaging above that within the developed areas of the Northeast Planning Subarea. Furthermore, there is a large variance in the fire flows that can be delivered by the water distribution system in the March JPA Planning Area. Water lines may need to be upgraded to meet future needs. However, some of the newer lines meet or exceed the required fire flows in the Planning Area.

b. **Minimum road width, access, and turning radius.** Roadway standards are defined to permit adequate access to structures during fire suppression operations. Such standards are geared for private access roads including driveways, bridges, alleys and restricted access roads designed solely for fire department vehicle access. Based on Public Works Standards adopted by March JPA, the minimum width of paved access roads should be 24 feet. In all cases, fire suppression vehicles should be able to reach within 150 feet of all portions of the outside walls of a building. Because insufficient turning radii can restrict emergency access, minimum turning radius for emergency access ways is 37 feet.

c. **Brush Management.** Brush management of vegetation adjacent to buildings is an important element of fire prevention. Minimum requirements may include managing combustible growth within 100 feet of structures, including clearance of hazardous flammable vegetation for a distance of 30 feet around the building perimeter. Additional standards and regulations are found in the Uniform Fire Code (UFC) and March JPA Ordinance 97-01 both which have been adopted by March JPA.

4. Evacuation and Disaster Routes. Evacuation involves relocation of tenants from threatened buildings or areas to ensure public safety. Disaster routes function as primary thoroughfares for movement of emergency response traffic, such as fire control. Disaster routes and evacuation routes are similar, in that road blockage or traffic jams can reduce response times. However, evacuation activities are controlled by particular situations, and often require improvisation. A road blockage could be in the form of slope failure, roads wash out or local

flooding. Evacuation is complicated during hazardous materials incidents because of the undetectable nature of some toxic chemicals, and because the movement of gas plumes cannot be readily predicted.

Evacuation routes will need to be developed and tailored to the various types of disaster that may occur within the planning area. Evacuation efforts can be restricted severely if evacuation route roads become impassable during a natural disaster. Efforts will be focused on preventing evacuation routes from damage and developing plans for alternate evacuation routes.

Emergency Response

The State and Federal Governments require local governments to prepare and maintain emergency plans as a condition of certain funding assistance. Riverside County is located in Mutual Aid Region VI, as designated by the State of California's Office of Emergency Services. The components of the emergency organization include:

1. Emergency Operations Center (EOC). An EOC coordinate and directs local and mutual aid resources to urgent crisis situations in the Planning Area. The EOC operates as a liaison with the County, other Planning Area emergency operations centers, and the Governor's Office of Emergency Services. The Ben Clark Public Safety Training Center located on Davis Road has been designated the EOC for the area.

2. County Sheriff Department. County Sheriff provides for the protection of life and property, enforces applicable laws, orders and regulations, and provides traffic control, including restricting and rerouting of traffic as needed. It also provides, in coordination with the fire department and other volunteer organizations, for the evacuation and relocation of persons.

3. County Fire Department. County Fire Department provides fire suppression and initial hazardous materials containment and assessment, coordinates search and rescue, and provides emergency medical assistance and evacuation support.

4. Public Health and Medical Operations. Public health service provides for public health, environmental sanitation services, and care and treatment of the ill and injured during a disaster. These services may be provided by the Riverside General Hospital, the Moreno Valley Community Hospital (Valley Health Systems District), local ambulance companies, the Red Cross, County Health Service and County Coroner.

5. Construction and Engineering Operations. These operations provide for the procurement, distribution and use of construction and engineering resources for emergency cleanups of debris in public right-of-ways, inspection of hazardous buildings and utility services.

Disaster Recovery and Reconstruction

After a disaster, a major earthquake in particular, short-term disaster recovery requires disaster operations that are not as immediate as fire suppression or medical attention, but that are equally important in protecting the public safety. March JPA shall develop short-term recovery plans, such as clearing Planning Area streets and transportation corridors to be used for evacuation and emergency access. It shall also establish provisions for restoring utilities and performing safety inspections of structures or buildings weakened by an earthquake, or other consequences resulting from fire, flood, or exposure to hazardous materials.

One short-term consequence of a disaster is the temporary displacement of persons stranded in the Planning Area. As part of the County Multi-Hazard Functional Plan, the County Department of Social Services maintains an inventory of schools, recreation facilities, and community facilities that can be used as temporary shelters. Emergency mass care facilities that have been identified in the March JPA Planning Area include the Arnold Heights School, and Chapels 1 and 2. Each of these facilities can temporarily house people, if needed. These and other mass care facilities that could service the area in the event of a disaster would be staffed by the American Red Cross and other relief agencies. Shelters should be structurally sound, if indoors, or located adjacent to an open space, such as a park or school. They should provide temporary housing and serve as emergency reception and communication centers. Additionally, an emergency

operations center can be easily assembled within the Ben Clark Public Safety Training Center and used as a central facility to coordinate disaster recovery, in concert with all public safety agencies.

March JPA shall also address longer-term recovery, including assistance to rebuilding of structures in areas heavily damaged in a disaster. Allowances in the zoning ordinance to permit temporary offices and facilities, such as trailers or tents, in the event of a disaster, can facilitate the recovery process.

After a damaging storm or earthquake, March JPA will need to:

Define the affected area;

Assess the effectiveness of emergency repairs and identify permanent repair options;

Help individuals and businesses qualify and apply for funds to repair and rebuild; and

Incorporate actions to mitigate future hazards by setting standards for rebuilding and new development in heavily damaged areas.

The financial need caused by business disruption and loss of revenue increases the pressure to rebuild rapidly after a disaster. Rational building decisions must be made by the reviewing agency at this stage and should be established in a reconstruction ordinance.

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IMPLEMENTATION PROGRAMS

The following programs specify ways in which to implement the March JPA's disaster preparedness and recovery plan. They include measures to prevent risks to occupants and to minimize injury from an unavoidable disaster or emergency.

1. Seismic Design

There are currently no Alquist-Priolo Special Studies Zones (APSSZ) within the jurisdiction of the March JPA Planning Area. March JPA shall require compliance with seismic design standards for new development. Seismic design provisions for conventional development, such as industrial and commercial development, specify that a building shall not collapse under seismic loading. However, structural and nonstructural damage can occur. It is economically infeasible to design earthquake-resistant structures for conventional development. The key is to enforce seismic design provisions with adequate review and inspection to ensure maximum quality construction and optimum design.

The March JPA Planning Area is located within Seismic Zone III specified in the Uniform Building Code (UBC). March JPA shall review all projects to ensure compliance with the existing and regularly amended seismic design provisions of the UBC. Coordination among prospective building owners, architects and structural engineers is necessary to ensure that design flaws are identified early in the review process. March JPA designated building inspectors shall review industrial, business park, commercial, and other critical facilities with consideration of the following:

Symmetrical, concrete and steel-framed buildings are particularly earthquake resistant forms of non-residential construction and shall be encouraged.

Irregularly-shaped buildings are more difficult to design to withstand strong ground motions, and are therefore, more susceptible to damage during an earthquake. Irregularly-shaped buildings shall be discouraged.

Buildings with adverse discontinuities in strength between major structural elements are susceptible to earthquake damage and shall be discouraged.

Nonstructural elements must not block exit routes and constrain rescue operations if damaged or overturned during a tremor.

Non-residential, precast tilt-up construction must have adequate diaphragms (horizontal bracing system that transmits horizontal forces to vertical resisting components), and adequate tie-ins or connections between structural components to prevent roof collapse.

Stairways and elevators shall be adequately strengthened, and nonstructural components such as emergency generators, computers, and cabinets shall be anchored.

There is no structural inventory of existing facilities in the March JPA Planning Area identifying existing design weaknesses such as soft-story, tilt-up concrete construction, or irregular structural or nonstructural design. To identify and correct safety hazards in critical facilities, March JPA should consider requiring a review by a structural engineer when a building undergoes substantial improvement or occupancy change.

2. Grading

The majority of the West March JPA Planning Subarea is primarily undeveloped. Grading and building permits will be authorized for development, including the development of the north west, rolling hill areas. For any grading activity in the planning area, it is March JPA's policy to minimize disturbance to natural landforms, to prevent conditions that result in landsliding, runoff, or erosion.

March JPA approved codes and standards for development with the adoption of Ordinance Number 97-01 (which includes the UBC and the Uniform Fire Code) to address safety concerns in the grading process by requiring:

Preliminary investigations of sites by qualified geotechnical engineers and engineering geologists;

Developers to retain the services of a qualified geotechnical engineer and engineering geologist during construction and coordination between the civil engineer, engineering geologist and geotechnical engineer while supervising grading during construction;

Certification as to the stability of the building site to adverse effects of rain and earthquakes before issuance of building permits; and

Mitigation of on site hazards caused by grading that may affect adjacent properties, including erosion and slope instabilities.

Good grading design must balance safety and aesthetics to preserve the natural visual quality and community character. Mitigation of existing and/or potential slope problems at the site shall be recommended by qualified geotechnical engineers, engineering geologists, and contractors, as based on detailed site-specific information and current grading codes. The following are selected aspects of safe and unobtrusive grading design:

Slope Ratio: Graded hillsides have the least visual impact if fill slope ratios are varied. Slope ratios for cut and fill slopes shall not exceed 2:1 (horizontal to vertical). Fill slopes with a slope grade of 3:1 are preferred.

Contour Grading: If areas are modified by grading, the finished slopes are least obvious if rounded to conform to the existing, natural slopes.

Slope Cover and Irrigation: Proper vegetation, such as fast growing, deeply rooted, fire and drought resistant cover, inhibits infiltration of water and reduces the hazard of erosion.

Drainage Control: Surface devices such as terrace drainage (horizontal slope and down slope drains) and subdrains (seepage control) need to be constructed to funnel water to storm drains. Berms are also commonly placed at the tops of slopes to channel drainage away from slopes.

Debris Protection: Slough and debris walls can be constructed at the toe of unstable slopes; this acts to impede shallow landslides and debris flows and/or deflects eroded, saturated material into storm drains.

Gully Erosion Control: Gullies need to be protected by paved, concrete channels, or flood velocity reduction structures that can direct water safely to storm drains.

Drainage Maintenance: Drainage devices must be regularly inspected and cleared, especially before storms, to ensure proper function. Private owners may be made responsible for inspection and maintenance of drainage devices on their property.

Rodent Control: Burrowing animals cause excessive slope destabilization. Some jurisdictions utilize districts to implement a rodent abatement program.

March JPA shall require that planting and irrigation be implemented for all cut slopes greater than five feet in height and fill slopes greater than three feet in height. Recently burned areas are very prone to erosion and shall be quickly stabilized with suitable vegetation. Potentially active landslides and even engineered slopes can be de-stabilized by excessive water. To ensure that reactivation is prevented, the introduction of water through landscaping must be minimized, especially in areas underlain by small natural landslides and/or deep-seated landslides too large to have been mitigated during smaller grading projects.

3. Master Flood Control and Drainage Plan

A hydrology study shall be conducted and coordinated with Riverside County Flood Control and Water Conservation District (RCFC&WCD) to establish a Master Flood Control and Drainage Plan for the planning area, or amended existing area drainage plans to incorporate the planning area. Storm drain plans must identify the areas in the planning area where the existing drainage devices are inadequate to handle a 100-year storm; and where little to no infrastructure exists, the necessary facilities to accommodate the planned land uses. Proper drainage is also necessary to ensure adequate access or egress for emergency response, fire fighting, or evacuation activities.

March JPA shall encourage the correction of sheet flow or concentrated channel flow problems along existing single access routes and in areas where the existing drainage devices are inadequate.

4. Flood Plain Ordinance

March JPA shall prepare and adopt a flood plain ordinance in accordance with the requirement of Federal Emergency Management Agency (FEMA). Additionally, March JPA shall apply to FEMA as a community, and seek participation in the National Flood Insurance Program (NFIP). The planning area, as a former federal military installation, has not been part of the Flood Insurance Rate Maps (FIRM) issued in conjunction with NFIP through FEMA. A letter of map revision shall be applied for, to request inclusion of the planning area into the program.

5. Fire Hazard Mitigation

March JPA Planning Area is served by the County of Riverside Fire Department for fire suppression services. Fire Stations are manned by both County Fire Department personnel and volunteers. Mutual aid agreements involving fuel management, suppression assistance, and logistical support are provided through the Riverside County Fire Department and March Air Reserve Base (ARB) Fire Department.

March JPA recently adopted the 1994 UFC. For the March JPA Planning Area Fire Marshal services are under contract, and the March JPA utilizes additional fire prevention provisions as contained within March JPA Ordinance 97-01. This ordinance consists of additional criteria for development, including provision for fire sprinkler systems. The March JPA Fire Prevention services contractor reviews structural plans to conform with UFC and Ordinance 97-01.

Public assembly facilities and high occupancy facilities require special emergency needs in addition to fire suppression. High occupancy facilities (100 persons or more), or other occupancies of special concern in the planning area, as noted by the County Fire Department, include Chapels 1 & 2, Arnold Heights School and the auditorium (Bldg 3409). Fire drills and public education are needed to facilitate rescue operations and fire

containment. Additional fire protection for these facilities can include fire-resistant construction and interior automatic fire sprinkler systems.

With future development and growth in the Planning Area, fire suppression services will have to be augmented. This can be achieved through construction of adequate fire flows and hydrant location for new construction. Construction of facilities will improve the average response time to an emergency in the Planning Area. In areas with high fire risks, March JPA shall encourage planting vegetation with drought-resistant, fire-retardant plants that also provide for erosion control.

6. Emergency Fireflow

The water distribution system in some areas of the Planning Area may be deficient in providing the required fire flow. In the event of an earthquake, secondary water supply systems may be necessary to supplement reservoirs. This is especially true if pipeline damage reduces the available fire flow, and water sources cannot be used to suppress fires in areas of the Planning Area. March JPA shall coordinate with the water purveyors in upgrading of the existing water system, to provide adequate emergency fire flow capacity over maximum water demand.

7. Hazardous Materials Regulations

One of the best ways to reduce the impact of a hazardous material release is through regulation governing the storage, use, disposal, and manufacture of hazardous materials. Several regulations have been implemented to address the issue of hazardous substances at the state, federal and county levels. The County of Riverside Department of Environmental Health, Hazardous Materials Division, is the administering agency in March JPA Planning Area for the implementation of the Riverside County Hazardous Materials Release Response Plan and Inventory Program. The County of Riverside Department of Environmental Health, Hazardous Materials Division and Riverside County Fire Department maintain emergency response teams.

Businesses and facilities that handle hazardous and acutely hazardous materials above certain established quantities are required to submit a yearly inventory and amended business plan; if changes have occurred with respect to the substances that they handle,

to the County of Riverside Department of Environmental Health, Hazardous Materials Division. Business plans are designed to be used by the County of Riverside Department of Environmental Health, Hazardous Materials Division and Riverside County Fire Department emergency response teams during a hazardous material release to evaluate and mitigate the situation as quickly and accurately as possible. Within the March JPA Planning Area, there are a limited number of facilities that require a business plan pursuant to complying with the County of Riverside Department of Environmental Health, Hazardous Materials Division.

Inspectors from the County of Riverside Department of Environmental Health, Hazardous Materials Division, inspect the businesses and facilities that have submitted business plans at least once every year to validate the accuracy of their plans. It is the responsibility of the handlers to submit any changes (such as types or quantities of hazardous materials used, ownership, etc.) to the County of Riverside Department of Environmental Health, Hazardous Materials Division.

8. Hazardous Materials Use

Structural and nonstructural failures as a result of strong ground shaking or surface fault rupture during an earthquake can increase the probability of a hazardous materials release. March JPA shall require risk reduction alternatives for hazardous materials storage, which may include:

Enforcement of the most recently adopted UBC regarding seismic design provisions for commercial development and critical facilities. Facilities that store hazardous materials shall be designed to withstand strong ground motion with only limited structural damage.

Enforcement of current regulations, including those in the UFC, regarding the storage of hazardous materials, with an emphasis on secondary containment systems, segregation of reactive chemicals and monitoring systems.

Immobilization of all unanchored hazardous materials containers.

Encourage storage of the minimum amount of hazardous materials necessary for day to day operation, especially of those materials that can produce toxic gaseous clouds.

Encourage the use of less hazardous or nonhazardous substances whenever possible.

Proper and early disposal of hazardous wastes.

9. Critical Facilities

Some segments of the lifeline utilities and infrastructure that serve March JPA can be expected to be damaged in a major earthquake. Critical facilities shall maintain back-up power, including generators, fuel, and batteries. March JPA shall encourage and support programs established by utility companies designed to strengthen connections and lines in areas of high hazards, and to provide for back-up and/or redundant service alternatives.

10. Response Coordination

March JPA needs to coordinate with the County Fire, Sheriff, and Chief Administration Office to effectively implement an emergency plan. Emergency plans for the March JPA Planning Area must also reflect the nature of impacts likely to result from earthquakes (multiple incidents), storms (damaged roads), and fires (evacuation). March JPA needs to coordinate with County Public Social Services and the American Red Cross to designate and operate emergency shelters and reception centers. Ideally, shelters shall serve as first aid stations, public information and emergency coordination centers, as well as gathering/collection areas for displaced or evacuated people.

In addition, coordination with employer groups and organizations is necessary to maintain the efficiency of March JPA's emergency response organization. Increased public awareness of Planning Area emergency response plans, evacuation routes, and shelters, in addition to information on how to reduce risks at the office, improves overall safety in the Planning Area.

California Division of Mines and Geology Special Publication 60, Earthquake Planning Scenario for a Magnitude 8.3 Earthquake on the San Andreas fault in southern California (Davis, et al., 1982) can be used as a guide to developing emergency planning contingencies for the Planning Area. A major earthquake involving all three segments of the San Andreas fault can be considered the worst-case earthquake disaster for emergency planning purposes.

11. Evacuation Routes

Provisions need to be made for traffic control contingencies along Planning Area designated disaster routes, especially for areas near Interstate 215. Routes that provide single access to areas or where emergency access could be threatened shall be identified and targeted for the following actions:

Implementation of mitigation measures that prevent earthquake induced slope failures from blocking these roads;

Improvement of streets of inadequate width or inadequate drainage that can hinder the mobilization of fire equipment and other emergency vehicles; and

Development of plans for traffic control contingencies and evacuation of high occupancy and immobile populations.

12. Reconstruction Ordinance

Reconstruction policies are necessary to guide rebuilding decisions in the aftermath of a major earthquake or other disaster. March JPA may consider enacting a reconstruction ordinance that considers the impact of reestablishing areas proven to be susceptible to a high-risk from a natural or urban hazard. It can also facilitate rebuilding, in certain cases, by defining conditions when permits can be waived if redevelopment is safe and beneficial to the Planning Area.

A reconstruction ordinance allows the definition of standards for rebuilding decisions before a disaster occurs. Circumstances for bringing the damaged property up to current code or some other acceptable level are usually incorporated into such an ordinance. A main element of a reconstruction ordinance is the "preliminary assessment

of damage" and initial recommendations. Rebuilding decisions often require detailed geotechnical/geologic studies or structural analysis to determine and assess the effectiveness of emergency repairs, and identify appropriate permanent repairs. One option is to require environmental studies if more than 50 percent of the property is damaged in a disaster, whether it is caused by structural damage or fault rupture, landsliding, or other ground failure.

13. Aviation Use Compatibility

March JPA shall adhere to and comply with the approved ALP and AICUZ Report for the joint use aviation facility, as well any CLUP prepared for the aviation field at March. This includes responding to all development proposals within the respective zone districts, outside of the planning area. Both areas to the north and south are located within the adjacent jurisdictions. March JPA shall foster formal relationships with the adjacent jurisdictions to prevent these areas from incompatible land uses and additional exposure of risk to persons and property.

APPENDIX VI-A: EARTHQUAKE PREPAREDNESS

A major earthquake will pose the greatest challenge to the Planning Area's emergency response organization because the simultaneous occurrence of multiple incidents can quickly overwhelm the emergency relief agencies of the area. Therefore, the Planning Area shall focus on improving public awareness of earthquake preparedness and encouraging public self-help. The following is a list of tasks that individuals at the home or office shall take to lessen the overall impact of a major earthquake.

Before an Earthquake:

Remove or correct interior nonstructural hazards, such as top-heavy bookcases and storage cabinets, water heaters and other appliances. Anchor furniture and water heaters against the wall, and replace stiff connections to gas-fired appliances with flexible ones.

Set aside a supply of emergency food and water, and obtain first aid materials, a gas shut-off wrench, fire extinguisher, and battery-powered radio. Identify persons with first aid training and check for an emergency supply of medication for all parties, especially the children, disabled, and elderly.

Practice taking cover. This exercise will make people aware of the safest places during an earthquake, such as under a desk, table, bed or strong doorway. The maximum duration of severe shaking from a major earthquake expected to impact the March JPA Planning Area is roughly 50 seconds.

Practice exiting. Walk the possible escape routes from your facility and plan to avoid light fixtures, masonry chimneys, unsupported walls and other overhead hazards. Power for elevators and escalators may fail, so be aware of alternate exits. Do not panic or run; crowded exits shall be evacuated in an orderly manner to avoid additional injuries in a rush for the door.

Practice turning off the electricity and water, and know how to turn off the gas at the street main at your facility. Do not practice gas shut-off; for safety reasons only the utility company shall turn it back on. Be sure everyone in the household can locate main switches and valves.

Review the responsibilities of each person after an earthquake. Plans for picking up children from schools, day-care centers, or other facilities with dependents shall be regularly checked and reviewed. Have available the phone number of a person outside of the area that can manage and relay family messages.

Contact March JPA and area tenants about forming a co-op self-help group.

After an Earthquake:

Check for injuries in your area.

Extinguish small fires and check for additional fire hazards, such as cracked walls, roof lines and attics, and other physical signs of structural damage that can cause a malfunction in the electrical wiring.

Check for the smell of leaking gas, and if detected, shut off gas at the gas meter. Unanchored gas heaters or gas-fired hot water heaters may experience damage to valves and service connections.

Shut off electrical power if there is damage to the wiring or there is a gas leak. The main switch is usually located in or next to the main fuse or circuit breaker box.

Clean up flammable liquids, medicines, and other harmful substances.

Check for structural and nonstructural damage, such as cracked chimneys, fallen power lines, and other objects that may become unstable and fall during an aftershock.

Try not to use water in case there is a drop in water pressure for firefighting purposes (fire flow). Toilets shall not be flushed until both incoming water lines and outgoing sewer lines have been checked to see if they are open.

Try not to use the phone unless it is a genuine emergency. Emergencies, damage report alerts, and other information can be obtained by turning on your radio.

Report serious injuries and significant damage to a nearby emergency operations center.

PROFILE REPORTS

for the

GENERAL PLAN

of the

MARCH JOINT POWERS AUTHORITY

Prepared for and by:

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LIST OF ACRONYMS/ABBREVIATIONS

----- A -----

AB	Assembly Bill
ACM	Asbestos Containing Material
ACOE	Army Corp of Engineers
AFB	Air Force Base
AFBCA	Air Force Base Conversion Agency
AFRC	Air Force Reserve Command
AFRES	Air Force Reserves
AFIS	American Forces Information Services
AFVW	Air Force Village West
AICUZ	Air Installation Compatible Use Zone
ALP	Airport Layout Plan
APS	Aboveground Petroleum Storage
APZ	Accident Potential Zone
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
ANG	Air National Guard
ARB	Air Reserve Base
ARC	Air Reserve Command
AT&SF	Atchison Topeka & Santa Fe Railway

----- B -----

BACT	Best Available Control Technology
BCP	Base Clean-Up Plan
BRAC	Base Realignment and Closure
BO	Biological Opinion

----- C -----

CAA	Federal Clean Air Act
CAAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CCAA	California Clean Air Act

CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
Cl^-	Chloride
CNEL	Community Noise Equivalent Level
CRMP	Cultural Resources Management Plan
CO	Carbon Monoxide
COE	Army Corps of Engineers
CSC	California Special Concern species
CZ	Clear Zone

----- D -----

dBA	A-Weighted Decibel
DNL	Day Night Average Noise Level
DOD	Department of Defense
DRMO	Defense Revitalization and Marketing Office
DTSC	Department of Toxic Substances Control

----- E -----

EA	Environmental Assessment
EBS	Environmental Baseline Survey
EC	Elemental Carbon
EDMS	Emission and Dispersion Modeling System
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMWD	Eastern Municipal Water District
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ERC	Emission Reduction Credit
ESA	Endangered Species Act

----- F -----

FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Works Administration
FONSI	Finding of No Significant Impact

----- G -----

gpm	gallons per minute

----- H -----

HAP	Homeless Assistance Plan
HAP	Hazardous Air Pollutant
HCD	Department of Housing and Community Development
HCP	Habitat Conservation Plan
H_2SO_4	Sulfuric Acid
HUD	Department of Housing and Urban Development

----- I -----

ICBO	International Conference of Building Officials
IRP	Installation Restoration Program
ISO	Insurance Service Office
ISR	Indirect Source Measures

----- J -----

JPA	Joint Powers Authority
JPC	Joint Powers Commission

----- K -----

----- L -----

L_{dn}	Day Night Average Noise Level
L_{eq}	Equivalent Noise Level
LRA	Local Redevelopment Authority

----- M -----

MAA	Maximum Annual Average
MACT	Maximum Achievable Control Technology
MGD	Million Gallons per Day
MJPRA	March Joint Powers Redevelopment Agency
MMI	Modified Mercalli Intensity
MRIV	Metropolitan Riverside County
MRZ	Mineral Resource Zone
MSL	Mean Sea Level
MWD	Metropolitan Water District

----- N -----

Na^+	Sodium
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Plan
NEPA	National Environmental Policy Act
NH_4	Ammonium
NHPA	National Historic Preservation Act
NLR	Noise Level Reduction
NO_2	Nitrous Dioxide
NO_3	Nitrous Trioxides
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places

----- O -----

O_3	Ozone
OC	Organic Compounds
OFZ	Obstacle Free Zone
OSHA	Occupational Safety and Health Act

----- P -----

PCB	Polychlorinated Biphenyl
PCE	Tetrachloroethylene
Pb	Lead
PM_{10}	Particulate Matter (equal to or less than 10 microns in diameter)
ppm	parts per million
PSD	Prevention of Significant Deterioration
PUC	Public Utilities Commission

----- Q -----

----- R -----

RACT	Reasonably Available Control Technology
RCHCA	Riverside County Habitat Conservation Agency
RCTC	Riverside County Transportation Commission
RECLAIM	Regional Clean Air Incentives Market
ROG	Reactive Organic Gas
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RSAF	Royal Singapore Air Force
RTA	Riverside Transit Agency

----- S -----

SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SO_2	Sulfur Dioxide
SO_3	Sulfur Trioxide
$SO_4^=$	Sulfate
SO_x	Sulfur Oxides

----- T -----

TCE	Trichloroethylene
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TDS	Total Dissolved Solids
TMA	Transportation Management Associations
TMO	Transportation Management Organizations
tpy	tons per year
TSP	Total Suspended Particulates

----- U -----

UBC	Uniform Building Code
UFC	Uniform Fire Code
USAF	United States Air Force
USDA	United State Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United State Geological Survey

----- V -----

VOC	Volatile Organic Compound
VMT	Vehicle Miles Traveled

----- W -----

WMWD	Western Municipal Water District
WPA	Works Progress Administration
WSA	Weapons Storage Area
WRCOG	Western Riverside Council of Governments

----- X -----

----- Y -----

----- Z -----

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INTRODUCTION

The Profile Reports of the March Joint Powers Authority General Plan provide a discussion of existing, or "base line" conditions of the Planning Area. The reports identify needs and resources, and provides background information on issues and opportunities that need to be considered in the planning and formulation of the General Plan. By delineating the needs and resources of the Planning area, the March Joint Powers Authority (JPA) will be in a position to best meet and provide for the needs, interests and obtain the goals and objectives of the General Plan.

The Profile Reports are organized in the same manner as the General Plan. Each section of the profile reports correlates to a General Plan element. The sections are as follows: land use, transportation, noise/air quality, housing, resource management and safety/risk management. References within the Profile Reports are made where overlapping issues arise, to avoid duplication of material and redundancy of information.

Aside from the General Plan formulation, the Profile Reports may be used by March JPA as a Master Environmental Assessment. It can serve as a baseline condition in evaluating how base reuse and proposed developments would change existing conditions in the area and what resources may be impacted. Because of the nature of the data in these reports, it is necessary to update some information on a more regular basis than others. Thus, while soil resources, geologic characteristics, and water resources need not be reviewed unless new studies are completed, traffic volumes are likely to require update as development occurs. Also, some reports provide more detailed information and are more in-depth than others. This is to comply with specific requirements in state law regarding General Plan development.

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PROFILE REPORT

for the

GENERAL PLAN

of the

MARCH JOINT POWERS AUTHORITY

Land Use

LAND USE

INTRODUCTION

The Land Use Profile Report discusses the location and distribution of existing land uses, summarizes the base reuse plan and existing facilities for the March Joint Powers Authority (JPA), and identifies infrastructure of the area. This report also identifies development constraints affecting existing and future development.

PROJECT SETTING

The *March Joint Powers Authority Planning Area* (the "Planning Area") is defined as the area formerly known as March Air Force Base (AFB). Located within the western Riverside County region of Southern California, March AFB encompassed approximately 6,500 acres. The planning area is bisected by Interstate 215 (Highway 395), approximately three miles south of State Highway 60. The surrounding communities include the cities of Moreno Valley, Perris and Riverside, and unincorporated areas of Riverside County.

History:

March AFB, California, a military installation almost continually since 1918, served as an active duty aerial refueling and deployment base, as well as home for Air Force Reserve (AFRES) and California Air National Guard (ANG) units. March AFB was one of the bases recommended by the 1993 Defense Base Realignment and Closure Commission for realignment. The Commission's recommendation included departure of the active duty wing, with AFRES and other federal agency units remaining within a military cantonment area. The Commission's recommendations were accepted by the President and submitted to Congress on July 2, 1993. March AFB converted to March Air Reserve Base (ARB) April 1, 1996.

March Joint Powers Authority:

In response to base realignment at March, the adjacent jurisdictions immediately formed a joint powers authority. March JPA is a public entity created for the purpose of addressing the use, reuse, and joint use of realigned March AFB. The four individual public entities that cooperatively formed the JPA are the cities of Perris, Moreno Valley, Riverside and the County of Riverside. The JPA was created by separate resolutions of the four jurisdictions in September 1993.

The JPA is governed by the provisions of the Joint Powers Agreement that created the Authority. The JPA Agreement created the legislative body of the March JPA; the March Joint Powers Commission (JPC). The Commission is the decision and policy making body for the Authority. It consists of eight elected officials (two from each of the four jurisdictions). March JPA completed the organizational requirements of initiating a new governmental jurisdiction, and assumed a leadership position in looking toward the future of March.

Land Use Authority:

Pursuant to a non-codified legislative declaration, the County of Riverside transferred land use authority to March JPA March 11, 1997. With the formal transfer of local land use authority from the County of Riverside to March JPA, March JPA is the lead agency for the development of a General Plan and associated environmental documentation to satisfy the requirements of California Environmental Quality Act (CEQA). The formulation of the General Plan will set the premise to actuate development and base reuse in accordance with state statutes.

Base Reuse:

Conversion of March AFB from an active duty military installation to an ARB, resulted in the disposal and reuse of approximately 4,400 acres of land. Realignment of the base results in a significant impact to the local economy. The impacts are measured in direct loss of 10,000 military and civilian jobs, loss of contract spending by the base, and loss of indirect economic activity as a result

of the changes. However, an opportunity is created relative to the portions of the base that are not retained for use by the Department of Defense (DOD). Planning and implementing new uses for currently vacant lands, reuse of existing facilities, and joint use in cooperation with the Reserves is the challenge of the March JPA.

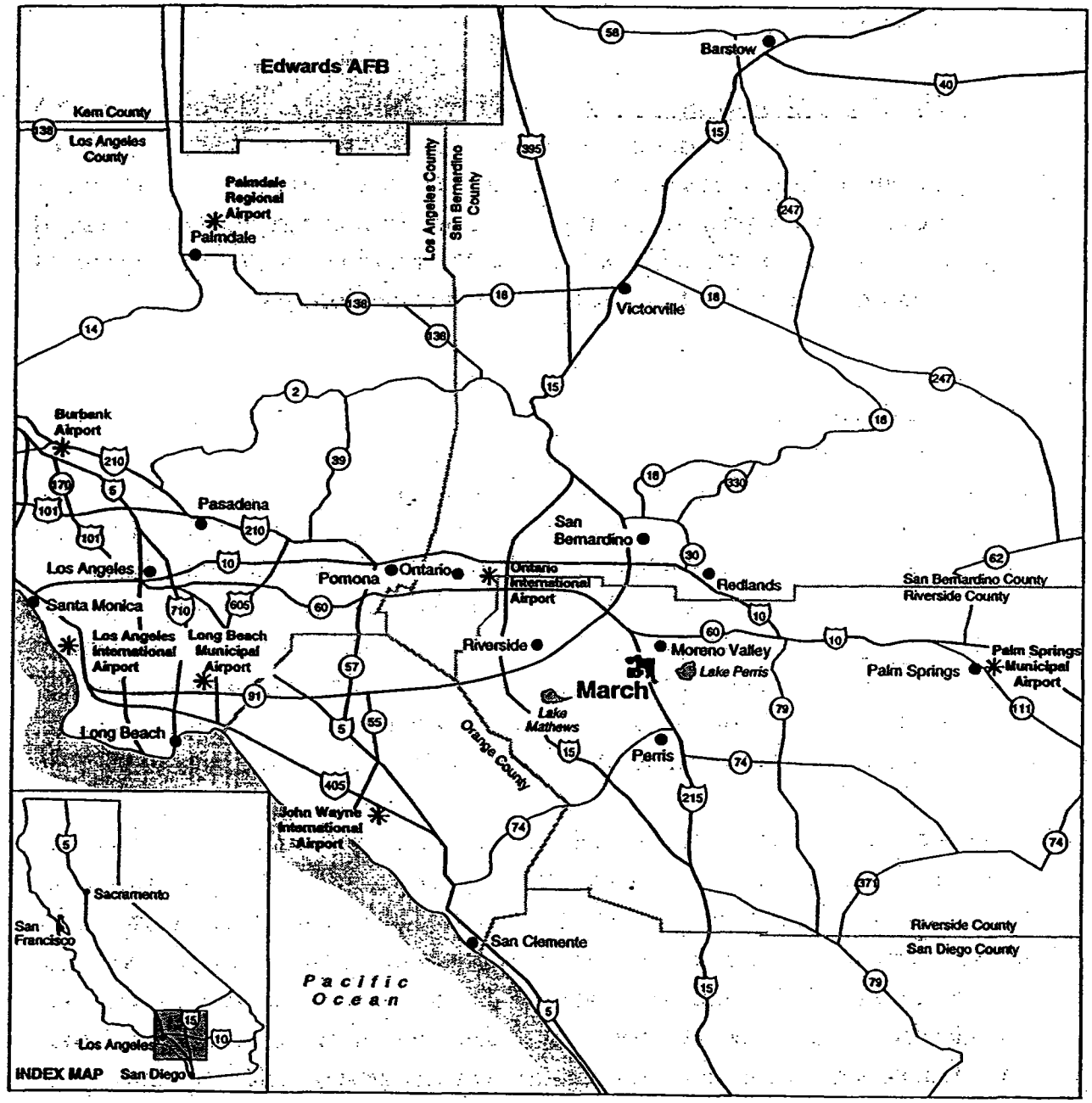
The *March Air Force Base Reuse Master Plan* was developed by the March JPA for the DOD to identify means of revitalizing or redeveloping the realigned military installation in a beneficial manner. The base reuse master plan serves as the base work or premises of the general plan. In summary, the General Plan is an implementation tool of the base master plan, to realize the requirements of California state law to facilitate base reuse and development.

PLANNING AREA

Through the Joint Powers Agreement, the area governed by the March JPA includes the entire boundaries of March AFB, prior to base realignment in April 1996. This area incorporates approximately 6,500 acres total, inclusive of the "cantonment" area; an area retained by the DOD for the AFRES. The "non-cantonment" area, or area no longer retained by the DOD, includes 4,400 acres of the total base area. Additionally, civilian aviation is incorporated through joint use of the airfield within the cantonment area. The definitive boundary of the March JPA Planning Area is the entire base area, inclusive of the ARB area which is a federal installation retained for the AFRES.

The non-cantonment area of the planning area can be easily divided into the subareas, each with distinct geographical characteristics. The most developed portion of the non-cantonment area is the *Northeast Area,* which is part of the main base and immediately adjacent to the cantonment area. *West March* consists of the entire base property west of Interstate 215, and is primarily undeveloped and contains various environmental elements and habitat. The area prime for civilian aviation use is the *Southeast Area,* which is under-utilized, and immediately adjacent to the aviation field cantonment area.

Exhibit 1-1
Vicinity Map



Source: March AFB EIS 1996

CURRENT ZONING & LAND USE

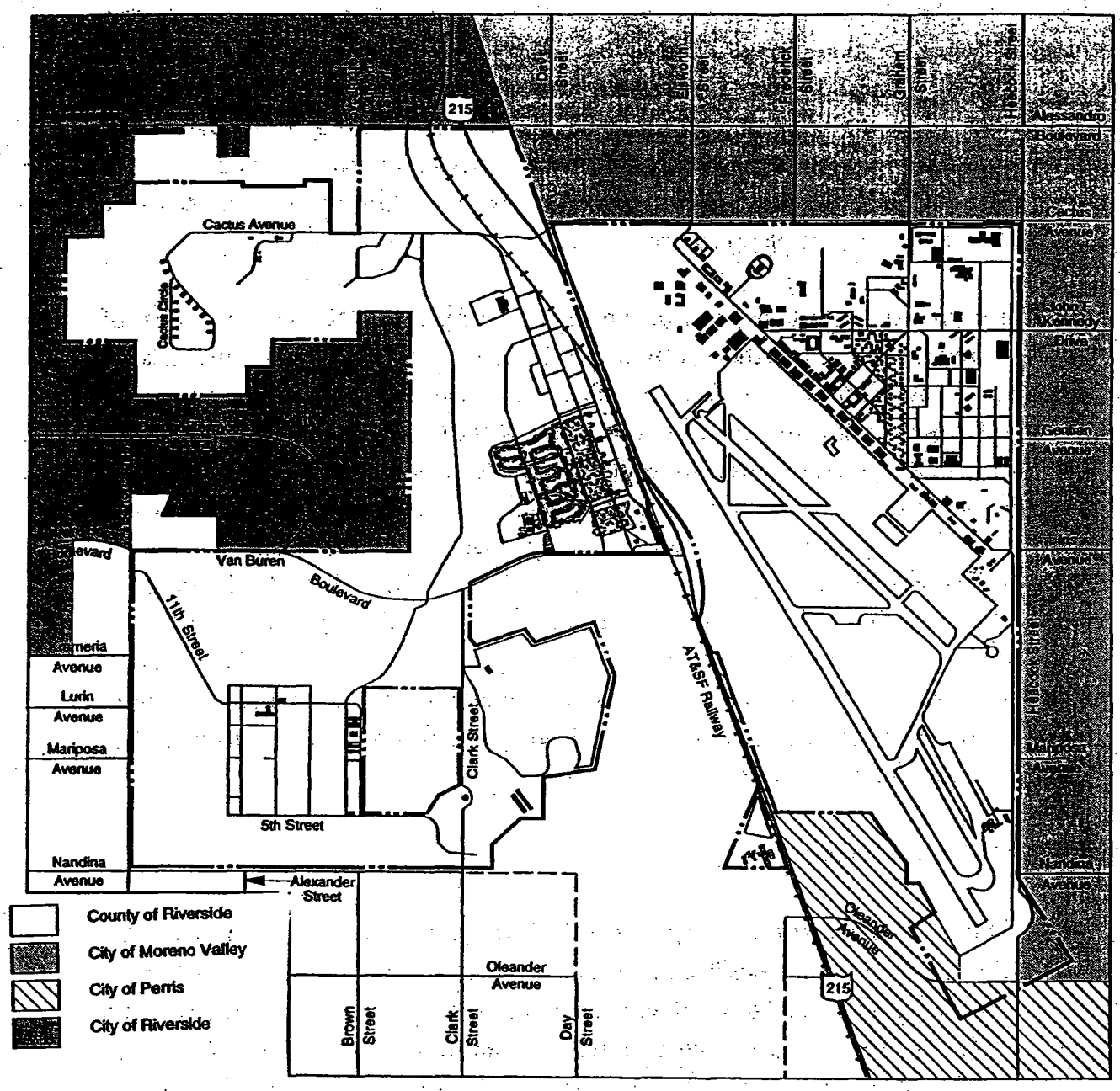
As an unincorporated area within the County of Riverside, the entire area formerly known as March AFB is wholly contained within the County and under county jurisdiction. Both the Edgemont-Sunnymead Land Use Planning Area of the County of Riverside General Plan and county zoning designates this area as federal property and not subject to local zoning or land use control. Prior to portions of the base being incorporated into March AFB, the County zoned the area for rural residential use. On March 11, 1997 land use authority was transferred from the County of Riverside to the March JPA for the entire planning area.

Land uses existing on base prior to base realignment April 1, 1996 were primarily of general categories. The Northeast Planning Subarea or "main base" area contained the majority of base facilities and services. This area included commercial and service oriented facilities, institutional facilities inclusive of the hospital and dental clinic, the historical district including Green Acres housing, and recreational facilities. Aviation and aviation support facilities, including a 13,300 lineal foot runway, and U.S. Customs and Aero Club aviation activities are located parallel to Interstate 215 within the southwestern edge of the Northeast Planning Subarea. The West March Planning Subarea contains the golf course, weapons storage area, Arnold Heights housing, sewer plant, and the Noncommissioned Officers Academy. A large portion of West March Planning Subarea is vacant land or land undeveloped but utilized as a readiness training mobility area in the 1950's. The Southeast Planning Subarea contains the former alert facility and the March Field Museum.

March Air Reserve Base:

March ARB encompasses approximately 2102 acres of the former March AFB, thereby an estimated 4,400 acres of land and existing facilities has been declared surplus by the federal government. Aviation facilities, with the exception of the old Alert Facility are contained within the cantonment area. The AFRES and ANG will continue to utilize and operate the aviation facilities and support the continued military mission at March ARB.

Exhibit 1-2
March JPA Member Jurisdictions Map



Source: March AFB EIS 1996

TABLE 1-1 BASE LAND USES PRIOR TO REALIGNMENT	
LAND USE	ACRES
Airfield	1,715
Aviation Support	505
Industrial	515
Institutional	
Medical	54
Educational	253
Commercial	218
Residential	278
Public Facilities/Recreation	376
Vacant Lands	2,790

Base Reuse Process:

Upon closure or realignment of a military installation, a base master reuse plan is composed. A Land Use Plan for the Master Reuse Plan is developed as a Phase One component of the three-phase Base Reuse Implementation Process. The Land Use Plan delineates the spatial distribution and land use pattern for base property not within the cantonment area, of which an analysis is incorporated into the environmental assessment completed for the Base Master Reuse Plan comprehensively. Additionally, a Homeless Assistance Plan (HAP) is developed in accordance with the amended McKinney Act the provisions are made to homeless service providers through the plan.

Exhibit 1-3
March JPA Planning Area Boundary & March JPA Planning Subareas

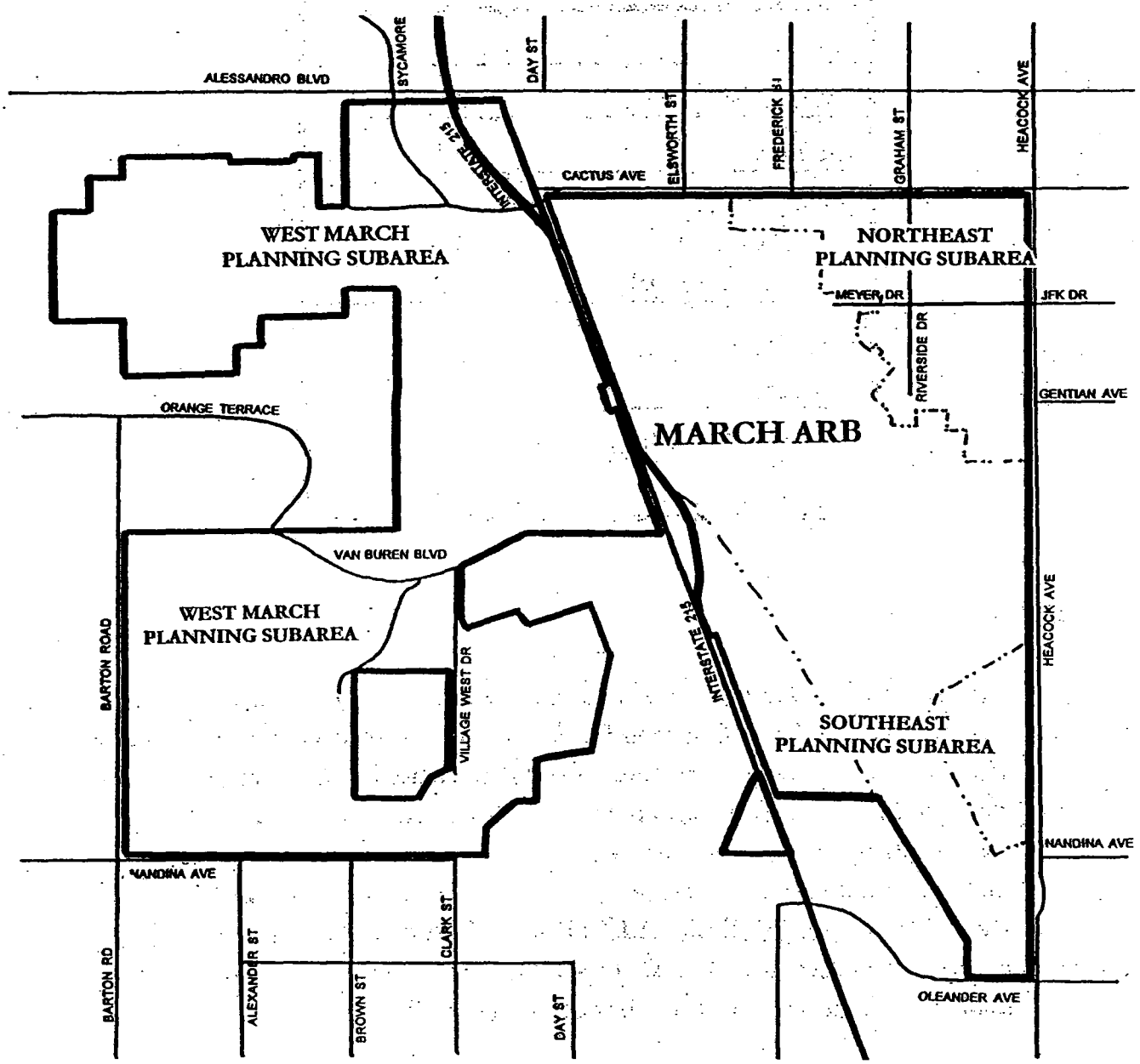
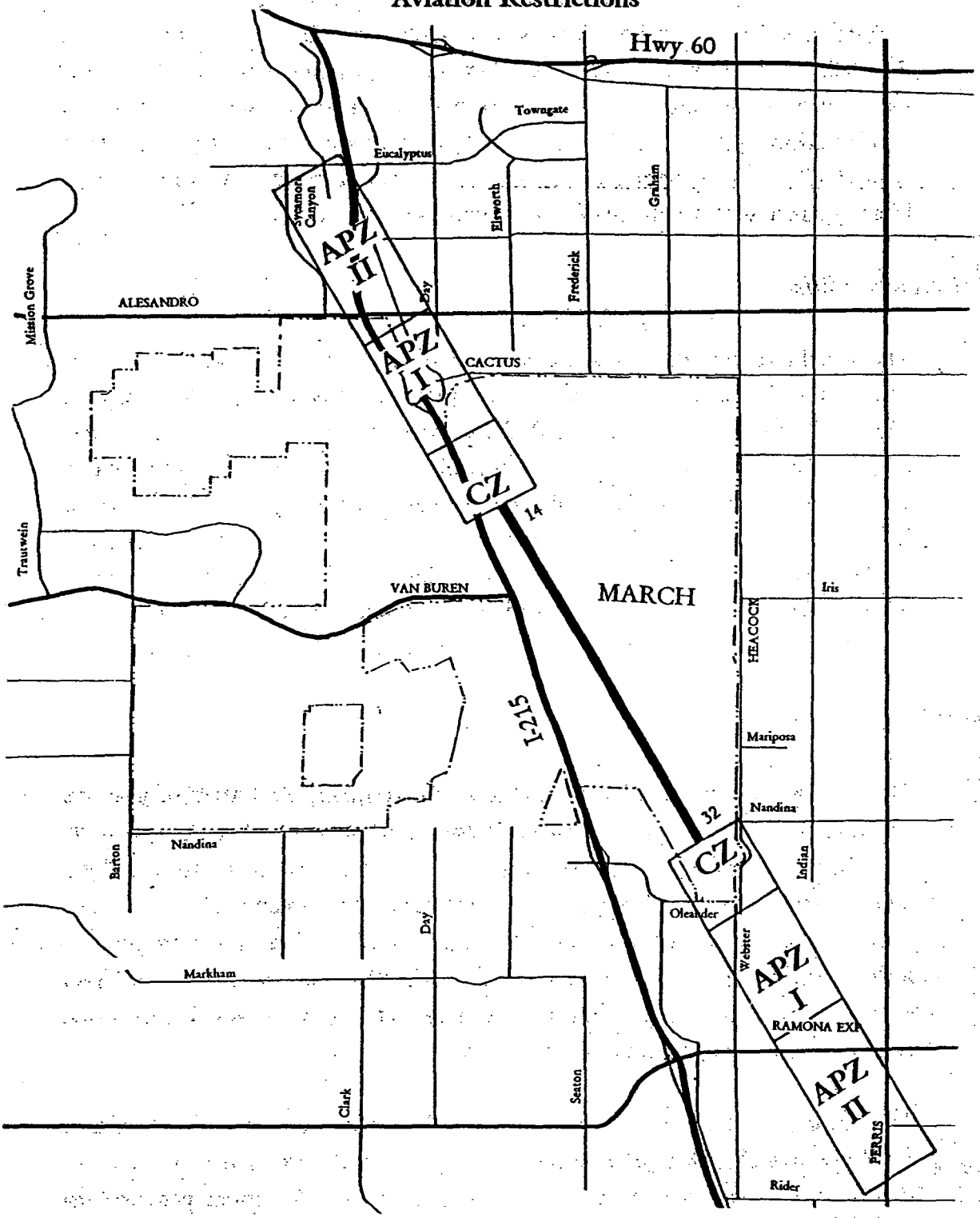


Exhibit 1-4
Aviation Restrictions



The plan sets forth the framework for redevelopment and reuse of the non-cantonment area. The base reuse plan provides a baseline analysis to satisfy the requirements of National Environmental Policy Act (NEPA). Pursuant to the Base Closure Community Assistance Action, the primary objective of the land use plan is to develop a land use pattern that will implement the reuse and revitalization opportunities as identified by the local redevelopment agency (March JPA). The general plan in a sense implements the base master reuse plan in accordance with California Government Code and CEQA.

Aviation Facilities:

The airfield general lies along the east side of Interstate 215 and includes two runways and associated taxiways. The primary runway, Runway 14/32 is 13,300 feet long with a width of 300 feet, while Runway 12/30 is 6,980 feet long by 150 feet wide. Runway 12/30 is closed for Air Force use but supports U.S. Customs operations and Aero Club aviation activities. The glide slopes, radar facilities, and aircraft safety distances, clear zones, and accident potential zones (APZs) on base property extends northwest and southeast from Runway 14/32. The area along the southern portion of Runway 14/32 containing the old Alert Facility has the capacity to initiate civilian aviation operations.

Joint Use Aviation:

The Base Master Reuse Plan designated approximately 333 acres of land for civilian aviation facilities at the southern end of the airfield at March. Property on both sides of the main runway will be made available to the local redevelopment agency (JPA) through the base reuse implementation process. This acreage is intended to be used for commercial aviation through a military/civilian joint use arrangement; whereby the civilian and military entities would share essential aviation facilities such as the control towers and runways, as well as maintenance of facilities.

The development of civilian aviation through joint use at March is technically feasible at March. Establishing commercial joint use at a downsized military air base located in or near a major metropolitan area holds great promise for

reversing the economic loss of base realignment. However, the standards for military aviation and commercial aviation as regulated by the FAA differ, which makes conversion and joint use of military airfields difficult or restrictive in most instances. The findings of the Southern California Association of Governments (SCAG) Joint Use Feasibility Report, support the technical ability to meet Federal Aviation Administration (FAA) criteria for both passenger and air cargo service at March. The Airport Layout Plan (ALP) identifies and delineates necessary improvements and facilities to develop and operate an all-cargo airport.

EXISTING FACILITIES

Due to the planning area being a realigned miliary base with retention of the AFRES, there are several buildings and facilities that currently exist, but exclusively used by the military. The Northeast Planning Subarea has several buildings and facilities. Furthermore, the majority of reuse requests or facilities being retained by the DOD outside the area of cantonment are located within this area. The reuse characteristics of the approximately 550 acre Northeast Planning Subarea (main base) can be defined as denoted in Table 1-2.

The planning subareas of West March and Southeast have limited development. The Southeast Planning Subarea contains the old Alert Facility, along with concrete aprons, with the March Field Museum being location between the runway and Interstate 215. West March Planning Subarea is primarily vacant and underdeveloped, but contains the former Non-Commissioned Officers' Academy and DRMO. Much of the property in this planning subarea is under restrictive use due to Stephens' Kangaroo Rat (SKR).

March Field Historic District:

With reactivation of the base in 1927, many of the existing permanent facility, including 129 military family housing units (Green Acres) along with the commanding officers' residence, the administration building, barracks, hospital, hangars and other support facilities were constructed. These facilities were erected within a distinctive triangular area northeast of the flightline. Architecturally, this period of base construction (1928-1934) represents the

successful integration of the principal of the City Beautiful Movement and innovative technological design to create a highly formal, yet functional environment. This area is designation by United States Air Force (USAF) as a historical district, and has been submitted to be formally listed on the National Register of Historic Places (NRHP).

TABLE 1-2
NORTHEAST SUBAREA EXISTING REUSE CHARACTERISTICS

AREA	CHARACTERISTIC	FACILITIES/USES
18%	DEVELOPED	EXISTING FACILITIES SURPLUSED BY THE FEDERAL GOVERNMENT AVAILABLE FOR REUSE WITH CIVILIAN/COMMERCIAL SERVICES.
11%	HISTORICAL DISTRICT	GREEN ACRES HISTORICAL DISTRICT OF 111 HOUSING UNITS AND GARAGES, PRIMARILY RETAINED FOR RESIDENTIAL USE, WITH POTENTIAL FOR LIMITED SERVICE COMMERCIAL OR PROFESSIONAL USES.
17%	PARK/ RECREATION	CITY OF MORENO VALLEY HAS REQUESTED ACREAGE AND FACILITIES FOR RECREATIONAL AND PARK USES.
29%	VACANT & DEVELOPABLE LAND	POCKETS OF LAND AVAILABLE FOR DEVELOPMENT OR FULL REDEVELOPMENT BY DEMOLISHING EXISTING FACILITIES TO PERMIT NEW DEVELOPMENT.
23%	PUBLIC & FEDERAL FACILITIES	FACILITIES AND LAND BEING RETAINED BY THE FEDERAL GOVERNMENT FOR PUBLIC USES AND MILITARY OPERATIONS. (NON-CANTONMENT)
2%	ROADS & RIGHTS OF WAY	EXISTING ROADS AND RIGHTS OF WAY, NON-DEVELOPABLE LANDS.

March Air Reserve Base:

March ARB is approximately 2102 acres within the main cantonment area. March ARB is a triangular shaped area, bordered by Interstate 215 along the southwest, Cactus Avenue to the north, and the Northeast and Southeast Planning Subareas to the east and south. The planning area incorporates March ARB, and recognizes its status as a federal facility; thereby designating the facility as military operation and aviation.

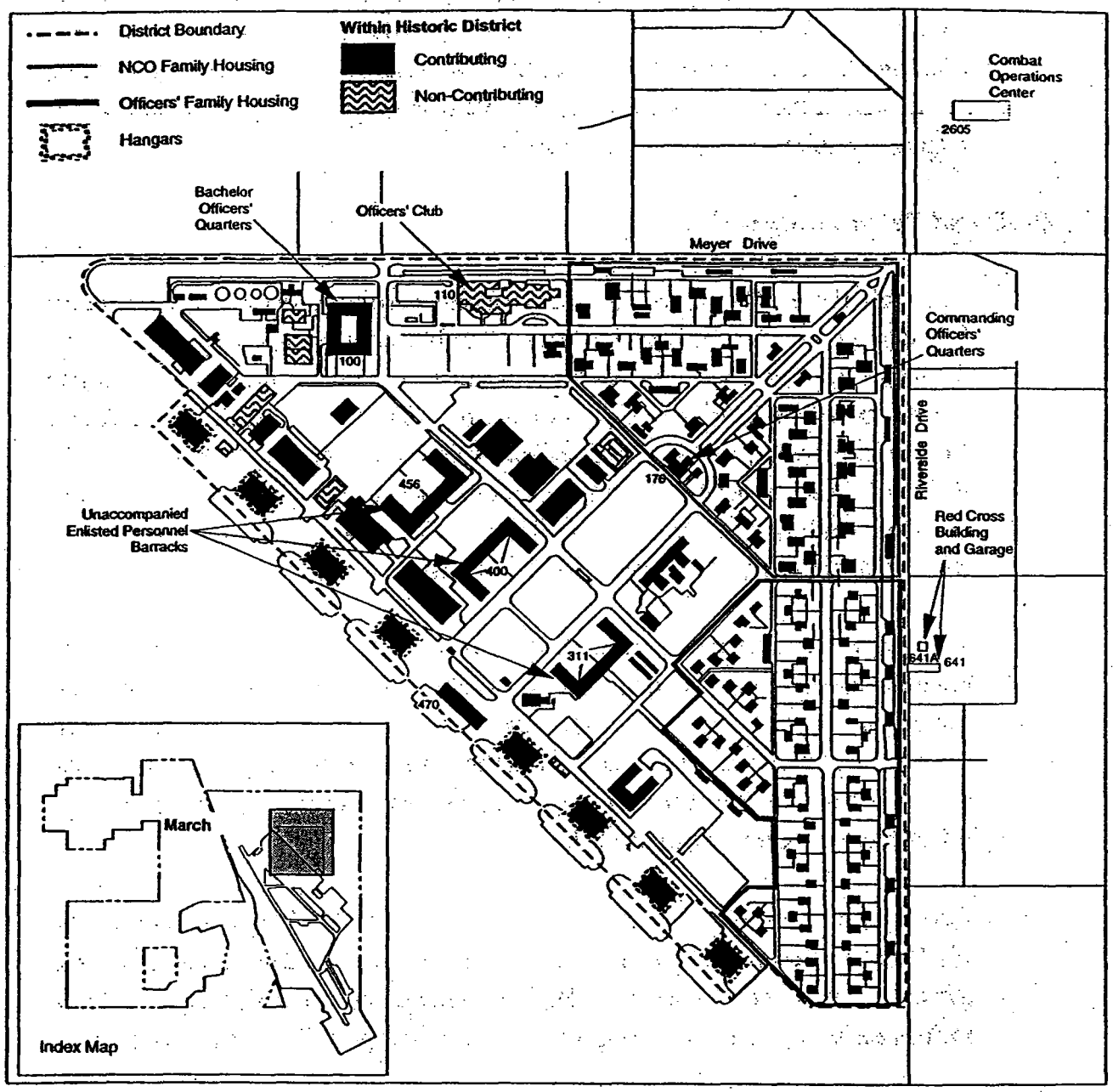
DOD and Public Facilities:

Through the DOD screening and property surplus process, other military branches within the DOD and federal and public entities have a right to request facilities. Additionally, the area of cantonment has non-contiguous properties located outside the primary cantonment area. The March AFB Master Reuse Plan reflects these properties and facilities retained by the DOD or other public entities. These properties, although immune from local government jurisdiction are given land use designations, should in the future they be declared surplus or the public entity no longer retains the property.

An alternative land use pattern will be included with the assessment of the environmental impact report, relative to approximately 92 acres of park and recreation facilities located within the Northeast Planning Subarea. This alternative pattern will be created should the public benefit transfer of land to the City of Moreno Valley not be completed, and development and use of the site infeasible for recreational and park uses.

Furthermore, through the base reuse process and the HAP was prepared. The HAP designates specific properties and facilities to be utilized for homeless assistance providers. Hereto, a land use designation is assigned, and these facilities will be permitted through a conditional use permit or other mechanism.

Exhibit 1-5
March Field Historic District



Source: March AFB EIS 1996

Stephens' Kangaroo Rat:

Under jurisdiction of the DOD as an active duty AFB, in consultation with US Fish and Wildlife Service; March AFB established a preserve for the management of SKR. The Preserve consists of 1,000 acres of grassland in the northern and central portions of the West March Planning Subarea . Take of individual and loss of habitat in the preserve are strictly limited by the Biological Opinion (BO), upon which the preserve was established. An additional 1,200 acres of SKR open space area was set aside pursuant to the BO. Take of individuals and habitat is limited to a lesser degree in the SKR open space lands as compared to the management area.

Installation Restoration Program (IRP) Sites:

There were 43 Installation Restoration Program (IRP) sites identified within the property of March AFB at time of realignment. Of these, 16 site area occur on lands proposed for release outside of the cantonment area. These IRP sites are a result of the storage, use, and disposal of household refuse, construction debris, hazardous substances, and petroleum products and their derivatives over the course of the installation's history. An Environmental Baseline Survey (EBS) and Base Realignment and Closure (BRAC) Cleanup Plan (BCP) have been prepared for March, which outlines the status, management and response strategy, and action items related to the cleanup of hazardous and contaminated sites at the base. Clean up has commenced and should not hinder development.

ADJACENT LAND USES & ZONING

Surrounding land uses of the planning area can be primarily characterized as: residential, agricultural and vacant land with industrial and commercial uses flanking the main transportation corridors.

Exhibit 1-6
DOD Facilities & Boundaries of Cantonment

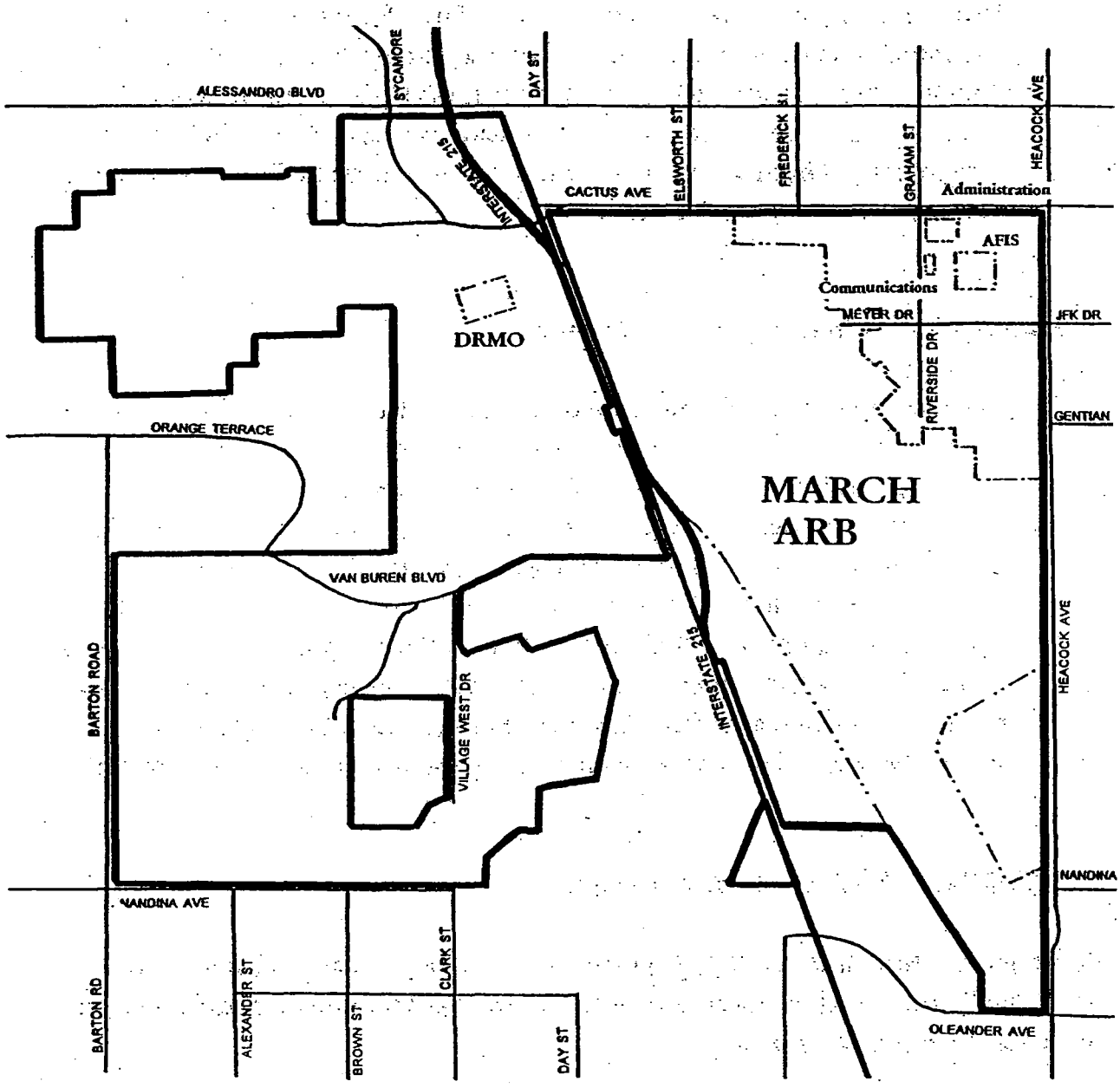


Exhibit 1-7
SKR Management & Open Space Areas

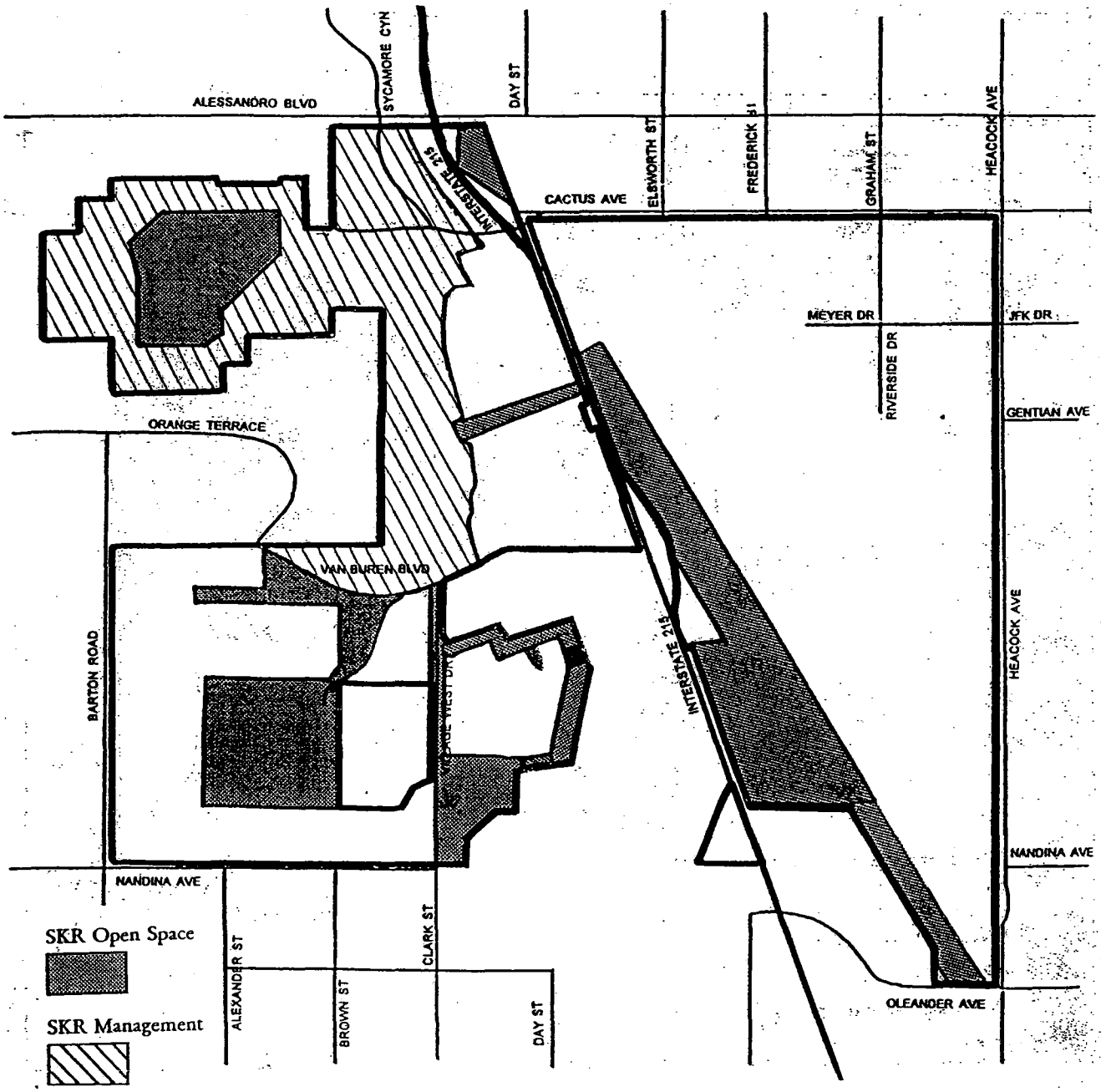
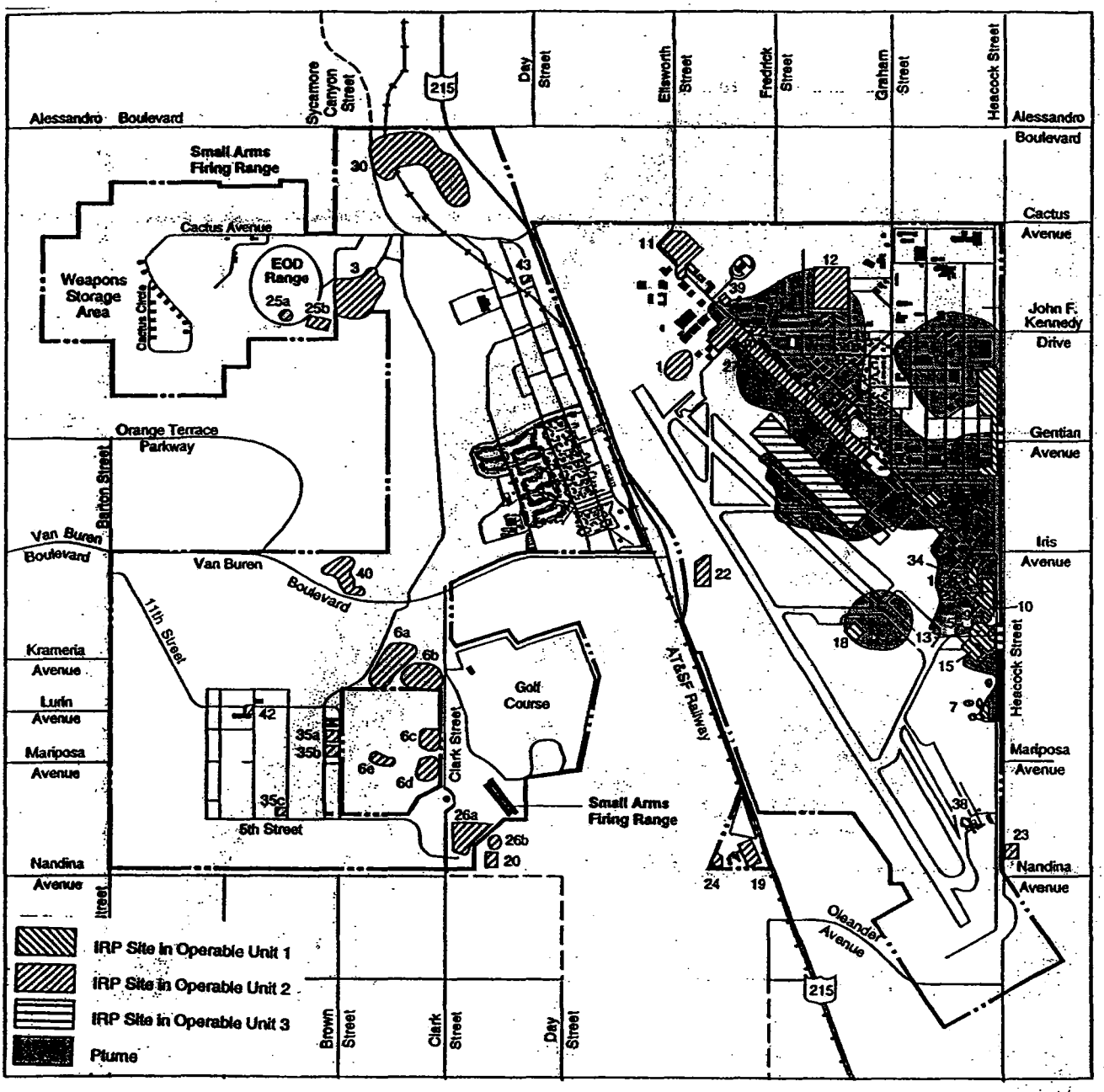


Exhibit 1-8
Installation Restoration Programs Sites



Source: March AFB EIS 1996

City of Moreno Valley:

North of the planning area within the City of Moreno Valley, land is being developed commercially and with business park uses, as demonstrated by the Corporate Center at Cactus Ave and New Hope, and the entitled Centerpoint Specific Plan. Also within the City of Moreno Valley east of the base, large tracts of residential development exists, extending from Cactus Avenue to approximate vicinity of Iris along Heacock Avenue. South of Iris, east of Heacock Avenue is the Moreno Valley Industrial Area (formerly known as the Oleander Specific Plan). The draft amendment to the plan delineates a flexible industrial land use plan for the area.

City of Perris:

Within the City of Perris, along the southern boundary of the planning area, the area is designed with heavy and light manufacturing land uses. The zoning for the area consist of a mixture of industrial zones with agricultural zones that have existed historically, as has the agricultural land uses, which consist of fields with scattered greenhouse structures. This area is contained within the City of Perris Redevelopment Project Area 1987, Northwest Subarea. The northwest industrial area is one undergoing transformation from historically agricultural to industrial, at a pace dependent upon the market.

City of Riverside:

The City of Riverside flanks the planning area both to the north, generally west of Interstate 215 and to the west; these areas are developing in accordance with three specific plans. The Orangecrest Specific Plan covers 1,514 acres west of the West March Planning Subarea between Van Buren Boulevard and the Weapons Storage Area (WSA). This area is a planned community of residential uses with commercial and industrial areas. The Orangecrest Specific Plan is approximately 70% complete. The Sycamore Canyon Business Park Specific Plan is a high quality industrial development incorporating 1,417 acres north of

Alessandro Boulevard, west of Interstate 215. The master plan is slated for development and completion over a 20-year period. Between the two specific plans is the Mission Grove Specific Plan which was recently amended to include residential uses in addition to industrial uses.

County of Riverside:

The Mead Valley Community Plan within the County of Riverside was adopted May 1996 for the area south of the West March Planning Subarea . The county is currently undertaking the consistency zoning for this area. The area is characterized by an industrial based corridor along Interstate-215 with large lot, rural residential uses to the west. The area contains scattered single-family homes, many with accessary equestrian uses and facilities. Similar land uses and zoning existing within the county area west of the planning area, just west of Barton Road. The west area contains orange groves and agricultural uses, with fewer residential uses.

Other land uses or facilities of interest include Interstate 215 which bisects the planning area, along with the paralleling railroad tracts owned by Riverside County Transportation Commission (RCTC) and operated by A.T.&S.F. Long-range plans of RCTC include the transformation of the San Jacinto Branch line to accommodate Metrolink Commuter Rail service as well as freight service. The federal government previously surplused land to create the Riverside National Cemetery and Air Force Village West. Air Force Village West is a retirement community for officers from all service branches of the military and its facilities include independent living detached houses and assisted living quarters.

LAND USE PLAN

The land use plan of the general plan will designate the land use pattern and distribution of development within the planning area. Table 1-3 delineates the distribution of land use designations.

LAND USE CONTROLS

The Zoning Ordinance and Zoning Map will be the primary implementation tools of the Land Use Element. The Zoning Map and Zoning Ordinance identify the specific land uses allowed in the planning area and sets forth regulations and standards for development consistent with the goals, policies, and objectives of the General Plan. Upon receipt of land use authority March 11, 1997, the March JPA adopted Ordinance # JPA-97-01, which is the Development Code and Building and Construction Code for March JPA. Table 1-4 denotes the attributes of zoning districts within the Development Code.

REDEVELOPMENT AREA

The March Joint Powers Redevelopment Agency was formed, and subsequent to the passing of Assembly Bill 3769 the March AFB Redevelopment Project Area established. Under AB 3769 the Redevelopment Agency was permitted to include in a redevelopment project area up to 2% of lands within a one-mile perimeter of March AFB. The March AFB Redevelopment Project Area encompasses the entire former military base, along with 467 acres within the City of Moreno Valley Industrial area.

INFRASTRUCTURE AND PUBLIC SERVICES

Adequate utility and delivery systems exist to serve the existing and future development and use of the base. As lands are developed, utility and other infrastructure requirements will be major factors in the phasing and intensity of future development. It is acknowledged that the level of potential development proposed under the land use plan is beyond the current capacities of the utility purveyors. Opportunities to jointly plan for the provision of utility services to the March planning area exists.

Exhibit 1-9
March AFB Redevelopment Project Area

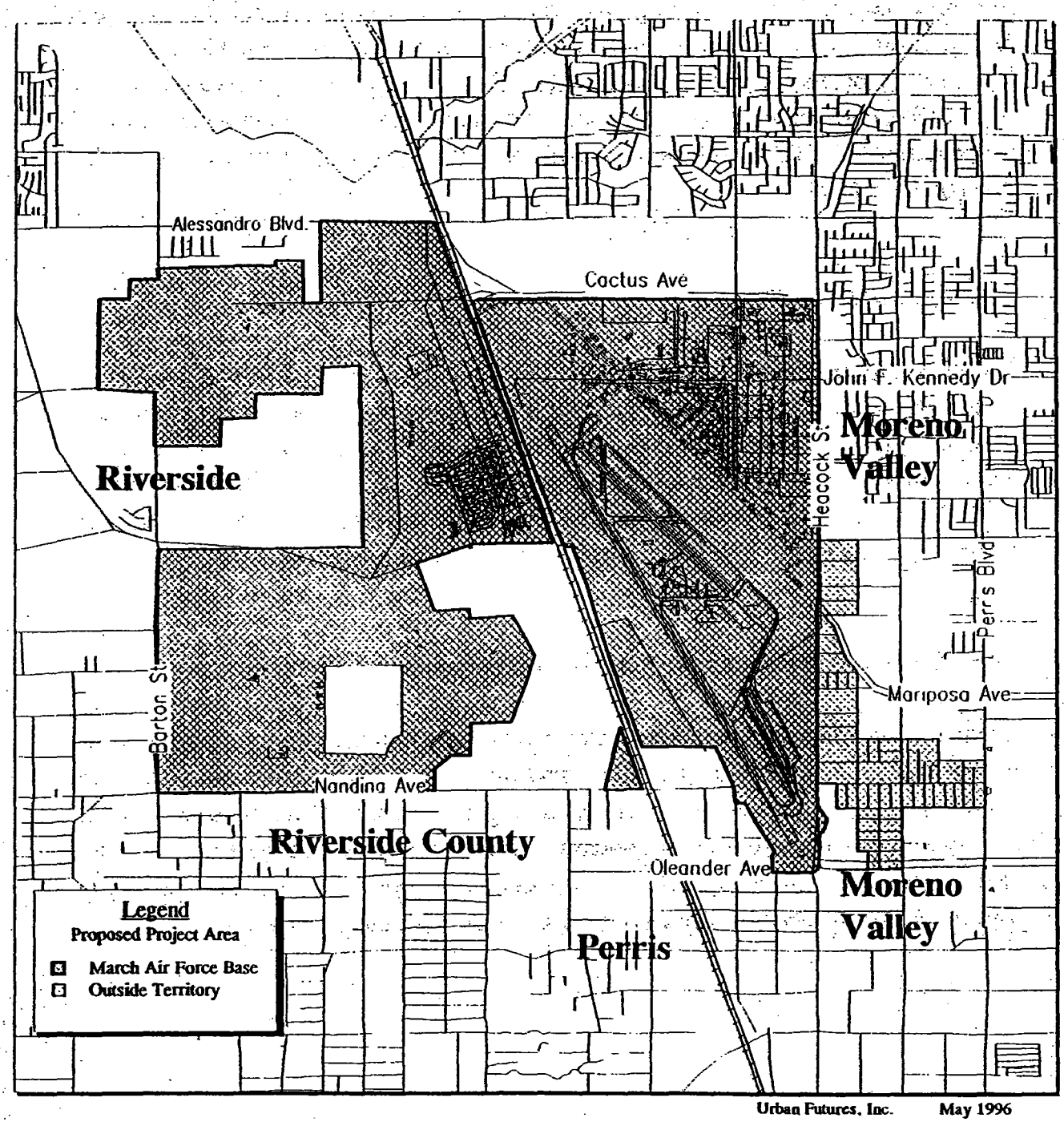


TABLE 1-3
GENERAL PLAN LAND USE DESIGNATION DISTRIBUTION

LAND USE	NORTH EAST	SOUTH EAST	WEST	TOTAL
Business Park	121		1157	1278
Mixed Use	190		174	364
Office	47		57	104
Industrial			433	433
Public Facility		40	409	449
Park/Recreation/Open Space	92		682	774
Commercial			45	45
Historic District	58			58
Civilian Aviation		316		316
AFVW Expansion			75	75
Cemetery Expansion			160	160
Destination Recreation			135	135
LAND USE SUBTOTALS	508	356	3327	4191
Clear zone			34	34
Streets	21		55	76
Rights-of-ways	29			29
SUBTOTAL	558	356	3416	4330
Military Aviation/Operations				2102
TOTAL				6432

TABLE 1-4
ZONING DISTRICTS

ZONING DISTRICT	SYMBOL	ATTRIBUTES
Commercial Districts		
Office	O	Campus-like office setting for corporate and administrative centers.
Office Commercial	OC	Office centers with service commercial uses.
Village Commercial	VC	For old-town site to reflect "turn of the century" commercial village.
Tourist Recreational Commercial	TRC	Supportive commercial uses serving tourist needs, including hotels and recreation centers.
Neighborhood Commercial	NC	Commercial uses that serve the day-to-day needs of a neighborhood area.
Community Commercial	CC	Commercial uses that serve the more general needs of the community.
Industrial Districts		
Business Park	BP	Provides for light industrial, research and development, and office based firms.
Business Park-Mixed Use	BPX	Accommodates a wider range of service nature businesses, in a campus-like setting.
Industrial	I	Manufacturing, research and development, warehousing and distribution centers.
Other Districts		
Open Space	OS	Lower intensity passive and natural open space recreational areas, including preserves.
Planned Development	PD	Master planned properties, can have commercial, residential or industrial uses.
Specific Plan	SP	Areas that have an entitles Specific Plan for development.
Public	P	Public and institutional facilities.

TABLE 1-4
ZONING DISTRICTS

ZONING DISTRICT	SYMBOL	ATTRIBUTES
Overlay Districts		
Air Installation Compatible Use Zone	AICUZ	Overlay that reflects the standards and restrictions of the 1992 Military AICUZ Report.
Outdoor Advertising Displays	OADO	Overlay that addresses the siting of outdoor advertising displays (billboards).

Source: March JPA Ordinance # JPA-97-01

The Infrastructure Subcommittee created the March Air Force Base Realignment Report, April 1995, which identified the existing infrastructure, expansion capabilities, and findings and recommendations. The utilities at time of the general plan process, operated under caretaker operations, have not been declared surplus by the DOD. Easements and right-of-way for infrastructure systems will need to be preserved and accommodated with development and base reuse.

Water Service:

The March JPA Planning area is within the boundaries of Western Municipal Water District (WMWD), with the exception of a small portion at the eastern edge of the southern tip of the aviation area. WMWD is one of 27 water agencies that purchase and deliver supplemental water from Metropolitan Water District (MWD). WMWD utilizes imported water from MWD, and does not use ground water sources within the March area.

The water system for the planning area is operated from four distinct pressure zones. There are approximately 60 miles of water line varying from 2" to 16" in diameter. West March contains a welded steel storage tank of 2.5 MG which provides service to the March JPA Planning Area west of I-215, and to a portion of the planning area east of I-215. An elevated storage tank is located within the

Northeast Planning Subarea area, and supplies most of the area east of I-215. Pressure zones for the WSA and the former 15th Headquarters are served from elevated storage tanks within each area.

In 1984 the Air Force ceased operating its own water treatment facility, therefore water is supplied to the planning area by WMWD from Lake Mathews (Colorado River terminus) and with an agreement with Eastern Municipal Water District (EMWD) for delivering treated State Water Project water to March. Further information and exhibit of water service facilities is contained within the Infrastructure Subcommittee March Air Force Base Realignment Report, April 1995.

Sewer Service:

March AFB contains a waste water treatment plant, which serves the entire planning area along with Riverside National Cemetery and Air Force Village West. As an active duty base, the plant treated approximately 0.7 million gallons per day (MGD), with a current capacity to accommodate 0.75 MGD. West March Planning Subarea is generally served by gravity sewer systems, with the area east of I-215 pumped from a main sewer station to the treatment plant. There are currently seven small lift stations that ultimately flow to the main lift station. There is a 10" diameter force main from the main lift station to the treatment plant.

The sewage effluent BOD and suspended solids range from 12 to 20 mg/l and 10 to 20 mg/l respectively at time of an active duty base. The effluent is pumped from the storage pond at the treatment plant to an open storage reservoir at the Lt. General Archie J. Old, Jr. Golf Course. When effluent is not of sufficient quantity, the effluent is mixed with untreated Colorado River water. The water is currently used for irrigation of the golf course and cemetery. Expansion of the treatment facility will be necessary to facilitate and serve the base reuse plan and development of the general plan land use plan, as well as the potential need to upgrade the water reclamation to tertiary treated water, instead of secondary treated water.

Electrical Power:

Electricity to the planning area has been supplied by Edison via two 33kV circuits from the Alessandro Substation to the March Substation, and a tap 115kV transmission line on the Alessandro-Highgrove-March-Maxwell 115kV line that serves the Tanker Substation. Electricity is supplied to the planning area via the two military substations. Electrical service is distributed through the military's existing electrical distribution system. With the realignment of the base and development of civilian uses, the electrical system will need to be upgraded to meet Public Utilities Commission (PUC) standards, or other acceptable industry standards in light of deregulation.

Natural Gas:

As with electric power within the former base area, natural gas service is operated through the planning area through the military's natural gas line. Natural gas service is currently operated under the caretaker. With the future disposition of military property, the natural gas facilities will need to be upgraded to meet PUC and commercial standards and facilities for natural gas.

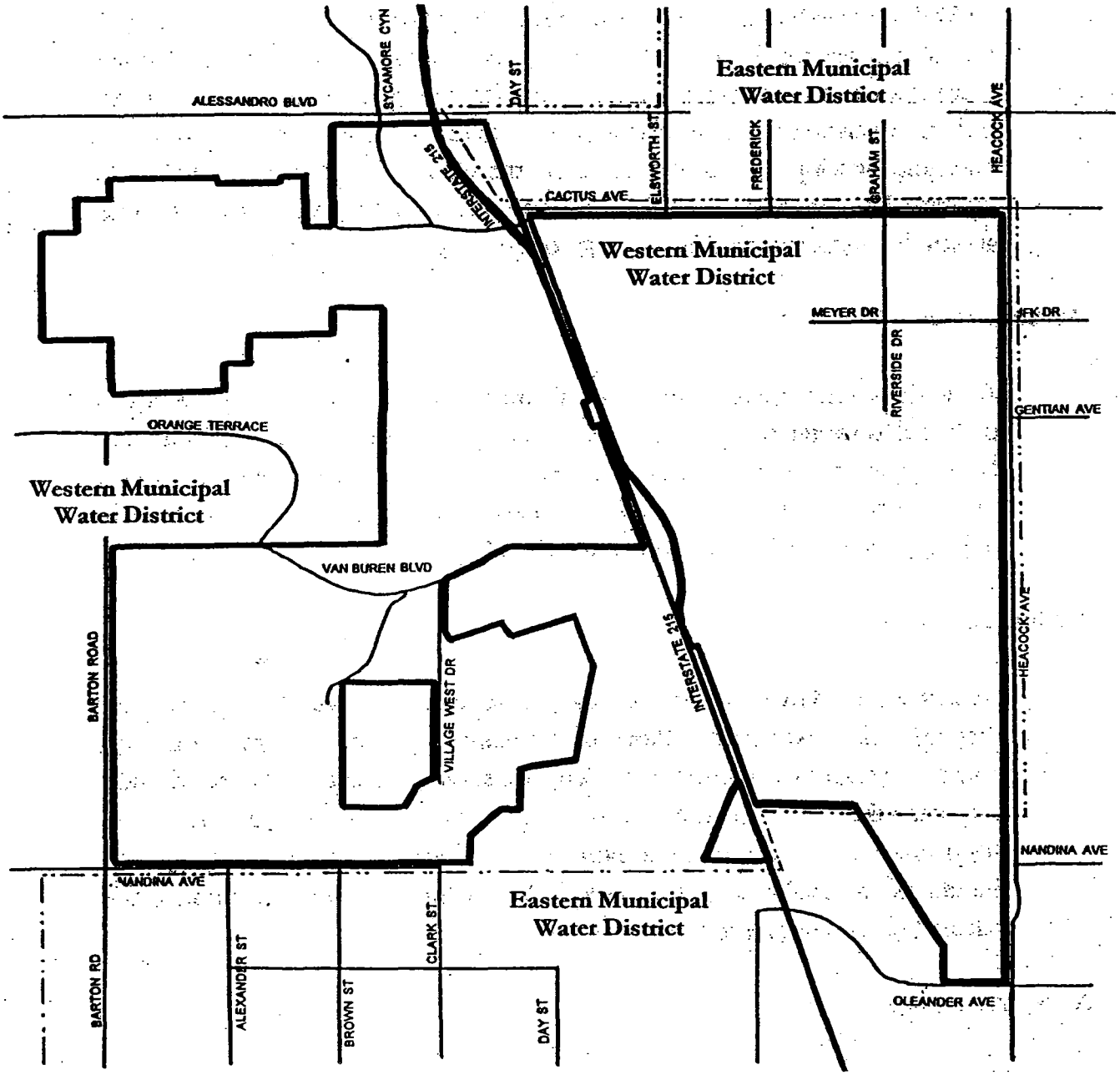
Communications:

As with electric power within the former base area, telephone service is operated through the Northeast Planning Subarea switch via the military's communications infrastructure. Telephone service is currently operated under the caretaker. With the future disposition of military property, the communications facilities will need to be upgraded to meet commercial standards and facilities for fibre-optics, ISDN lines and other technologically advancing communications services pursued.

Storm Drainage:

See Discussion below in Environmental Constraints - Drainage and Flood Plain

Exhibit 1-10
Water District Boundaries



Further information and exhibits of utility service facilities are contained within the Infrastructure Subcommittee March Air Force Base Realignment Report, April 1995. A copy of this report is on file at the offices of the March JPA.

Law Enforcement:

Through retrocession of legal jurisdiction for base realignment, the March JPA planning area is an unincorporated territory within the County of Riverside; thereby law enforcement services fall under the Riverside County Sheriff's Department. Sheriff substations are located within the Cities of Moreno Valley, Riverside and Perris. Currently, response time from the Moreno Valley substation is eight minutes for non-emergencies and five minutes for emergencies. This substation has ten-hour shifts of field officers, with an average of 4.4 officers per day.

As development and reuse in the planning area occurs, so will the level of police staff services. Prior to base realignment, the planning area was under military police control. Military police will be responsible for areas within the cantonment boundaries. Additionally, within the planning area, the Riverside County Sheriff's Department is developing the Ben Clark Public Safety Training Center on approximately 360 acres within the West March Planning Subarea.

Fire Protection:

As with law enforcement services, through retrocession of legal jurisdiction for base realignment, fire protection services are under the jurisdiction of Riverside County Fire Department. Fire Marshall services will be provided by Riverside County Fire Department through the City of Moreno Valley, since the JPA adopted the City of Moreno Valley development codes and standards, inclusive of fire codes.

Fire protection services are accommodated by existing fire stations, as well as an automatic aid agreement that is currently being development with the March ARB fire department. The planning area contains the March ARB fire station. All other stations are located within the City of Moreno Valley and the

unincorporated area of Woodcrest and Mead Valley. Current response time is three minutes, with the longest current response time eight minutes from the stations further away. Current Insurance Service Office (ISO) rating is Class 4. The ISO rating is based upon service equipment and distance to the property. With development and intensification of land uses, an additional station within the West March Planning Subarea may need to be developed to assure that response times are maintained.

Additionally, the Ben Clark Training Center slated to be developed within the West March Planning Subarea will perform fire fighting and protection services in conjunction with California Department of Forestry Services. It is proposed that an emergency staging area for the region be established within the facility.

Library Services:

The March JPA planning area, an unincorporated area of the County of Riverside, is part of the Riverside County Free Library and the Public Library of the City of Riverside. The County Free Library supports 23 branch libraries and 3 bookmobiles through property tax assessment within unincorporated Riverside County areas and 15 cities participating in the Library District. Service standards in the Riverside County branch libraries are 1.2 volumes per capita and 0.5 square feet per capita. Based on Riverside City and County Public Library Annual Reports, the 1990 volume per capita was 0.97 and the 1991 volume per capita was 1.07. Although volumes per capita have increased in recent years, they have not kept pace with Riverside County service standards. Recently, the library system was privatized; still remaining a public system, but outsourced for operations by a private firm.

The surrounding incorporated and unincorporated communities contain library services through the Riverside County Free Library and the Public Library of the City of Riverside.

Exhibit 1-11
School District Boundaries & School Sites

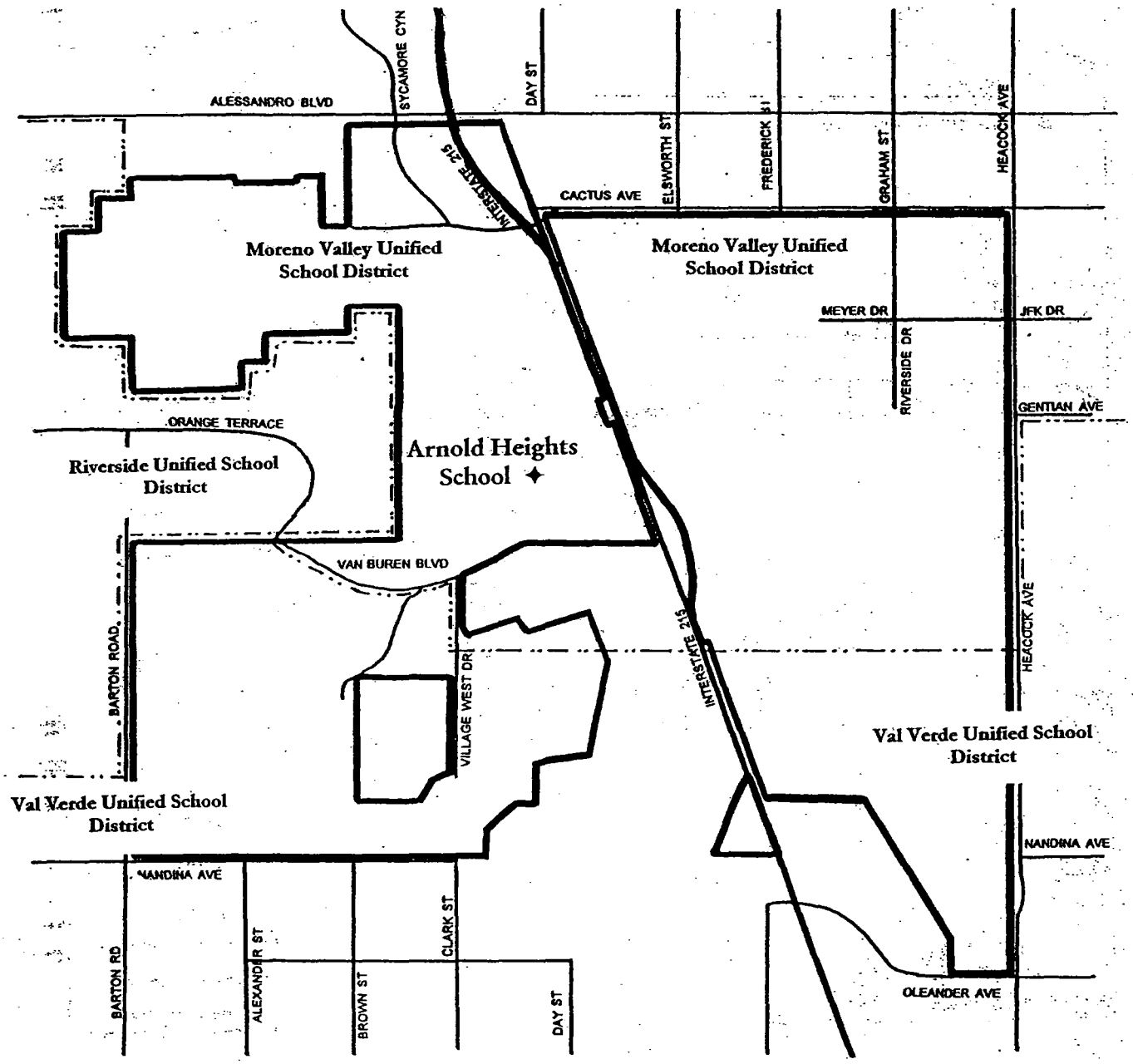
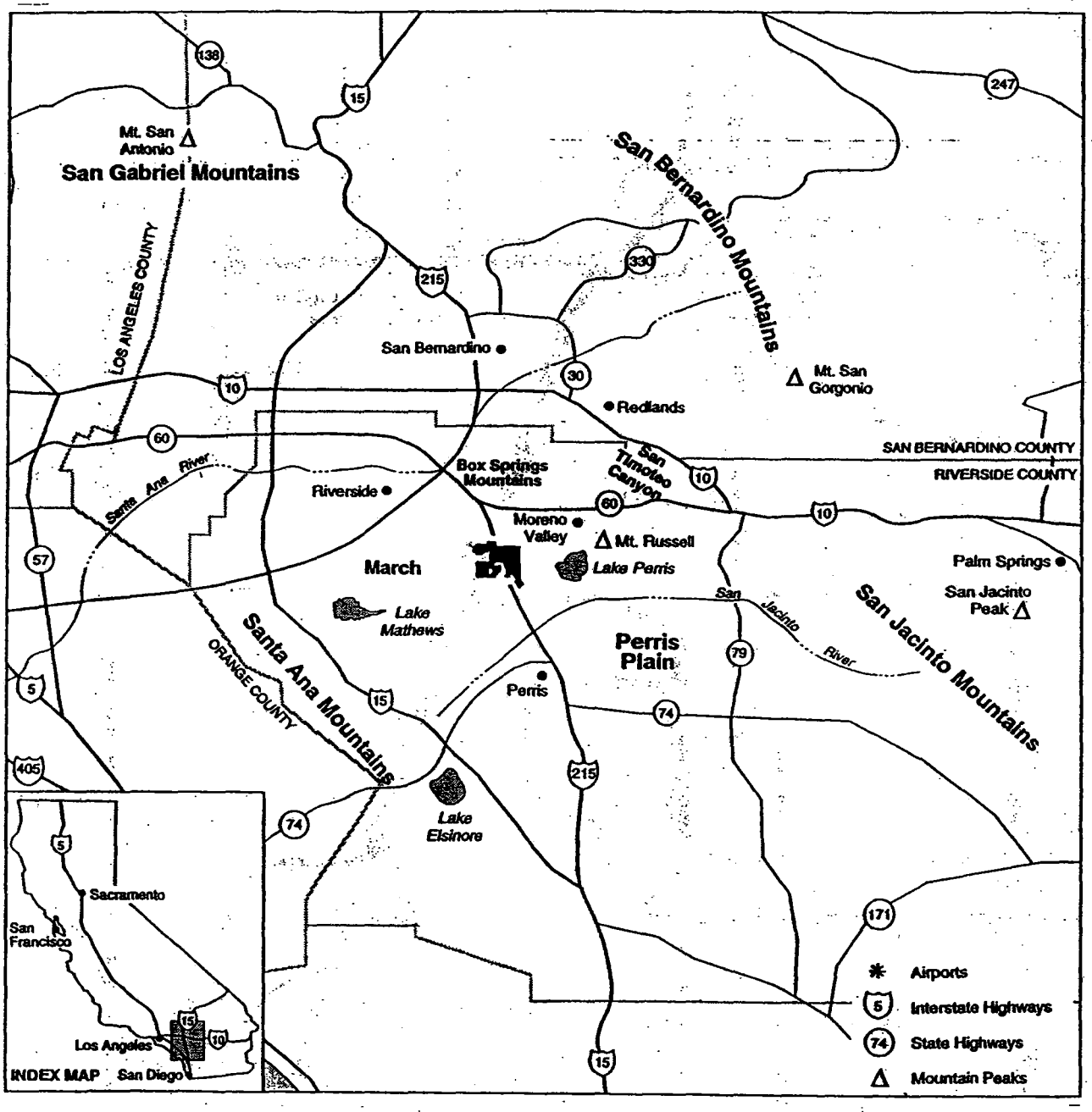


Exhibit 1-12
Geological Map



Source: March AFB EIS 1996

School Facilities:

The March JPA planning area is bisected by Val Verde Unified School District and Moreno Valley Unified School District. The northern area of the planning area from approximately Van Buren Boulevard north is under the jurisdiction of Moreno Valley Unified School District, with the remainder under Val Verde Unified School District. Arnold Heights Elementary School within the Moreno Valley Unified School District is located within the West March Planning Subarea. The ten acre school site has a capacity to hold 750 students, and had an enrollment of approximately 600 students when March AFB was active. All other schools within the districts are located within the Cities of Moreno Valley, Perris or the County of Riverside.

The planning area will not contain any new housing units; thereby generating the need for additional school facilities. However, the historic district of Green Acres within the Northeast Planning Subarea will continue to be used for residential purposes. Families housed within Green Acres will have children within the Moreno Valley Unified School District, and are currently within the attendance areas for the following schools: Arnold Heights Elementary School, Badger Springs Middle School, and Moreno Valley High School. All former military housing known as Arnold Heights will not be used for residential purposes.

ENVIRONMENTAL CONSTRAINTS

The March JPA Planning Area is affected by a variety of environmental factors that influence existing facilities and future development and land use.

Soils and Topography:

The topography of the former base area is generally characterized by rounded ridges and incised drainage in the West March Planning Subarea, and relatively flat slopes east of Interstate 215. Elevations range from approximately 1,760

feet mean sea level (MSL) in the West March Planning Subarea , to about 1,465 MSL in the southeast corner.

Terrain of the planning area is easily characterized by as a flat alluvial plain valley bounded by low lying granitic bedrock on the west. The gentle slope of the valley floor is approximately 20 feet per mile in a south-southeasterly direction. The areas of the West March Planning Subarea are characterized by hilly terrain with small canyons, while the planning area east of I-215 is on the valley floor.

The U.S.D.A. Natural Resources Conservation Service has identified and characterized the soils in western Riverside County. Two major soil associations exist in the planning area: the Cieneba-Rockland-Fallbrook association on the western portion of the planning area, and the Monserate-Arlington-Exeter association on the eastern portion. The Cieneba-Rockland-Fallbrook soils occur on the West March Planning Subarea , and are derived from granite rock and are typically 1 to 3 feet thick, have a surface layer of sandy loam and are well drained. Soils of the Monserate-Arlington-Exeter association are derived from granitic alluvium and occurs on the eastside of I-215. These soils share similar characteristics, with the Monserate-Arlington-Exeter soils having a relatively low permeability silica hardpan at a depth of 28 to 50 inches, which consists of a moderately high runoff potential.

Large areas in the West March Planning Subarea and isolated pockets in the southerly portion of the Northeast Planning Subarea have soils that are eligible as "statewide important farmland" soils, and other soils that are "prime farmland" soils when irrigated. However, these soils are not irrigated for agricultural purposes, are covered by existing structures or have been disturbed to some degree by former human activity, and therefore, may not be suitable for classification as "prime" or "statewide important" farmlands.

Areas within the West March Planning Subarea, particularly north of Van Buren Boulevard contain rock outcroppings. Within the rolling hills and intermittent drainage courses, large and small outcroppings exist. Historically, gravel pit operations have occurred on two locations within the West March Planning Subarea for extraction of rock material to be crushed and used as aggregate or

base material. These operations no longer exist, and there is no need for reclamation of the former sites. The planning area contains no significant mineral deposits.

Seismic Hazards:

The planning area is located in Southern California, an area well known for its seismic hazards and activity. The main source for potential earthquake damage in the planning area is from seismic activity along the San Jacinto fault, about five miles east of the base. Another major fault, considered "potentially active," is the Casa Loma fault, located approximately 1.5 miles southwest of the San Jacinto fault.

The San Jacinto fault is considered to be the most "active fault" within Southern California. The March Planning Area is located in Seismic Intensity Zone III, which has a moderately high potential for strong to severe groundshaking. Extensive damage to structures from intensive groundshaking could result from a major seismic event occurring along the San Jacinto fault. Other regional faults of significance which could affect the base in terms of groundshaking are the San Andreas and Lake Elsinore faults. The San Andreas is an "active" fault, and is located approximately 15 miles northeast of the base. The Lake Elsinore fault is considered "potentially active," and is located about 17 miles southwest of the base.

Many structures on the former base were not built to current seismic building codes, although the former base hospital has been retrofitted for earthquake safety due to its status as a "critical" emergency facility. Prior to reuse of existing facilities, analysis of structure suitability for the proposed use will need to be conducted as part of the certificate of occupancy process.

Drainage and Flood Plains:

Surface water runoff from the March JPA Planning Area is directed southeast through a series of storm drains and surface drainage ditches within the Northeast Planning Subarea area. Storm sewers and other drainage facilities and

improvements on the former base are minimal. The primary drainage facilities are the Cactus storm drain channel which runs in an east-west direction parallel to Cactus Avenue along the northern boundary of the Northeast Planning Subarea, and the Heacock storm drain channel which runs north-south adjacent to Heacock Street along the eastern perimeter of the Northeast Planning Subarea; both are unlined and have been designated as "wetlands" (i.e., "waters of the United States"). These unlined drainage channels flow into the Perris Valley Storm Drain. The Cactus Channel has very little capacity, and the Heacock Channel is in need of upgrade to accommodate the increased flows attributable to development in the adjacent community of Moreno Valley. All drainage and channels on base connect into either the Heacock or Perris Valley storm drains.

The areas of the West March Planning Subarea contains no drainage facilities, and hydrological studies and master plan needs to be prepared to create a flood control facility master plan to support future development and creation of impervious surfaces. Interim measures for on-site retention/detention may also be considered. The March JPA will need to prepare and adopt a master flood control and drainage plan to address flooding and storm water disposal in the area.

March AFB is within the San Jacinto watershed, which encompasses about 760 square miles. The Northeast Planning Subarea is surrounded by areas within the 100-year flood plain as designated by the Federal Emergency Management Agency (FEMA). Areas subject to 100-year floods are located along the northern and eastern boundary. The unlined natural drainage and channels on the base may become flood plains during inundation by 100-year flood events.

Airport and Aviation Hazards and Noise:

Substantial portions of the planning area are impacted by noise from military aircraft operations and overflights. Noise is an influencing factor in the development of the planning area. The general plan land use designations and patterns consider noise impacts in planning for the distribution and selection of land uses within the general plan. Nonetheless, it will be necessary to mitigate

noise impacts for some uses in areas subject to excessive noise levels. See the profile reports on Section 3 for further discussion relative to noise.

Future land use developments will need to be reviewed for their potential exposure to noise levels to determine the suitability of a particular use in a particular location and appropriate mitigation, if necessary. The 1992 AICUZ Study Land Use Compatibility matrix (reference Section IV.A.3) lists land uses and their compatibility with various noise zone exposure levels.

Additionally, the 1992 AICUZ Study denotes the clear zones (CZ), accident potential zones (APZs) I & II for both north and south ends of runway 14/32. Additionally, civilian use FAA standards such as runway protection zones (RPZs) and clearances as shown on the approved Airport Layout Plan (ALP) must be adhered to. Restriction of land uses for both noise and risk potential/land use compatibility shall be in and above site zoning and development standards.

Wetlands:

Approximately 86 acres of localized jurisdictional wetlands/riparian habitats occur on base along draws and drainage depressions. These wetlands are dominated by willow riparian woodland vegetation and are considered a "sensitive" habitat type by responsible resources agencies. Wetlands occur mostly in the West March Planning Subarea, but are also located along portions of the Cactus storm drain and Heacock ditch channels at the northeastern corner of the Northeast Planning Subarea. Both channels are considered to be "Waters of the U.S." along their entire lengths along the planning area.

Contaminated Sites:

Contaminated sites exist at various locations on the base site as a result of the storage, use, and disposal of household refuse, construction debris, hazardous substances, and petroleum products and their derivatives over the course of the installation's history. The IRP exhibits depicts the known locations of these

hazardous sites. The entire base has 43 identified Installation Restoration Program (IRP) sites. Of these, 16 sites occur on lands proposed for release outside of the cantonment area; an additional three sites occur on Air Force Village West property, and two on Riverside National Cemetery lands expansion.

An Environmental Baseline Survey (EBS) and BRAC Cleanup Plan (BCP) have been prepared for March. These Air Force documents outline the status, management and response strategy, and action items related to the cleanup of hazardous and contaminated sites at the base. These programs support the cleanup and restoration of the base property, which is necessary to meet the requirements for property disposal and reuse activities associated with the realignment of March AFB.

Timely economic reuse should not be precluded by cleanup phasing or by funding phasing. In addition, the level of cleanup will be consistent with the proposed land use for a particular contaminated site and the IRP strategy consistent with the land use element designations of the General Plan.

Stephens' Kangaroo Rat (SKR):

Major portions of the West March Planning Subarea , as well as about 441 acres of the Northeast Planning Subarea between the runway and the I-215 freeway, are habitat for the federally listed endangered Stephens' Kangaroo Rat (SKR). Habitat areas amount to approximately 2200 acres for the entire base. March AFB established a SKR Management Area and SKR Open Space area as part of a December 4, 1991 agreement with the US Fish and Wildlife Service, as mitigation for the development of base properties to meet current and future Air Force needs. The SKR areas are managed by the Nature Conservancy using funds supplied under the agreement.

The Management Area covers about 1000 acres of grasslands in the northern portion of the West March Planning Subarea . Destruction or "take" of individual SKR in the preserve is limited and loss of habitat is constrained by the agreement. The agreement also provided that an additional 1,200 acres be set

aside as "open space" for the SKR, where take of individual animals and habitat is, to a lesser degree, also limited.

The Riverside County Habitat Conservation Agency (RCHCA) has prepared a Long-Term Habitat Conservation Plan (HCP) for the SKR in Western Riverside County. The SKR HCP initially showed the Sycamore Canyon-March AFB SKR habitat as a proposed "core reserve" area for long-term SKR management purposes. Subsequent to the decision to realign March, a strategy was developed to trade SKR habitat on March in exchange for purchasing SKR habitat elsewhere in Western Riverside County in order to take full advantage of the economic redevelopment potentials afforded by surplus lands at March.

The SKR habitat at March is surrounded by urban and urbanizing uses that will diminish the biological value of those lands as viable SKR habitat over the long-term. Under these conditions, and given the value of March properties for development to replace jobs lost by the realignment, it was determined that more and better quality SKR habitat could be purchased elsewhere. The reopening of the 1991 agreement to pursue this land use/management strategy is currently underway. The general plan work program assumes that this strategy will be successful, and that the lands currently designated for SKR management and open space purposes will be available for development.

Biological and Other Environmental Factors:

In addition to the wetlands and SKR issues described previously, other potential biological constraints to base reuse were identified, primarily concerning the occurrence of sensitive wildlife species and their habitats. The open areas of the former base consist mainly of grasslands comprised of non-native species of European origin, isolated coastal sage scrub remnants, and localized wetlands/riparian habitats along draws and drainage depressions. The coastal sage scrub is considered to be the Riversidian sub-type. Field surveys of the base conducted by the US Fish and Wildlife Service (March, 1994; USFWS) have documented a total of 98 bird species as occurring on March AFB.

Two are state and federally listed as "endangered" (Bald eagle; Least Bell's vireo), five are federal Category 2 candidates, and nine others are noted on various watchlists as "sensitive." An endangered species, Least Bell's vireo, was identified in drainage with willow riparian habitat along Van Buren Boulevard in the West March Planning Subarea. Burrowing owls are also known to occur on the base. California gnatcatchers were not observed to occupy the remnant coastal sage scrub environs.

Other field surveys (USFWS; January, 1994) also noted the presence of several reptile and amphibian species of concern; a total of 15 herpetological species are known to occur on the base. Of these, four are Category 2 candidates for listing as federal threatened or endangered species; (San Diego horned lizard; Orange-throated whiptail; Coastal western whiptail; Northern red diamond rattlesnake). Four individuals of the Western spadefoot toad were also incidentally captured during the surveys near Plummer Road in the northwest portion of the base, and is considered "...extinct throughout much of lowland southern California" (Stebbins 1985). Previous surveys (USFWS, 1993) also noted the presence or possibility of other sensitive wildlife species on the base, including the Los Angeles pocket mouse (federal Category 2 subspecies), Bell's sage sparrow (Fed Cat 2), and the Ferruginous hawk (Fed Cat 2); among others. Further discussion is included within the Profile Report for Resource Management Element.

TABLE 1-5
Potential and Listed Endangered, Threatened and Candidate Species at March Air Force Base, Riverside County, California

1993 and 1994 surveys by US Fish & Wildlife Service

MAMMALS		
Stephens' kangaroo rat	Dipodomys stephensi	(E)
San Diego black-tailed jackrabbit	Lepus californicus bennettii	(2)
Los Angeles little pocket mouse	Perognathus longimembris brevinasus	(2)
REPTILES		
San Diego horned lizard	Phrynosoma coronatum blainvillii	(2)
Orange throated whiptail	Cnemidorphorus hyperythrus	(2)
Coastal western whiptail	Cnemidorphorus tigris multiscutatus	(2)
Northern red diamond rattlesnake	Crotalus ruber ruber	(2)
Western spadefoot toad	Scaphiopus hammondii	
BIRDS		
Last Bell's vireo	Vireo belli pusillus	(E)
Brown pelican	Pelecanus occidentalis	(E)
Ferruginous hawk	Buteo regalis	(2)
Mountain plover	Charadrius montanus	(2)
California horned lark	Eremophila alpestris actia	(2)
Loggerhead shrike	Lanius ludovicianus	(2)
Tricolored blackbird	Agelaius tricolor	(2)
Bell's sage sparrow	Amphispiza belli	(2)

Legend:

(E) - Endangered

(2) - Category 2: Taxa for which existing information indicates that listing may be warranted, but for which substantial biological information to support a proposed rule is lacking.

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APPENDIX 1-A:

TABLE 1-A
EXISTING BUILDINGS WITHIN THE NON-CANTONMENT AREA

BLDG #	FACILITY TYPE	SQ.FT.	BLDG #	FACILITY TYPE	SQ.FT.
HISTORIC	Green Acres Housing	N/A	962	Dining Hall, AMN	17,177
125	VOQ/Services	1,686	976	Dormitory/722 LGS	25,608
148	Museum	634	977	Dormitory/Storage	25,906
154	Traffic Checkhouse	120	1000	Commissary	116,562
354	SP Cen Con	151	1050	Troop Subs Whse	2,494
500	Environmental Health	5,855	1054	New Enlisted Dorm	48,000
501	Temporary Lodging Fcty	10,373	1055	Dormitory Support	
502	Trn Lodge Spt Bldg	456	1100	Traffic Check House	70
534	Hazard Storage	2307	1305	Alert Facility/ANG	24,171
548	Exchange Service Station	2,040	1306	SP Entry Control	118
549	Exchange Service Station	3,517	1308	Swimming Pool	880
550	Exchange Service Station	250	1309	Readiness	1,024
602	SWADS	26,764	1312	Master SRVILL, CON	145
641	Red Cross	2,640	1313	Readiness, Crew	1,767
642	Disaster Preparedness	384	2506	BaSE Engr Adm	16,385
651	Recreation Center	38,764	2507	BE Maint Shop	16,250
659	Bank of America	4,580	2508	BE Stor CV Fclty	12,275
660	Branch Exchange	3,166	2509	BE Stor CV Fclty	540
755	Base Package Store	3,438	2510	BE Stor Shed	2,594
758	Exchange Sales Store	84,580	2511	BE Stor Shed	750
760	Base Theater	10,673	2512	BE Stor Shed	740
768	ResComp Med	9,400	2513	BE Stor Shed	4,160
823	Child Care Center	4,266	2514	BE Stor Shed	1,363
877	Dormitory/722 CES	25,608	2517	BE Maintenance Shop	970
938	Library/Arts & Crafts	14,524	2518	BE Pav Grnd Fclty	1,535
940	Dormitory/722 MDG	25,608	2519	BE Pav Grnd Fclty	2,916
941	Auto Hobby Shop	7,970	2560	BSE Engr Admin	692
942	Burger King/AAFES	3,523	2593	Youth Center	8,864

TABLE 1-A
EXISTING BUILDINGS WITHIN THE NON-CANTONMENT AREA

960	AAFES/FMO	85,937	2594	Child Care Center	13,200
2595	Child Care Center	10,973	3420	Band Center	2,400
2597	Admin Ofc, Non-AF	1,665	5022+	Storage Igloos	2,392
2598	Traffic Check House	144	5030	Storage Igloo	1,218
2599	SP Con Iden	1,800	5033	Storage Igloo	1,383
2600	Chapel Cen	21,810	5034	Storage Igloo	2,147
2604	Family Support Ctr	25,440	5035	Storage Igloo	1,047
2605	Sq OPS	53,208	5036	Storage Igloo	2,147
2606	Utility Vault	4,826	5037	Storage Igloo	1,047
2630	HQ Group	53,139	5039	Warehouse	5,000
2632	HQ Group	300	5041	SHP Convl Mun	1,920
2670	Data Processing	8,404	5042	SHP; Srvll Insp	5,564
2706	NCO Open Mess	25,688	5043	SP Entry Con Bldg	1,675
2990	Hospital	174,110	5052	SP Kennel SPt Bldg	568
2992	AMB Shelter	2,288	6007	BE Stor Cv Fclty	4,990
2994	Material Services	200	6009	Bldg Wtr Sup	880
2995	Dental Clinic	16,430	6102	Golf Clubhse/Equip	85
2996	RES Comp Med Trng	8,000	6104	Golf Clubhse/Equip	5,779
2998	RES Forces AE Trng	8,575	6105	Golf Clubhse/Equip	3,000
3401	HTG GSvlyy Bldg	611	6110	Golf Clubhse/Equip	1,085
3403	HQ Numbered AF	67,440	6111	Golf Clubhse/Equip	1,500
3404	HTG Fclty Bldg	1,800	6112	Golf Clubhse/Equip	1,550
3407	VAQ Dormitory	25,461	6702	Chapel Cen	10,231
3408	NCO Prof Ed Center	25,461	25099	Arnold Hghts Fire St	1,109
3409	NCO Prof Ed Center	14,835	25469	Arnold Hghts Youth	848
3411	Water Pump Station	747	25511	Ard Hghts/Teen Ctr	3,640
3415	Material Services	8,192	25xxx	Arnold Heights	—
3417	Dormitory	25,774	TOTAL		1,391,655
3418	Band Center	25,774			

PROFILE REPORT
for the
GENERAL PLAN
of the
MARCH JOINT POWERS AUTHORITY

Transportation

TRANSPORTATION

INTRODUCTION

This document summarizes the initial sections of the March JPA Transportation Element. According to State guidelines (State of California Government Code Section 65302(b)), General Plan Circulation (Transportation) Element shall include "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public utilities and facilities, all correlated with the land use element of the plan." The mandatory circulation element issues, or those which must be addressed within the General Plan, are as follows:

- Major thoroughfares
- Transportation routes
- Terminals
- Other local public utilities and facilities

Other specific items which are not mandatory but may be covered within General Plan Transportation Element include:

- Streets and highways
- Public transit routes, stops and terminals
- Bicycle and pedestrian routes and facilities
- Truck routes and restrictions
- Railroad, multi-modal facilities and goods movement systems
- Transportation system management and transportation demand management
- Joint Use (military / civilian) Aviation
- Aviation terminals for air cargo and passenger services

Upon adoption, the March JPA General Plan Transportation Element will cover all of the issues listed above. It will describe existing circulation conditions in the March JPA, establish standards for planning improvements to the circulation system in coordination with planned growth in the March JPA and it will provide a basis for measurement of

circulation system performance in future years and for future updates of the General Plan Transportation Element.

ROADWAYS

One of the principal elements of any Transportation Element is the definition of the March JPA Planning Area roadway system in terms of designated functions. For example, local streets are designed to serve only short distance local trips while arterial roadways are to serve longer distance trips and higher traffic volumes. The "functional classification system" defines each roadway in the March JPA Planning Area and provides guidelines for the level and type of traffic based on type of roadway. The proposed functional classification system is described in more detail below along with a summary of existing circulation system conditions.

FUNCTIONAL CLASSIFICATION SYSTEM

The primary circulation system in the March JPA consists of surface streets and arterial highways. These streets serve two distinct and equally important functions: Access to adjacent properties, and movement of persons and goods into and through the March JPA planning area, respectively. The design and operation of each street or arterial highway depend upon the importance placed on each of these functions. For example, the arterial highways are designed to carry large volumes of vehicles into and through the March JPA planning area so they have more lanes, higher speed limits and fewer driveways. In contrast, local streets have fewer lanes, lower speed limits, and more driveways to provide access to fronting properties.

A classification system is used to identify the function of each roadway in the March JPA Planning Area. The system provides a logical framework for the design and operation of the roadway system. Because March JPA is a local government with land use authority, the functional classification of the March JPA's existing street system was previously established by the Federal Government and the County of Riverside. One of the purposes of the first Transportation Element is to establish a functional classification system for the March JPA to adopt for future circulation planning.

The functional classification system allows the community and elected officials to identify preferred characteristics of each street. If observed characteristics of any street changes from the functional classification, then actions can be taken to return the street to its originally intended use or to change the designated classification in response to new development and base reuse. Each classification has a designated curb-to-curb width and right-of-way width. Therefore, right-of-way can be obtained under the guidance of the General Plan for those roadways which are not yet built to standard.

It is important to note that the functional designation of a roadway does not necessarily indicate the existing conditions (i.e., traffic volume, width and available right-of-way). Instead, it indicates the intended use and ultimate design of the roadway to accommodate anticipated travel demand.

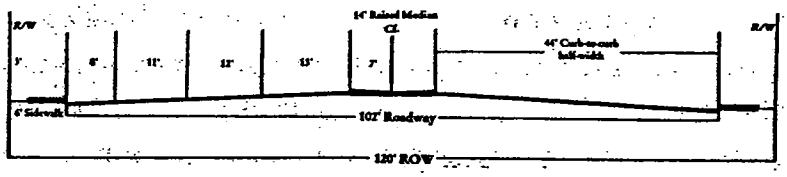
The technical analysis associated with General Plan Transportation Elements includes many terms which are not commonly used and which may require explanation for the reader. For this reason, a glossary of terms is provided at the end of this document which explains many of the most often used technical terms in transportation planning and engineering.

MARCH JPA GENERAL PLAN ROADWAY CLASSIFICATIONS

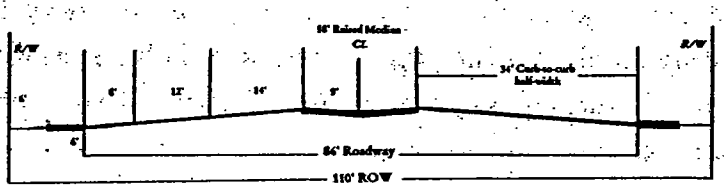
It is important to note that additional right-of-way may be required for any of these classifications wherever an arterial highway coincides with an adopted route for an additional public facility (e.g., bikeways or riding and hiking trails), or for a scenic highway.

The functional classification system for March JPA Planning Area roadways is as delineate herein below to provide proper guidance as the planning area develops and reuse of the former active duty base occurs. The roadway system recommended encompasses the key roadways in the planning area, along with regional circulation system facilities of the respective jurisdictions. The following functional classification system categories are discussed below, with typical cross sections provided in Exhibit 2-1:

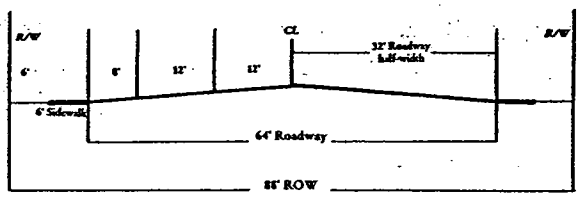
Exhibit 2-1
Roadway Classification Cross-Sections



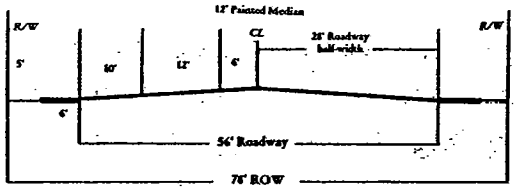
ARTERIAL HIGHWAY



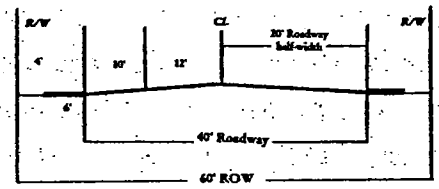
MAJOR ARTERIAL



MINOR ARTERIAL



INDUSTRIAL
COLLECTOR



LOCAL STREET

1. Arterial Highway. These roadways would provide a 102-foot roadway within a 120-foot right-of-way upon full buildout. This is sufficient width to provide three lanes in each direction plus raised median to accommodate controlled left turn lanes at intersections. The roadway without curbside parking, will accommodate a Class II commuter serving bike lane. Roadways designated as an arterial highway serve a sub-regional basis and are continued throughout the sub-region within the respective jurisdictions.

2. Major Arterial. These roadways would provide an 86-foot roadway within a 110-foot right-of-way upon full buildout. This is sufficient width to provide two lanes in each direction plus raised median to accommodate control left turn lanes at intersections. A Class II commuter serving bike lane can be accommodated if curbside parking is restricted.

3. Minor Arterial. These roadways would provide a 64-foot roadway within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction, with a Class II bike lane, or curbside parking area. This roadway classification has no center median. Minor arterials function in a similar manner to major arterial except that minor arterial carries less total traffic, less non-local through traffic and a relatively greater proportion of local traffic.

4. Industrial Collector. These roadways would provide a 56-foot roadway within a 78-foot right-of-way. This is sufficient to provide one lane in each direction with a Class II bike lane. Industrial Collector streets function as feeder routes to carry traffic from the arterial system to the local system, but should carry only very minimal levels of non-local through traffic.

5. Local Streets. All streets not designated as one of the facility types above is a local street. Local streets function purely to provide direct access to abutting land uses and should not serve any through traffic.

6. Service Streets. Service streets are purely rights-of-way designed to provide access to areas that need to be serviced, but does not carry standard "public" traffic. A service street is designed as a two-lane roadway without any additional right-of-way. The minimum standard for a service street shall be no less than 24 feet wide to accommodate two-way traffic. Use of service streets shall be limited to areas that require access for purely maintenance and servicing, and will not function as a "public" transportation facility in the general sense.

TABLE 2-1

ROADWAY CLASSIFICATION
MARCH JPA GENERAL PLAN

Roadway Classification	Number of Lanes	Right of Way	Roadway Cross-Section	Type of Median	Sidewalk Parkway
Arterial Highway	6	120'	102'	14' Raised	6'/3'
Major Arterial	4	110'	86'	18' Raised	6'/6'
Minor Arterial	4	88'	64'	N/A	6'/6'
Industrial Collector	2	78'	56'	12' Painted	6'/5'
Local	2	60'	40'	N/A	6'/4'
Service	2	24' min	24' min	N/A	N/A

The functional classification of each street is determined based on several key factors including the following:

1. Future Traffic Volumes. The classification of each roadway should be designated so that the roadway capacity, once it is fully built out, will support the anticipated traffic volumes at an acceptable level of service (LOS) once the planning area's developable parcels are also fully built out. Level of service is a qualitative measure describing operational conditions of a traffic stream or intersection. It is usually based on a calculation of the average delay experienced by vehicles during peak hours. Service levels range from A to F, with A representing excellent operating conditions and free flow, while F represents extreme congestion and significant motorist delay. The definition of acceptable level of service is determined by the March JPA as part of the development of the General Plan through the Goals and Policies.

   Many studies have been completed on the appropriate levels of traffic on various types of facilities. Table 2-2 displays general guidelines that are used to categorize roadways into logical functional classifications. For the March JPA, LOS E is the minimum acceptable level of service, and LOS D is the desirable standard for peak hour conditions.

2. Adjacent Land Uses. Another important element in setting roadway functional classifications is adjacent land uses. Each classification is specified to carry certain types of traffic. For example, freeways are designed to carry relatively large volumes of long distance "through" traffic, while local streets represent the opposite end of the spectrum and are designed to carry only traffic destined for land uses along the street. Arterial and collector streets are designated to carry varying levels of local and through traffic.

KEY EXISTING ROADWAY NETWORK

Exhibit 2-2 illustrates the existing roadway network for the March JPA.

TABLE 2-2
LEVEL OF SERVICE

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.59
B	Very good operation. Many drivers begin to feet somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.60-.69
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and backup-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.70-.79
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.80-.89
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.90-1.00
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

Interstate 215: I-215 is a six-lane north-south freeway which separates the eastern half of the March JPA Planning Area (with the airfield and former Air Force base facilities) from the largely undeveloped western half. To the north, I-215 passes through the cities of Riverside and San Bernardino before merging into I-15. To the south, I-215 passes through Perris and Sun City before

merging with I-15 in Murrieta. I-215 currently carries approximately 70,000 vehicles per day south of Van Buren Boulevard and 60,000 vehicles per day north of Van Buren. Full interchanges are provided at Alessandro Boulevard, Cactus Avenue, Van Buren Boulevard, and Oleander Avenue.

Alessandro Boulevard: Alessandro Boulevard is a four-lane east-west arterial which serves as the northern March JPA Planning Area boundary west of I-215, and has an interchange with I-215. West of the March JPA Planning Area it passes through the City of Riverside, splitting into Central Avenue and Arlington Avenue. East of I-215 it is a key arterial through the City of Moreno Valley. Alessandro Boulevard currently carries approximately 27,000 vehicles per day west of I-215 through the March JPA Planning Area.

Barton Street: Barton Street is a two-lane north-south road which serves as the western March JPA Planning Area boundary south of Van Buren Boulevard. It terminates on the north at Orange Terrace Parkway, and extends past Nandina Avenue on the south. Barton Street currently carries approximately 4,000 vehicles per day south of Van Buren Boulevard.

Cactus Avenue: Cactus Avenue is a four-lane east-west arterial which serves as the northern March JPA Planning Area boundary east of I-215. It has an interchange with I-215, and carries approximately 26,000 vehicles per day east of I-215. West of I-215 it carries 8,000 vehicles per day, and extends only a short distance before turning north to Alessandro Boulevard.

Heacock Street: Heacock Street is a four-lane north-south arterial which serves as the eastern March JPA Planning Area boundary. Currently, Heacock Street is only improved as far south as Iris Street; from Oleander Avenue to Gentian Avenue it is a two-lane paved street, south of Oleander Avenue it is only developed as a dirt road. To the north of the JPA area, it has an interchange with SR-60.

Oleander Avenue: Oleander Avenue is a four-lane east-west arterial through its interchange with I-215. Immediately west of the interchange, Oleander currently terminates at Harvill Street, though it is planned to be extended westerly to connect with Nandina Avenue. East of I-215, it continues for a short distance as a four-lane arterial, then continues as a two-lane road to its current terminus at the Heacock Street alignment. Oleander is planned as a six-lane arterial by the City of Perris, to be continued easterly from its current terminus.

Van Buren Boulevard: Van Buren Boulevard is a four-lane east-west arterial through the western half of the March JPA Planning Area. Its eastern terminus is at its interchange with I-215. Westerly, it passes through the City of Riverside, turning north through the Arlington area to an interchange with SR-91. Through the planning area it currently carries approximately 24,000 vehicles per day.

Other key regional facilities outside the March JPA Planning Area are described below.

State Route 91: SR-91 is an east-west freeway located approximately five miles northwest of the March JPA Planning Area, and connects the City of Riverside with areas to the west, and is the primary regional roadway connection from Riverside County to Orange County and southern Los Angeles County. From the March JPA Planning Area, access to SR-91 is provided by Van Buren Boulevard, Alessandro Boulevard/Arlington Avenue, and I-215.

State Route 60: SR-60 is an east-west freeway located approximately three miles north of the March JPA Planning Area, and connects downtown Los Angeles and the southern San Gabriel Valley with Riverside, Moreno Valley, and Beaumont, where it connects with I-10. From the March JPA Planning Area, access to SR-60 is provided by I-215 and Heacock Street.

Cajalco Road: Cajalco Road is a two-lane road approximately two miles south of the March JPA Planning Area, and connects I-215 with I-15 south of the City of Corona. Though Cajalco Road is a low-volume facility today, this corridor has been proposed for a future expressway, which would be a key regional facility for access to the planning area from the west.

Ramona Expressway: The Ramona Expressway is a two to four-lane road which is the extension of Cajalco Road east of I-215. It connects I-215 with SR-79 and the City of San Jacinto to the east. It has been proposed as a future expressway, which would be a key regional facility for access to the March JPA Planning Area from the east.

Local Facilities:

The following paragraphs describe the general physical characteristics of roadways within the March JPA Planning Area. The physical descriptions are based on field review of each facility.

Northeast Planning Subarea (Main Base):

Riverside Street: Riverside Street is a north-south street which enters the "Main Base" area at Cactus Avenue, opposite Graham Street in Moreno Valley. It contains three travel lanes in each direction north of Meyer Drive and one travel lane in each direction south of Meyer Drive.

Meyer Drive: Meyer Drive is an east-west street which enters the Main Base area at Heacock Street, opposite John F. Kennedy Drive in Moreno Valley. It contains two travel lanes in each direction east of Riverside Street and one travel lane in each direction west of Riverside Street.

Southeast Planning Subarea (Aviation):

A two-lane access road connects the air museum (on the west side of the runway adjacent to I-215) with Van Buren Boulevard at its interchange with I-215.

West March Planning Subarea:

Village West Drive: Village West Drive is a two-lane road which provides access to Air Force Village West from Van Buren Boulevard.

Plummer Road: Plummer Road currently exists south of Van Buren Boulevard as a two-lane street providing access to the Ben Clark Public Safety Training Center (CTC).

INTERSECTION OPERATING CONDITIONS

Existing Conditions

Table 2-3 shows existing peak hour levels of service at the key intersections in and around the March JPA Planning Area. These LOS are based on afternoon peak hour turning movement counts collected in 1997. Currently, one of the study intersections (Cactus Avenue at Heacock Street) operates at LOS E, and one (Heacock Street at the SR-60 eastbound ramps) operates at LOS D. All others are LOS C or better.

Future Conditions

Table 2-4 shows the projected future peak hour levels of service, including buildout of the March JPA General Plan Land Use Plan, growth in regional traffic, and improvement of the transportation system as outlined in the Transportation Element.

Exhibit 2-2
Existing Roadway Network

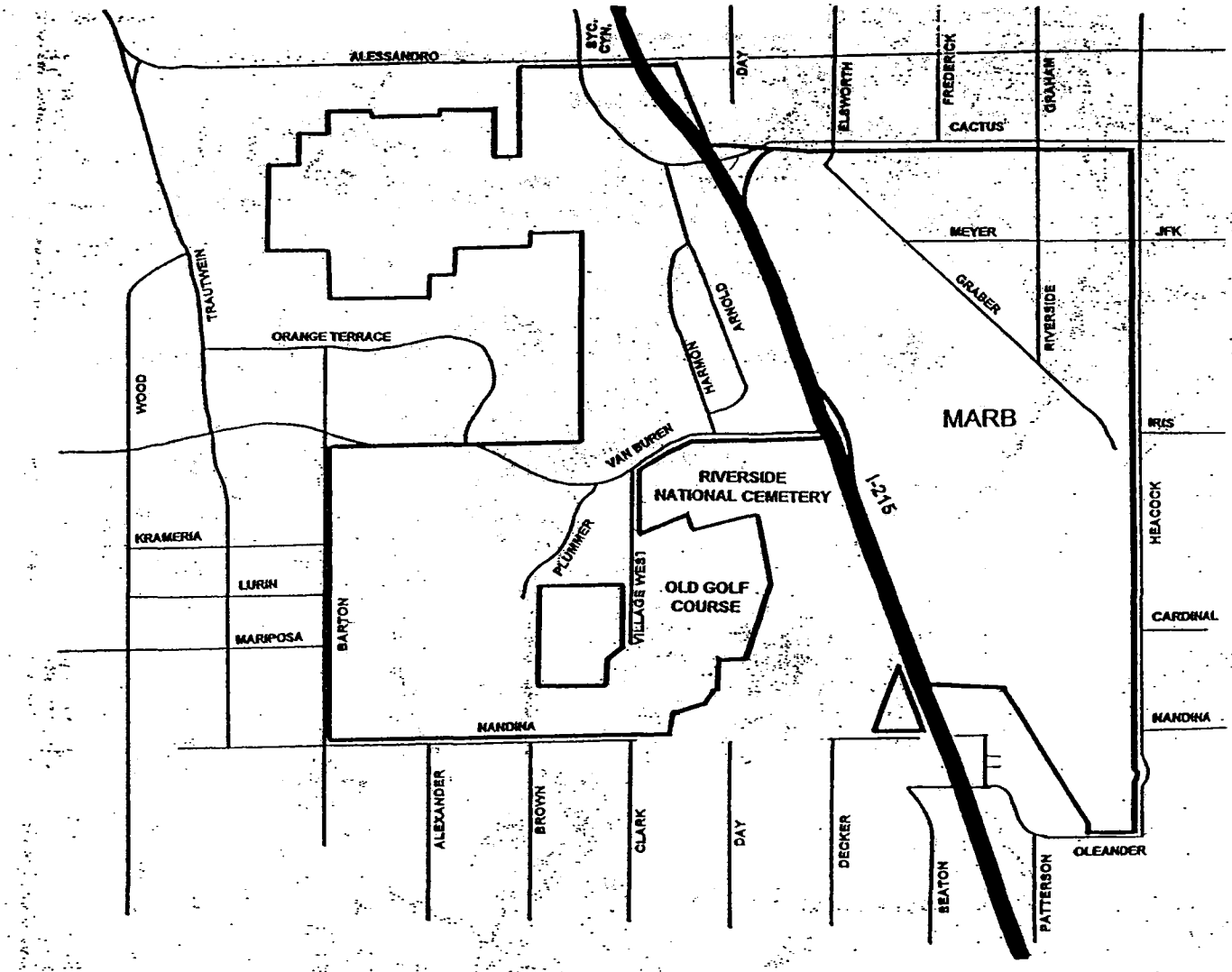


Exhibit 2-3
Regional Roadway Setting of Planning Area

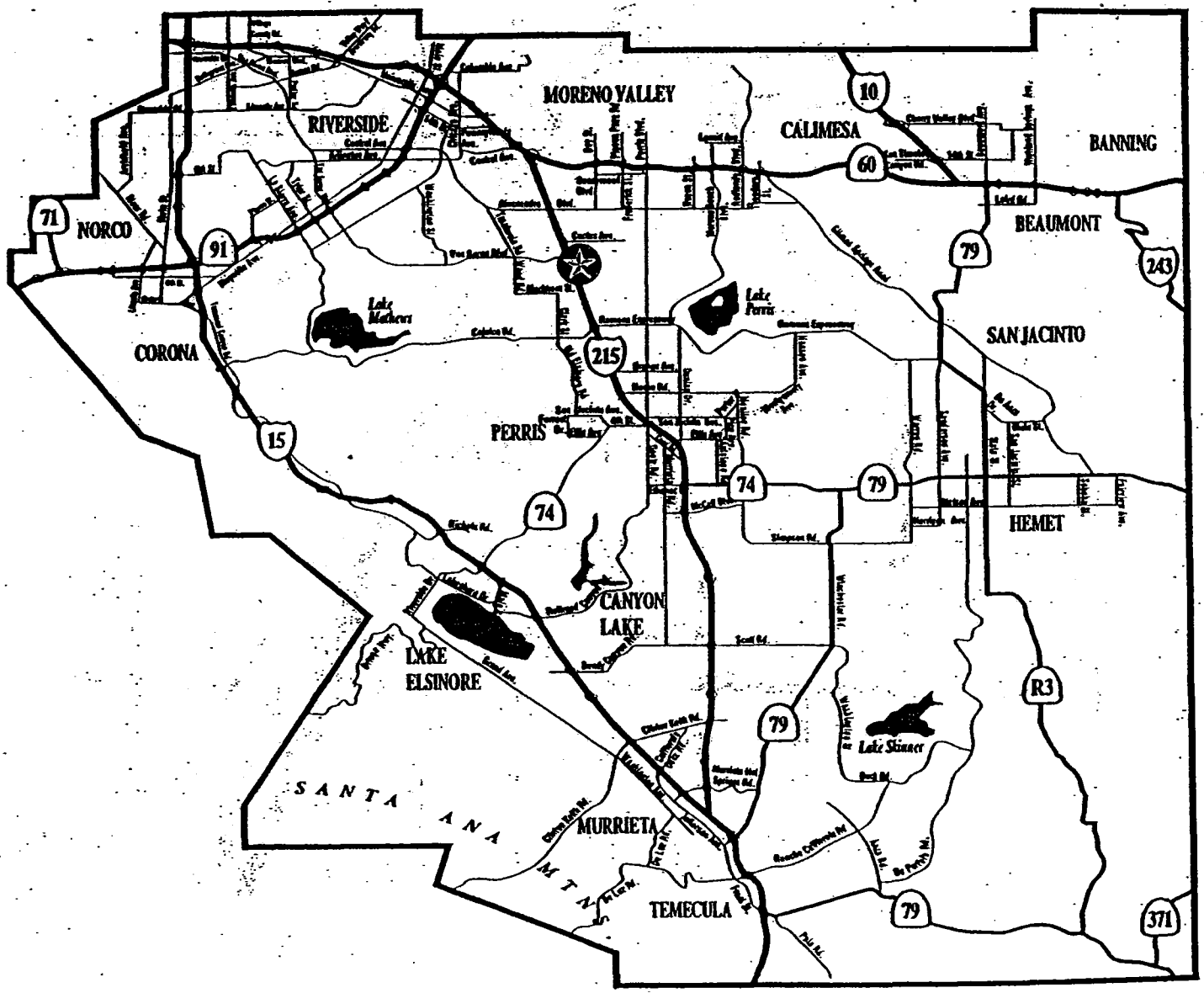


TABLE 2-3
EXISTING LEVEL OF SERVICE
PM PEAK HOUR

ROADWAY/INTERSECTION	V/C	DELAY	LOS
Heacock @ SR-60 EB Ramps	0.565	26.1	D
Heacock @ SR-60 WB Ramps	0.548	9.3	B
Alessandro @ Trautwein	0.551	22.1	C
Alessandro @ Barton	0	1.8	N/A
Alessandro @ W. Frontage Road	0.504	10.4	B
Alessandro @ I-215 SB Ramps	0.365	5.9	B
Alessandro @ I-215 NB Ramps	0.337	5.2	B
Cactus @ Plummer	0	0	N/A
Cactus @ I-215 SB Ramps	0.228	12.7	B
Cactus @ I-215 NB Ramps	0.552	7.6	B
Cactus @ Frederick	0.412	6.8	B
Cactus @ Heacock	0.394	57	E
Van Buren @ Washington	0.748	16.8	C
Van Buren @ Trautwein	0.486	22.7	C
Van Buren @ Barton	0.521	14.5	B
Van Buren @ Orange Terrace	0.325	2.3	A
Van Buren @ Plummer	0	1.4	N/A
Van Buren @ Village West (Clark)	0.688	19.2	C
Van Buren @ Harmon	0.372	2.6	A
Van Buren @ I-215 SB Ramps	0	1.7	N/A
Van Buren @ I-215 NB Ramps	0.425	8.6	B
Nandina @ Barton	0.951	13.7	C
Oleander @ I-215 SB Ramps	0.094	8.7	B
Oleander @ I-215 NB Ramps	0.106	4	A

Exhibit 2-4
Study Intersections

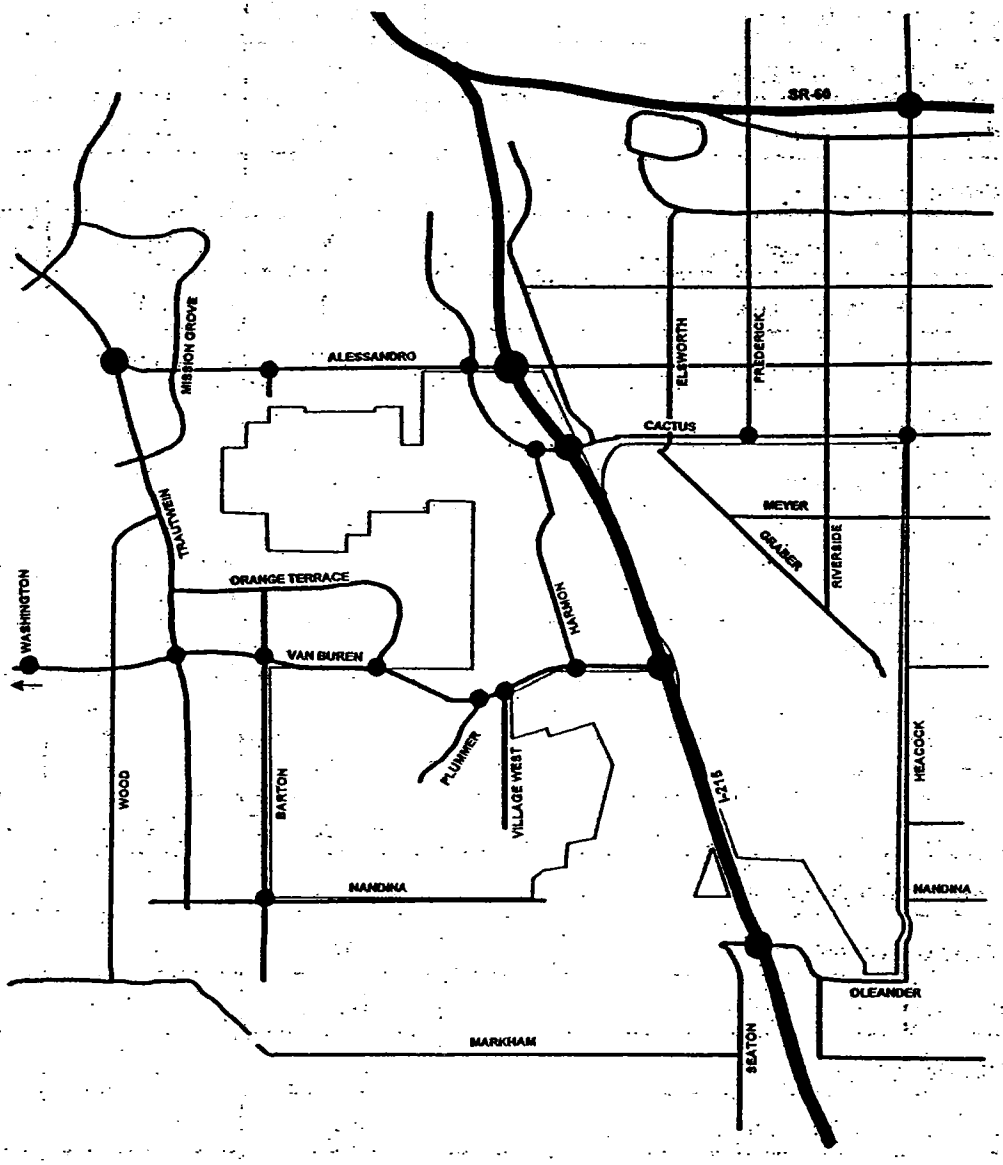


TABLE 2-4
FUTURE LEVEL OF SERVICE
PM PEAK HOUR

ROADWAY/INTERSECTION	FUTURE BACKGROUND			FUTURE W/PROJECT & IMPROVEMENT		
	V/C	DELAY	LOS	V/C	DELAY	LOS
Heacock @ SR-60 EB Ramps	0.788	13.6	B	0.788	13.6	B
Heacock @ SR-60 WB Ramps	0.582	13.5	B	0.582	13.5	B
Alessandro @ Trautwein	1.362	235.9	F	1.036	32.4	D
Alessandro @ I-215 SB Ramps	1.502	168.1	F	1.227	52.5	E
Alessandro @ I-215 NB Ramps	0.864	16.8	C	0.864	16.8	C
Cactus @ I-215 SB Ramps	0.612	17.9	C	0.612	17.9	C
Cactus @ I-215 NB Ramps	1.278	139.9	F	0.995	25.7	D
Cactus @ Frederick	0.981	23.7	C	0.981	23.7	C
Cactus @ Heacock	0.942	30.4	D	0.942	30.5	D
Van Buren @ Washington	1.481	356	F	0.978	39.6	D
Van Buren @ Trautwein	1.116	133.2	F	0.819	39	D
Van Buren @ Barton	1.329	245.2	F	0.843	12	B
Van Buren @ Orange Terrace	0.799	10.4	B	0.799	10.4	B
Van Buren @ Village West (Clark)	0.698	3.3	A	0.698	3.3	A
Van Buren @ Harmon	0.716	4.3	A	0.716	4.3	A
Van Buren @ I-215 SB Ramps	1.651	736.8	F	0.762	14.2	B
Van Buren @ I-215 NB Ramps	0.729	15.3	C	0.729	15.3	C
Nandina @ Barton	0.441	19	C	0.441	11.8	B
Oleander @ I-215 SB Ramps	0.667	11.5	B	0.667	11.5	B
Oleander @ I-215 NB Ramps	0.444	3.4	A	0.444	3.4	A

TRANSIT SERVICES

Riverside Transit Agency (RTA) is the operator of fixed bus routes and service for the majority of Western Riverside County. RTA currently operates fixed bus routes within the planning area as well as intercity service between the adjacent member jurisdictions. Service also feed the commuter rail station in Riverside.

TRUCK ROUTES

Areas surrounding the March JPA Planning Area designate truck routes that are then carried through the planning area. This is easily demonstrated by Van Buren Boulevard; which is designated and operated as a truck route in the City of Riverside, however, designated or not the function of the truck route on Van Buren Boulevard continues through the planning area. It is the goal of the general plan to connect the existing and planned truck route system of the adjacent jurisdictions, and complete the transportation network for truck routes. Additionally, with the establishment of new land uses, a truck route system within the planning area will be created to serve the needs of the land use pattern.

BIKE LANES

Within the March JPA planning area, the are no existing or formally designated bike lane facilities. The general plans of the adjacent member jurisdictions have both planned and existing bike routes and facilities in proximity or adjacent to the March JPA Planning Area. As with most systems, the planning area was an island from, or missing link of a network. The bike lane facilities recommended within the General Plan, are designed to link the adjacent bike facilities into a network, as well as provide a means of alternative transportation to function within the planning area.

RAILWAY

Rail service within the planning area is limited to the San Jacinto Rail Branch Line located parallel on the west side of Interstate 215. There is an older existing spur line located between Van Buren Boulevard and Cactus Avenue. The line is primarily used for limited freight service. Operations primarily include delivery of bulk goods to the industrial areas south of the planning area, and transporting potatoes and other limited agricultural products from the San Jacinto Valley.

Existing service on the line is limited to low cost, bulk freight due to the condition of the rail line, and limit of speed to that of approximately 10 miles per hour. This AT & SF rail line is owned by Riverside County Transportation Commission (RCTC), with designs and master plans to upgrade the rail line, in order to operate passenger service; connecting the San Jacinto and Perris Valleys with the Metrolink Station in Riverside. A source of funding has not been secured to estimate an operation date for the San Jacinto Branch Rail Line.

The San Jacinto Branch Rail Line, as indicated above, does serve a function in the movement of goods; primarily low value, bulk freight. Most of the operations for this rail line service the industrial areas of the Perris Valley and San Jacinto Valley. Freight rights for the line have been retained, and the rail line will continue to serve the movement of goods. With upgrading of the rail line, and the existing spur south of Cactus Avenue, future opportunities for goods movement and multi-modal transportation are available. Additionally, this route has been identified as the potentially location of a high speed rail corridor.

AVIATION TRANSPORTATION

The aviation field at March is a great asset. March Field contains a 13,300 foot length runway; which is the longest in California and virtually any aircraft can take off at its maximum gross take off weight, under most conditions. Furthermore, the runway protection zones, runway safety areas, and obstacle free zones meet Federal Aviation

Administration (FAA) guidelines and standards. Most important, navigation aids (navaids), lighting and associated facilities for commercial/civilian use exists at March Field.

Through base realignment, the number of operations at the military installation reduced. In 1992, a total of 104,320 operations were conducted by assigned aircraft. The number of operations by AFRES is estimated to be approximately 42,000 operations annually. The FAA, based upon annual service volume (ASV), estimates an airport's annual capacity. This capacity is based upon runway use, aircraft mix, weather conditions and configuration of the airfield. The ASV based upon airspace and airfield at March is approximately 200,000 operations. Based upon the available capacity of the airport, March JPA has successfully pursued the ability of utilizing March for civilian aviation operations.

Joint Use Aviation:

Early 1997, the March Air Force Base Joint Use Feasibility Study was finalized. The Study was prepared for March Joint Powers Authority (JPA) by Southern California Association of Governments (SCAG) in conjunction with P&D Aviation and Advanced Transportation Systems, and funded by an FAA grant received by SCAG. This study was prepared to assess the technical feasibility of joint use operations at March AFB, due to decreased military aviation operations attributed to base realignment. Specifically analyzed within the study, is the establishment of a joint use aviation facility at March AFB to establish civilian aviation. The study analyzed both air cargo and passenger services.

On May 7, 1997, a joint use agreement was entered into by the Department of Defense and March JPA. This joint use agreement permits the establishment and operation of commercial aviation, via joint use aviation facility at March. The civilian (JPA) and military (AFRES) entities share essential aviation facilities such as the control towers and runways, as well as maintenance of facilities, under this joint use arrangement.

Airspace:

March Aviation Field is Class C airspace as specified in Federal Aviation Regulation (FAR) Part 71. Class C airspace is a controlled airspace. Generally, that airspace from the surface to 4,000 feet above the airport elevation, for an airport with an operational control tower are serviced by a radar approach control and have a number of instrument flight rules (IFR) operations. The purpose of Class C airspace is to identify visual flight rules (VFR) aircraft, and VFR aircraft must receive radio permission from air traffic control (ATC) in order to enter Class C airspace.

With the number of commercial and general aviation fields in Southern California, the airspace in most areas is becoming congested. The existing system of enroute airways and navigational aids is increasingly sparse as analogous low altitude airways and flight tracks are used for both LAX and Ontario airports due to runway configuration and navaids. However, airspace for March Field is not restricted.

March's airspace is unconstrained due to numerous elements. First, being the orientation of the runway and location of navaids. The flight path or flight tracks for March are not in conflict with other airports with a greater number of annual operations. Aircraft operations at March are primarily conducted on Runway 32 (landings from the south and departures to the north). With prevailing winds, Runway 32 can be used 95 percent of the time, with the remaining operations on Runway 14 (landings from the north and departures to the south).

Evaluations of the airspace for March is estimated to be 125,000 annual operations, based upon the current IFR capacity of the Hemet radar sector. This level of capacity was confirmed by Southern California Terminal Radar Approach Control (TRACON). This capacity is higher than a typical radar sector due to the fact that two radar facilities are within the sector. These are the March GCA and the Hemet sector of the TRACON. Furthermore, the Hemet sector is relatively simple compared to other sectors. The hourly radar sector

capacity has been quantified to handle 40 aircraft per hour; which is substantial greater than the average 25 to 30 aircraft per hour.

Airport Layout Plan:

An airport layout plan (ALP) is a plan by which existing and proposed airport facilities, and boundaries for an aviation field and airport are depicted. The means in which these elements are delineated are in a form prescribed by the Federal Aviation Administration (FAA). Items delineated within the ALP may include, runways, taxiways, aprons, runway clearance line, airport point of reference, runway protection zones, approach surface, terminal locations, airport and runway data and building restriction line. In the case of March, both military and civilian FAA airport standards are included within the ALP.

A set of five (5) airport plans meeting Federal Aviation Administration (FAA) criteria, was prepared for and approved by the March Joint Powers Commission for submittal to FAA. March JPA submitted these plans to FAA on May 29, 1997; with FAA approval granted June 3, 1997. The airport plans include; Airport Layout Plan, Terminal Area Plan, Airport Land Use Plan, Airport Airspace Plan and Approach Profiles and Plans. The plans, as a set, address the requirements and criteria for March to be jointly used with the military for civilian aircraft operations, under the Joint Use Agreement.

Airport Terminals:

As the joint use agreement was executed May 7, 1997, no civilian aviation terminals existed prior. Two terminal locations were identified through the base reuse planning process; each flanking the southern end of Runway 32/14, on the east and west sides respectfully. The west side terminal location is devoid of any supportive aviation improvements (i.e. aprons, taxiways, etc..), and is encumbered by SKR Open Space designation. However, the east side terminal location contains the "alert facility" along with aprons, ramps and taxiways. Based upon the approved Airport Layout Plan for March, the east side terminal

area will be an all cargo facility, with the west side terminal having the ability to be developed for passenger/cargo or all cargo.

Passenger:

As identified through the SCAG/FAA study, it is estimated that the physical capacity of the regional airport system is 100 million annual air passengers (MAP). In 1995, commercial jet airports in the system serviced 73.3 MAP. Without new or expanded airports added to the regional system, existing air carrier airports in Southern California should collectively reach capacity in 10 to 15 years. Regional Air Passenger Demand Allocation Model or RADAM allocations for March estimate to be 2.99 MAP by year 2016. This is half of what Ontario Airport served in 1996.

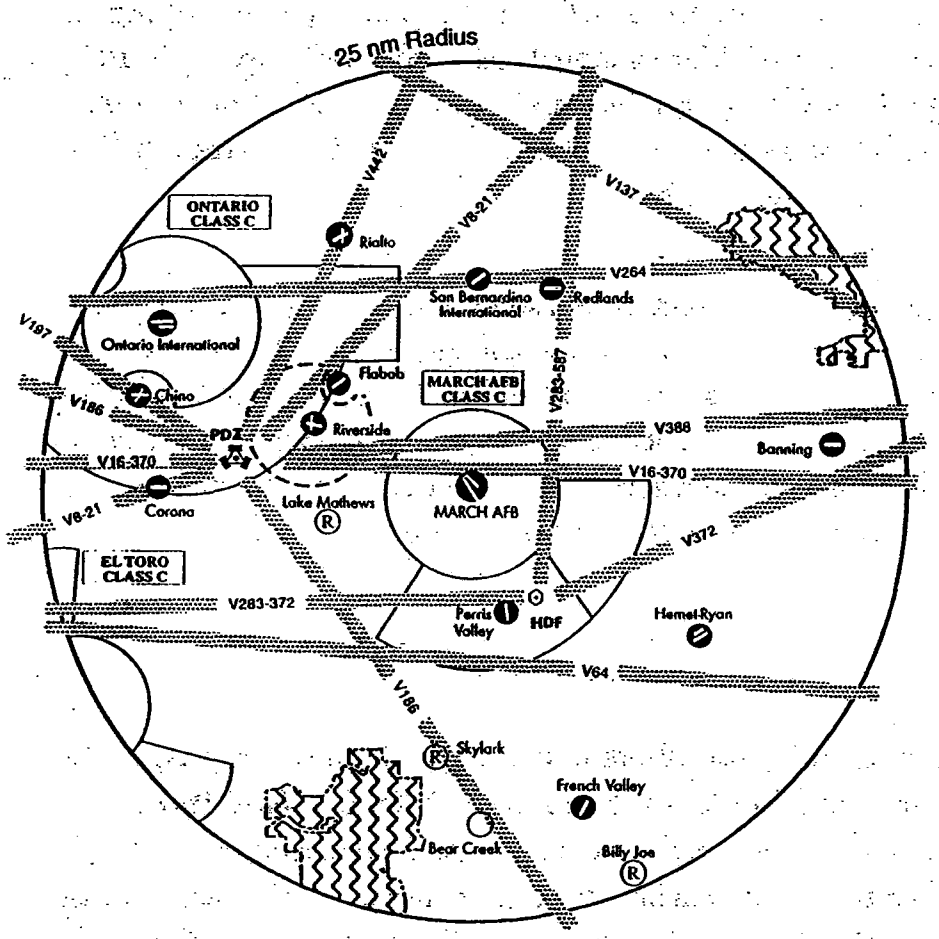
The preferred alternative of the SCAG/FAA study, estimates passenger terminal needs to include 12 gate positions. This would also include 12.5 acres of an apron area, 210,00 square foot terminal building on 10.5 acres of land and 3770 parking spaces on 43.3 acres. Total land required to support the preferred alternative of providing for passenger and in addition to air cargo at March would be approximately 67 acres to support 2.99 MAP per year.

Air Cargo:

March JPA has from the reuse planning efforts, established the presence of creating an air cargo operation/terminal at March; "***March Inland Port***". The east side terminal location area has been selected to be developed into an all air cargo terminal due to its readily achievable means with the existing improvements of the former alert facility. Furthermore, as delineated throughout the SCAG/FAA study, the market trends and projections of the air cargo industry demonstrate the need to capture these demands. The study further evaluates the potential to be an all air cargo facility, as well as cargo and passenger.

Exhibit 2-5

Airspace Environment & Adjacent Airports



Source: Los Angeles Sectional Aeronautical Chart. January 1995.

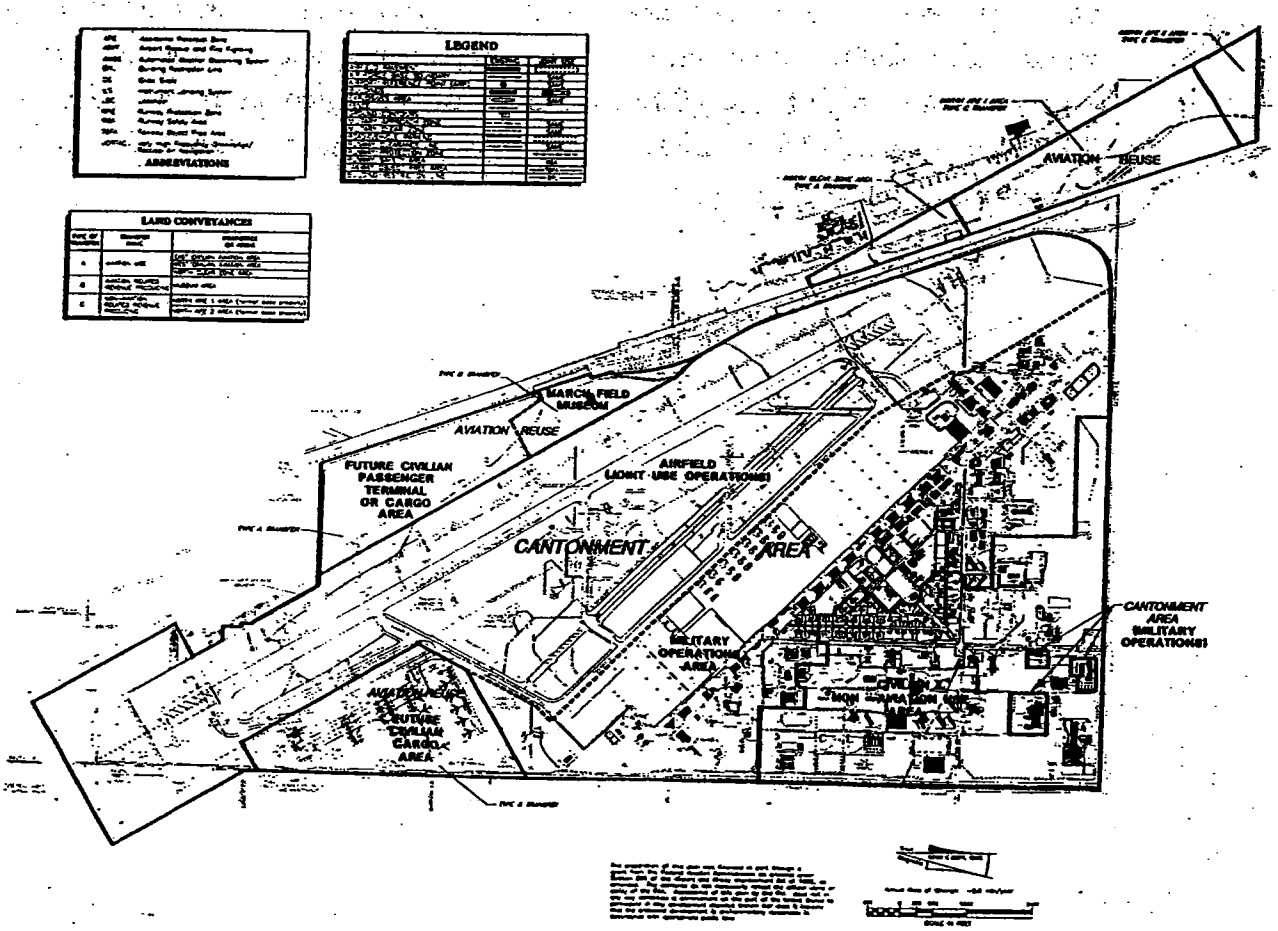
LEGEND

- Airport
- Private Airport
- VOR
- VORTAC
- Class C Airspace
- Class D Airspace
- V64 — Low Altitude Airway With Identifier
- State Park/ Wilderness Area
- HDF — HDF Three Letter Identifier

The air cargo industry is dramatically changing, with exponential growth. Air cargo facilities in Southern California are being further constrained; with limits on the number of annual operations for many airports and the increase in air passenger travel, operations for air cargo is being squeezed at existing facilities. The air cargo industry is moving from transporting goods in the underbelly of passenger aircraft, to all cargo aircraft.

The air cargo volumes for Southern California were 2,151,000 tons in 1994 with a projected volume of 8,888,000 tons by year 2016. This represents a greater than 400% growth factor. The study further analyzed the air cargo capacity at March to be 426,000 tons under the preferred alternative at year 2016, and 1,245,000 tons (20% of total regional volume forecast) if March is operated as an all air cargo port.

Exhibit 2-6
Airport Land Use Plan



GLOSSARY OF TRANSPORTATION TERMS

The language of transportation planning in the context of this General Plan Transportation Element includes a number of terms that are not commonly used or understood. The following section defines some of these terms for the user of this document.

Auto Occupancy is the number of people occupying an automobile, including the driver and all passengers.

Average Daily Traffic (ADT) is the total volume of traffic that travels over a fixed point on a road in a twenty-four hour period. This is a commonly used measure of traffic volume.

Average Vehicle Ridership (AVR) is a ratio of the number of person trips divided by the number of vehicles used to make those trips during the peak periods. An AVR of 1.5 indicates that, on average, one out of every two vehicles is carrying two passengers. Increasing AVR is a means of accommodating travel demand while at the same time decreasing the number of vehicle trips made.

Capacity refers to the maximum number of vehicles that can pass over a given section of roadway during a given time period under prevailing roadway and traffic conditions. Capacity is usually expressed in vehicles per lane per hour and is a function of street width, configuration, signals and potential conflict points.

Demand-Responsive Transit is a transit service which provides door-to-door or point-to-point transportation at the user's request. Dial-a-Ride and Airport Shuttle services are examples of Demand-Responsive Transit.

Fixed Route Transit is a transit service operating over the same street or highway pattern on a predetermined schedule. The Riverside Transit Agency operates a fixed route bus transit system.

Goal is the ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose.

Headway is the time between arrivals of a bus or train at a specific location and in the same direction.

High Occupancy Vehicle (HOV) is a vehicle carrying two or more persons, including the driver, either in a carpool, vanpool, bus or other multiple passenger vehicle.

High Occupancy Vehicle (HOV) Lane is a freeway or arterial street lane that is reserved for use by buses, vanpools, and carpools; often referred to as commuter or carpool lanes.

Implementation Policy is a specific statement guiding action and implying a clear commitment.

Level of Service (LOS) is an indication of the performance of a roadway or intersection based on an evaluation of driving conditions, with six performance ratings as follows:

A - Free Flow, very small or no delays at traffic signals
B - Stable Flow, little delay
C - Restricted flow, moderate delays
D - Approaching unstable flow, substantial delays
E - Capacity Conditions, Long delays
F - Forced Flow, unacceptable delays

The **mode of travel** is that type of transportation used by people to get to where they want to go. A mode of travel can be auto, bus, bicycle, walking, rail or airplane.

Objective is a measurable goal; a statement of desirable accomplishment within a specific time frame that is definite enough to know when and if it has been achieved.

Peak hour(s) is the time in which traffic volume is the highest for the day, and is commonly the period of greatest congestion. Peak hours during the weekday are typically from 7:00 to 9:00 AM and 4:00 to 6:00 PM, although some areas may experience peak periods at other times of the day.

Ridesharing generally refers to people sharing the same vehicle to travel to their final destinations, including carpooling and vanpooling.

A **traffic model** is a tool used to forecast the future actions and interactions of a transportation system under a given set of conditions such as land use, population and socioeconomic characteristics, and travel characteristics. Traffic models are usually set up on computers using specialized software packages.

A **Transit Center** is a facility where buses and/or other transit routes converge, enabling passengers to transfer among routes and services.

Transportation Demand Management (TDM) are individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TDM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool or other high occupancy vehicles. TDM measures include, but are not limited to the following:

building bicycle routes and facilities;

improving bus routes, building bus shelters, publicizing existing under-utilized transit routes;

subsidizing bus use or providing free bus tokens to the public or at the private level through employers;

providing, organizing or subsidizing vanpools;

providing carpool matching services, subsidizing carpool users, providing preferential parking areas for carpools, or reducing parking costs for carpools;

providing commuter programs.

Transportation Systems Management (TSM) is a methodology for improving local transportation systems that is aimed at creating a more efficient use of the existing roadway system. TSM measures to increase existing system efficiency include signal synchronization, restriping of streets to add lanes, and adding right or left turn pockets at intersections, and they typically do not include construction of new roadways or the acquisition of additional right-of-way to widen existing roads.

A **trip** is one way travel from an origin to a destination for a particular purpose such as a journey to work or the grocery store. The **trip end** is both the origin and destination of a trip; each trip has two trip ends. A **person trip** is one way travel by one person from an origin to a destination by any mode of travel. **Trip generation** refers to vehicle or person trips produced by or attracted to specific land uses.

Volume/Capacity Ratio, or V/C Ratio is the ratio of the volume of traffic to the design capacity of a road to handle those volumes. For example, if the capacity of the road is 20,000 vehicles/day and traffic counts indicate 18,000 vehicles/day are using the road, then the V/C Ratio is 1.8:2.0, V/C Ratios are used to estimate levels of service and congestion for roadways and intersections.

PROFILE REPORT
for the
GENERAL PLAN
of the
MARCH JOINT POWERS AUTHORITY

Noise / Air Quality

AIR QUALITY:

March JPA Planning Area is located in the South Coast Air Basin (SCAB), an area which is governed by the regulations of the South Coast Air Quality Management District (SCAQMD). Southern California has the worst air quality in the nation, two to three times worse than any other area of the country. State and federal ambient air quality standards are regularly exceeded for four of the six criteria pollutants. Despite considerable improvements made to provide for cleaner air in the SCAB, additional improvements are necessary to meet federal and state requirements for clean, healthful air.

The problem of air quality for the region is addressed through the "Air Quality Management Plan" (AQMP) for the SCAB. The AQMP contains a series of measures designed to reduce air pollution from both stationary and mobile sources. The Department of Defense (DOD) is regulated by the AQMP, and there are currently several stationary permits that control emissions from equipment on the realigned base.

The *1997 AQMP* identifies several actions that local governments are called upon to implement in order to improve air quality. These actions focus primarily on reducing emissions from automobiles, either directly by inducing people to drive less, or indirectly by influencing land uses so that the lengths of trips will be reduced. The Air Quality Element of the Western Riverside Subregional Comprehensive Plan identifies approaches and strategies (transportation control measures) for reducing or shortening the length of vehicle trips.

Because the western Riverside County region is housing-rich and job-poor, many local residents commute to work in other areas, thus increasing emissions. The land use plan for the general plan emphasizes the creation of a major employment center, thereby increasing the number of jobs available locally, and providing the basis for a better balance of jobs and housing. This is consistent with the AQMP and local air quality strategies to reduce vehicle miles traveled (VMT) and mobile sources.

— NOISE SECTION —

The Noise Section of the Profile Report discusses the characteristics of noise, the existing noise environment in the March JPA Planning Area, and stationary and mobile sources of noise. It also provides state and federal guidelines for the control of noise levels.

Every day, people are subject to a multitude of sounds in the urban environment. Many of these sounds are by-products of day-to-day activities. The type of annoyance produced by sound depends on its loudness, duration, time of day, impulse character, pure tone content, variability, seasons of the year, and the community. Individual annoyance is relative and variable. Physical health, psychological stability, social cohesion, property values, and economic productivity are factors affected by excessive amounts of noise.

Metrics such as Day-Night Average Noise Level (DNL or Ldn) and Community Noise Equivalent Level (CNEL), which are 24-hour averages, are sometimes supplemented with other metrics, primarily the equivalent sound level (L_{eq}). The L_{eq} is the equivalent, steady-state level that would contain the same acoustical energy as the time-varying level during the same time interval. Occasionally, the Sound Exposure Level (SEL) is used to supplement DNL and CNEL, especially where sleep disturbance is concerned. The SEL value represents the A-weighted sound level integrated over the entire duration of the noise event and referenced to a duration of one second. When an event last longer than one second, the SEL value will be higher than the highest sound level during the event.

Community noise levels are measured in terms of the A-weighted decibel (dBA or dB). A-weighing is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Additional units of measurement have been developed to evaluate the longer term characteristics of sound. One of the more common noise measurements uses statistical samples in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level that is exceeded 10% of the

Federal Highway Works Administration (FHWA): The FHWA has established design standards for different land uses. These standards apply to the planning and design of federally-funded highway projects, and are expressed in terms of both L_{eq} and L_{10} (see Table 3-3).

TABLE 3-2
PERMISSIBLE NOISE EXPOSURE IN THE WORKPLACE

Duration-Hour Per Day	Sound Level, dBA
8	90
6	92
4	95
3	97
2	100
1	105

Source: Department of Labor Occupational Noise Exposure Standards, Code of Federal Regulations, Title 29, Chapter XVII Part 1910, Subpart G, 36 FR10466, May 29, 1971, as amended and corrected through June 19, 1983.

Department of Housing and Urban Development (HUD): The Department of Housing and Urban Development (HUD) has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. The standards include noise limits of 65 dB Ldn for residential areas. HUD standards are noted in Table 3-4.

TABLE 3-3
NOISE ABATEMENT CRITERIA

Category	Land Use	Leq, dBA	L_{10}, dBA
A	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, e.g., amphitheaters, parks and open spaces.	57 (Exterior)	60 (Exterior)
B	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks not included in Category A.	67 (Exterior)	70 (Exterior)
C	Developed lands, properties or activities not included in categories A or B.	72 (Exterior)	75 (Exterior)
D	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums.	52 (Interior)	55 (Interior)

Source: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures, Title 23, Code of Federal Regulations. Chapter 1, Subchapter J, Part 772, 38, FR 15953, June 19, 1973, as amended through May 29, 1979.

Noise Control Act: In 1972, the Noise Control Act authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) with an adequate margin of safety (see Table 3-5).

TABLE 3-4
HOUSING SITE ACCEPTABILITY STANDARDS

Acceptability	Ldn (CNEL)	Special Approvals and Requirements
Acceptable	65 dB and less	None
Normally Unacceptable	65 dB to 75 dB	Special environment clearance and 5 dB additional attenuation for building within 65 to 70 dB Ldn and 10 dB additional attenuation for building within 70 dB to 75 dB Ldn.
Unacceptable	75 dB and greater	Submittall of environmental impact statement.

Source: Department of Housing and Urban Development Environmental Criteria and Standards, Title 24, Code of Federal Regulations, Part 51, issued at 44 FR 40860, July 12, 1979; amended by 49 FR 880, January 6, 1984

California Motor Vehicle Code: The State of California has adopted noise standards for areas not regulated by the federal government. State standards regulate noise levels of motor vehicles and motor boats, establish noise impact boundaries around airports, regulate freeway noise affecting classrooms, sound transmission control, occupational noise control, and identify noise insulation standards. The California Motor Vehicle Code sets operational noise limits according to the type of vehicle and date of manufacture. Table 3-6 describes noise limits for the sale of new vehicles. Table 3-7 describes noise standards for vehicle operation at various speeds.

TABLE 3-5
RECOMMENDED NOISE LEVELS

Effect	Level	Area
Hearing Loss	Leq(24) ≤ 70 dB	All areas.
Outdoor activity interference and annoyance	Ldn ≥ 55 dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	Leq(24) ≤ 55 dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	Leq(24) ≤ 45 dB	Indoor residential areas.
	Leq(24) ≤ 45 dB	Other indoor areas with human activities such as schools, etc.

Sources: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety." March 1974.

California Streets and Highway Code: Division 1, Chapter 1, Article 6 of this code requires State-funded noise abatement programs for freeway construction or any use which will result in noise levels exceeding 55 dBA L_{10} or 52 dBA Leq at existing classrooms, libraries, multi-purposes rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. The noise abatement program may include installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound buffer structures or other measures.

TABLE 3-6
CALIFORNIA MOTOR VEHICLE NOISE LIMITS FOR VEHICLES

Sales of New Vehicles	Date of Manufacture	dB(A) Value at 50 Feet
Motorcycles	Before 1970	92
Motorcycles other than motor-driven cycles	After '69, Before '73	88
	After '72, Before '75	86
	After '74, Before '86	83
	After '85	80
Vehicle with a gross vehicle weight of 6,000 lbs. or more	After '67, Before '73	88
	After '72, Before '75	86
	After '74, Before '78	83
	After '77	80
Any other motor vehicle	After '67, Before '73	86
	After '72, Before '75	84
	After '74	80
Noise level limits for the operation of off-highway motor vehicles	Before '73	92
	After '72, Before '75	88
	After '74	86

Source: California Motor Vehicle Code, 1992.

Sound Transmission Control Standards: The California Administration Code, Title 24, Building Standards Chapter 2.35, outlines noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. It requires an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL of an airport, or vehicular or industrial noise source, an acoustical analysis must be made to show compliance with the standards.

TABLE 3-7
CALIFORNIA MOTOR VEHICLE NOISE LIMITS FOR VEHICLES

Operation of Vehicle	Less than 35 mph[1]	36 to 45 mph[2]	Over 45 mph[2]
Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such a motor vehicle.	82 dBA	--	--
Any motor vehicle with a manufacturer's gross vehicle weight rating of 10,000 pounds or more and any combination of vehicles towed by such a motor vehicle.	--	86 dBA	90 dBA
Any motorcycle other than a motor driven cycle.	77 dBA	82 dBA	86 dBA
Any other motor vehicle and any combination of vehicle towed by such motor vehicle.	74 dBA	76 dBA	82 dBA

[1] On Streets with a grade not exceeding plus or minus 1 percent.
[2] On any street.
Source: Excerpts from the California Motor Vehicle Code, 1988.

Noise standards in Title 21, Public Works, Chapter 25, Division of Aeronautics, of the same code, requires compatible land uses within a criterion CNEL contour for airports. Compatible and incompatible land uses have been identified for areas within an airport's 65 dB CNEL. Occupational Noise Control Standards are also found in Title 8, Industrial Relations, Chapter 4 of the state Administrative Code. It provides permissible noise level exposure at the workplace in terms of permitted hours per workday. Noise and land use compatibility is defined as follows:

1. Incompatible land uses within the 65 dB CNEL include:
   a. Single-family dwellings
   b. Multiple-family dwellings
   c. Trailer parks
   d. Schools of standard construction
   e. Hospitals

2. Compatible land uses within the 65 dB CNEL include:
   a. Agricultural
   b. Airport uses
   c. Industrial uses
   d. Commercial uses
   e. Open space
   f. High-rise apartments in which adequate protection against exterior noise has been included in the design and construction, along with a central air conditioning system. Adequate protection means the noise reduction (exterior to interior) shall be sufficient to assure that interior community noise equivalent level in all habitable rooms does not exceed 45 dB during aircraft operations.

California Occupational Noise Control Standards: The California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984, outlines permissible noise exposure at a workplace, as shown in Table 3-8.

Land Use Compatibility: The State Office of Noise Control has prepared "Guidelines for the Preparation and Content of Noise Elements of the General Plans." This provides a guide for land use compatibility of noise sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or Ldn. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable between 55 and 70 dB CNEL for low density single family, duplex, mobile homes, and between 60 and 70 dB CNEL for multi-family units. Schools, libraries, hospitals, and nursing homes are treated as noise

sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL. Commercial/professional office buildings and industrial land uses are normally unacceptable in areas exceeding 75 dB CNEL and are conditionally acceptable within 67 to 78 dB CNEL (for commercial/professional offices) and 70 to 80 dB CNEL (for industrial land uses). Golf courses are normally unacceptable in areas exceeding 70 dB CNEL. However, the state stresses that these guidelines can be modified to reflect community sensitivities to noise. Exhibit 3-9 shows noise compatibility for various land uses.

TABLE 3-8
CALIFORNIA OCCUPATIONAL NOISE CONTROL STANDARDS

Sound Level dB(A)	Permitted Hours of Exposure Per Weekday
90	8
95	4
100	2
105	1
110	0.5

Source: California Code of Regulation, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984.

Military AICUZ Standards: The military has set forth compatible use standards for military aviation. These standards are contained with the March Air Force Base (AFB) AICUZ Study, conducted in 1992 as an activity duty base, and later updated in 1998 after re-alignment. The AICUZ is prepared by the DOD, as a means to reaffirm Air Force policy of promoting public health, safety

and general welfare in and around military aviation installations. The AICUZ is used as a planning and development tool.

Within the AICUZ, standards for land use compatibility are set relative to noise zones. There are five noise zones. The noise levels are based upon the flying operations conducted at March, including types of aircraft, number of operations, flight patterns, variation in altitude, power settings, and hours of operations. This data is used to develop the noise zones, based upon DNL and CNEL methodologies.

The AICUZ contains land use guidelines for noise exposure compatibility. The guidelines as contained within the AICUZ have been established on the basis of studies prepared and sponsored by several federal agencies, including Department of Housing and Urban Development, Environmental Protection Agency, Air Force, and state and local agencies. Table 3-10 delineates the land use compatibility matrix from the 1998 AICUZ study for March ARB.

Civilian vs. Military Standards: The guidelines of California Department of Health, Office of Noise Control determine the ranges of acceptable levels for noise-sensitive receptors similar to those presented in the AICUZ land use compatibility guidelines. The most relevant difference between the two guidelines is the acceptable level for residential (single-unit, multiple-unit and mobile homes) land uses. Federal standards indicate 65 dB is the maximum normally acceptable exterior noise level compatible with residential land uses, whereas the California guidelines establish 60 dB as the maximum normally acceptable level for new residential units and 65 dB for existing units.

The California guidelines presented in Table 3-9 may be adjusted by each local jurisdiction to reflect the desires of the community and its assessment of importance of noise. The surrounding communities of County of Riverside, City of Riverside, City of Moreno Valley and City of Perris accept CNEL 60 dB as the acceptable external noise level for new residential lands; with 70 dB if noise reduction is incorporated with CNEL 45 dB as the acceptable interior level.

TABLE 3-9
LAND USE COMPATIBILITY

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE DNL OR CNEL dB						
	55	60	65	70	75	80	80+
Residential - low density single family, duplex, mobile home	NA						
		CA					
					NU		
						CU	
Residential - multiple family	NA						
			CA				
					NU		
						CU	
Transient lodging - hotels, motels	NA						
			CA				
					NU		
							CU
Schools, libraries, churches, hospitals, nursing homes	NA						
			CA				
					NU		
							CU
Auditoriums, concert halls, amphitheaters	CA						
				NU			
Sports arena, outdoor spectator events	CA						
				NU			

TABLE 3-9
LAND USE COMPATIBILITY

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE DNL OR CNEL dB						
	55	60	65	70	75	80	80+
Playgrounds, neighborhood parks	NA	NA	NA	NU	NU	CU	CU
Golf courses, riding stables, water recreation, cemeteries	NA	NA	NA	NA	NU	NU	CU
Business, commercial and professional office buildings	NA	NA	NA	CA	CA	NU	NU
Industrial, manufacturing, utilities, agriculture	NA	NA	NA	NA	CA	NU	NU

INTERPRETATION LEGEND:

NA: **NORMALLY ACCEPTABLE** - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CU: **CONDITIONALLY ACCEPTABLE** - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will suffice.

NU: **NORMALLY UNACCEPTABLE** - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU: **CLEARLY UNACCEPTABLE** - New construction or development should generally not be undertaken.

Caltrans-Aeronautics Division, Airport Land Use Planning Handbook: The State of California Department of Transportation Aeronautics sets forth guidelines in the Airport Land Use Planning Handbook for noise compatibility to land use. These guidelines are denoted in tables 3-10 and appendix Table 3-A.

TABLE 3-10
LAND USE COMPATIBILITY

Criteria	DNL/CNEL=65 dBA	DNL/CNEL=60 dBA	DNL/CNEL=55 dBA
	Set by the FAA and other federal agencies as level above which residential land uses may be incompatible if not acoustically treated. Established by California state law as the maximum acceptable for residential and other incompatible land uses. Schultz curve predicts that about 13% of the population will be highly annoyed at this noise exposure.	The contour within which California Noise Insulation Standards require an acoustical analysis of proposed residential structures, other than detached single-family dwellings. Suggested by the California Office of Noise Control as the maximum "normally acceptable" noise exposure for residential areas. Individual noise events will occasionally cause significant interference with residential land use activities, particularly outdoor activities, in quiet suburban/rural communities. Schultz curve indicates about a 7% of population highly annoyed.	Identified by the U.S. EPA as the level below which "undue interference with activity and annoyance" will not occur. Individual noise events will seldom significantly interfere with residential land use activities; commonly occurring noise events will not cause disruption under most circumstances. About 4% of population highly annoyed at this noise level. In urban areas, aircraft contribution to this level may be less than that of other noise sources.
Suggested Applicability	Appropriate for airports in urban locations.	Suitable for airports in suburban settings.	Suitable for airports in quite rural locations.

Source: Hodges & Shutt (December 1993)

EXISTING NOISE ENVIRONMENT

Typical noise sources in and around the airfield usually includes aircraft, surface traffic, and other human activities. Military aircraft operations and surface traffic on local streets and highways are the existing primary sources of noise. In the state of California, noise land use compatibility for airports is considered for areas with CNEL of 60 dB and greater.

Military Operation Levels:

Aircraft noise at March airfield occurs during aircraft engine warmup, maintenance and testing, taxiing, takeoffs, approaches and landings. Pre-realignment conditions are reflected within the 1992 AICUZ. A new AICUZ was completed in 1998 that reflects the realignment conditions; which includes the military mission of the AFRES and the civilian aviation operations of MIP, as permitted under the joint use agreement.

Land Use Compatibility:

Existing and proposed land uses through the base reuse plan are determined overall to be compatible with the 1992 and 1998 AICUZ reports. The primary exception is the March Field Museum. It is important to note, that in 1998, the U.S. Air Force is updated the AICUZ Study, and accounts for all projected aviation operations as permitted under the Joint Use Agreement executed May 1997 between the U.S. Air Force and the March JPA.

Traffic Noise Levels:

The Environmental Impact Statement (EIS) prepared for the base realignment modeled surface traffic noise levels for roadways in the vicinity of March AFB using the Federal Highway Administration's Highway Noise Model (1978). The model incorporates vehicle mix, traffic volume projections, day/evening/night splits, and speed to generate CNEL. Table 3-13 represents the existing noise environment at time of base realignment attributed to roadway and vehicular traffic.

TABLE 3-11
AIR FORCE AICUZ LAND USE COMPATIBILITY WITH RESPECT TO NOISE ZONES

LAND USE	NOISE ZONES (DNL/CNEL)			
	65-70dB	70-75dB	75-80dB	80+dB
RESIDENTIAL				
Single-unit; detached	A[a]	B[a]	N	N
Single-unit; semi-detached	A[a]	B[a]	N	N
Single-unit; attached row	A[a]	B[a]	N	N
Two-units; side-by-side	A[a]	B[a]	N	N
Two-units; one above another	A[a]	B[a]	N	N
Apartments; walk up	A[a]	B[a]	N	N
Apartment; elevator	A[a]	B[a]	N	N
Group quarters	A[a]	B[a]	N	N
Residential hotels	A[a]	B[a]	N	N
Mobile Home parks or courts	N	N	N	N
Transient lodgings	A[a]	B[a]	C[a]	N
Other residential	A[a]	B[a]	N	N
MANUFACTURING				
Food and kindred products	Y	Y[b]	Y[c]	Y[d]
Textile mill products	Y	Y[b]	Y[c]	Y[d]
Apparel and other finished products	Y	Y[b]	Y[c]	Y[d]
Lumber and wood products	Y	Y[b]	Y[c]	Y[d]
Furniture and fixtures	Y	Y[b]	Y[c]	Y[d]
Paper and allied products	Y	Y[b]	Y[c]	Y[d]
Printing publishing and allied industries	Y	Y[b]	Y[c]	Y[d]
Chemicals and allied products	Y	Y[b]	Y[c]	Y[d]

TABLE 3-11
AIR FORCE AICUZ LAND USE COMPATIBILITY WITH RESPECT TO NOISE ZONES

LAND USE	NOISE ZONES (DNL/CNEL)			
	65-70dB	70-75dB	75-80dB	80+dB
Petroleum refining and related industries	Y	Y[(b)]	Y[©]	Y[(d)]
Rubber and miscellaneous plastic products	Y	Y[(b)]	Y[©]	Y[(d)]
Stone, clay and glass products	Y	Y[(b)]	Y[©]	Y[(d)]
Primary metal industries	Y	Y[(b)]	Y[©]	Y[(d)]
Fabricated metal products	Y	Y[(b)]	Y[©]	Y[(d)]
Professional, scientific and controlling instruments; photographic and optical goods	Y	A	B	N
Miscellaneous manufacturing	Y	Y[(b)]	Y[©]	Y[(d)]
TRANSPORTATION, COMMUNICATION AND UTILITIES				
Rail, rapid transit and street railroad	Y	Y[(b)]	Y[©]	Y[(d)]
Motor vehicle transportation	Y	Y[(b)]	Y[©]	Y[(d)]
Aircraft transportation	Y	Y[(b)]	Y[©]	Y[(d)]
Marine craft transportation	Y	Y[(b)]	Y[©]	Y[(d)]
Highway and street right-of-way	Y	Y[(b)]	Y[©]	Y[(d)]
Automobile parking	Y	Y[(b)]	Y[©]	Y[(d)]
Communication	Y	Y[(c)]	B[(c)]	N
Utilities	Y	Y	Y[(b)]	Y[©]
Other transportation, communication and utilities	Y	A[(c)]	B[(c)]	N
TRADE				
Wholesale trade	Y	Y[(b)]	Y[©]	Y[(d)]
Building materials, hardware, farm equipment	Y	Y[(b)]	Y[©]	Y[(d)]

TABLE 3-11
AIR FORCE AICUZ LAND USE COMPATIBILITY WITH RESPECT TO NOISE ZONES

LAND USE	NOISE ZONES (DNL/CNEL)			
	65-70dB	70-75dB	75-80dB	80+dB
Retail - general merchandise	Y	A	B	N
Retail - food	Y	A	B	N
Retail - automotive, marine craft, aircraft and accessories	Y	A	B	N
Retail - apparel and accessories	Y	A	B	N
Retail - furniture, home furnishings, and equipment	Y	A	B	N
Retail - eating and drinking establishments	Y	A	B	N
Other retail trade	Y	A	B	N
SERVICES				
Finance, insurance, and real estate services	Y	A	B	N
Personal services	Y	A	B	N
Cemeteries	Y	A	Y©	Y(d)
Business services	Y	A	B	N
Repair services	Y	Y(b)	Y©	Y(d)
Professional services	Y	A	B	N
Hospital, nursing homes	A*	B*	N	N
Other medical facilities	Y	A	B	N
Contract construction services	Y	A	B	N
Governmental services	Y*	A*	B*	N
Educational services	A*	B*	N	N
Miscellaneous services	Y	A	B	N

TABLE 3-11
AIR FORCE AICUZ LAND USE COMPATIBILITY WITH RESPECT TO NOISE ZONES

LAND USE	NOISE ZONES (DNL/CNEL)			
	65-70dB	70-75dB	75-80dB	80+dB
CULTURAL, ENTERTAINMENT AND RECREATIONAL				
Cultural activities, including churches	A*	B*	N	N
Nature exhibits	Y*	N	N	N
Public assembly	Y	N	N	N
Auditoriums, concert halls	A	B	N	N
Outdoor music shells, amphitheaters	N	N	N	N
Outdoor sports arenas, spectator sports	Y[f]	Y[f]	N	N
Amusements	Y	Y	N	N
Recreational activities, including golf courses, riding stables water recreation	Y*	A*	B*	N
Resort, group camps	Y*	Y*	N	N
Parks	Y*	Y*	N	N
Resource protection and extraction	Y[g]	Y[h]	Y[I]	Y[i,j]
Agriculture, except livestock	Y[g]	Y[h]	Y[I]	Y[i,j]
Livestock farming and animal breeding	Y[g]	Y[h]	Y[I]	Y[i,j]
Agricultural related activities	Y[g]	Y[h]	N	N
Forestry activities and related services	Y[g]	Y[h]	Y[I]	Y[i,j]
Fishing activities and related services	Y	Y	Y	Y
Mining activities and related services	Y	Y	Y	Y
Other resource protection and extraction	Y	Y	Y	Y

NOTES:

* The designation of these uses as "compatible" in this zone reflects individual federal agencies and program consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

(a) 1. Although local conditions may require residential use, it is discouraged in DNL/CNEL 65-70 and strongly discouraged in DNL/CNEL 70-75. The absence of viable alternative development options should be determined and an evaluation indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.

2. Where the community determines that residential uses must be allowed, measures to achieving outdoor to indoor NLR for CNL/CNEL 66-70 and CNL/CNEL 71-75 should be incorporated into building codes and be considered in individual approvals.

3. NLR criteria will not eliminate outdoor noise problems. However building location and site planning, design, and use of berms and barriers can help mitigate outdoor exposure particularly from level sources. Measures that reduce noise at a site should be used whenever practical in preference to measures that only protect interior spaces.

(b) Measures to achieve the NLR for CNL/CNEL 66-70 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

© Measures to achieve the NLR for CNL/CNEL 71-75 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(d) Measures to achieve the NLR for CNL/CNEL 76-80 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(e) If noise sensitive use indicated is NLR; if not, use is compatible.

(f) Land use compatible provided special sound reinforcement systems are installed.

(g) Residential buildings require the NLR for 66-70 DNL/CNEL.

(h) Residential buildings require the NLR for 71-75 DNL/CNEL.

(I) Residential buildings not permitted.

(j) Land use not recommended; built if community decides use is necessary; hearing protection devices should be worn by personnel.

A, B, or C	Land use and related structures generally compatible; measures to achieve NLR for 66-70, 71-75, and 76-80 DNL/CNEL.
A*, B*, or C*	Land use generally compatible with NLR; however, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted.
Ax, Bx	NRL: see footnotes
CNEL	Community Noise Equivalent Level.
DNL	Day-night average noise level.
N (No)	Land use and related structures are not compatible and should be prohibited.
NLR	Noise level reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
Nx	No with exceptions - See notes a through j
Y (yes)	Land use and related structures compatible without restriction
Y^x	Yes with restrictions - Land use and related structures generally compatible; see notes a through j

EXHIBIT 3-1
AICUZ NOISE CONTOURS (1992)

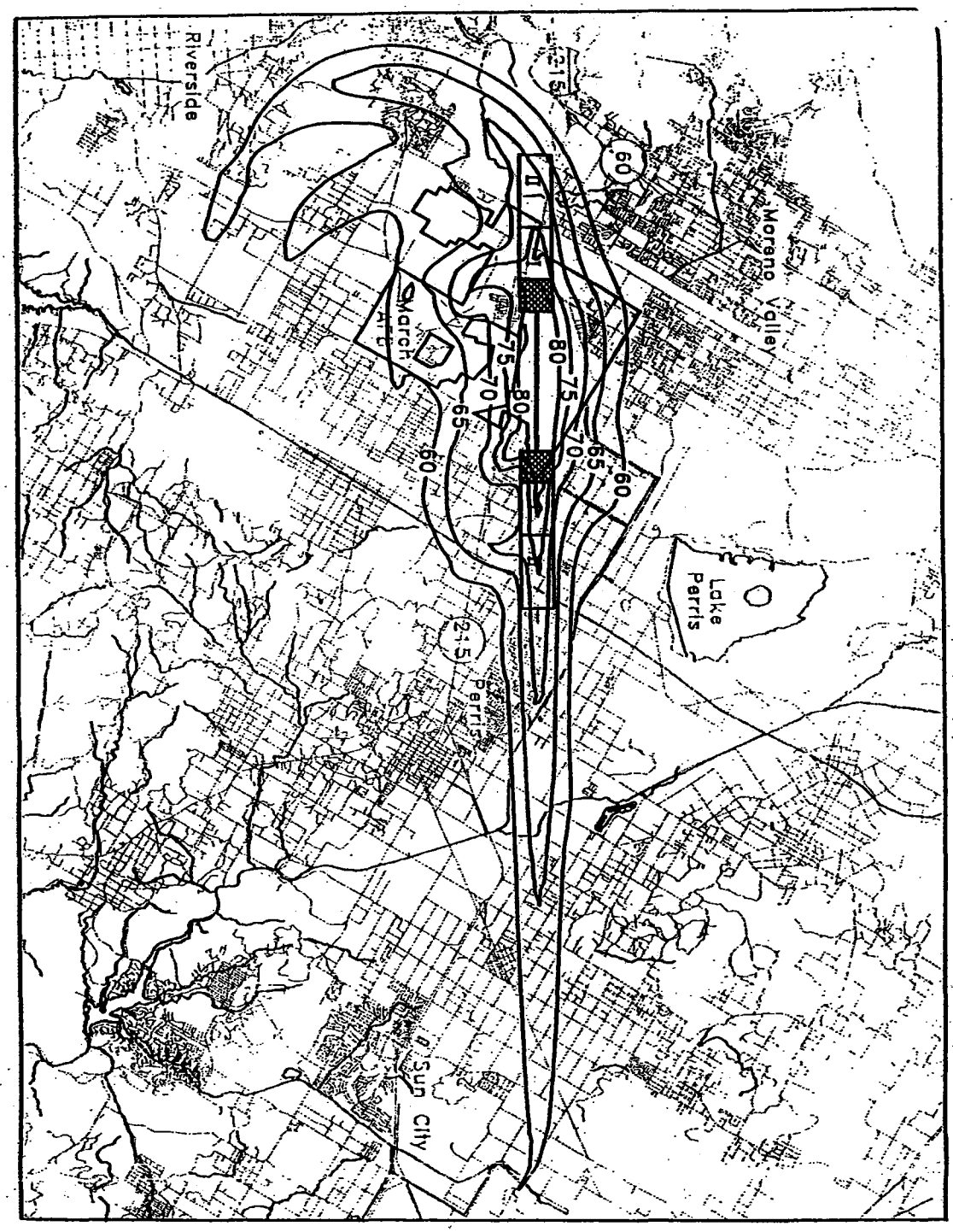


EXHIBIT 3-2
AICUZ NOISE CONTOURS (1998)

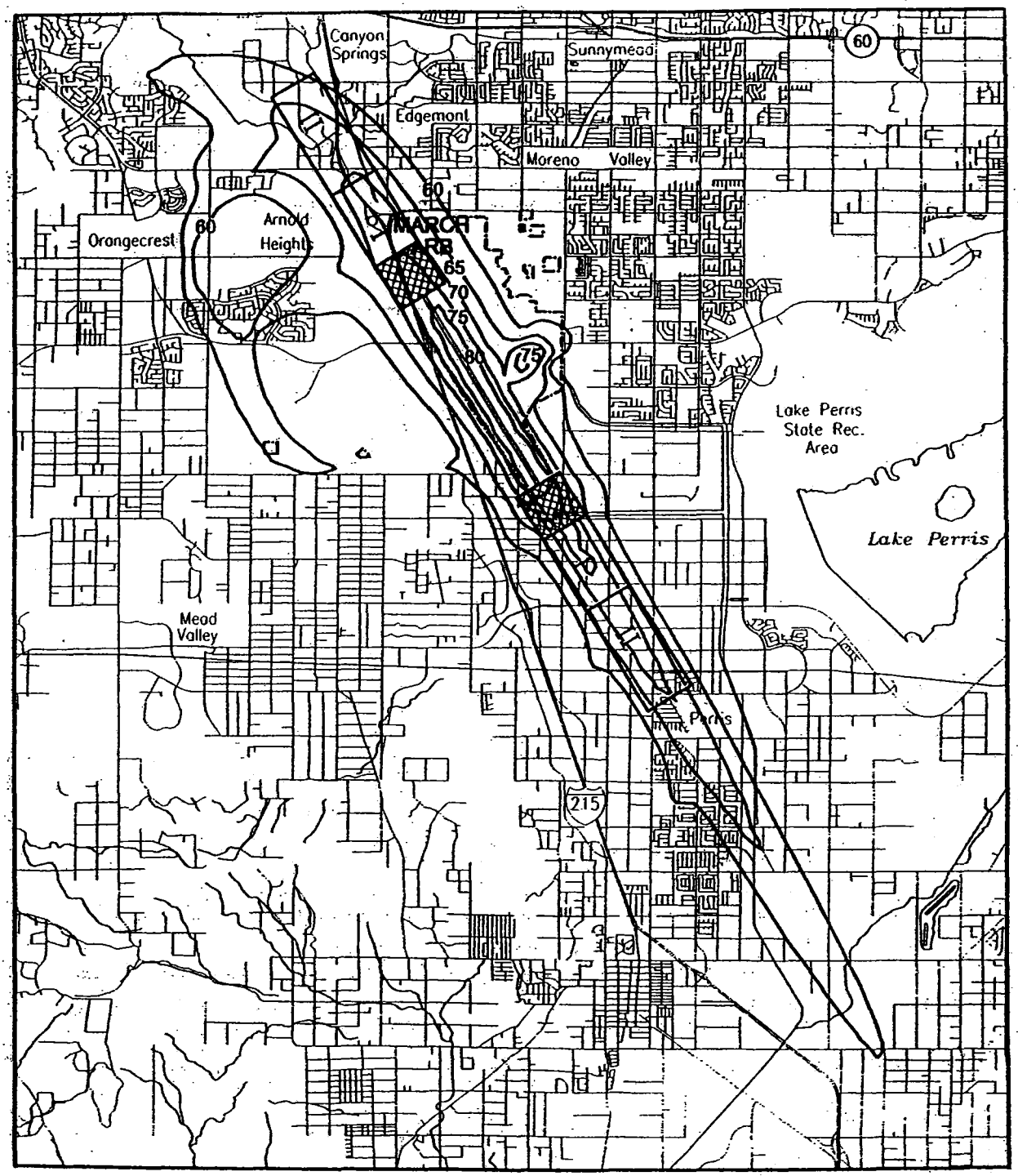


TABLE 3-12
EXISTING NOISE ENVIRONMENT

LAND USE	NOISE ZONE	COMPATIBILITY DESIGNATION			
		65-70	70-75	75-80	80+
EXISTING LAND USES					
Cemetery	60-70	Y	A	Y©	Y(d,j)
Green Acres	<60	A(a)	B(a)	N	N
Golf Course	<60	Y*	A*	N	N
Chapel #1	<60	A*	B*	B*	N
Chapel #2	60-65	A*	B*	N	N
Air Force Village West-Single units	<60	A(a)	B(a)	N	N
Air Force Village West-Medical/nursing home	60-65	A*	B*	N	N
Hospital	<60	A*	B*	N	N
Sewer Treatment Plant	60-65	Y	Y	Y(b)	Y©
Arnold Heights School	60-65	A*	B*	N	N
Interstate 215	60-75	Y	Y(b)	Y©	Y(d)
San Jacinto Branch Rail Line	60-75	Y	Y(b)	Y©	Y(d)
March Field Museum	65-75	A*	B*	N	N
PROPOSED LAND USES					
Park - Moreno Valley	<60	Y*	Y*	N	N
Regional Park	<60	Y*	Y*	N	N
-Nature Exhibits	<60	Y*	N	N	N
-Outdoor sport arenas	<60	Y(f)	Y(f)	N	N

TABLE 3-12
EXISTING NOISE ENVIRONMENT

LAND USE	NOISE ZONE	COMPATIBILITY DESIGNATION			
		65-70	70-75	75-80	80+
-Outdoor Amphitheater	<60	N	N	N	N
WSA Open Space/Park	60-65	Y*	Y*	N	N
Homeless Assistance Facilities	<60	Y/A*	N/B*	N	N
Clark Public Safety Training Center	60-65	A*	B*	N	N
Commercial Retail Center	60-70	Y	A	B	N
Destination/Water Recreation	60-75	Y	Y/A*	N/B*	N
Industrial	60-75	Y/Y*	Y	Y©	Y(d)
Civilian Aviation	60-75	Y	Y(b)	Y©	Y(d)
Business Park	60-75	Y	Y(b)	Y©	Y(d)
Mixed Use	60-75	Y	A	B	N
Office	<60	Y	A	B	N

Notes: Same as Table 3-11
Shaded areas represent applicable noise contour location, based upon 1998 AICUZ

TABLE 3-13
EXISTING ROADWAY NOISE

Roadway	Segment	Distance*
ALESSANDRO BLVD	Trautwein - I-125	310
	I-215 - Elsworth	270
	Elsworth - Heacock	250-290
CACTUS AVE	I-125 to Elsworth	250
	Elsworth - Graham	240
	Graham - Heacock	180
VAN BUREN BLVD	Trautwein - Orange Terrace Prkwy	340
	Orange Terrace Prkwy - Plummer	360
	Plummer - I-215	370
OLEANDER AVE	I-125 - Heacock	100
NANDINA AVE	Barton - Alexander	90
	Alexander - Clark	20
JFK AVE	Heacock - Perris	70
HEACOCK AVE	Cactus - JFK	160
	JFK - Nandina	90
	Nandina - Oleander	70
I-125	Alessandro - Cactus	1,110
	Cactus - Van Buren	1,200
	Van Buren - Oleander	1,230
BARTON	Van Buren - Nandina	110

*Distance = Distance from centerline of roadway to 60 dB contour.

— AIR QUALITY SECTION —

This Air Quality Section of the Profile Report provides information on local air quality, emission sources, and legal requirements for air quality planning. Also, it summarizes programs that meet Air Quality Management Plan (AQMP) requirements. This background information will provide the basis for identifying programs and policies to be incorporated into the Noise/Air Quality Element.

Air quality issues are basically rooted with the health problems that arise from exposure to air pollution. As a public health issue, the preservation of good air quality has gained importance at all levels of planning. Air quality is based on levels of contaminants, such as ozone, carbon monoxide, nitrogen dioxide and particulate matter in the air.

Ozone (O_3) is a nearly colorless gas which irritates the lungs and damages materials and vegetation. It is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight). Carbon monoxide (CO) is a colorless, odorless toxic gas which interferes with the transfer of oxygen to the brain. It is produced by the incomplete combustion of carbon-containing fuels (vehicular exhaust). Nitrogen dioxide (NO_2) is a yellowish-brown gas which, at high levels, can cause breathing difficulties. It is formed when nitric oxide (pollutant from burning processes) combines with oxygen. PM_{10} are particulate matter less than 10 microns in diameter. It causes a greater health risk than larger sized particles, since these fine particles can more easily penetrate the defenses of the human respiratory system and cause irritation by themselves and in combination with gases.

These pollutants come from vehicle exhaust, power generation, natural gas generation and the operation of certain equipment in construction and industry. Exhaust emissions from vehicles vary according to speed, type of engine (gasoline or diesel), the length of use, and the power available. Emissions from stationary sources occur at off-site power plants and are estimated by the amount of natural gas and electric power consumption. Construction and industrial equipment generate pollutant emissions that are highly variable according to the type and technology of a specific equipment.

AIR QUALITY REGULATIONS

Federal Clean Air Act (CAA):

The Federal Clean Air Act (CAA) establishes ambient air quality standards and requires all areas of the nation to meet these standards. The 1977 amendments to the Act state that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin (SCAB) could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM_{10}. The State Implementation Plans (SIP) for the basin, as adopted in 1979 and 1982, were unable to demonstrate attainment by the required date, and the U.S. Environmental Protection Agency (EPA) was forced by federal court action to disapprove the plan.

The 1990 Amendments to the Act outline new ways of attaining the federal air quality standards. These amendments call for mandatory annual reductions, progressively more stringent requirements, new tailpipe emissions standards, and transportation alternatives. Regulations for toxic air pollutants have also been included. The amendments to the CAA extended the ozone attainment deadline to 2010 for any area that was determined to have extreme ozone pollution. The SCAB is the only area in the nation considered as an extreme nonattainment area. The basin is required to reduce ozone precursor emissions by 3% annually from a 1990 base; attainment of the federal carbon monoxide standards by no later than 2000; attainment of the federal PM_{10} standards by no later than 2005; and mandates transportation management controls in the Los Angeles and San Diego areas, while making them optional elsewhere in the nation.

California Clean Air Act (CCAA):

In 1988, the California Legislature enacted the California Clean Air Act (CCAA), which requires air pollution control districts to achieve and maintain the state air quality standards. These standards are generally stricter than the federal standards. The CCAA amended the enabling authority for air pollution

control districts in California by giving these districts, including the South Coast Air Quality Management District (SCAQMD), broad new authority through the CCAA to regulate motor vehicle use with indirect source controls in areas that have not met national or state ambient air quality standards.

The CCAA requires that regional emissions be reduced by 5 percent per year from a 1987 base, averaged over 3 year periods, until attainment can be demonstrated. No specific attainment date is designated. Each area that does not currently meet a national or state ambient air quality standard was required to prepare a plan which demonstrated how the 5 percent reductions would be achieved. The plan was to be locally adopted and submitted to the California Air Resources Board (CARB) by June 30, 1991. Areas with the most heavily degraded air quality are required to reduce emissions 50 percent from 1987 levels by December 31, 2000. Plans must be updated in 1998, if attainment cannot be demonstrated by the year 2000.

Provisions of the 1990 Clean Air Act Amendments (CAAA) that relate to violations of ozone and carbon monoxide standards emphasize strategies for reducing vehicle miles traveled, and require the submission of a plan revision "that identifies and adopts specific enforceable transportation control strategies and transportation control measures to offset any growth in emissions from growth in vehicle miles traveled or numbers of vehicle trips in such area." This will meet the statutory requirements for demonstrating periodic emissions reductions.

State Implementation Plan:

The State Implementation Plan (SIP) is the vehicle by which states demonstrate adherence to the National Ambient Air Quality Standards (NAAQS). The SIP must contain specific measures to attain this goal for areas currently designated as nonattainment. The 1990 CAAA established interim milestones to ensure reasonable further progress toward achievement of the NAAQS for ozone. The CAAA requires interim reductions in volatile organic compounds (VOC) emissions. In all but "marginal" ozone nonattainment areas, the 1990 CAAA requires that state submit a 1996 Rate of Progress Plan that explains how VOC

emissions will be reduced by 15 percent from the adjusted base year inventory over a period of six years.

Extreme nonattainment areas must further reduce VOC emissions by an average of three percent per year for the three-year period after 1996 or until the air quality standard is achieved. A plan must be submitted to achieve attainment of the NAAQS by 2010. The SCAQMD revised their current 1994 AQMP in 1997. The revised 1997 plan establishes a 1993 baseline and "backcast" historical emissions in order to analyze the effectiveness of existing and future control measures and demonstrate the region's rate of progress. Further discussion is found under the 1994/1997 AQMP later in this section.

AIR QUALITY STANDARDS

Air quality is based on the level of contaminants in the air, as compared to national and state standards. Standards set by the U.S. EPA and the CARB is at levels that protect public health and welfare, with an adequate margin of safety. There are national and state standards for ozone, carbon monoxide, nitrogen dioxide, PM_{10} (suspended particulate matter 10 microns or less in diameter), sulfur dioxide, and lead. Aside from these, California has standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. The federal and state standards are provided in Table 3-14.

AIR POLLUTANTS

SCAQMD monitors concentrations of air pollutants at 35 locations in southern California's Los Angeles, Orange, Riverside and San Bernardino Counties. In 1995 pollutant concentrations exceeded the federal and state standards for ozone, carbon monoxide, and particulate matter, and the state standard for sulfate. Standards for nitrogen dioxide, sulfur dioxide, and lead were not exceeded.

TABLE 3-14
AMBIENT AIR QUALITY STANDARDS

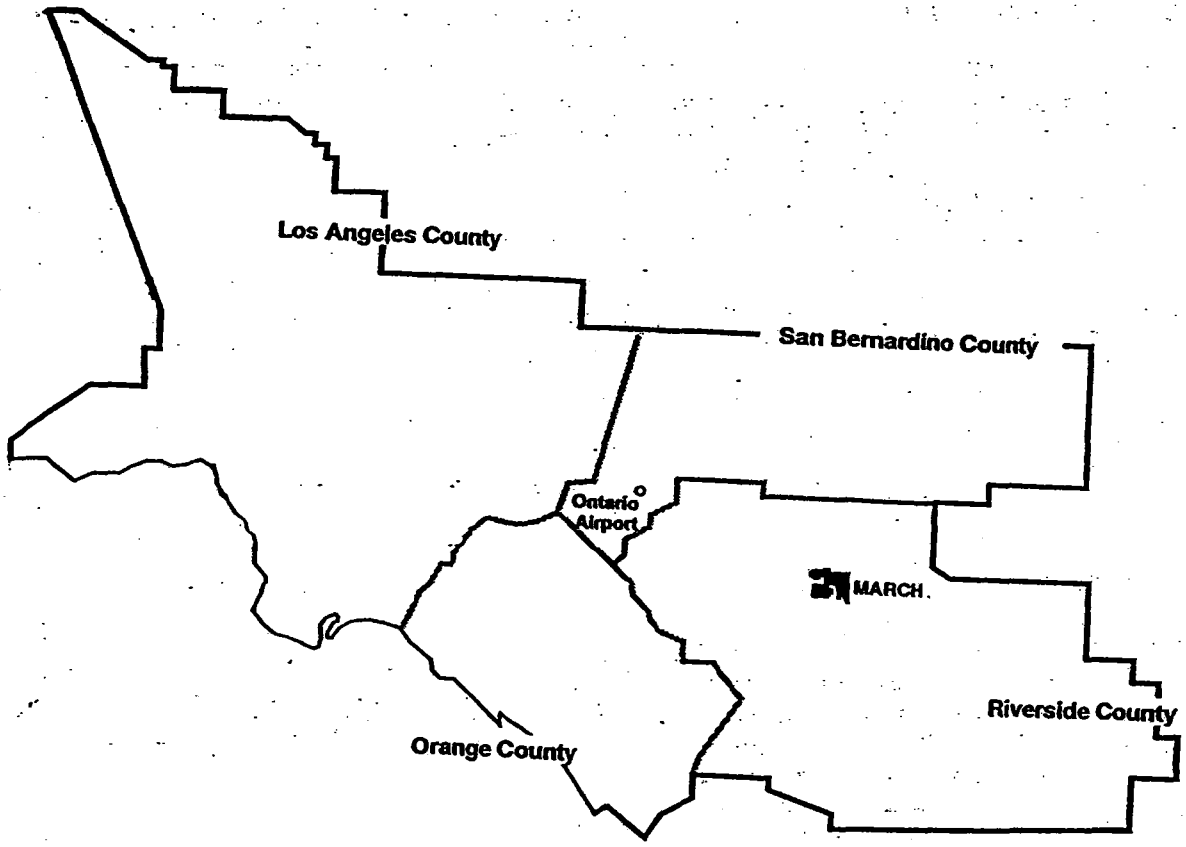
	California	National	
Air Pollutant	**Concentration**	**Primary**	**Secondary**
Ozone	>0.09 ppm, 1-hr avg.[a]	>0.12 ppm, 1-hr avg.	0.12 ppm, 1-hr avg.
Carbon Monoxide	>9.0 ppm, 8-hr. avg. >20 ppm. 1-hr. avg.	>9.0 ppm, 8-hr. avg. >35 ppm, 1-hr avg.	>9.0 ppm, 8-hr. avg.[b] >35 ppm, 1-hr. avg.
Nitrogen Dioxide	>0.25 ppm, 1-hr avg.	0.053 ppm, annual avg.	0.053 ppm, annual avg.[c]
Sulfur Dioxide	≥0.04 ppm, 24-hr avg. with ≥0.10 ppm. 1-hr avg. ozone or with 24-hr TSP ≥100 ug/m^3 >.25 ppm 1-hr avg.	0.03 ppm, annual avg .>0.14 ppm, 24-hr avg.	>0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM_{10})	>50 ug/m^3, 24-hr. avg. >30 ug/m^3 annual geometric mean	>150 ug/m^3, 24-hr avg.; >50 ug/m^3 annual arithmetic mean	>150 ug/m^3, 24-hr avg.; >50 ug/m^3 annual arithmetic mean
Sulfates	≥25 ug/m^3, 24-hr avg.[d]	—	—
Lead	≥1.5 ug/m^3, 30-hr. avg.	≥1.5 ug/m^3, calendar quarter	>1.5 ug/m^3
Hydrogen Sulfide	≥0.03 ppm, 1-hr avg.	—	—
Vinyl Chloride	≥0.010 ppm, 24-hr. avg.	—	—
Visibility-Reducing Particles	In a sufficient amount to product an extinction coefficient of 0.23 per km due to particles when the relative humidity is less than 70% CARB Method V.	--	—

[a]) Effective 3/9/87. The standard was previously ≥0.10 ppm, 1-hr. avg.
[b]) Effective 9/13/85. The standard changed from ≥9.3 ppm to ≥9.5 ppm.
[c]) Effective 7/1/85, standard changed from >.0532 ppm to >.0534 ppm.
[d]) Effective 3//9/87, standard changed from ≥25 ppm to >25 ppm.
[e]) Effective 7/1/87. The standards were previously:
Primary: Annual geometric mean TSP >75 ug/m^3 and 24-hr avg. TSP >260 ug/m^3
Secondary: Annual geometric mean TSP >60 ug/m^3 and 24-hr avg. TSP >150 ug/m^3

ppm = parts per million by volume ug/m^3 = micrograms per cubic meter > = greater than
≥ = greater than or equal to

Source: CARB

EXHIBIT 3-3
SOUTH COAST AIR BASIN



Non Attainment Pollutants:

The March JPA Planning Area is located in the SCAB which has been designated by both the EPA and CARB for being in attainment of the NAAQS and California Ambient Air Quality Standards (CAAQS) for SO_2, but nonattainment for O_3, CO, NO_2 and PM_{10}. According to federal classification, the SCAB is designated for being in the "extreme" ozone nonattainment category (0_3 concentration greater than 0.28 ppm). An area designated as "extreme" is subject to a number of special requirements, including provisions for use of reasonably available control technology (RACT) on all major sources, vapor recovery, transportation control measures, and reductions in VOCs. Areas with classifications other than "extreme" are subject to less stringent requirements. Attainment for extreme ozone classification areas must be achieved by November 15, 2010.

The SCAB is also designated as "serious" nonattainment for federal CO standards. An area designated as serious for CO (ambient concentration greater than 16.4 ppm) must implement various special requirements, including use of oxygenated fuels, an enhanced motor vehicle inspection and maintenance program, attainment demonstration plans, and implementation of transportation control measures. Attainment of the CO NAAQS is required by year 2000.

The SCAB is designated serious PM_{10} nonattainment because the currently proposed SIP for the SCAB projects nonattainment of the 24-hour PM_{10} NAAQS until the year 2000, and nonattainment of the annual PM_{10} NAAQS until 2006. These projections exceed the "moderate" PM_{10} attainment deadline of December 31, 1994.

Ozone O_3:

A highly reactive form of oxygen, ozone is a colorless gas with a sharp odor. High ozone concentrations exist naturally in the stratosphere. Ozone concentrations are normally very low (0.03-0.05 ppm) at the earth's surface in rural areas, as a result of naturally occurring mixing of ozone through the troposphere. In urban areas, a complicated series of chemical and photochemical reactions occur between reactive organic compounds, nitrogen oxides, and the oxygen in the air. Ozone is a highly

reactive oxidant, which accounts for its damaging effects at the earth's surface on materials, plants, and health.

TABLE 3-15
STATUS OF POLLUTANTS MONITORED BY SCAQMD (1995)

POLLUTANT	SYMBOL	STATE STND (MAX CONCENTRATION)	FEDERAL STND
Ozone	O_3	Exceeded (260%)	Exceeded (200%)
Carbon Monoxide	CO	Exceeded	Exceeded (146%)
Particulate Matter	PM_{10}	Exceeded	Exceeded (138%)
Sulfate	$SO_4^=$	Exceeded (105%)	NO FED STND
Nitrogen Dioxide	NO_2	Compliance	Compliance (87%)
Sulfur Dioxide	SO_2	Compliance	Compliance (10%)
Lead	Pb	Compliance	Compliance (4%)

Ozone is damaging to living cells, given its propensity for reacting with organic materials. Ambient concentration of ozone in the SCAB are frequent to cause health effects. Ozone enters the body primarily through the respiratory tracts and causes respiratory irritation and discomfort. In short, it reduces the respiratory system's ability to remove inhaled particles and fight infection. Persons with respiratory disease or exercise regularly, children and elderly are more susceptible to the effects of ozone. Ozone can also impact vegetation, cause crop damage, and damage to forest and other ecosystems.

In 1995, SCAQMD measured ozone at 33 regular monitoring locations. The 1-hour average was 200% (exceeded 98 days) of the federal standard and 260% (154

days) of the state standard. For the western Riverside County area the number of days exceeding federal standard for ozone was 20-40 days in 1995, within the region of the March JPA Planning Area.

Carbon Monoxide (CO):

A relatively inert gas, carbon monoxide is colorless and odorless. The major source of CO in urban areas is incomplete combustion of carbon-containing fuels, mainly gasoline. In 1993, 97% of the CO emitted into the basin's atmosphere was from mobile sources; therefore, the highest concentrations of CO are in the vicinity of major concentrations of vehicular traffic. Carbon monoxide is directly emitted into the air, therefore is a primary pollutant. Ambient concentrations of CO exhibit large spatial and temporal variations dependent upon the rate at which CO is emitted, and the meteorological conditions that govern transport and dilution. Highest concentrations in the basin occur on weekdays during morning rush hour.

Inhaling sufficient concentrations of CO can displace oxygen and bind with hemoglobin in the blood; thereby reducing the capacity to carry oxygen by the blood. Persons at most risk include heart patients, fetuses, smokers and heavy exercisers. Concentration of CO can cause impairment of manual dexterity, vision, learning ability, and performance at work. The combination of CO with other pollutants have a synergistic effect, as demonstrated by studies with animals.

The concentration of CO in the basin is measured at 22 of the 35 monitoring stations. The highest concentrations are found in coastal and central Los Angeles County. Carbon monoxide measurements in the area of the March JPA Planning Area are found to be less than state and federal standards. Historically the Riverside County area has not exceeded CO standards during the last two decades.

Suspended Particulate Matter PM_{10}:

Particulate matter with a diameter less than about 10 micrometers, is known as part of total suspended particulate (TSP). In 1987, EPA adopted PM_{10} standards, which replaced prior TSP standards. Measurements for PM_{10} concentrations are

undertaken by SCAQMD at 23 locations within the basin. The average composition of TSP with PM_{10} is 48-63% of total TSP.

The compounds that make up PM_{10} can be generally broken down. The chemical detailed analysis of PM_{10} shows an average amount of sulfate, nitrate (NO_3), ammonium (NH_4), organic carbon (OC), elemental carbon (EC), sodium (Na^+), chloride (Cl^-), and other materials such as soil components. PM_{10} concentrations are measured at five basin locations, including Metropolitan Riverside County (MRIV). MRIV recorded high proportion of sulfate (6-11%), nitrates (22-26%), organic carbon (15-20%) and elemental carbon (5-8%) compounds in PM_{10}. The greater portion of these components are derived from stationary or mobile sources. The amount of soil-related material is 17-31%, due to suspension of soil in the air by human activity, including road dust and construction grading.

The maximum annual average (MAA) recorded concentration of PM_{10} was 138% of the federal standard in the MRIV area. The location which exceeded most frequently the federal 24-hour standard is MRIV on 6.6% of the days, with a maximum concentration of 145% of the federal standard. The MAA was 172% of the state standard recorded at MRIV. Much of the high concentration of PM_{10} in the MRIV occurs in summer months, and is attributed to high winds coupled with vacant land and arid soils.

EPA is currently considering adopting a new particulate standard of $PM_{2.5}$. This would apply to particulate matter with less than 2.5 micrometers in diameter. The suggested range for a 24-hour $PM_{2.5}$ standards is 18-65 ug/m^3 and the range for annual $PM_{2.5}$ standards is 12.5-20 ug/m^3. Preliminary evaluation of this criteria suggest that the number of days exceeding the $PM_{2.5}$ could be greater than the current PM_{10} standard.

Sulfate $SO_4^=$:

Sulfates are chemical compounds with contain the sulfate ion ($SO_4^=$), and are part of the mixture of solid materials which make up PM_{10} and TSP. The primary sulfates are produced by oxidation of sulfur dioxide. Oxidation of sulfur dioxide yield sulfur trioxide (SO_3), which reacts with water, thereby producing sulfuric acid