

Part 2 of Complaint - JPA Members and Draft General Plan

Subject: FW: FW: [External] Ethics Complaint
Attachments: draft_general_plan.cleaned.pdf

From: Jennifer Larratt-Smith <jlarrattsmith@gmail.com>
Sent: Monday, September 12, 2022 2:12 PM
To: Arseo, Eva <EArseo@riversideca.gov>
Subject: Re: FW: [External] Ethics Complaint

Dear Ms. Arseo,

Thank you for your thorough review of my documents. I did not realize the links didn't work on my Five Misconceptions pdf. Here are the links to the documents referenced:

March JPA Commission Members: <https://marchjpa.com/about/march-joint-powers-commission/>

DDA Agreement: https://www.marchjpa.com/documents/docs_forms/lnr_dda.pdf

Note: Shortly after my document was sent to the community, the 2010 General Plan which I referenced disappeared from the March JPA website. I have attached a pdf of what was originally posted, so the Ethics Committee will see the document to which I was referring. Below is the link to the current General Plan they have on their website from the 1990s.

General Plan: https://www.marchjpa.com/documents/docs_forms/general_plan_update_02172022.pdf

Thank you! Let me know if there is anything more you need from me.

Jen Larratt-Smith


On Mon, Sep 12, 2022 at 1:21 PM Arseo, Eva <EArseo@riversideca.gov> wrote:

Hi Jenn,

I am combining your form with the documents and noticed that you reference 4 additional documents by links marked "click here" in your Five Misconceptions document. If you are going to reference those as evidence, they should be submitted as attachments. Those links are not working either in case I could have downloaded them.

Please let me know if you want me to proceed without those documents.

Thank you,

Eva Arseo



March Joint Powers Commission

The March Joint Powers Authority is comprised of four jurisdictions whose boundaries touch March Air Force Base. The four jurisdictions include the County of Riverside, and the cities of Moreno Valley, Perris, and Riverside. Each jurisdiction selects two of its elected officials to serve on the March Joint Powers Commission, the governing body of the Authority.

2022 Joint Powers Commission Members



Jeff Hewitt
Chair
County of Riverside
Supervisor



Chuck Conder
Vice Chair
City of Riverside
Councilmember



Rita Rogers
Member
City of Perris
Councilmember



Michael Vargas
Member
City of Perris
Mayor



Kevin Jeffries
Member
County of Riverside
Supervisor



Jim Perry
Member
City of Riverside
Councilmember



Dr. Yxstian Gutierrez
Member
City of Moreno Valley
Mayor



Ed Delgado
Member
City of Moreno Valley
Mayor Pro Tem

JPC Meetings

The March Joint Powers Commission meets on the second and fourth Wednesday of each month (unless otherwise specified).

[Meeting Agendas & Archives](#)

[View March JPA Committees](#)





Draft Vision 2030: March JPA General Plan



March 2010 Draft

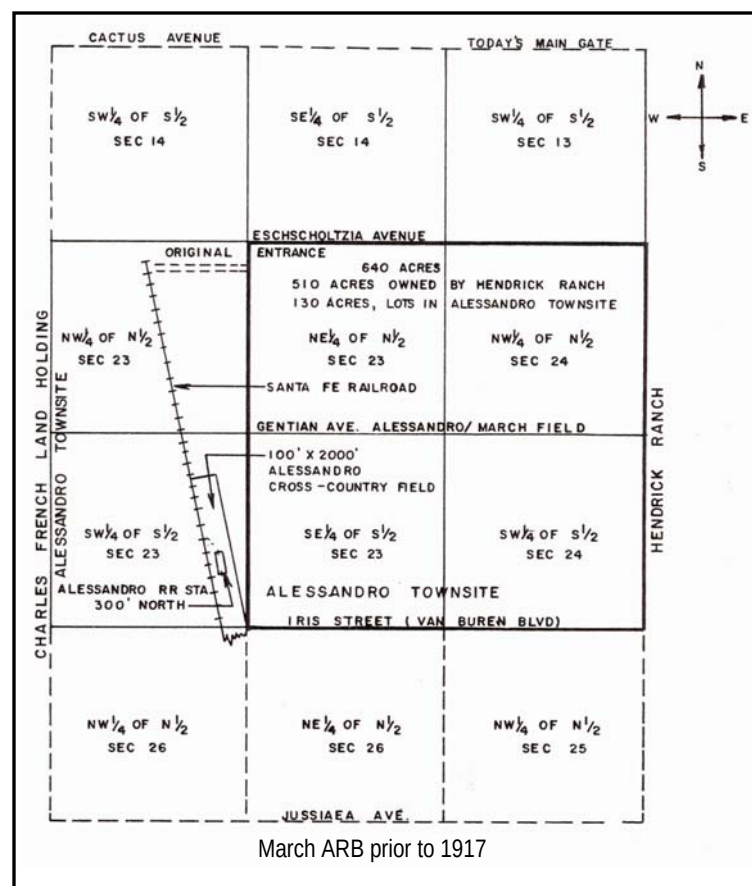


1.0 Introduction

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1.1 History

In discussing the future of the March Joint Powers Authority (March JPA) Planning Area, it is imperative to start by identifying the intricately-linked history of the United States military with the surrounding area in Riverside County. Prior to 1917, the area that would later be known as the March area was within the boundaries of the Alessandro Townsite and the Hendrick Ranch (Figure 1-1). At the turn of the 20th century the area was primarily used for livestock grazing, with agriculture occurring in nearby areas with ground water or imported surface water.



By 1918 a small air strip, Alessandro Flying Training Field, was established on a 640-acre site identified as part of the Hendrick Estate (Harley 1971: 147). This field was used by aviators from Rockwell Field on cross-country flights from San Diego.



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In anticipation of entering into World War I, the United States rushed to strengthen its military forces. Congressional appropriations in early 1917 attempted to back the plans of General George O. Squier, the Army's chief signal officer who was charged to build an army in the air. Efforts by Frank Miller, then owner of Riverside's Mission Inn, Hiram Johnson and other California notables succeeded in gaining War Department approval to construct a military airfield at Alessandro Field.



The future location of March Air Reserve Base

After military operations began in the area, the military presence waxed and waned in response to the defense needs of the nation. Accordingly, the Planning Area has its principal roots in two former military installations: March Field and Camp Haan.

March Field

The history of March Field prepared by the March Field Air Museum states:

In the Great War "to end all wars", the U.S. temporarily lost its initial predominance in the world of aviation. In response, Congress appropriated in early 1917, \$640,000,000 to "put the Yankee punch into the war by building an army in the air." On March 20, 1918, Alessandro Flying Training Field in Riverside became "March Field", in honor of Second Lieutenant Peyton C. March, Jr., who was killed in a flying accident shortly before.

The commander of the 818th Aero Squadron detachment, Captain William Carruthers, took over as the field's first commander and for a time operated out of an office in the Mission Inn Hotel in Riverside. By late April, 1918, within a record 60 days, 12 hangars, six barracks equipped for 150 men each, mess halls, a machine shop, a post exchange, a hospital, a supply depot, an aero repair building, bachelor officer's quarters and a residence for the commanding officer had been constructed. Enough progress had been made in the construction of the new field to allow the arrival of the first troops. On May 15, the first JN-4D Curtiss "Jenny" took off and March Field became a training installation.

In May, 1919, the Federal government purchased the field and it became a permanent base. March Field became an important primary training center for aviators during latter stages of World War I. This flight school was in operation until 1921 when training was discontinued. In 1922, the base was reduced to caretaker status and was closed in 1926. 1927 marked the reactivation of March as a primary training base, with the creation of the Army Air Corps by Congress, and permanent construction of "Spanish Mission" architecture was authorized. The hangars, now along the flight line, were built at that time. It became a tactical base in 1931 with the 7th Bombardment Group and the 17th Pursuit Group, both in the 1st Bombardment Wing. Being near the aircraft industrial center of Los Angeles, many planes were test flown



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from March by famous flyers, both civilian and military. Much of this activity was due to the inspired leadership of "Hap" Arnold, the base commander from 1931 to 1936."

As late as 1940, improvements associated with the base were limited to areas south and west of what is now the intersection of Meyer Drive and Riverside Drive. With the attack on Pearl Harbor, March entered its third training era, starting with the B17 and later the B24 heavy bombers. Glider pilot training was also conducted. The base doubled in area and supported 75,000 troops. Across the highway, an anti-aircraft artillery training facility, Camp Haan was built for another 85,000 troops. Women's Army Auxiliary Corps (WAAC) were assigned as well as training for the Women Air Service Pilots (WASP). During World War II, March Field became established as a development center for aerial bombardment. Many bombardment groups that were destined for fame in World War II completed their final training at March and went on to serve in the Pacific theater.



Aerial photo of March Field in May 1940, prior to World War II

World War II ended in August of 1945 and the training mission at March was completed. March then became a redeployment and separation center and home to the famous 1st Fighter Wing which brought the first fighter jet, the F-80. In 1946, the Tactical Air Command took control of base operations and the 12th Air Force was assigned to the base with F-80 jet equipped fighter groups.

The U.S. Air Force became a separate service in 1947 and March Field became March Air Force Base (AFB). The expansion of March AFB to the north and east of the original base began after 1945 and prior to 1953. Facilities were added to the north and east, but only marginally to the northeast. The Strategic Air Command came in 1949, with the arrival of the 15th Air Force and the 22nd Bombardment Wing with B29's. March Air Force Base continued to play an important role throughout the Korean War.



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B-52 Bomber at March AFB "The City of Riverside" in 1963.

In 1963 the first B-52B bomber, named "The City of Riverside" came to March followed by 15 more of the bombers as well as the KC-135 "Stratotanker". During the Vietnam War, the 22nd was deployed several times.

By 1966, two bomber squadrons and two air refueling squadrons formed the largest bomb wing in the Strategic Air Command. The men and aircraft supported combat troops in Vietnam.

By 1967, a significant expansion to the main base was undertaken by March AFB. Facilities were expanded as far east as Heacock Street and as far north as Cactus Avenue (Figure 6). The 1980s saw the redeployment of the B52's elsewhere and the conversion to KC10 air refueling aircraft. March AFB became "Tanker Town" and the 22nd Air Refueling wing was activated.

Camp Haan

Developed in November 1940 on property west of the California Southern Line operated by the Atchison, Topeka & Santa Fe Rail Road, Camp Haan was established across the highway from March Field as an Artillery Antiaircraft Replacement Training Center. The military base consisted of approximately 8,058 acres in a trapezoidal area about four miles long and three miles wide, and was named in honor of Major General William George Haan, Coast Artillery Corps, who had a distinguished Army career during World War I.



Camp Haan in the 1940's. Image courtesy of Bob Gallagher (www.gallagher.com).

Originally a tent camp, wooden barracks and other buildings were quickly added. By October of 1941, the Camp had 353 buildings, 2,459 floor tents, 6 exchanges, 5 chapels, a hospital, 18 miles of sewers, and 28 miles of streets. By November 1941, most of the men who trained at Camp Haan had been assigned to coastal defenses in the Los Angeles and San Francisco Bay area.

In writing about his training at Camp Haan in 1943, a soldier stated:

"Camp Haan was large and at its peak, had a population of 80,000. It was typical of many other camps all over the country that trained recruits to be soldiers. Like Camp Grant, this place lacked beauty and could exist only as a place to train soldiers. All buildings were made of wood and had a temporary look about them. There wasn't a tree, bush, blade of grass, or anything else green throughout its sprawling acres. Open areas were covered with gravel. The paved streets



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were laid out in a grid-like pattern that somehow accentuated the monotonous look of the place (Figure 1-5). Clean it was. Not a piece of litter could be found anywhere, all picked up and disposed of in a process we would learn about later by the abundance of laborers called GIs.

Battalions were segregated into designated areas, the only difference between them a small red sign with white lettering for each unit, about two feet square, that was attached to buildings facing the road (Figure 1-6). (Gallagher)"

In March 1942 Camp Haan was reorganized as an Army Service Depot and in late 1942 a prisoner of war camp was built for 1,200 Italian Prisoners of War. The Prisoners of War worked at Camp Haan and in the surrounding citrus orchards. In April 1945, German POWs arrived at Haan to replace the Italians. Later in the war, Camp Haan had an 800-bed debarkation hospital which received wounded coming in from the Pacific theater of operation.



Camp Haan. Image courtesy Bob Gallagher
(www.gallagher.com)

After the war the camp became a separation center and on August 31, 1946, it was closed. Many of the wooden buildings were sold and moved to other locations and the land was divided. Parcels went to March Field, and ultimately were developed as portions of Riverside National Cemetery, General Old Golf Course, Air Force Village West Retirement Community and Arnold Heights residential community.



American Legion Post 595 in Perris is a
former Camp Haan building

Today, with the demolition of the former Arnold Heights community, substantial areas of the former Camp Haan are now within the partially developed Meridian Business Park.

Riverside National Cemetery

Riverside National Cemetery was established in 1976 through the transfer of 740 acres of former Camp Haan by March AFB. It was dedicated and opened for burials on Nov. 11, 1978, and is the third-largest cemetery managed by the National Cemetery Administration. Since 2000, Riverside National Cemetery has been the most active in the system based on the number of interments. An additional 181 acres was transferred to the Veterans Administration by the Air Force in 2003.



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Medal of Honor Memorial

Riverside National cemetery is one of four sites recognized by the United States Congress as a National Medal of Honor Memorial Site. The Memorial was dedicated in 1999 and its walls feature the names of all medal recipients in the military. The Medal of Honor is the highest award for valor in action against an enemy force which can be bestowed upon an individual serving in the Armed Services of the United States. A medal of honor is generally presented to its recipient by the President of the United States of America in the name of Congress.



Medal of Honor Memorial at Riverside National Cemetery

POW/MIA Memorial

The Prisoner of War/Missing in Action Memorial was designated as a national memorial by Congress in 2004 through Public Law 108-454. The memorial was dedicated on September 16, 2005. Vietnam veteran Lewis Lee Millett sculpted the bronze statue which depicts an American serviceman on his knees with hands bound by his captors. The statue is surrounded by black marble pillars that evoke imprisonment.



The National POW MIA Memorial at the Riverside National Cemetery

Veterans Memorial

The Fallen Soldier/Veterans' Memorial was erected in 2000 and was created by A. Thomas Schomberg in commemoration of service members who gave their lives in combat for their country. The 12-foot high bronze structure is topped by lifeless body of a soldier partially covered with a poncho that hides the face.



The Fallen Soldier/Veterans Memorial at Riverside National Cemetery



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General Old Golf Course

General Old Golf Course, named after Lieutenant General Archie J. Old, Jr. of the Air Force, is an 18-hole course. The course includes 6,702 yards of golf from the longest tees for a par of 72. The course rating is 72.5 and it has a slope rating of 125. General Old golf course opened to the public in 1998 and is managed by Donovan Brothers Golf, LLC.

Air Force Village West Retirement Community

Directly southwest of the General Old Golf Course is the Air Force Village West (AFVW) retirement community. AFVW opened in 1990 and was created exclusively for the care of retired or honorably separated military officers, as well as surviving spouses of all branches of the uniformed serves who are at least 55 years of age. At one time, a portion of the AFVW retirement community was under the County planning jurisdiction while the remaining portion was within the JPA planning jurisdiction. In 2004 the entire community was brought into the JPA Planning jurisdiction.

Arnold Heights Community

Arnold Heights Community, named after General, "Hap" Arnold, was constructed in 1953 and included 586 housing units and a chapel for military personnel that served at March Air Force Base when it was an active duty base. Prior to the base realignment in 1996 the housing units were determined to be unfit for occupation and were designated to be vacated by the Air Force.

The Air Force was in the process of replacing the 1950s vintage tract with new housing when March Air Force Base was downsized to an Air Force Reserve facility. Arnold Heights was deemed too expensive to renovate for re-use due to structural problems as well as the presence of asbestos and lead-based paint in all of the buildings.

Prior to 2004, the housing tract lost some units because of accidental fires as well as Riverside County Fire training exercises. Other units were either torn down due to safety concerns, or they merely collapsed over time. Between January 2004 and August 2005, more than 35,000 Marines trained in the Arnold Heights housing area and renamed it "Camp Matilda" where it was used as a simulated Iraqi village. Since that time, the tract has been demolished and the property was incorporated into the planning efforts for the Meridian Business Center.



Realignment

In mid-1993, President Clinton signed the Base Realignment and Closure Plan. At that time, numerous changes were made including the deactivation of the 445th Airlift Wing and the 452nd Air Refueling Wing. The two aforementioned were combined into the 452nd Air Mobility Wing. March Air Force Base was officially re-named March Air Reserve Base in 1996. Currently, the 452nd Air Mobility Wing operates at March Air Reserve Base providing airlift support and training for the Air Force. The 163d Air Refueling Wing operates for the California Air National Guard and is the primary tenant. The realignment became effective on April 1, 1996.

1.2 The March Joint Powers Authority

With the announcement of base realignment at March Air Force Base (“March AFB”), the adjacent jurisdictions immediately formed a joint powers authority and redevelopment agency pursuant to Government Code commencing with § 6500. The March AFB was 6,500 acres prior to realignment and is now 2,100 acres. March JPA is a local government created by a Joint Powers Agreement for the purpose of addressing the use, reuse, and joint use of the property excessed by the federal government. The four individual public entities that cooperatively formed the JPA are the cities of Perris, Moreno Valley and Riverside, and the County of Riverside. Through the creation of the Joint Powers Authority and a legislative declaration by the state legislature, March JPA has full land use authority within the JPA Planning Area.

Due to the realignment, certain lands and buildings on the AFB are no longer required for use by the Department of Defense or other federal agencies. In part the challenges of redeveloping these lands have been addressed through the preparation of the General Plan of the March Joint Powers Authority and certification of its Master Environmental Impact Report (1999). However, a changing economic, social, and natural environment has made it apparent that it is time to update the current General Plan and EIR, to fine-tune the direction of development within its jurisdiction, and in short, to implement the Vision that has been set forth by the public and the March JPA decision-makers.

March JPA is governed by the March Joint Powers Commission (“JPC”). The JPC is the decision and policy making body for the Authority. It consists of eight elected officials (two from each of the four jurisdictions). In addition to completing the organizational requirements of initiating a new governmental jurisdiction, the JPA functions as the Local Reuse Agency (LRA) under federal law.



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1.3 Purpose of the General Plan

California state law requires that all agencies with land use authority prepare a general plan (Government Code § 65300) and said plan must include a comprehensive, long-term plan for the physical development of both the jurisdiction itself and any land outside of the jurisdiction that the agency determines to be related to its planning (§ 65302). The California Supreme Court has specifically stated that a general plan is “the constitution for all future developments” (*Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal. 3d 553 (1990)). As such, the general plan holds sway over all subordinate land use actions such as Zoning Ordinances and subsequent Development Agreements as held by the Courts, which have set forth the hierarchical position of the general plan in *Leshar Communications, Inc. v. City of Walnut Creek*, (52 Cal. 3d 531 (1990)).

A legally-adequate general plan is required to provide a “statement of development policies” as well as “objectives, principles, standards, and plan proposals” (Government Code § 65302). In addition, seven mandatory elements must be included: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. An agency may include additional optional elements that it deems necessary that relate to the physical development of the jurisdiction such as Economic Development, Air Quality, or Historic Preservation. Once adopted, optional elements have the same legal force as the mandatory elements.

The general plan is a useful tool for the general public, business owners, developers, jurisdiction staff and elected officials. It allows neighboring residents to understand the future land uses that are allowed as well as the policies that will shape the physical development of the jurisdiction. It allows business owners to see how policies that may be set forth affect the future viability of their business and financial interests, it allows developers to know what is expected of them and it envisions future market conditions based on the specific land uses and any policies that affect their project.

1.4 Establishing a Vision

It would prove difficult to embark upon the process of developing a long-range comprehensive “constitution for development” as stated above, without a clear vision for the future. To create a plan for twenty years hence, there must be a perceived “end” shared by the many stakeholders whose quality of life, livelihood, and convictions would be affected thereby.

In response, a Vision was created to aid in the formation of a collective and cohesive plan to guide future development within the March JPA Planning Area while considering the divergent interests which are inherent in the field of planning and development. It provided an opportunity to imagine the March JPA in 20 years and,



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working backward, allowed for the development of specific goals, objectives, and policies aimed toward achieving said Vision. All of the Elements and their individual goals, policies, and objectives, are therefore weighed against, or conceived from, a perspective that is consistent with the Vision. The opening discussion of each Element will contain findings as to how it satisfies or contributes to the realization of the Vision. The Vision, in addition to serving as a philosophical guidepost for the realization of the stated outcome, is an effective tool to ensure consistency throughout the entire document. California Government Code § 65300.5 requires internal or horizontal consistency within the document. Development of the Vision was also a practical way in which to involve decision-makers, concerned citizens, and other stakeholders in the final manifestation of the general plan without the encumbrances of analyzing minutia throughout the update process.

1.4.1 Community Participation

The opportunity for community participation in the General Plan update process occurred in several ways. These included:

- **Visioning Process-** Public meeting held by the March Joint Powers Commission on April 2, 2008 to discuss and adopt the Vision for the entire General Plan process;
- **GPAC Process-** the GPAC held 20 public meetings over a 23 month period to revise, discuss the General Plan and to obtain public input;
- **Community Workshops-** three informal community workshops were held in Moreno Valley (March X, 2010), Perris (March X, 2010), and Riverside (April X, 2010) to address public concerns and facilitate public input on the General Plan and EIR. These meetings were also conducted as EIR scoping meetings pursuant to CEQA Guidelines 15803;
- **Formal Adoption and Certification Hearings-** the March Joint Powers Commission held public meetings on July X and Y, 2010 to adopt the General Plan and certify the EIR.



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1.4.2 Vision

The March Joint Powers Authority Redevelopment Agency

The March JPA shall act to further the principal goal of the March Joint Powers Redevelopment Agency (March RDA) which has provided the administrative mechanism and primary funding to:

1. Facilitate the successful re-development of the Project Area; and
2. Promote and participate in the economic development of the Project Area and the larger sub-region consisting of western Riverside County.

Regional Employment Center

March JPA has a stated goal of providing 38,000 jobs, through development of its Planning Area, to the western Riverside County area thereby creating a much-needed job center. The creation of a job center is important to reduce the existing jobs/housing imbalance that exists in this region such that it can help reduce traffic congestion, pollution, fossil fuel dependence and improve the overall quality of life for the residents of western Riverside County. March JPA, utilizing its favorable location near the Interstate 215/SR 60 interchange, March Inland Port and the proposed Metrolink commuter heavy rail station, shall engage in land use decisions that:

- a. Promote the development of a transportation multi-modal passenger facility;
- b. Encourage mixed-use areas near transit nodes;
- c. Provide a diversity of employment types representing varied employee skill levels, with the decided emphasis being upon high-tech and/or higher wage jobs.

Integrated Planning Efforts

The March JPA shall conduct its land use planning in a manner that is concerted with, and sensitive to, the long-range plans of the Cities of Riverside, Perris, Moreno Valley, and the County of Riverside. Land use and planning decisions shall be made with respect to the integration of the March JPA planning area into the surrounding communities through the provision of community amenities including, but not limited to, parks, roads, trails, and public art.



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Environment

Recognizing the importance of preserving the natural and built environment, the finite nature of natural resources, and the physical environment in which we all live, planning and land use decisions will be made with respect to the care and preservation thereof. The concept of “sustainability” (the ability of the March JPA to meet the present economic, societal, and environmental needs while preserving the ability for future generations to also meet their needs) shall be ubiquitous throughout the document. Development in the Planning Area should go beyond the minimum requirements set forth by California law and serve as a model for future development in the region.



Identity

Although the March JPA planning area is distinctly different from other land use jurisdictions and seeks to augment the areas in adjacent jurisdictions, the Planning Area shall be a distinct place in and of itself. The March JPA shall seek to preserve the area’s rich military history by incorporating military history and themes into the creation of its identity.

1.5 The March JPA Planning Area

The March JPA Planning Area is comprised of approximately 6,650 acres of land including the March ARB (See Figure I-1 Planning Area). The area is bisected by Interstate 215 (I-215), is located south of Alessandro and Cactus Avenues to the north, bordered to the east by Heacock Street, to the south by Harley Knox Boulevard and Nandina Avenues, and roughly bordered by Barton Street to the west. Much of the land on the northeast side of the Planning Area is currently developed with buildings that were, or are currently operated by the military. The southeast area is minimally developed with limited airport-related facilities. The southwest portion of the Planning Area contains the Ben Clark Public Safety Training Facility, Air Force Village West Retirement Community, General Old Golf Course, and the southern campus of the Meridian Business Park. The northwest planning area includes the north campus of the Meridian Business Park (currently under development) and the future development area. The proposed Moreno Valley/March Field Metrolink station is planned near Alessandro Boulevard and I-215. Due to the unique governing structure of March JPA, the general plan does not address a Sphere of Influence since its boundaries are fixed. Two modifications have occurred to the Planning Area since the



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1999 General Plan was adopted: 1) a 10-acre site along Barton Street was annexed by the City of Riverside for a police station; and 2) planning and zoning authority for a portion of the Air Force Village West Community was transferred from the County to the JPA to bring the whole development under the jurisdiction of March JPA.

1.6 Organization of the General Plan

The March JPA General Plan consists of the seven elements mandated by California law. Air Quality has been added to the compulsory Noise Element thus forming the Noise/Air Quality Element. In addition, an Economic Development Element has been added as an optional element.

2.0 Land Use Element- the Land Use Element has been created using the Vision developed by the Joint Powers Commission, input from the GPAC and the public with regard to the Planning Area, specific environmental issues affecting the planning area, the general plans of the surrounding jurisdictions, and the March AFB Master Reuse Plan. The Land Use Element defines and delineates various land uses throughout the Planning Area. Thus it is the basis for all of the other Elements of the General Plan.

3.0 Noise/Air Quality Element- This Element examines noise and air quality impacts related to the generators thereof within the Planning Area as well as the region. The Noise Element examines existing and future noise impacts in the Planning Area based on ambient conditions as well as future development planned by the Land Use Element. It also seeks ways in which to minimize or reduce noise-related impacts. The Air Quality portion of the Element approaches air quality in much the same way as the Noise portion, however, the scope is regional and conforms to the South Coast Air Quality Management Plan developed by South Coast Air Quality Management District.

4.0 Circulation Element- the Circulation Element, using the spatial location of the various land uses as well as their maximum theoretical buildout, examines existing roadway classifications throughout the Planning Area, determines their adequacy at Planning Area buildout, and develops a strategy moving forward to ensure adequate roadways to handle future traffic. In addition, it sets forth specifications for roadway width and design as well as thresholds for acceptable traffic flow. The Circulation Element also plans for other forms of transportation such as public transit, bicycle, and pedestrian.

5.0 Economic Development Element- Economic development is a critical component to any successful community that creates increased personal income and wealth and increased tax base. Planning for economic development consists of working together



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to maintain a strong economy through the creation and maintenance of desirable jobs which provide a good standard of living for people in and around the community. A balanced and healthy economy is critical to the stability of a community as the economy progresses through economic cycles. Although the Economic Development Element is not a state-mandated element, the March JPC has deemed this an important Element that relates to the physical development of the Planning Area (Government Code §65303).

6.0 Conservation and Open Space Element- the Conservation and open Space Element combines the two state-mandated elements into one Element. California Government Code requires that a general plan addresses the identification, conservation, development and use of natural resources including water, soils, waterways, wildlife, and mineral resources (§63502(d)). It is also required to provide for the long-term preservation and conservation of open space land (§65563).

7.0 Safety Element- the Safety Element examines risks to the Planning Area from hazards such as fire, flooding, earthquakes, and airport operations and develops strategies to avoid or minimize risks.

8.0 Housing Element- the Land Use Element of the General Plan does not identify any new housing within the Planning Area. The Department of Housing and Community Development (HCD) has resolved that incorporation by reference of the Housing Elements of each the four member jurisdictions complies with the guidelines and requirements of a housing element.



1.0 Introduction

Figure I- 1 – Planning Area



1.0 Introduction

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2.0 Land Use Element

2.0 Land Use Element

2.1 Land Use Element

The Land Use Element is the guide for future land use within the Joint Powers Authority Planning Area. It directly affects many of the other issues addressed in other General Plan Elements. In short, it is the blueprint for future development. The specific land uses, their intensities, and the location thereof will in turn affect the remaining General Plan Elements. For example, where specific land uses are located directly affects vehicular circulation throughout the Planning Area. The Land Use Element also reflects the long-term goals and vision of the Planning Area in terms of its future form and character; it analyzes compatibility of land uses, the availability of infrastructure and public services, the balance of development and resource management; and it structures the future tax-base for the MJPA.

2.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The General Plan Advisory Committee (GPAC) participated in a Visioning process where, by focusing twenty years into the future, they recommended the primary criteria for developing the Planning Area in an efficient, coordinated and high-quality manner. These criteria were subsequently adopted by the Joint Powers Commission as the Vision for the March Joint Powers Authority.

The Land Use Element is responsive to the Vision developed by the GPAC because:

The March Joint Powers Authority Redevelopment Agency

The Land Use Element was prepared in concert with the March Joint Powers Authority Redevelopment Plan. In order for the March JPA and the March RDA to successfully redevelop the Planning Area and to promote economic development, the Planning Area must have land use policies and designations that would allow for the types of uses that would accomplish said goal. The Land Use Element defines and delineates a mix of land uses that include office, business park, industrial, mixed use, medical campus, commercial and aviation that will allow the types of employment that will promote economic development in the area.

Regional Employment Center

The Land Use Map and the goals and policies set forth in the Land Use Element were conceived specifically with the intent to provide a logical and useful distribution of land that could provide opportunities to be developed with the types of uses that



2.0 Land Use Element

would bring good jobs to western Riverside County. In addition, land uses were strategically placed with proximity to certain existing and planned transportation facilities such as Interstate 215, March Inland Port Airport, significant roadways, and the future Metrolink station. The Land Use Element also designates areas for mixed-use development.

Integrated Planning Efforts with Member Jurisdictions

The plans, goals, and policies of the member jurisdictions of Riverside County, City of Riverside, City of Moreno Valley and City of Perris were used to help determine the location of Land Use Designations and the siting of specific community amenities. In addition, the development of the Land Use Element was completed with the help of a General Plan Advisory Committee (GPAC) that was comprised of planning professionals and citizen representatives from the March JPA member jurisdictions.

Environment

The central theme of this Vision Goal is the concept of sustainability. The Land Use Element is responsive to the Vision because sustainable practices are ubiquitous throughout the Land Use Element, specifically its goals and policies.

Identity

The Land Use Element sets forth goals and policies that will help the Planning Area define itself through uniform streetscapes and signage, public art, and entry monuments, and is therefore responsive to the Vision.

2.1.2 Statutory Requirements of the Land Use Element

California Government Code § 65302(a) sets forth the standards by which a Land Use Element must be judged for adequacy. The Land Use Element must:

- Identify the proposed general distribution and intensity of land use for housing, business, industry, open space, natural resources, public facilities, waste disposal sites, and other categories of public and private uses;
- Identify areas subject to flooding and timberland production.

2.1.3 Existing Conditions and Land Use Distribution

The 1999 March JPA General Plan provided land use policies for the 6,500 acres which formerly comprised March AFB. Table II-A summarizes the existing land uses within the Planning Area as delineated in the 1999 General Plan, with subsequent amendments. In general, the 2010 Planning Area consists of the 1999 March JPA Planning Area with minor changes to reflect the consolidation of the Air Force Village



2.0 Land Use Element

West community within the March JPA Planning Area (previously a portion was within the Riverside County Planning Area) and a modification reflecting annexation of a 10-acre future Police Station to the City of Riverside. These modifications bring the total Planning Area to approximately 6,650 acres (Table II-B). The Planning Area contains a mix of prior development from the military base, vacant land and new employment development within the airport area and Meridian Business Park. The western portion of the Planning Area, directly north of Van Buren Boulevard and west of the Meridian Business Park, contains significant rock outcroppings, undeveloped properties, and viewsheds.

Meridian Specific Plan

The Meridian Specific Plan (formerly known as the March Business Center) was adopted in February 2003 and contains 1,290 acres of land to the west of Interstate 215. The specific plan area is bifurcated by Van Buren Boulevard, with land uses designated for industrial, business park, commercial, office, mixed use and park/recreation/open space north of Van Buren. The specific plan area south of Van Buren Boulevard is approved for business park, office, mixed use, commercial and industrial uses, as well as park/recreation/open space.

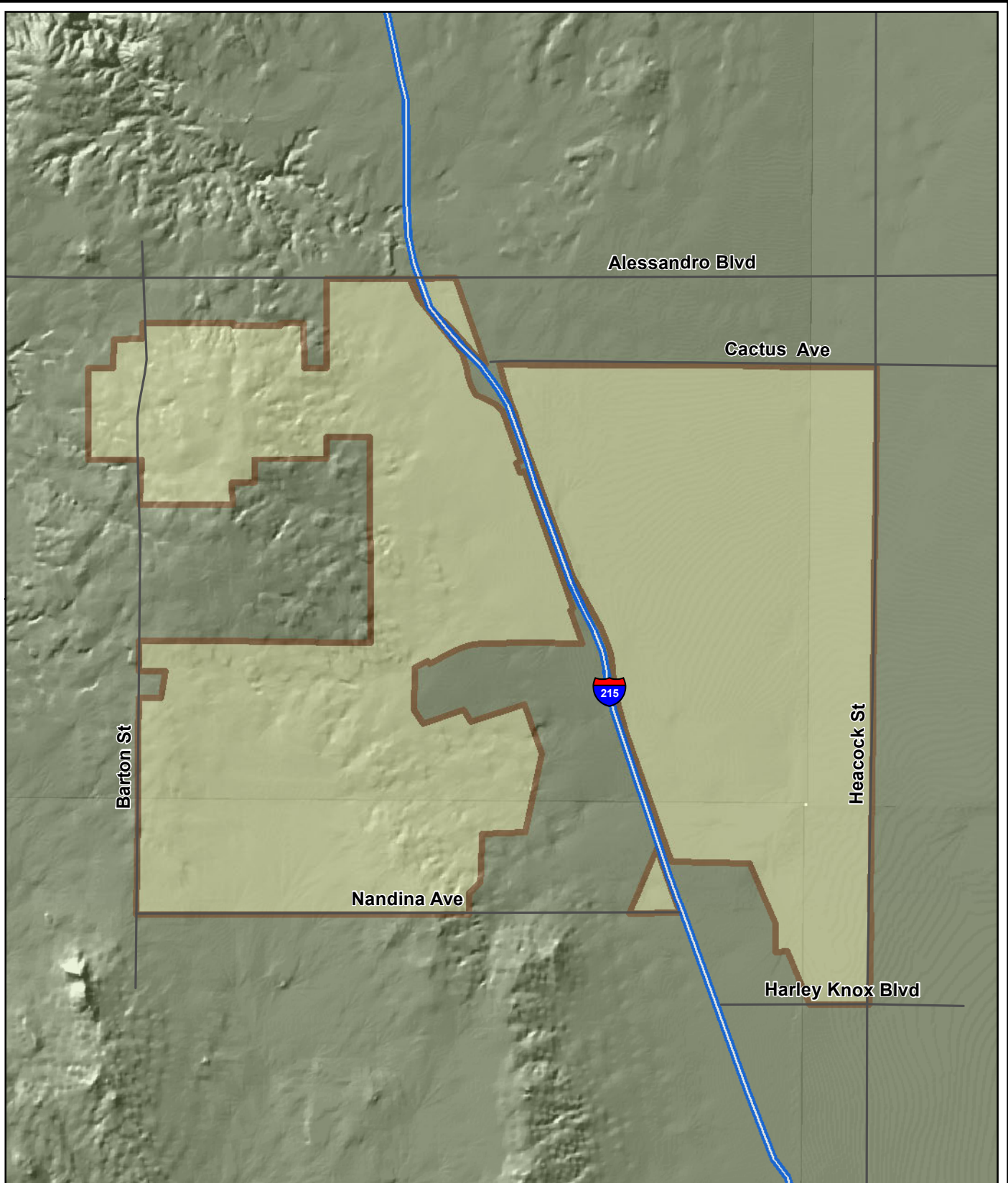
March Air Reserve Base

March Air Reserve Base is home to the 452nd Air Mobility Wing, and units from the Army Reserve, Navy Reserve, Marine Corps Reserve and Air National Guard. The active airfield is jointly used by the military and the civilian air operation entity known as March Inland Port. Much of the land uses within the Planning Area are influenced by the military air operations. There are inherent exposures such as noise and air quality impacts associated with the use of the airport by the March ARB and March Inland Port.



2.0 Land Use Element

TABLE II-A				
1999 GENERAL PLAN BUILDOUT REVISED PER GENERAL PLAN				
AMENDMENT (RESOLUTION #JPA 04-13)				
Land Use Designation	Gross Acres	Density/Intensit y		Buildout Capacity
		Max.	Avg.	
INDUSTRY				
Business Park	1,415	0.75	0.20	12,470,871 sf
Industrial	511	0.60	0.15	6,146,906sf
SUBTOTAL				18,617,777sf
COMMERCE				
Office	140	0.75	0.30	1,269,660 sf
Mixed Use	363	0.60	0.25	2,345,274 sf
Commercial	41	0.60	0.30	215,443 sf
SUBTOTAL				3,830,377 sf
PUBLIC				
Park/Recreation/ Open Space	672	0.25	0.025	512,266 sf
Public Facility	449	0.50	0.10	1,369,091 sf
SUBTOTAL				1,881,357 sf
SPECIAL				
Military Operation	2,102	n/a	n/a	2,500,000 sf
Aviation	316	0.40	0.15	1,445,321 sf
Historic District	58	2 du/ac	2 du/ac	111 units
AFVW Expansion	221	0.60	0.30	1,250,000 sf
Cemetery Expansion To be Determined	160 To Be Determined	-	-	24,394 sf To be Determined
SUBTOTAL				5,219,982 sf, 111 units
TOTAL				29,549,493 sf, 111 units



LEGEND

- Major Road
- Arterial Highway
- March JPA Planning Area

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983
Source:
March JPA, USGS,
ESRI, Golder Associates Inc.

This figure was originally produced in color. Reproduction in black and white may result in a loss of information.



FIGURE **II-1**
PLANNING AREA
MARCH/EIR JPA PROPERTY/CA



March Inland Port

March Inland Port (MIP) is the civilian portion of the airport facility which is managed and operated by the March Inland Port Airport Authority (MIPAA). A joint use agreement was established on May 7, 1997 between the March JPA and the U.S. Air Force allowing MIPAA to use the airport facilities for civilian aviation use. MIPAA utilizes the 13,300' long runway, the second longest runway in Southern California, and has authorization for 21,000 civilian operations annually. An operation is a landing or a take-off. All plans associated with the future development of the airport will be addressed under the March Inland Port Master Plan.

Riverside National Cemetery

Riverside National Cemetery, located west of Interstate 215 and south of Van Buren Boulevard, is the third largest cemetery in the United States. The cemetery was established in 1976 through the transfer of 740 acres, previously known as the U.S. Army's Camp William G. Haan, from the March Air Force Base. The cemetery opened for burials in 1978 and in 2003 an additional 181 acres was added by the Air Force. The cemetery performs approximately 7,000 interments per year, and has the ability to continue to perform interments at their current rate until approximately 2030. The Riverside National Cemetery is also home to one of four National Medal of Honor Memorial sites in the nation, the Prisoner of War/Missing in Action National Memorial, and the Fallen Soldier/Veterans' Memorial.

General Archie Old, Jr. Golf Course

The General Archie Old, Jr. Golf course is located on the west side of Interstate 215, south of Van Buren Boulevard between the Riverside National Cemetery and Air Force Village West. This 18-hole public golf course is owned by the March JPA and accommodates approximately 67,000 rounds of golf per year.

Meridian West Area

The approximately 1,178 acres located immediately adjacent to the west of the Meridian Specific Plan is currently vacant and undeveloped, save for the adaptive reuse of the former military weapons storage area. This area was formerly a part of the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP) adopted by Riverside County. However, the 1999 US Fish and Wildlife Service Biological Opinion identifies that this land would best be used to secure other, more suitable SKR habitat elsewhere.

The Meridian West area is bordered to the west and north by the City of Riverside communities of Orangecrest, Mission Grove, Sycamore Canyon Business Park, and a portion of unincorporated Riverside County. The land use plan for this area provides



2.0 Land Use Element

opportunities for development to be integrated with habitat and riparian areas, significant rock outcroppings, steep topography, and open space buffers to the existing residential areas of Orangecrest and Mission Grove. In addition, due to the elevation of a portion of the area, there will be height and land use restrictions as determined through consultation with the FAA and the Air Force.

March Medical Campus Planning Area

The March Medical Campus Planning Area is a generic term for the area south of Cactus Avenue and west of Heacock Street that includes the March LifeCare Campus Specific Plan area, Green Acres, and the City of Moreno Valley park site. Most of said development consists of former Air Force Base structures, vacant parcels and existing federal facilities. Planning and development within the medical campus planning area is unique to the rest of the Planning Area, in that planned uses for medical facilities are intertwined with existing remnant military facilities. This planning area contains the former military residential community known as Green Acres which is designated as a Historic District in the General Plan and is considered a historic landmark. The 110 homes within Green Acres are currently used as rental housing by the March JPA, some of which is housing for active members of the military.

2.1.4 Related Plans and Programs

Numerous other plans and programs exist that also help to achieve the goals of the Land Use Element. These plans and programs are administered by various other federal, state, and local agencies.

March AFB Master Reuse Plan

The document that serves as the basis for the conversion of the former March Air Force Base from military operations to civilian uses is the March AFB Master Reuse Plan. Said plan was developed in accordance with federal regulations by March JPA for the Department of Defense (DOD) and identifies the means by which the land will be redeveloped. The passage of AB 3769 was passed by the California legislature to grant the March JPA land use authority over the surplus land identified in the Master Reuse Plan. The March JPA General Plan serves as the implementation mechanism pursuant to California State law. While the master Reuse Plan was used as the basis for land use decisions in the General Plan, the General Plan is the top-tier planning document, the Master Reuse Plan being subordinate in accordance with state case law. *Leshner Communications, Inc. v City of Walnut Creek*, 52 Cal. 3d 351 (1990); *Citizens of Goleta Valley v Board of Supervisors*, 52 Cal. 3d 553 (1990).



National Pollutant Discharge and Elimination System

The March JPA Planning Area is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWCB). The SARWCB ensures compliance with the Clean Water Act which regulates urban runoff into receiving waters.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the most comprehensive and extensive state law regulating the environment. Public Resources Code §21000-21004 and California State CEQA Guidelines, California Administrative Code (Guidelines) §15002, 15086, 15087 set forth CEQA. The objectives of CEQA are to inform decision-makers and the public of the environmental implications of their actions, to identify ways in which to avoid or reduce environmental damage, to force decision-makers to disclose publicly their reasons for approving projects that have significant effects, and to augment public involvement in the planning process.

Senate Bill 375

Senate Bill 375 (SB375), sometimes referred to as the “anti-sprawl” bill, was passed into law in 2008. It is the first law in the US to develop a strategy to reduce greenhouse gas (GHG) emissions through land use planning decisions. SB 375 is designed to help California attain the goals set forth in the Global Warming Solutions Act of 2006 (Assembly Bill 32) in spite of the state’s projected future growth. The law requires the California Air Resources Board (ARB) to develop regional GHG emission reduction targets for cars and light trucks for 2020 and 2035. Each of the state’s Metropolitan Planning Organizations (MPOs) must then prepare “Sustainable Community Strategies” (SCS) that reduce the amount of vehicles miles travelled (VMT) consistent with ARB reduction targets. These SCS strategies must be incorporated into the Regional Transportation Plan. Incentives to implement these strategies at a local level are related to transportation funding (or the lack thereof) and specific CEQA exemptions and/or truncated environmental review.

On April 13, 2009, the Governor’s Office of Planning and Research (OPR) submitted its draft CEQA Guidelines on Global Climate Change to the Secretary for Natural Resources. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, per SB 97.

Southern California Compass Blueprint--SCAG

The Southern California Association of Governments (SCAG) serves as a regional advisory body which seeks to assist local agencies with issues that have impacts beyond their boundaries. Such issues would include traffic congestion, air pollution, and water quality. With more than 18 million residents to manage, and potentially 24



2.0 Land Use Element

million by 2035, SCAG developed a blueprint to manage the challenges our region would face as a result of significant growth. The blueprint is called the Southern California Compass Project, and is a result of an extensive collaborative effort among cities, planners, elected officials, engineers, scientists, academics, and citizens within the Southern California region.

The Compass Project resulted in many hands-on workshops to develop a regional strategy that would house the projected number of new residents over the next thirty-five years. These workshops also considered other regional goals related to transportation, pollution, and overall quality of life issues. The outcome was a “2% Strategy” that calls for “modest changes to current land use and transportation trends” on only 2% of the land area of the region, otherwise known as the “2% Strategy Opportunity Areas” (SCAG, 2009). By focusing smart, higher-density projects in these key areas, it would be possible to satisfy the aforementioned goals for the region. The March JPA Planning Area is located within one of these “Strategy Opportunity Areas” due in part to its proximity to the future Perris Valley commuter rail line. While SCAG has no authority to implement land use decisions, the goals and policies that they develop based on extensive research are useful in developing this General Plan and may be found throughout this document.

South Coast Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) regulates air quality in the South Coast Air Basin (SCAB). The SCAB includes all of Orange County and the non-desert areas of Los Angeles, Riverside, and San Bernardino Counties and covers some 6,745 square miles containing 15 million people. In order for the Land Use Element to comply with the South Coast Air Quality Management Plan (AQMP), it must delineate land uses respective of the Circulation Element, locate commercial uses with convenient access to transportation, and demonstrate policies that will help alleviate the jobs/housing imbalance.

Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities

In 2003, a Regional Air Quality Task Force (RAQTF) was established by the Western Riverside Council of Governments (WRCOG), under the direction of the Riverside County Board of Supervisors, to “initiate a study of air quality issues in western Riverside County, and implement air quality mitigation measures for the region”. Out of this Task Force’s efforts, the “Good Neighbor Guidelines” was released in 2005 to: a) Provide local governments with specific strategies that can be considered and implemented to minimize potential diesel impacts from new warehouse and distribution centers; and b) Educate existing warehouse and distribution centers about strategies that can be implemented to minimize potential diesel impacts from their



2.0 Land Use Element

operations. These guidelines are observed and practiced by the March JPA in their development efforts.

March Air Reserve Base/Inland Port Airport Joint Land Use Study

This document sets forth land use compatibility criteria within the March JPA Planning Area as it relates to the March Air Reserve Base/Inland Port Airport. Said compatibility is based upon fundamentals of airport planning and the specific aeronautical features and usage of the airport. Compatibility of land uses with the March Air Reserve Base/Inland Port Airport will serve as a foundation for the Land Use Plan.

Member Jurisdiction General Plans

The March JPA will refer to and utilize land use goals and policies, where feasible and applicable, from the adopted General Plans from each of its member jurisdictions.

March JPA Redevelopment Plan

The March JPA Redevelopment Area comprises the entire Planning Area (except the Riverside National Cemetery) as well as some additional acreage in the City of Moreno Valley that is not within the Planning Area. The Redevelopment Plan is applied to the entire Planning Area as a result of the California Legislature amending portions of Health and Safety Code §33000, *et seq* in 1994 to expand the legal definition of blight to include conditions existing on military installations. The March JPA Redevelopment Plan is a subordinate document to the General Plan and must be consistent per California law (Health and Safety Code §33331). Redevelopment law is intended to serve as a mechanism to assist in upgrading communities and their economic viability through the elimination of blight. The preparation of a redevelopment plan that is consistent with the agency with land use authority's general plan is part of the requirements of the Health and Safety Code in order to form a redevelopment agency and exercise the powers thereof.

Meridian Specific Plan

The Meridian Specific Plan is a 1,290-acre specific plan that is comprised of various land uses such as industrial, business park, office, commercial, mixed use, and park/recreation/open space land. The specific plan is being implemented through a development agreement with a master developer. The General Plan update will not modify the approved uses already set forth in the specific plan.

2.1.5 Environmental Sustainability

The development of a General Plan relies on foresight and the development of effective policies and specific actions that seek to achieve the Vision. Inherent in any



2.0 Land Use Element

such planning undertaking must be the concept of sustainability. The concept of environmental sustainability is gaining mainstream attention and acceptance with issues such as climate change, diminishing natural resources, and the growing dependence on fossil fuels. However, the concept of sustainability also involves other issues such as economics, regulatory framework, and societal issues and how they relate to the environment and its finite nature. Economics play a key role in that the strength of local businesses and the revenue they generate provides jobs and supplies revenue which allow for the provision of essential services. The regulatory framework identifies the minimum level of environmental protection, and society represents what it is that defines human community at various levels, including its history, heritage, culture, and other elements that identify who “we” are.

Sustainability--the ability to meet the present economic, societal, and environmental needs while preserving the ability for future generations to also meet their needs. (Brundtland Report, 1987)

The American Planning Association has adopted four general policy objectives in their *Policy Guide on Planning Sustainability*. These objectives are germane to this document. They are as follows:

1. Reduce dependence on fossil fuels, extracted underground metals and minerals;
2. Reduce dependence on chemicals and other manufactured substances that can accumulate in nature;
3. Reduce dependence on activities that harm life-sustaining ecosystems;
4. Meet the hierarchy of present and future human needs fairly and efficiently.

Numerous goals and policies throughout this document will be crafted to achieve the concept of sustainability and will be denoted with the tree icon shown below:





2.1.6 Cultural Resources

The March JPA Planning Area contains numerous historic and pre-historic, recorded and non-recorded, cultural resources. The Green Acres development, a registered historic landmark, is a portion of the Planning Area that once served as military housing on the former Air Force Base. In addition, there are other resources that have importance to Native American tribes. The Land Use Element sets forth policies aimed at protecting these resources, preserving them for their intrinsic and symbolic value, and incorporating some of them, where appropriate, into opportunities for future generations to develop an understanding of cultures or serve as their link to the past.

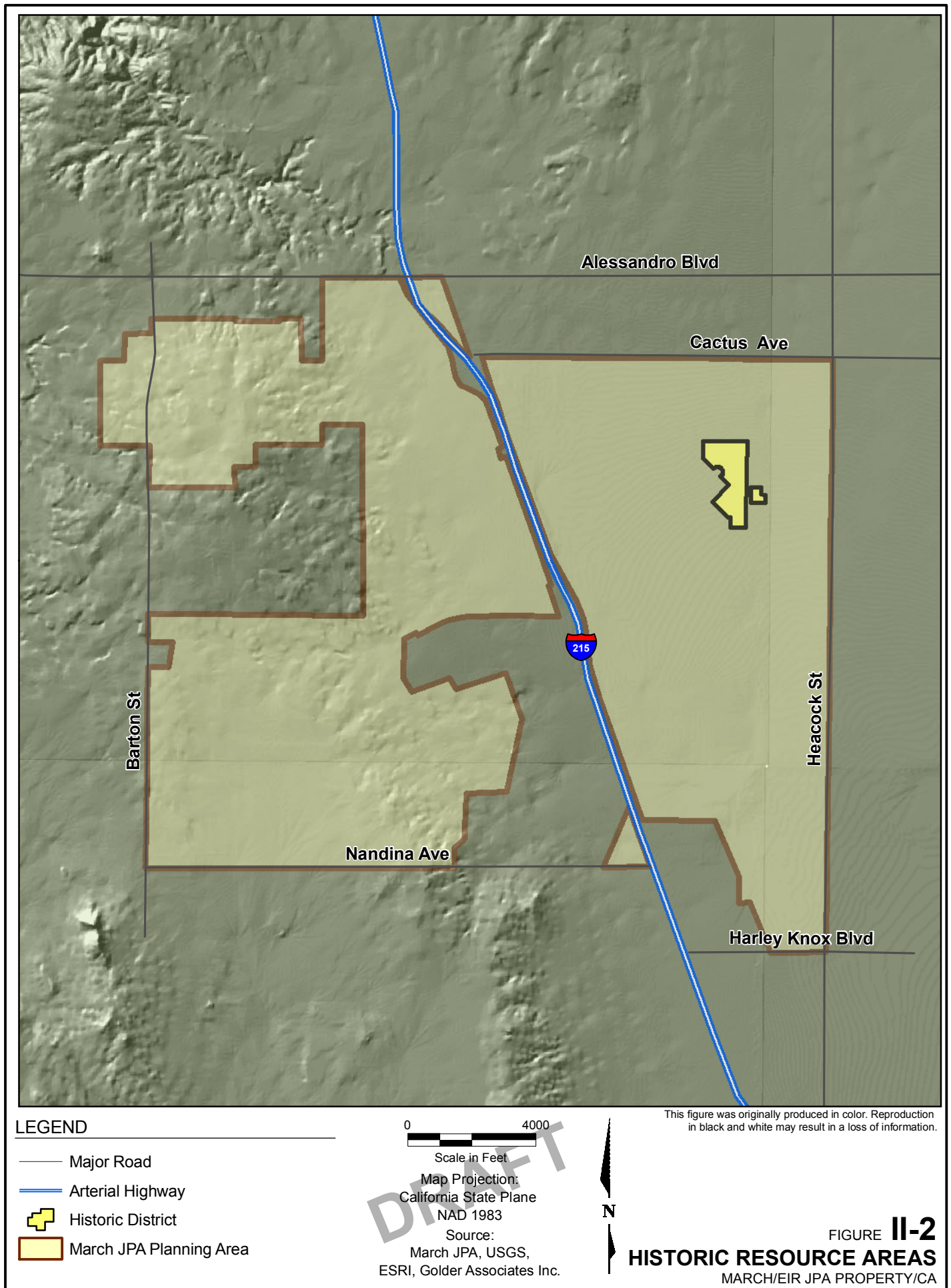
Additional important cultural resources signifying the historical importance of the United States military to the area include Riverside National Cemetery, established in 1976; March Field Air Museum, established in 1979; and General Old Golf Course, established in 1958.

2.1.7 Historic Resource Areas

The March JPA planning area has a rich history with the military. Although some resources have been replaced through base modernization, there remain some areas that exist that are important historical resources. Figure II-2 (Historic Resources) identifies these areas.

2.1.8 Infrastructure and Public Services

The physical location of the various types of land uses and their intensities plays a huge role in determining the need for existing and future infrastructure and public services. To this end, the Land Use Element seeks to strategically locate land uses in the most efficient manner possible as well as delineating financing mechanisms for the construction thereof.





2.0 Land Use Element

**TABLE II-B
2010 GENERAL PLAN BUILDOUT**

Land Use Designation	Gross Acres	Maximum Gross Density/ Intensity*	Buildout Capacity **
COMMERCE			
Mixed Use/ Medical (SP-4)	236	0.35	3,598,000 sf
Office	176	0.30	2,300,000 sf
Commercial	36	0.21	329,000 sf
SUBTOTAL			6,227,000 sf
INDUSTRY			
Industrial	542	0.32	7,555,000 sf
Business Park	1,003	0.30	13,107,000 sf
Mixed Use	94	0.30	1,228,000 sf
SUBTOTAL			21,890,000 sf
PUBLIC			
Public Facility	556	0.08	1,937,000 sf
Park/Recreation	1,126	0.002	98,000 sf
SUBTOTAL			2,035,000 sf
SPECIAL			
Historic District	58	2 du/ac	111 units
AFVW (SP-2)	220	0.15	1,437,000 sf
Cemetery Expansion	160	0.003	20,000 sf
Aviation	316	0.13	1,790,000 sf
March ARB	2,102	n/a	2,800,000 sf
SUBTOTAL			6,047,000 sf, 111 units
TOTAL			36,199,000 sf, 111 units

* Gross FAR includes public right-of-way and drainage areas and is therefore lower than Net FAR, which is limited to the buildable portion of a site.

** Build-out capacity of SP-1 (Meridian) has Office, Commercial, Business Park, Industrial and Mixed Use that are broken into the individual land use components for the purposes of this chart.

2.1.9 Future Land Use

The future land use in the Planning Area will satisfy the Vision by taking advantage of the many amenities that either currently exist or are planned in and around it. The



2.0 Land Use Element

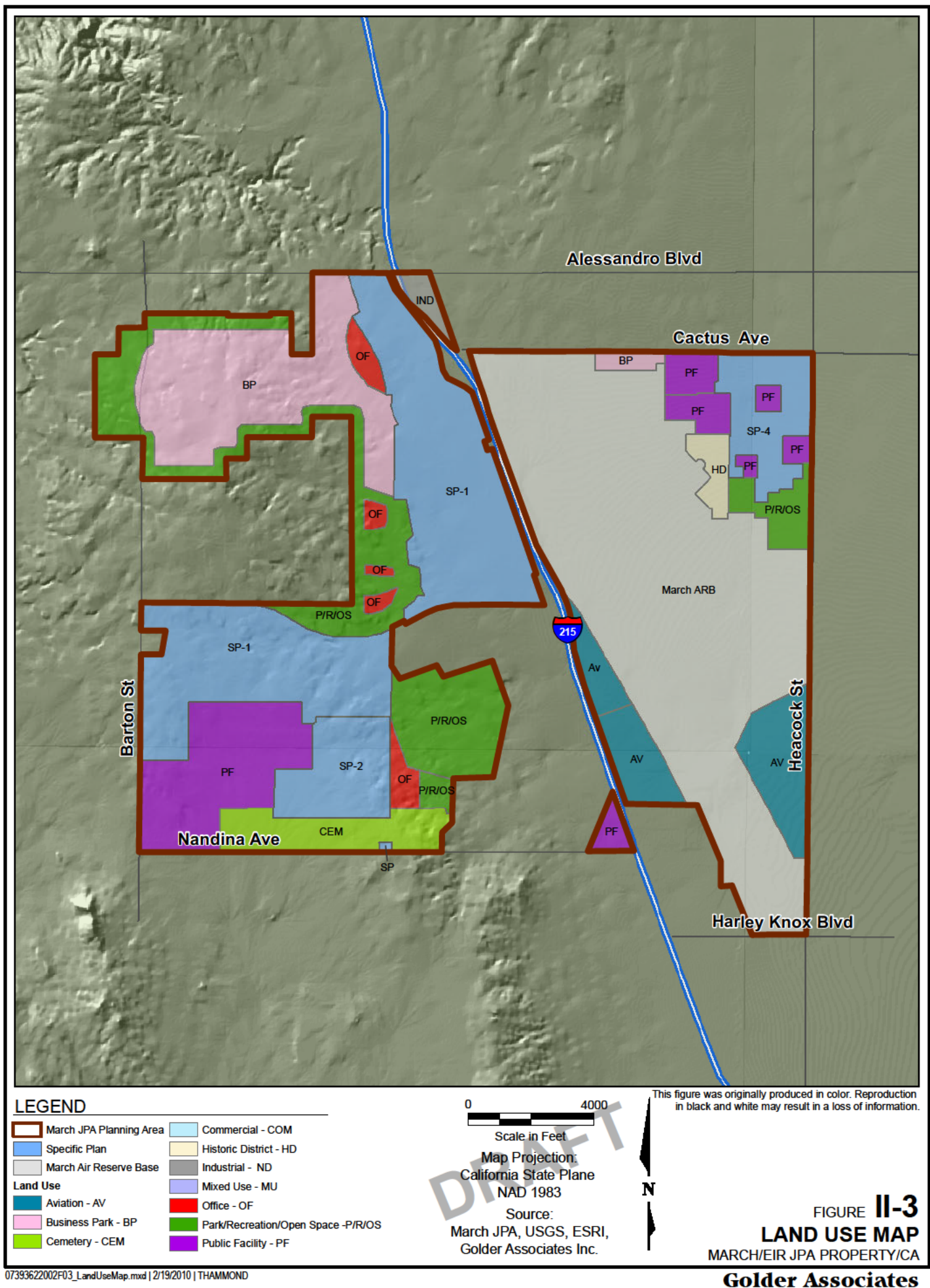
existence of March Inland Port, the Planning Area's proximity to Interstate 215 and the 60 Freeway and the Metrolink station near Alessandro Boulevard and Meridian Parkway will all significantly impact the way in which land uses are distributed throughout the Planning Area. The Land Use Element will set forth policies aimed at utilizing these important transportation corridors in the most efficient manner possible. See Figure II-3 (Land Use Map) for the land use designations throughout the Planning Area.

2.1.10 Land Use Plan

2.1.10.1 Land Use Intensity

In addition to regulating the types of uses that are permitted on a given piece of land within each of the designations, the Land Use Element also sets limits on how intensely each piece of land within each designation may be developed. Clearly this is important for practical purposes such as planning for infrastructure, roads, police protection as well as the overall look and feel of the area. The quantitative methods typically used by land use planners include "Density" and "Intensity." Land use Density is usually used to describe residential land uses. Density represents the population and development capacity of a parcel of land and is expressed as dwelling units per acre. Thus, a residential subdivision with 10,000 square foot lots would be said to be developed at approximately 3 dwelling units per acre (typically street infrastructure and storm water drainage facilities reduce the project gross density in units per acre). Intensity is normally used to describe non-residential uses and refers to the degree to which development is permissible within a specific land use designation. In other words, it refers to the extent to which a parcel of land may be developed. It encompasses total building square footage, building height, the floor-area ratio, and/or the percentage of lot coverage for a specific development.

The Floor Area Ratio (FAR) is an important measurement regarding intensity. It simply refers to the ratio between the total gross floor area of all buildings located on a parcel of land and the total land area (square footage) of said parcel. Simply stated, a one-acre lot (43,560 square feet) with a one-story 21,780 square foot building on it would have a FAR of 0.50:1. If the same lot was used and instead a 10,890 square foot building was constructed, it would have a FAR of 0.25:1. See Figure II-5 for an illustration of FAR. The calculation is as follows: $\text{Building Area} / \text{Lot Area} = \text{FAR}$. The General Plan buildout calculation is based on gross FAR which is the ratio of the total





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Figure II- 4 – March JPA supplemental aviation information (page 1)



Figure II- 4 – March JPA supplemental aviation information (page 2)



2.0 Land Use Element

allowable building area to the total gross land area which includes the development parcel and adjacent right-of-ways to the centerline.

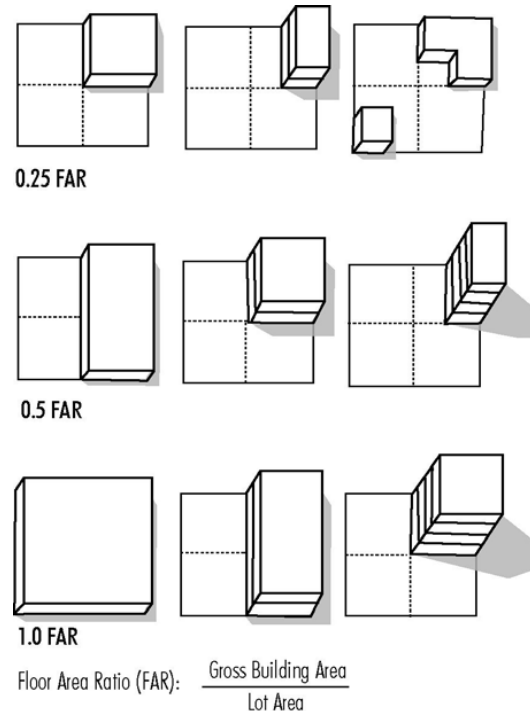


Figure II-5 -- Floor Area Ratios

2.1.10.2 Business Park (BP) (GROSS FAR 0.30)

The Business Park designation provides locations for well-designed business and employment centers. Allowable uses include administrative, financial, commercial service, corporate office, governmental and community support service; laboratories, research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; emergency services; and ancillary commercial uses supportive of the types of development allowed herein. Heavy industrial uses, distribution warehouse facilities, and outdoor storage areas (ancillary outdoor storage excepted) are not allowed in this designation. Public assembly and church uses are not allowed due to compatibility issues with the nearby airport.

2.1.10.3 Industrial (I) (GROSS FAR 0.32)

The Industrial land use designation supports a wide variety of manufacturing and non-manufacturing uses. Uses include warehouse and distribution centers, assemblage of non-hazardous products or materials, manufacturing with minor



2.0 Land Use Element

retailing related to the industrial activities. Uses may also include open storage, fuel storage, small tenant industrial parks, light industry, research and development centers, maintenance shops, and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

2.1.10.4 Specific Plan (SP) (GROSS FAR 0.35)

The Specific Plan designation is intended to facilitate development that helps to realize the Vision through inter-related and beneficial land uses that incorporate superior design standards. Such high standards may include exceeding the current MJPA requirements for landscape setbacks and quantity of plant materials, provision of transit service facilities within the development and centrally located small commercial/support use areas for the use of workers within the specific plan area. A Specific Plan should develop various office, medical, light industrial, veteran housing, and commercial users through the construction or adaptive reuse of a variety of building sizes and types. At a minimum, the MJPA should require superior landscaped areas, a coordinated sign program and upgraded architectural design and/or materials from standard industrial uses to attract high tech industry, medical uses, or other major employers, and/or a mix of well-paying jobs.

2.1.10.5 Office (OF) (GROSS FAR 0.30)

The Office use designation allows for business activities associated with professional or administrative services. Uses such as corporate offices, legal, design, financial institutions, engineering, medical, governmental, cultural/community facilities, and other similar uses which together represent major concentrations of community and employment activities. Uses may include office parks, single- and multi-tenant office buildings, and educational training facilities. Limited supporting community retail and personal service commercial may be permitted to serve the needs of employees and visitors. Development in this designation is generally within a campus-like setting or clustered near key transportation routes. Office developments are typically located on arterial roadways and have mass-transit access. Public assembly and church uses are not allowed due to compatibility issues with the nearby airport.

2.1.10.6 Mixed Use (MU) (GROSS FAR 0.30)

The Mixed Use designation allows for a variety of land uses within an integrated development. The intent is to achieve complete integration of the uses and their support functions into a common concept. Allowable land uses include commercial, business park, office, medical, educational and vocational, research and development, and services. Industrial uses, warehouse/distribution centers, and outdoor storage areas are not allowed in this designation. Various uses may be located in the same building (where appropriate) or in separate buildings.



2.0 Land Use Element

2.1.10.7 Commercial (C) (GROSS FAR 0.21)

Commercial uses allowed within this designation include retail and service-oriented business activities that serve the Planning Area. Permitted uses include retail establishments, restaurants, shopping centers, automotive fueling centers, administrative, financial, service, and government offices. Delineation of this designation typically occurs at key intersections, along major arterials, or near off-ramps from Interstate 215. Access to public transit stops is also important.

2.1.10.8 Aviation (AV) (GROSS FAR 0.13)

A unique opportunity to develop civilian aviation exists through the joint use of the aviation field. Land uses allowable within this designation include flightline, hangars, aviation support services such as fuel systems and dispensing, air cargo storage, passenger and air cargo terminals, fixed base operations, aviation museum, aircraft maintenance and aviation operation services.

2.1.10.9 Park/Recreation/Open Space (P/R/OS) (GROSS FAR 0.002)

The Park/Recreation/Open Space designation provides for public- and private-owned parks and recreation facilities. Uses that may be developed include recreation facilities, equestrian centers, multi-purpose fields for community events and informal recreation, tot lots, picnic areas, multi-purpose sports fields and courts, concessions, community facilities and event space, golf courses/driving ranges, indoor or outdoor athletic facilities, and public parklands that include improvements which promote an activity. Passive parks include natural preserves or parks that do not have improvements that promote active sports related recreation, but instead offer less intensive walking trails and picnic facilities. This designation also establishes and protects public properties for such purposes as preservation of natural resources, outdoor recreation, the buffering of incompatible uses, accommodation of storm water and the protection of health and public safety. Major spectator sports venues are not allowed due to the proximity of the airport.

2.1.10.10 Cemetery Expansion (CEM) (GROSS FAR 0.003)

All of the land included in this land use designation consists of the Riverside National Cemetery expansion area. Uses in this designation are limited to cemetery internment and related uses such as maintenance facilities and mausoleums.

2.1.10.11 Public Facility (PF)(GROSS FAR 0.08)

The Public Facility land use designation allows for development and operation of community facilities, including fire stations, police stations, transportation/transit corridors or hubs, recreation centers, water tanks, public utilities, or other noncommercial, non-residential, or non-industrial purposes. Administrative offices



2.0 Land Use Element

associated with public facilities are also permitted. Within March JPA, public facilities include the Ben Clark Public Safety Training facility and non-cantonment federal facilities such as the Commissary and US Forest Service/Cal Fire Operations facility.

2.1.10.12 Historic District (HD) (2 DU/AC)

The Historic District designation is applied only to the Green Acres development which was former March Air Force Base housing and is a historic area registered by the State of California. The current density is approximately two dwelling units per acre. The uses in this area are restricted to their continued use as residential units with the allowance of limited service/retail uses that conform to the historic integrity of the area. No new residential development is allowed.

2.1.10.13 Senior/Retirement Residential (SRR) (GROSS FAR 0.15)

The Senior/Retirement designation is an underlying land use designation for the Air Force Village West development. This area accommodates retired military officers in a mix of detached single-family units, attached single-family units, multi-family units, and skilled nursing, assisted-living and Alzheimer care.

2.1.10.14 March ARB (MARB)

This designation refers to the airport and adjacent areas under the control of the DOD where March JPA has no land use control.

2.2 Land Use Goals and Policies

The Goals and Policies of the Land Use Element focus on land use compatibility, orderly growth and development, capitalization upon unique and economic opportunities, and capturing the unmet needs of the region. In addition, these goals and policies shape land use in such a way as to consider the direct and indirect effect that land use has on various other factors such as transportation and infrastructure.

March JPA Planning Area

In order to implement the Vision set forth for the future of the March JPA Planning Area, a series of goals were developed and subordinate policies created for the execution thereof. The Goals are broad components whose attainment helps to achieve the Vision. The Policies are specific actions, measurable and temporally-constrained, that will lead to the satiation of each goal. The Goals and Policies set forth below are applicable to the entire March JPA Planning Area.

2.2.1 Land Use Goal

Provide for a balanced mix of land uses that contribute to the regional quality of life and economic viability by capitalizing on the assets of the Planning Area, while



2.0 Land Use Element

insuring compatibility throughout the Planning Area, adjacent jurisdictions, and regional planning efforts.

Policy 1

- a. Set forth a mix of land uses which implement the March JPA General Plan, offer a variety of employment opportunities, and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area.
- b. Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, corporate offices, mixed-use, aviation, medical uses, public, and open space uses, which facilitates compatible land uses.
- c. Support efforts to provide beneficial recreational, cultural, educational and public service opportunities to the Planning Area and the surrounding communities.
-  d. Provide for patterns of land use which can be supported by existing and planned circulation and transit, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.
-  e. Balance the objectives of smart growth and higher-density projects promoted by the SCAG 2% strategy with the objective of providing lower intensity and compatible land uses in areas affected by the aviation operations at March ARB.
- f. Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.
- g. Provide for a variety of job-generating land uses, including professional office, research and development, mixed-use, heavy manufacturing, light manufacturing, warehousing and distribution, and transportation-related uses.
- h. All future development within the Planning Area that is near the borders of surrounding jurisdictions shall be undertaken with consideration thereto, specifically when it involves residential land uses.



2.0 Land Use Element



- i. Future development within the Planning Area should comply with regional plans in an effort to address regional environmental issues such as transportation, air quality, and water supply/quality.



- j. The location of commercial, business park and industrial uses shall be oriented towards regional service/market areas to promote utilization of regional transportation facilities such as the regional freeway system, rail service, and commuter heavy rail as well as development-supporting infrastructure.

- k. Develop active and passive open space areas that offer recreational opportunities and open land areas for public enjoyment, habitat preservation, and land use buffers.

- l. Develop a recreational trail network that links surrounding neighborhoods to the Planning Area and utilizes open space, park lands, and buffer areas.

- m. Retain the General Archie Old, Jr. Golf Course as a public course, and facilitate nearby land uses that will complement the golf course.



- n. New development within the Planning Area shall substantially conform to the land use compatibility standards set forth in the March Air Reserve Base/Inland Port Joint Land Use Study (JLUS) as well as compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) study.

- o. Encourage land uses that complement (in type, size, scale, and design) the March JPA's topography, scenic vistas, and natural resources.

2.2.2 Land Use Goal

Designate land uses in a manner that will minimize land use conflict and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and sub-region.

Policy 2

- a. All development within the Planning Area will adhere to the airport compatibility land use designations as identified in (Figure II-4) and further defined within the March Air Reserve Base/Inland Port Airport Joint Land Use Study.



2.0 Land Use Element

- b. Assure that development within the Planning Area will be compatible with the March Air Reserve Base facilities and airport operations.
- c. 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.
- d. Encourage and facilitate the transition of facility reuse and land uses to conforming land uses.
- e. Support land uses that provide a balanced land use pattern within the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions.
- f. Protect the interests of adjacent residents, property owners, and local jurisdictions in planning land uses.
- g. Consult with the respective local land use plan(s) of surrounding jurisdictions when approving development proposals located in the proximity thereto.

2.2.3 Land Use Goal

Make March JPA a model for the application of sustainable practices.

Policy 3



- a. Require appropriate green development practices to conserve natural resources used in the construction and operation of future and existing development.



- b. Where appropriate, reuse previously developed property or vacant sites within a built-up area.



- c. Avoid development in isolated areas where such development would require significant infrastructure investment, adversely impact biological resources, and/or create adverse visual impact.



- d. Require the use of drought-tolerant or low water use landscaping.



2.0 Land Use Element



- e. Where reclaimed water is available or reasonably available, require the use of reclaimed, non-potable water for irrigation.



- f. Encourage the use of renewable energy sources such as solar power generation that will reduce a project's demand for energy from non-renewable sources.



- g. Encourage and assist in the use of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System in new development.



- h. Encourage employers located in the Planning Area to develop employee incentive programs aimed at increasing the usage of public transit and van and carpooling.



- i. Encourage new construction projects to utilize the "Savings by Design" program offered by Southern California Edison which provides technical and financial resources for new construction projects that aim at sustainable practices that reduce energy usage.



- j. Explore the future possibility of offering incentives to employers in the Planning Area (at which time a critical mass of employment is created) to develop a para-transit or jitney system (a small bus or van that follows a regular route and charges a small fare) offering shuttle service from the future Metrolink station and other significant destinations within the Planning Area to local large employers.



- k. Prepare and adopt a Green Building Ordinance.



- l. Implement the California Green Builder Program.



- m. Support and facilitate implementation of the Green Valley Initiative objectives.

2.2.4 Land Use Goal

Support voluntary local government cooperation in making regionally responsible land use decisions.



2.0 Land Use Element

Policy 4

- a. Consider the regional implications of land use decisions when reviewing new projects and zoning or General Plan Amendments.
- b. Strive to make land use decisions that will be beneficial both locally and regionally.
-  c. Pursue future land use decisions that are consistent with regional planning efforts set forth by the Southern California Association of Governments (SCAG) and Western Riverside Council of Governments (WRCOG).
- d. Assure future land use decisions are compatible with March Air Reserve Base.

2.2.5 Land Use Goal

Manage growth and development to avoid adverse environmental and fiscal effects.

Policy 5

-  a. New development should be managed so that its growth rate does not exceed the ability of March JPA or its service districts to provide for an acceptable level of public facilities and services.
- b. Manage the development and reuse of the Planning Area to maintain continuity with existing facilities and the operation of March ARB; provide for orderly expansion of infrastructure and public services; and minimize impacts on natural environmental resources.
- c. Continue to use finance mechanisms such as benefit assessment districts, development fees, and maintenance districts (as appropriate) to assure that new development within the Planning Area constructs or pays its fair share of public facilities and public services necessitated by the development.
- d. Encourage the development of service facilities ancillary to primary development (i.e., child care, food services, etc.), where appropriate.

2.2.6 Land Use Goal

Develop an identity and foster quality development within the Planning Area.



Policy 6

- a. 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.
- b. Where practical, enhance and preserve natural and manmade features, such as major roadways, rail lines, drainage courses, utility corridors, rock outcroppings, and street trees to create boundaries, entryways, and separate characters for distinct geographic portions of the Planning Area.
- c. Insist on excellence in quality of design for new projects proposed throughout the Planning Area.
- d. Consider adopting an ordinance requiring public art for major new development projects. A military theme is strongly encouraged for public art.
- e. Maintain the character of existing development having desirable image and design characteristics, such as historic significance, pedestrian scale and orientation, use of local natural construction materials, unique architecture and native/indigenous landscaping.
- f. Use public art, enhanced landscaping, and entry monuments crafted from native materials to mark entries into the Planning Area along arterial roadways which are funded by future development.
- g. Use themed but unified street signs throughout the Planning Area that identify its distinct districts.
- h. Develop a distinctive identity for each specific plan area that reflects the character and atmosphere of the 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.
- i. Encourage development that creates a sense of place through a cohesive and well-balanced environment and setting.
- j. Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.



2.0 Land Use Element

- k. Provide a scenic corridor along Van Buren Boulevard and Alessandro Boulevard. Assure an enhanced gateway treatment on the north side of Van Buren across from Riverside National Cemetery that complements the Cemetery entrance.

2.2.7 Land Use Goal

Maximize and enhance the tax base and generation of jobs through new, reuse, and joint development opportunities.

Policy 7

- a. Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.
- b. The March JPA should actively market itself to specific industry market sectors that provide the types of higher-paying jobs desired in western Riverside County.
- c. Foster partnerships with member jurisdictions' Economic Development Agencies and the Inland Empire Economic Partnership in an effort to attract companies in desirable industry sectors.
- d. Facilitate public/private partnerships that will invest in, and further the implementation of the March JPA General Plan.
- e. Consider the development of a high-technology incubator program via a partnership with nearby universities.
- f. Provide for compatible reuse and redevelopment of existing facilities.
- g. Encourage employers in the March JPA Planning Area to hire from the local communities when seeking to fill employment opportunities.
- h.  March JPA will facilitate the creation of jobs for local residents by providing County EDA information to prospective employers that identifies incentives for training and hiring of local employees.



- i. Support and facilitate the development of green industries through the implementation of the Green Valley Initiative objectives.

2.2.8 Land Use Goal- Business Park (BP)

Provide high quality development within the Business Park land use designation in order to make the March JPA a distinct and attractive location for businesses and service providers.

Policy 8

- a. Development within the Business Park designation shall provide attractive and distinctive architectural design, innovative site planning, and landscaping.
- b. Development within the Business Park designation shall provide exterior employee amenities such as outdoor eating/break/activity areas.



- c. Business Park areas should provide pedestrian access to arterial roadways and mass transit access.
- d. Business Park uses should be fully operated within an enclosed building with extremely limited outdoor storage that is ancillary in nature.

2.2.9 Land Use Goal- Specific Plan (SP)

Develop land within the Specific Plan land use designation that is comprehensive and unified as well as sensitive to the environment in which it is located.

Policy 9

- a. Development within the Specific Plan Designation shall be executed through the use of a specific plan(s) as set forth by Government Code § 65450, *et seq.*
- b. A Specific Plan should encourage a mix of office, light industrial, commercial, medical and recreational/open space uses in an integrated plan that provides a variety of building sizes and types.



- c. The development within the Specific Plan shall incorporate transit service facilities in strategic locations in order to serve the Planning Area and the region.



2.0 Land Use Element



d. Large-scale warehouse/distribution/logistics facilities located in the Specific Plan designation shall maintain a 1,000-foot minimum setback from sensitive receptors (housing, schools, daycare centers, playground, hospitals, youth centers, elderly care facilities, etc.) consistent with WRCOG's *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*.

e. Specific plan(s) developed within the Specific Plan designation should contain design standards that establish exceptional design parameters for landscaping, architectural quality, building setbacks, and site planning.

f. Specific plan(s) that are developed in the Specific Plan designation should include unification elements such as coordinated sign programs and other unifying concepts.



g. Development within the Specific Plan designation is encouraged to promote Green Building concepts and techniques that help reduce the consumption of water and energy as well as the production of waste.

h. Specific Plans may be reviewed using a Project EIR where the master developer and March JPA have a high level of confidence regarding the individual subsequent users. In such cases, where the General Plan identifies the necessity of project reviews for noise, air, traffic, cultural and other technical studies, those studies are appropriate at the time of the Specific Plan/Project EIR review. Subsequent reviews within approved Specific Plans with certified Project EIRs may consist of conformity reviews through a ministerial process.

2.2.10 Land Use Goal- Mixed Use (MU)

Develop within the Mixed Use (MU) designation in a manner that is engaging, efficient, pedestrian friendly, and sensitive to the environment.

Policy 10

a. Consistent with previous approvals within the Planning Area, the mixed use designation shall provide a mix of retail, office, light manufacturing, and restaurant opportunities in a manner that is intended to attract high-end employers.

b. Development within the Mixed Use designation shall incorporate unifying design concepts through architectural themes, landscaping and lighting



2.0 Land Use Element

treatment, street improvements, street furniture, or other means of unification, or a combination thereof.



- c. Development within the Mixed Use designation shall exhibit safe and convenient pedestrian access within the site and contain highly-accessible public use spaces such that movement within the entire project area can be achieved without a user being forced to use adjacent arterial roadways to access other portions of the mixed-use designation area.
- d. Development within the Mixed Use designation should create interest and diversity through varying building scale and the treatment of space between buildings.

2.2.11 Land Use Goal

Land Use decisions should not overburden the Planning Area's circulation system.

Policy 11

- a. No land use should be approved that will increase traffic on Planning Area roadways that would exceed the traffic load of the roadways future design capacity beyond Level of Service "D", with the exception of temporary peak hour exceedance at freeway interchanges.
- b. The March JPA should continuously monitor the impact and intensity of land use on circulation to ensure that the circulation system is not overburdened.

2.2.12 Land Use Goal

Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.

Policy 12

- a. Plan for the economic use, reuse, and joint use of the airfield with March ARB.
- b. Plan for compatible land uses for all flight operations within the Clear Zone and Accident Potential Zones I & II, as depicted in the March Air Reserve Base/Inland Port Airport Air Installation Compatibility Use Zone Study and Joint Land Use Study (JLUS).



2.0 Land Use Element

- c. Ensure developments do not conflict with the long-term airport needs to plan for all flight operations in terms of air space encroachment, noise intensity and safety within the clear zone and accident potential zones.
- d. Ensure that plans and development conform to the most current March Air Reserve Base/March Inland Port Airport Air Installation Compatibility Use Zone (AICUZ) Study and March Joint Land Use Study (JLUS) for all flight operations.
- e. Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.
- f. Support the Air Force commitments to maintain the integrity of the March Field Historic District.

2.2.13 Land Use Goal

Maximize the airport development potential as a regional transportation facility to support both passenger and freight related air services.

Policy 13

- a. Continue to grow an air cargo operation center to serve local, regional, national and international needs.
- b. Create and maintain a goods movement system that meets regional and sub-regional needs.
- c. Encourage and work with the Airport Master Developer to develop an airport master plan.
- d. Facilitate development of aviation and uses other than federal aviation, such as commercial passenger and/or freight carrier services.
- e. Plan for compatible uses within the aviation area.
- f. Plan for uses which support and contribute to the establishment and development of commercial cargo and/or passenger aviation.

2.2.14 Land Use Goal

Protect, preserve, and manage the JPA's diverse and valuable natural resources.



Policy 14

- a. Require creative and attractive open space to be incorporated into development projects.
-  b. Maintain adequate buffers between development and natural watercourse/riparian areas.
-  c. Where practical, re-vegetate graded area with native plants compatible to the area to prevent erosion.
-  d. Sensitive biological resources, habitats and view shed areas shall be protected where practical.
- e. Support the Base Realignment and Closure Commission (BRAC) clean up to attain a clean environment at and around the Planning Area.
-  f. Implement federal, state, and local requirements that apply to water and air quality, wetlands, endangered species, and other environmental considerations.
- g. Pursue the release of lands designated as non-critical habitat for endangered species habitat through a process of land trades for more and better habitat.

2.2.15 Land Use Goal

Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.

Policy 15

- a. Continue to protect architectural, historical, cultural, open space, environmental, and archaeological resources throughout the Planning Area.
- b. Support the continued use of Green Acres for housing.
- c. Support the long-term operation of the March Field Air Museum.
- d. Enhance and preserve the architectural character of the existing facilities, and complement the mission revival architecture of the March Field Historic District.



2.0 Land Use Element



- e. Support the retention and/or adaptive reuse of existing buildings where possible.
- f. Protect significant archaeological resources in accordance with the California Environmental Quality Act (CEQA).
- g. Identify historic sites through historic plaques and, where appropriate, seek applicable designation with the proper state and/or federal historic preservation agency.
- h. Assist the Riverside National Cemetery in its efforts to expand the cemetery.
- i. Enhance and preserve the golf course, Green Acres, and March Field Air Museum.

2.2.16 Land Use Goal

Land use patterns shall be consistent with the capabilities of existing and planned public services and utilities.

Policy 16



- a. The amount of square footage of development shall be limited to that which can be adequately served by public services and/or facilities.
- b. The March JPA shall maintain current information concerning the capacities of the public services and facilities it provides.
- c. The March JPA shall encourage other public service/utility providers to keep their capacity information current.
- d. New development plan review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.



- e. Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors with appropriate mitigation measures implemented, if necessary.



2.2.17 Land Use Goal

Plan for the location of convenient and adequate public services to serve the existing and future development of the March JPA Planning Area.

Policy 17

- a. Preserve appropriate and adequate sites for public facilities including, but not limited to, mass transit and air transportation.
- b. Provide and maintain existing infrastructure and enhance service levels to meet the needs of March JPA Planning Area.

2.2.18 Land Use Goal

Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing, and implementation.

Policy 18

- a. Coordinate the provision of all public utilities and services to ensure a consistent, complete and efficient system of service to development.
- b. 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.
- c. Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs.
- d. Preserve options and facilities to accommodate new and advanced technologies, inclusive of communication systems.

2.2.19 Land Use Goal

Secure an adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.

Policy 19

- a. Support and encourage development which can demonstrate an adequate and secure water supply system for the proposed use.



2.0 Land Use Element



- b. 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.
- c. Design and operate March JPA facilities in compliance with established water conservation practices and programs.

2.2.20 Land Use Goal

Support and coordinate with Western Municipal Water District (or governing water district) in its efforts to ensure a safe and efficient wastewater collection, treatment and disposal system which maximizes treatment and water recharge, minimizes water use, and prevents groundwater contamination.

Policy 20

- a. Require connection to the sewer system (where available) for any development occurring within the Planning Area.



- b. Encourage use of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and open space preservation.

2.2.21 Land Use Goal

In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education that are consistent with the County Solid Waste Management Plan.

Policy 21

- a. Ensure all hazardous materials are stored, treated, and disposed in accordance with state and federal law.



- b. Support programs to promote greater awareness and involvement in waste reduction and recycling.



- c. Require on-site recyclable collection for all development.



2.2.22 Land Use Goal

Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.

Policy 22

- a. Require new development to underground on-site telecommunication connections.
- b. Encourage the undergrounding of existing overhead utilities and explore the use of Southern California Edison aesthetic funds.
- c. Accommodate advancing technologies with communications systems, inclusive of fiber-optics and high-speed transmission lines.
- d. Prepare a Capital Improvement Plan (CIP) which provides for the maintenance and upgrading of existing infrastructure to adequate levels of service and the installation of new facilities as needed.
- e. Encourage the preparation and adoption of CIP's for other agencies and districts responsible for the provision of infrastructure systems in the March JPA Planning Area.

2.2.23 Land Use Goal

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.

Policy 23

- a. Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area.
- b. Monitor and maintain the drainage and flood control facilities to ensure adequate capacity to support the land use plan.
- c. Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development.



2.0 Land Use Element

- d. 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.
- e. Designate and preserve land for necessary flood control facilities, in accordance with a certified hydrology study and master plan for the March JPA Planning Area.
- f. For those areas not covered by FEMA FIRM Maps (where floodplains and floodways are delineated), projects will be required to determine if they are located within the 100-year flood plain through the preparation of a professional hydrological technical study.
- g. Ensure development within the 100-year flood plain shall be consistent with the requirements established by FEMA.
-  h. Seek to preserve drainage courses in their natural condition, while providing adequate safety and protection of property.

Meridian West Area

The following goals and policies were developed specifically for, and applicable to, the Meridian West Area (as indicated on Figure II-3), in addition to all the preceding goals and policies (2.2.1 – 2.2.23).

2.2.24 Meridian West Area Land Use Goal

The Meridian West area shall be developed to provide a variety of land uses that will lead to the creation of high paying jobs while protecting the environmental resources located therein.

Policy 24

- a. Approximately seven hundred (700) acres may be developed within the Meridian West area, not including parks and recreational facilities.
- b. The Meridian West area should include an appropriate land use mix to emphasize the interaction between Office, Business Park and Park, Recreation and Open Space.
- c. Complete a comprehensive environmental analysis prior to land use entitlement of the Meridian West area.



2.0 Land Use Element

- d. When planning and approving future projects within the Meridian West area, projects that provide large quantities of high paying jobs (such as corporate offices), high technology jobs, and jobs related to the green building industry are preferred.
- e. The March JPA should regulate future development in the Meridian West area using a specific plan(s) as set forth by Government Code § 65450, *et seq.*

2.2.25 Meridian West Area Land Use Goal

Develop a land use plan for the Meridian West area that is compatible with existing surrounding land uses which are adjacent to the project area.

Policy 25

- a. An average 300' open space buffer, not to be less than 200', designated to accommodate a multi-use recreational trail, shall be provided where the planning area abuts existing residential areas. The 300' open space buffer will be a separate open space amenity from the 60-acre sports complex. The design of these facilities in a contiguous manner will be encouraged.
- b. Consider locating the sixty-acre (60) sports complex within the Meridian West area.
- c. The development of recreational trails (Policy 25(a)) shall be such that they provide connectivity between parks and open space as well as to the surrounding residential area.
- d. Any and all future distribution/warehouse development in the Meridian West area shall maintain a 1000' distance from existing residential uses in accordance with the *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*. (See 2.1.4 of the Land Use Element)
- e. Future vehicular circulation roadways within the Meridian West area shall have no connectivity with the future extension of Barton Street with the exception of locked-gate emergency access.
- f. Future development within the Meridian West area shall provide compatible building heights, floor-area-ratios, and occupant intensities, as determined through a detailed safety study, and through consultation with the United States Air Force Reserve and FAA.



2.0 Land Use Element

2.2.26 Meridian West Area Land Use Goal

The Meridian West area shall be developed in a manner that promotes the concept of sustainability.

Policy 26



- a. The project master developer should consider attaining a minimum rating of “certified” pursuant to “LEED for Neighborhood Development” as set forth by the US Green Building Council (or an equivalent agency).



- b. Significant riparian areas shall not be developed and shall be avoided during construction.



- c. The project should be developed in a manner which encourages the use of public transit.

2.2.27 Meridian West Area Land Use Goal

Development within the Meridian West area should seek to achieve a distinct sense of place that is harmonious with neighboring land uses.

Policy 27

- a. Create a uniform streetscape for the area including, but not limited to, street signs, lighting, and landscaping.
- b. Locate public art that highlights a consistent theme throughout the project area that is conspicuously placed in public areas, parks, and recreational trails.

Medical Campus Specific Plan

The following goals and policies were developed specifically for, and are applicable to, the Medical Campus (as indicated on Figure II-3), in addition to goals and policies 2.2.1-2.2.23.

2.2.28 Medical Campus Specific Plan Land Use Compatibility Goal

Develop a land use plan for the Medical Campus that is compatible with existing structures and the land use in the portion of the City of Moreno Valley which is adjacent to the project area.



Policy 28

- a. The March JPA shall regulate future development in the Medical Campus using a specific plan(s) as set forth by Government Code § 65450, *et seq.*
- b. The March JPA should consult with Moreno Valley planning staff when approving individual developments within the Medical Campus.

2.2.29 Medical Campus Specific Plan Land Use Goal

The Medical Campus shall be developed to provide a variety of land uses that complement the existing uses and structures as well as a distinct, identifiable sense of place.

Policy 29

- a. Locate specific land uses in a manner that is compatible with existing federal governmental uses.
- b. Pursue and encourage the location of a Veterans Administration hospital within the Medical Campus.
- c. Locate specific land uses in a manner that promotes pedestrian orientation and the use of transit services.
- d. Coordinate land use planning in this area with the military.
- e. Locate land uses in a manner that is sensitive to the physical constraints of the area such as existing military facilities and fixed rights-of-way.
- f. Create a uniform streetscape for the area that highlights the area's history and architectural style, including (but not limited to) street signs, lighting, and landscaping.
- g. Locate public art that highlights a consistent theme throughout the project area that is conspicuously placed in public areas, parks, and recreational trails.
- h. Promote medical office uses and ancillary medical facilities.



2.0 Land Use Element

- i. Development in the Medical Campus Specific Plan should include a recreational trail system that links parks, public spaces, and the City of Moreno Valley.
-  j. Development in the Medical Campus Specific Plan should consider/promote LEED Certification as set forth by the US Green Building Council (or an equivalent agency).

US Veterans Specific Plan

The following goals and policies were developed specifically for, and are applicable to, the US Veterans Specific Plan (as indicated on Figure II-3), in addition to goals and policies 2.2.1-2.2.23. The US Veterans Specific Plan area is reserved for a specific plan, the details thereof not yet identified at the time of this writing.

2.2.30 US Veterans Specific Plan Land Use Goal

The creation of housing for veterans of the United States Armed Forces that is functional and sensitive to the environment.

Policy 30

- a. The March JPA shall regulate future development in the US Veterans planning area using a specific plan as set forth by Government Code § 65450, *et seq.*
- b. The March JPA should ensure that the US Veterans Specific Plan is developed in a campus setting and offers numerous amenities for its future patients and/or residents.
-  c. The project developer should consider attaining a minimum rating of “certified” pursuant to “LEED for Neighborhood Development” as set forth by the US Green Building Council (or equivalent agency).
-  d. Locate specific land uses in a manner that promotes pedestrian orientation and the use of transit services.



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3.0 Noise/Air Quality Element

3.0 Noise/Air Quality Element

3.1 Noise/Air Quality Element

Noise and Air Quality have been combined in this Element because noise and air pollution are derived from some of the same sources such as automobile usage and construction activity. The Noise Element is required by state law (Government Code § 65302(f)) and must include projected noise levels at General Plan buildout, as well as means by which to protect people from excessive noise levels. It must also include guidelines set forth by the Office of Noise control and incorporate measures required by the state's insulation standards. Although an Air Quality Element is not required by state law at the time of this writing, the Planning Area is located within a compromised air quality region. Thus, making land use decisions and creating policies aimed at improving air quality is of paramount importance.

3.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The General Plan Advisory Committee (GPAC) participated in a Visioning process where, by looking twenty years into the future, they determined how they thought the Planning Area should function.

The Noise/Air Quality Element is responsive to the Vision developed by the GPAC because:

The March Joint Powers Authority Redevelopment Agency

The basic tenets of the Noise/Air Quality Element are the reduction of noise and air pollutants. These pollutants have an adverse effect on the natural and built environment, as well as on the people who live near and work in the Planning Area.

Regional Employment Center

Reducing the jobs/housing imbalance reduces the number of long commute trips that would otherwise be made throughout the region. Vision Goal *Regional Employment Center* states as a goal, reducing said imbalance in an effort to, among other things, reduce pollution.



3.0 Noise/Air Quality Element

Environment

Since the Noise/Air Quality Element explicitly sets forth the means to create a more livable environment through reductions in noise and air pollution, this Element is sensitive to this goal.

Integrated Planning Efforts

Air and noise pollution are obviously not contained by jurisdictional boundaries. Therefore, achieving compliance with regional goals and the reduction of the generation of pollutants indirectly contributes to the long-range plans of the surrounding jurisdictions, as well as those of the South Coast Air Quality Management District (SCAQMD).

3.2 Noise Element

The March JPA seeks to protect and enhance the quality of life for those who live and work in and around the Planning Area. Achieving and maintaining an environment free from objectionable, excessive, or harmful noise is an integral part thereof. The environment is full of both natural and human-made noises. While noise can be irritating, high noise levels can be a cause of stress. Excessive noise levels can be physically harmful. Noise must therefore be regulated for the health and safety of area residents, visitors, and employees. Unacceptable noise is principally caused by the operation of vehicles (ground and air), construction, and agricultural and industrial production. In the Planning Area, vehicular traffic movement on the Planning area's road system as well as aircraft operation at March Air Reserve Base/March Inland Port Airport are the predominant causes of high noise levels.

The purpose of this Noise Element is to ensure that future land use is organized and new development designed to reduce and/or minimize noise impacts to area residents and businesses. This is achieved through the identification and quantification of existing and future noise sources. The Noise Element is a state-mandated element which must be included in the General Plan as outlined in Government Code (§65302(f)) and as held by the California Courts in *Guardians of Turlock's Integrity v. City of Turlock* (1983) 149 Cal.App.3d 584.

The Noise Element is closely related to other elements of the General Plan, particularly the Land Use, Circulation, Parks and Recreation and Open Space Elements. A major objective of the Noise Element is to encourage noise-compatible land uses. Effective land use planning can alleviate both perceived and real noise problems. A well-designed circulation system can also help to reduce unwanted noise in inappropriate areas. Additionally, parks and open space areas can serve as buffers between incompatible uses.



3.0 Noise/Air Quality Element

3.2.1 Related Plans, Programs and Regulations

The following plans and programs are enacted through state and local legislation and are directly related to the Noise Element. These plans are administered by agencies with powers to enforce state and local laws.

California Environmental Quality Act (CEQA) and Guidelines

The California Environmental Quality Act (CEQA) is the most comprehensive and extensive state law regulating the environment in the United States. Public Resources Code §§21000-21004 and California State CEQA Guidelines, California Administrative Code (Guidelines) §§ 15002, 15086, and 15087 set forth CEQA. The objectives of CEQA are to inform decision-makers and the public of the environmental implications of their actions, to identify ways in which to avoid or reduce environmental damage, to force decision-makers to disclose publicly their reasons for approving projects that have significant effects, and to augment public involvement in the planning process.

Excessive noise and groundbourne vibration are considered environmental impacts under CEQA. Compliance with CEQA ensures that during the decision-making stage of development, local elected officials and the public will be able to assess the potential noise impacts associated with public and private development projects.

California Code of Regulations, Title 24

The California Commission of Housing and Community Development adopted Noise Insulation Standards in 1974 that were applicable to multiple-family dwellings, and motel and hotel rooms (California Code of Regulations, Title 24, Part 6, Section T25-28). In 1988, the Building Standards Commission expanded that standard to include all habitable rooms, including single-family residences. An interior CNEL of 45 dB(A) is mandated thereby. Since normal noise attenuation within residential structures with closed windows is approximately 20 dB, exterior noise exposure of 65 dB(A) CNEL is generally the noise/land use compatibility guideline for residential dwellings in California. As revised, Title 24 established an interior noise standard of 45 dB(A) CNEL for residential space. Because commercial or industrial uses are not occupied on a 24-hour basis, the exterior noise exposure standard for such less sensitive land uses is less stringent. Unless industrial/commercial projects include noise-sensitive uses such as child care centers or outdoor dining areas, noise exposure is generally not considered a facility siting consideration.



Riverside County Ordinances 457 and 847

The March JPA does not have its own Noise Ordinance. Rather, it applies the standards for noise regulation from Riverside County Ordinances 457 and 847. Ordinance 457 Section G(1) regulates construction noise impacts for all projects within $\frac{1}{4}$ mile from an occupied residence or residences. Ordinance 847 sets forth land use compatibility relating to noise.

California Code of Regulations, Title 21

Title 21 of the California Code of Regulations set forth the regulation of noise exposure around airports in correlation with the policies of local airports.

3.2.2 Noise Rating System and Terminology

Noise levels are measured using the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, a weighted scale is used. This scale is known as the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive. Noise levels using A-weighted measurements are written dB(A) or dB. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. A 10 dB increase represents a 10-fold increase in sound intensity, a 20 dB change is a 100-fold difference, 30 dB is a 1000-fold increase, etc. Average noise levels over a period of minutes or hours are usually expressed as dB Leq, or the equivalent noise level for that period of time. For example, Leq(3) would represent a three hour average. When no period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dB to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dB to the average hourly noise levels between 10 p.m. and 7:00 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours, when ambient noise levels are lower. Ldn is a very similar 24-hour weighted average, which weights only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.



3.0 Noise/Air Quality Element

3.2.3 The Harmful Effects of Noise

Noise induced hearing loss is generally caused by exposure to very loud, impulsive, or sustained noises causing damage to the inner ear which was substantial even before a hearing loss was actually noticed. To prevent the spread of hearing loss, a desirable goal would be to minimize the number of noise sources which expose people to sound levels above 70 decibels.

However, hearing impairment is only one of the harmful effects of noise on people. Noise can also cause other temporary physical and /psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in the peripheral blood vessels, the secretion of saliva and gastric juices; and changes in heart rate, breathing patterns, the chemical composition of the blood and urine, the dilation of the pupils of the eye, visual acuity and equilibrium. The chronic recurrence of these physical reactions has been shown to aggravate headaches, fatigue, digestive disorders, heart disease, and circulatory and equilibrium disorders. Moreover, as a source of stress, noise is a contributory factor in stress-related ailments such as ulcers, hypertension, and anxiety.

Two other harmful effects of noise which are commonly of concern involve speech interference and the prevention or interruption of sleep. Table 3-A identifies how excessive background noises can reduce the amount and quality of verbal exchange and thereby impact education, family lifestyles, occupational efficiency and the quality of recreation and leisure time. As shown on Table III-A, speech interference begins to occur at about 50 decibels and becomes severe at about 60 decibels. Background noise levels affect performance and learning processes through distraction, annoyance and irritability, and the inability to concentrate. Several factors determine whether or not a particular noise event will interfere with or prevent sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, and the motivation to waken. Ill or elderly people are particularly susceptible to noise-induced sleep interference, which can occur when intruding noise levels exceed the typical 35-45 decibel background noise level in bedrooms. Sleep prevention can occur when intruding noise levels exceed 50 dBA.



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Table III-A: Harmful Effects of Noise

Effect	Noise Levels at Which Effects Occur
Prevention or Interruption of Sleep	35-45 dB(A)
Speech Interference	50-60 dB(A)
Extra Auditory Physiological Effects	65-70 dB(A)
Hearing Loss (sustained exposure)	75-85 dB(A)
Source: California Department of Public Health Report to 1971 Legislature	

3.2.4 Land Use Compatibility with Noise

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than commercial or manufacturing activities. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design of new developments. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth of a community by reducing the area's desirability as a place to live, shop, and work.

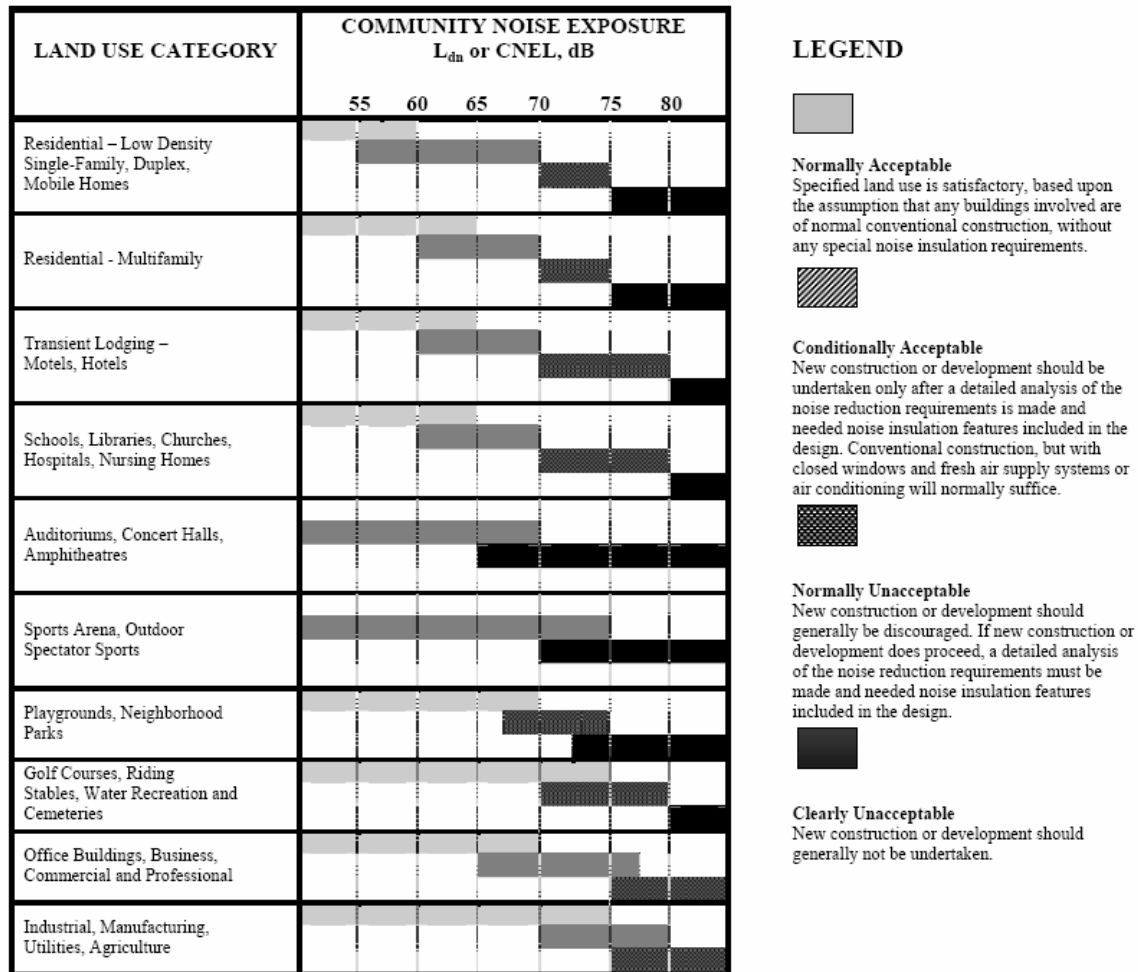
The March JPA must make a determination regarding acceptable noise levels for its land uses. Figure III-1 illustrates guidelines for noise and land use compatibility as generated by the U.S. Department of Housing and Urban Development and the California State Office of Noise Control. These guidelines are used by local governing agencies to set noise standards.

Section 1092 of Title 24 of the California Administrative Code includes sound transmission control standards which detail specific requirements for new multi-family structures (motels, apartments, condominiums, and other attached dwellings) located within the 60 CNEL contour adjacent to roads, rapid transit lines, or manufacturing areas. An acoustical analysis is required showing that the multi-family units have been designed to limit interior noise levels (with doors and windows closed) to 45 CNEL in any habitable room. Title 21 of the California Administrative Code (Subchapter 6, Article 2, Section 5014) also specifies that multi-family, attached units incorporate noise reduction features sufficient to assure that interior noise levels in all habitable rooms do not exceed 45 CNEL.



3.0 Noise/Air Quality Element

Figure III-1: State Land Use Compatibility



CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be reviewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act,

residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Section 6502(f) of the Government Code specifies that it is the responsibility of an agency with land use authority to specify the manner in which the Noise Element



3.0 Noise/Air Quality Element

once adopted, also becomes the guideline for determining compliance with the State noise insulation standards discussed above. The Office of Noise Control established by the California Noise Control Act of 1973, has developed criteria and guidelines for local agencies to use in setting standards for human exposure to noise and preparing noise elements. An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for multiple family dwellings, dormitories, long-term care facilities, apartments, and hotel and motel rooms. A 45 dB CNEL is also typically considered a desirable noise exposure for single-family dwelling units. Since normal noise attenuation within residential structures with closed windows is about 20-25 dB, an exterior noise exposure of 65 dB CNEL will result in an interior noise level of 40 to 45 dB CNEL and therefore, is generally the noise land use compatibility guideline for noise sensitive receptor sites in California. Since commercial and industrial activities are generally conducted indoors, the exterior noise exposure standard for such less-sensitive land uses is less stringent.

3.2.5 Existing Conditions

The March JPA Planning Area is 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.

Aviation noise from military operations has been reduced in response to realignment of March Air Force Base (AFB) to March Air Reserve Base (ARB), through the reduction in total flight operations and transition to quieter aircraft. However, realignment of March permitted the establishment of joint use aviation at March ARB which allows civilian operations. These operations have both noise and air quality impacts, and are well 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-2005 that delineates noise contours reflecting the permissible aviation operations of the Air Force Reserves (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 (ACA) for Federal CAA requirements. Because vehicular noise from the Interstate 215 cannot be controlled by the March JPA, land uses near the freeway shall be designed to be compatible with the noise levels generated. Supplemental noise barriers may be incorporated where noise would affect sensitive receptors.



3.0 Noise/Air Quality Element

While no noise sensitive land uses are currently found in proximity to the existing rail line, future development could be exposed to intense noise from occasional trains, if located too close to the tracks without providing noise attenuation measures.

Industrial activities may result in high noise levels when machinery, especially that which is located in an outdoor environment, 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.

The two types of noise sources are examined for the purpose at hand; stationary and mobile noise sources. Stationary sources typically include manufacturing, construction activities, air conditioning/ refrigeration units, barking dogs, lawnmowers, whistles or bells, power tools, etc. Mobile sources typically are associated with transportation and include: automobiles and trucks, airplanes, trains, buses, farm equipment, and off-road vehicles.

3.2.5.1 Stationary Noise Sources

As stated above, stationary noise sources are those which are associated to a specific source at a specific location. These types of sources are not issues in the MJPA at the current level of development.

3.2.5.2 Mobile Noise Sources

Motor vehicles on local roadways are the major source of continuous noise in the Planning Area. As a result, they affect the noise environment of both the existing and future land uses adjacent to existing and future roadways.

Traffic noise is generated by tire friction on the roadway surface, as well as vehicle engines and exhaust. Generally higher noise levels result from higher traffic volumes and vehicle speeds. The traffic mix also plays an important role in the generation of noise. For example, truck routes would have higher noise levels as compared to a street where trucks are prohibited.

The Federal Highway Administration (FHWA) has developed a noise prediction model (FHWA-RD-77-108) to estimate the noise levels generated by roadways. This model was used to estimate the current noise impacts from Planning Area roadways based on Average Daily Traffic (ADT) calculations determined in the Traffic Impact Analysis prepared for the General Plan. Table III-B: *Existing Noise Levels* shows the existing noise levels calculated at a reference point of 50 feet from the roadway centerline. It also shows the distance from the centerline to the 65 dBA noise level.



3.0 Noise/Air Quality Element

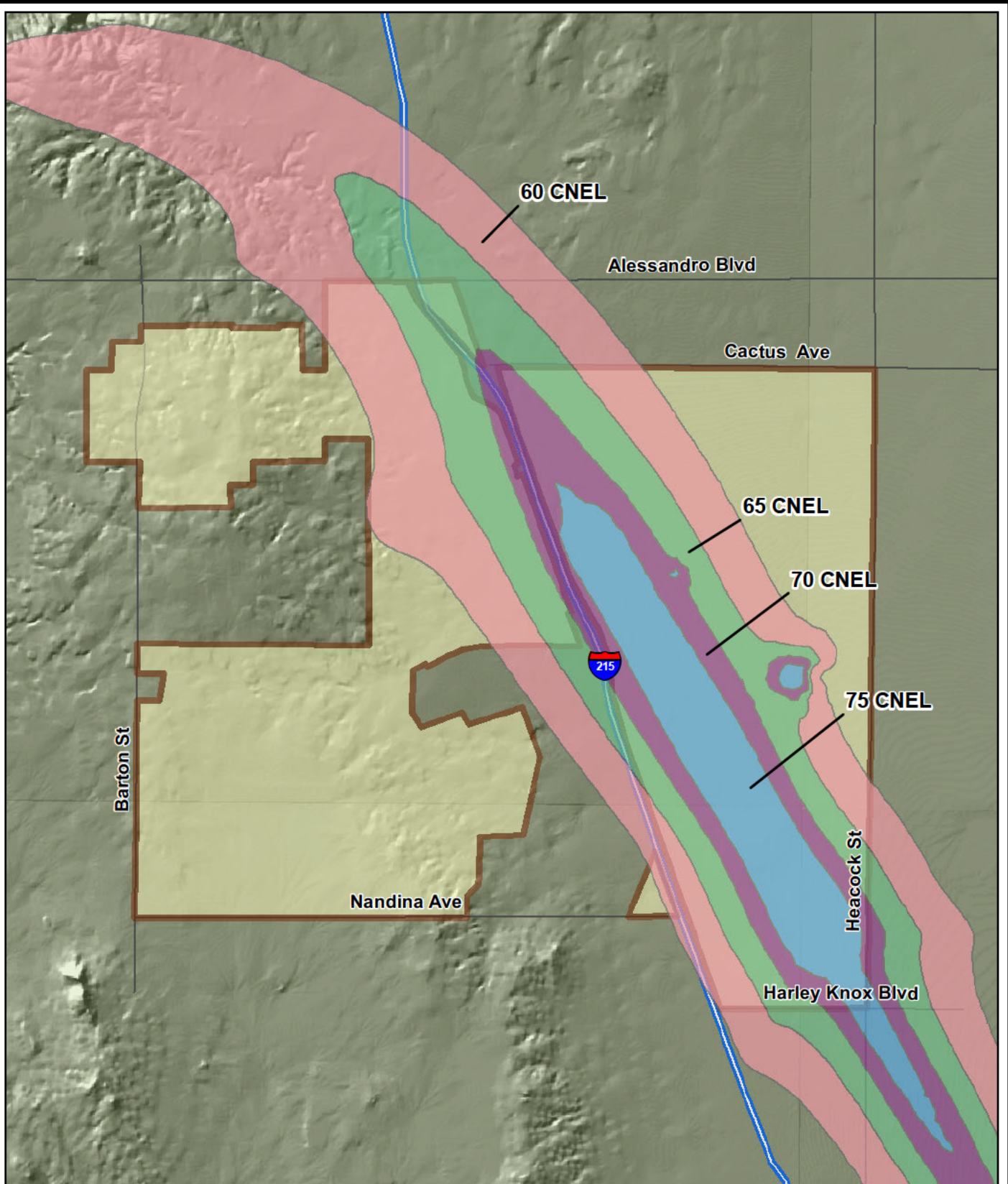
Table III-B: Existing Noise Levels

Roadway	Segment	ADT	Noise Level at 50 feet ¹	Distance to 65 dBA Noise Level ²	
Van Buren					

¹- The roadway centerline is used for the reference point for these calculations.

²- The roadway centerline is used as the reference point for these calculations and the numbers listed in this column are the distance (x) from the centerline to the 65 dBA contour line. The noise levels at 50' were calculated and used to estimate the distance to the 65 dBA contour line using $dB_2 = dB_1 - 10 \log D_2/D_1$ where dB_1 = the measured dB at 50 feet and $D_2 = x$.

Another significant generator of noise in the Planning Area is the March Air Reserve Base/March Inland Port joint use airport. The airport is in active use by the Department of Defense for military missions and by March Inland Port for civilian uses such as cargo. In accordance with the joint use agreement with the United States Air Force, the civilian component of the airport is presently limited to 21,000 annual aviation operations. Figure III-2 shows the projected 2010 noise contours from the 2005 AICUZ study. These noise contours include the full projection for build out of the 21,000 civilian operations at March Inland Port combined with projected military operations.



LEGEND

 March JPA Planning Area	Noise Contours
 Major Road	 60 CNEL
 Arterial Highway	 65 CNEL
	 70 CNEL
	 75 CNEL

0 4000
Scale in Feet

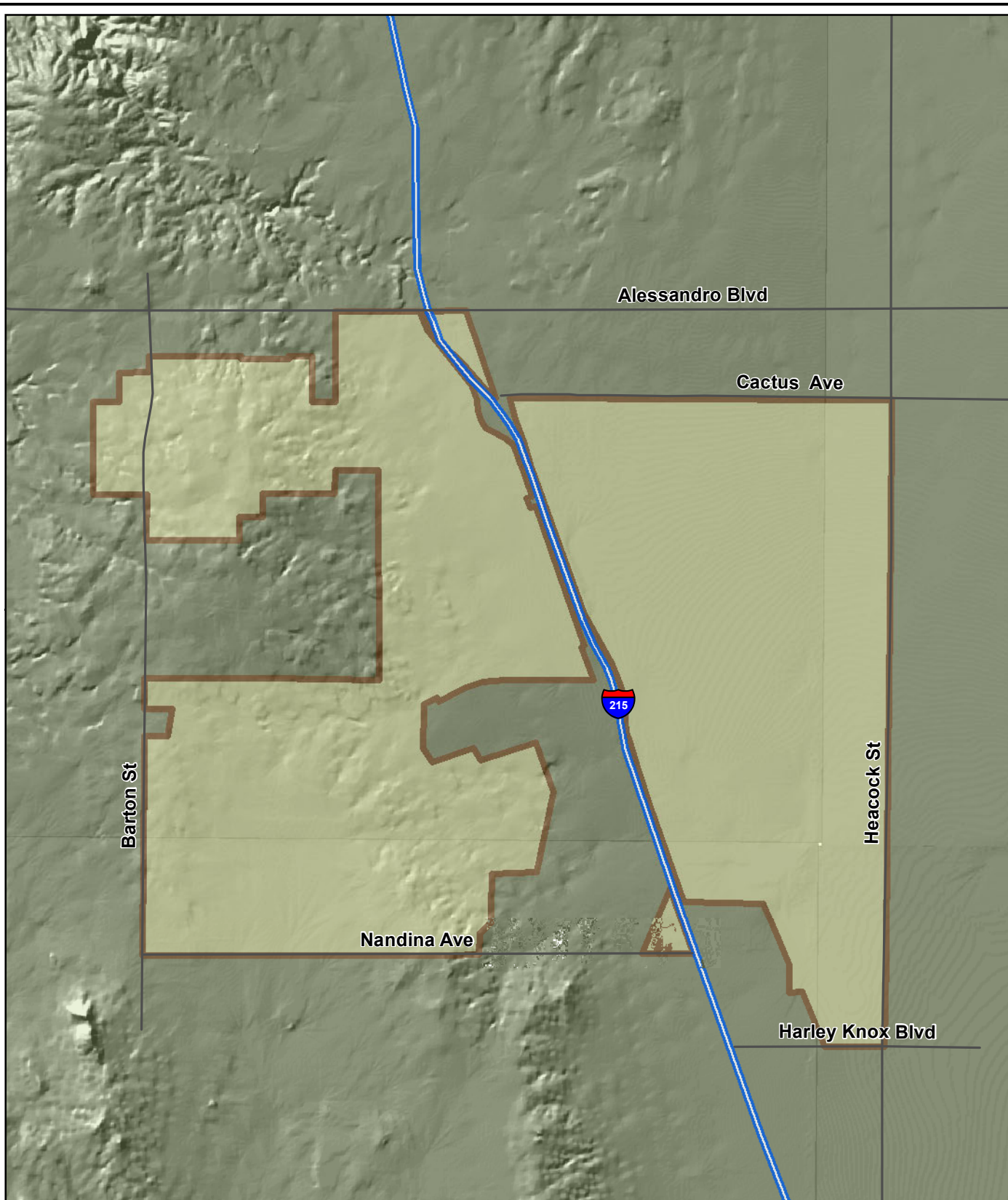
Map Projection:
California State Plane
NAD 1983

Source:
City of Riverside, March JPA, USGS,
ESRI, Golder Associates Inc.

This figure was originally produced in color. Reproduction in black and white may result in a loss of information.



FIGURE III-2
AIRPORT NOISE CONTOURS
MARCH/EIR JPA PROPERTY/CA



LEGEND

- Major Road
- Arterial Highway
- March JPA Planning Area

Info From Noise Study to Come

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.



This figure was originally produced in color. Reproduction in black and white may result in a loss of information.

FIGURE **III-3**
**PROJECTED ROADWAY
NOISE CONTOURS**
MARCH/EIR JPA PROPERTY/CA



3.0 Noise/Air Quality Element

3.2.6 Future Noise Conditions

As development continues in and around the Planning Area, additional traffic will be generated on local roadways. Table 3-C: *Future Roadway Noise* shows the noise level at 50' from the centerline as well as the distance to the 65 dBA and 70 dBA contour lines. These numbers were derived from future ADT levels of Planning Area roadways at General Plan buildout. This table can be used for quick reference to determine if future projects will have noise impacts without mitigation.

Table 3-C: Future Noise Levels

Roadway	Segment	ADT	Noise Level at 50 feet ¹	Distance to 65 dBA Noise Contour ²	Distance to 70 dBA Noise Contour
Van Buren					

¹⁻ The roadway centerline is used for the reference point for these calculations.

²⁻ The roadway centerline is used as the reference point for these calculations and the numbers listed in this column are the distance (x) from the centerline to the 65 dBA contour line. The noise levels at 50' were calculated and used to estimate the distance to the 65 dBA contour line using $dB_2 = dB_1 - 10 \log D_2/D_1$ where dB_1 = the measured dB at 50 feet and $D_2 = x$.

3.3 Air Quality Element

Each day, the human body breathes and processes approximately 3,400 gallons of air. The fundamental importance of air is in contrast to the amount of pollution released into it each day as a result of human activities, thus diligent and continuous efforts are



3.0 Noise/Air Quality Element

needed to improve our air quality. Since the 1960's, significant reductions to the amount of air pollution have been made through numerous regulations. The simple fact that air quality in southern California has improved in spite of population and economic growth, is a testament as to what can be accomplished. However, more still needs to be done. Air quality is a regional issue and therefore each jurisdiction must do its part to help reduce emissions and conduct land use decisions in a manner that helps to reduce air pollution.

The Air Quality Element coordinates the planning of land use, circulation, housing, and other policies with their potential effects on air quality. The intent of this section is to assist the March JPA and the region to meet ambient air standards set by the Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). Community air quality is one of the most essential issues associated with public health and safety. The Air Quality Element is directly related to the type and intensity of land uses established in the Land Use Element, and the number, length, and timing of traffic trips established in the Circulation Element.

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 help balance the job deficiency in Riverside County.

These deficiencies are apparent in Riverside County commuting statistics that indicate one-third of commuters residing in Riverside County leave the County for employment, Riverside County commuters experience an average 25.1 mile one-way commute distance and Riverside County commuters average a commute time of 50 minutes per trip, all of which are the worst in the six county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties.²

3.3.1 Related Plans, Programs and Regulations

The following plans and programs are enacted through state and local legislation and are directly related to the Air Quality Element. These plans are administered by agencies with powers to enforce state and local laws.

Air Quality Management Plan (AQMP)

March JPA is located in the South Coast Air Basin, a non-attainment area (geographic area not meeting state or federal standards for a given pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. Implementing the Clean Air Act, the South Coast Air Quality Management Plan



3.0 Noise/Air Quality Element

(SCAQMP) mandates a variety of measures to reduce traffic congestion and improve air quality.

California Assembly Bill 32: Global Warming Solutions Act

California has taken an aggressive step by adopting AB 32 in an effort to reduce the state's greenhouse gas emissions. The bill will require the state to gradually reduce the release of greenhouse gasses to 1990 levels by 2020 through the use of an enforceable statewide cap on greenhouse gasses beginning in 2012.

Senate Bill 375

SB 375, sometimes referred to as the "anti-sprawl" bill, was passed into law in 2008. It is the first law in the US to develop a strategy to reduce greenhouse gas emissions through land use planning decisions. SB 375 is designed to help California attain the goals set forth in the Global Warming Solutions Act of 2006 (AB 32) in spite of the state's projected future growth. The law requires the Air Resources Board (ARB) to develop regional GHG emission reduction targets for cars and light trucks for 2020 and 2035. Each of the state's Metropolitan Planning Organizations (MPOs) must then prepare "Sustainable Community Strategies" (SCS) that reduce the amount of vehicles miles travelled (VMT) consistent with ARB reduction targets. These SCS strategies must be incorporated into the Regional Transportation Plan. Incentives to implement these strategies at a local level are related to transportation funding and specific CEQA exemptions and/or truncated environmental review.

On April 13, 2009, the Governor's Office of Planning and Research (OPR) submitted its draft CEQA Guidelines on Global Climate Change to the Secretary for Natural Resources. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, per SB 97.

3.3.2 Setting

The proposed project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB consists of Orange County, the coastal and mountain portions of Los Angeles County, as well as the western portions of Riverside and San Bernardino counties. Regional and local air quality within the SCAB is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude, however, at some elevation, the trend reverses



3.0 Noise/Air Quality Element

and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to the vertical dispersion of pollutants. Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants formed under reactions with sunlight such as ozone.

3.3.3 Climate

Terrain and geographical location determine climate in the SCAB. The Planning Area lies within the terrain south of the San Gabriel and San Bernardino Mountains and north of the Santa Ana Mountains. The climate in the SCAB is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine.

Annual average temperatures in the SCAB are typically in the low to mid-60s (degrees Fahrenheit). Temperatures above 100 degrees are recorded for all portions of the SCAB during the summer months. In winter months, temperatures in the lower 30s can be experienced in parts of the SCAB, including the Planning Area. The rainy season in the SCAB is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern SCAB. Rainfall averages vary over the SCAB. The City of Riverside averages 9 inches of annual rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the SCAB, with the most frequent occurrences of rainfall near the coast.

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. Approximately 5 to 10 times a year, the Planning Area experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded. Santa Ana winds affect dust generation characteristics and create the potential for offsite air



3.0 Noise/Air Quality Element

quality impacts, especially with respect to airborne nuisance and particulate emissions. Local winds in the Planning Area are also an important meteorological parameter because they control the initial rate of dilution of locally generated air pollutant emissions.

3.3.4 Air Pollution Sources

Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources

Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located onsite. Stationary point sources are usually associated with manufacturing and industrial processes. Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray.

Mobile Sources

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments.

3.3.5 Air Pollutant Constituents

Air pollutants are classified as either primary, or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂) and nitric oxide (NO)—collectively known as oxides of



3.0 Noise/Air Quality Element

nitrogen (NO_x), sulfur dioxide (SO_2), particulates (PM_{10} and $\text{PM}_{2.5}$) and various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic compounds (ROC). The predominant source of air emissions generated in the Planning Area is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_x and VOC/ROC/HC (Volatile Organic Compounds/Reactive Organic Compounds/Hydrocarbons). Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O_3), which is one of the products formed when NO_x reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the SCAB. The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Six "criteria" air pollutants were identified using specific medical evidence available at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants, but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, particulates less than 10 microns in size, and sulfur dioxide.

The Basin is currently designated as a federal extreme non-attainment for ozone, meaning that the federal ambient air quality standards are not expected to be met for sixteen years. The Basin is also a serious non-attainment area for PM_{10} and a non-attainment area for $\text{PM}_{2.5}$, as designated by the US EPA. The Basin was previously in non-attainment status for K_{NO_x} , and is currently in federal maintenance status for this pollutant. At the state level, the Basin is an extreme non-attainment area for ozone and a non-attainment area for PM_{10} and $\text{PM}_{2.5}$.

The following is a further discussion of the *criteria pollutants*, as well as volatile organic compounds.

Carbon Monoxide (CO) - A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing fuels. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants. Motor vehicles are the major source of CO in the SCAB, although various industrial processes also emit CO through incomplete combustion of fuels.

Oxides of Nitrogen (NO_x) - Important forms of nitrogen oxide in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). The principal form of nitrogen oxide produced as a byproduct of fuel combustion is nitric oxide (NO), but NO reacts quickly with oxygen to form NO_2 , creating the mixture of NO and NO_2 commonly called NO_x . Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads and aircraft, are the primary sources



3.0 Noise/Air Quality Element

of NO_x . Although NO_2 concentrations have not exceeded national standards since 1991, and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O_3 and particulate matter.

Ozone (O_3) - A colorless toxic gas that irritates the lungs and damages materials and vegetation. O_3 is one of a number of substances called photochemical oxidants that is formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O_3 concentrations are higher in the SCAB than anywhere else in the nation and the damaging effects of photochemical smog are generally related to the concentration of O_3 . Conditions that lead to high levels of O_3 are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer.

Lead (Pb) - Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Though special monitoring sites immediately downwind of lead sources recorded localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996.

Atmospheric Particulates (PM) - A large portion of total suspended particulate (TSP) is fine particulate matter. PM-10 consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM-2.5 is defined as particulate matter with diameter less than 2.5 microns. PM-10 arises from such sources as road dust, agriculture, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed from NO and SO_2 reactions with ammonia. PM-10 scatters light and significantly reduces visibility. PM-2.5 consists mostly of products from the reaction of NO_x and SO_2 with ammonia, secondary organics and finer dust particles. The United States Environmental Protection Agency (USEPA) established its PM-2.5 standard in July 1997; SCAQMD has also adopted standard thresholds for PM-2.5.

Sulfur Dioxide (SO_2) - A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM-10.

Volatile Organic Compounds (VOCs) - It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere,



3.0 Noise/Air Quality Element

contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low concentrations. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

3.4 Goals and Policies

The following Goals and Policies were designed to allow the March JPA to reduce future impacts related to air and noise. The Land Use Element set forth a plan for satisfying the Vision by creating a job center in western Riverside County. The Circulation Element created a means which will accommodate the traffic created by the future development. Since a significant portion of the Planning Area is currently vacant and/or undeveloped, future development will obviously generate additional traffic and other sources that are generators of air and noise emissions. The goals and policies that follow will allow the March JPA to handle the potential impacts on the Planning Area and surrounding area caused by air and noise pollution.

3.4.1 Air Quality Goals and Policies

The Air Quality Goals and Policies of the Noise/Air Quality Element focus on means which will reduce air pollutant levels within the Planning Area in order to improve public health as well as regional cooperation with SCAQMD to assist in bringing the District into attainment.

3.4.1.1 Air Quality Goal

Improve air quality in the South Coast Air Basin through support of air quality programs and intergovernmental cooperation.

Policy 1

- a. Continue to cooperate with the SCAQMD and other authorities in the implementation of air emission reduction measures such as Rules 403 and 1186.
- b. Continue to apply applicable SCAQMD Rules and pollutant thresholds and require the compliance through standard conditions of project approval.



3.0 Noise/Air Quality Element

- c. Support state and/or federal legislation aimed at reducing air pollution in the Basin.
- d. The MJPA shall review new development proposals to determine any potential impacts to air quality and require appropriate mitigation measures to reduce these impacts below the level of significance, where possible.
-  e. Promote the use of clean air technologies such as fuel cell technologies, renewable energy sources, super compliant low VOC paint, and use of alternate non-fossil fuels.
-  f. Encourage existing and future businesses to utilize clean, innovative technologies to reduce air pollution.
-  g. Encourage the use of clean-fuel vehicles.

3.4.1.2 Air Quality Goal

Reduce the amount of air pollution emissions from mobile and stationary sources through land use regulation.

Policy 2

-  a. The MJPA shall work to take advantage of the future Metrolink heavy commuter rail station so as to allow workers in the Planning Area to commute to and from work without the use of an automobile.
-  b. Enhance pedestrian and bike facilities within the planning area and encourage alternative modes of transportation. (See Transportation Policy 2-.i)
- c. The MJPA shall encourage the separation of sensitive receptors from significant sources of pollution.
- d. The MJPA shall encourage the separation of sensitive receptors from potential carbon monoxide hotspots.
- e. The MJPA shall utilize the “Good Neighbor” Guidelines developed by the Western Riverside Council of Governments requiring the use of a 1,000 foot buffer where residential land uses are adjacent to industrial



3.0 Noise/Air Quality Element

and/or distribution warehouse centers (See Policy 2.1.10.9(d) of the Land Use Element)

- f. Support mixed-use (commercial/office/industrial) development in accordance with the Land Use Element as an opportunity to reduce automobile trips.
-  g. The MJPA should encourage large employment centers that are non-polluting or extremely low-polluting to locate within the Planning Area.
- h. The MJPA should establish and strictly enforce controls on land use activities that individually produce or cumulatively significantly add to the degradation of air quality in the Basin such as printing and reproduction, dry cleaners, automobile repair, furniture manufacturers, etc.

3.4.1.3 Air Quality Goal

Reduce the amount of air pollution emissions from mobile sources through effective land use and transportation planning.

Policy 3

-  a. The MJPA should work to reduce idling emissions through traffic signal synchronization.
- b. The MJPA should work with Riverside Transit Authority (RTA) to establish an enhanced local bus system that is integrated with the Metrolink regional transit system.
-  c. The MJPA should support and implement measures within the Planning Area that reduce automobile trips such as at-work daycare, on-site automated teller machines (ATMs), employee cafeterias and other measures.
-  d. All employment uses within MJPA are encouraged to provide a space (i.e. kiosk, bulletin board, etc.) in an employee common area for the posting of rideshare information, availability of matching services for carpools and van pools, posting of the location of local and regional bike routes, and posting of nearby bus routes and Metrolink passenger rail routes. Site improvements shall include incorporation of carpool spaces



3.0 Noise/Air Quality Element

in convenient locations and bike racks. Other physical site improvements should include, bike storage and showers for bike commuters, potential incorporation of public transit facilities including shade structures, availability of teleconference facilities, and the provision of flexible work days, longer work days/shorter week work schedules and telecommuting (to the extent possible).

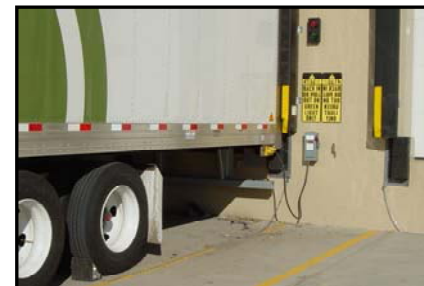


- e. As identified in the Transportation Element, The March JPA will require employers to submit a Transportation Demand Management Plan that will identify employer initiated measures including the designation of a on-site Transportation Demand Management Coordinator, provision of space (i.e. kiosk, bulletin board, etc.) in an employee common area for the posting of rideshare information, availability of matching services for carpools and van pools, posting of the location of local and regional bike routes, posting of nearby bus routes and Metrolink passenger rail routes. In addition, employer initiated measures will include incorporation of carpool spaces in extremely convenient locations, and bike parking facilities. Other considerations should include availability of bike lockers, bike storage and showers for bike commuters, potential incorporation of public transit facilities including shade structures on bus routes, availability of teleconference facilities, and the provision of flexible work days, longer work days/shorter week work schedules and telecommuting (to the extent possible).

- f. March JPA will require the posting of signs identifying the 5-minute maximum diesel truck idling restriction imposed by the SCAQMD and the required truck route plan for all industrial, business park and mixed use facilities incorporating a fleet of delivery/distribution trucks.



- g. The March JPA should require the installation of electric technology for all transportation refrigeration units (TRUs) and electric plug-in systems at docks and parking areas for truck trailers used for cold storage warehouse uses.



- h. Require the planting of street trees along roadways throughout the Planning Area and the inclusion of trees and landscaping for all

Fresh and Easy Markets located within the Meridian Business Park employs electric technology for TRUs



3.0 Noise/Air Quality Element

development to help improve airshed quality and minimize urban heat island effects.



- i. Locate ancillary and supporting uses within employment centers, such as child care, banking services, and restaurants to reduce the number of vehicle trips and lessen the vehicle miles traveled.



- j. Develop a bike lane network that will link the nearby residential area to the Metrolink Station to encourage non-motorized travel within the planning area. (See Transportation Policy 2.i)



Meridian Business Park has 14 miles of planned bike lanes



- k. Locate ancillary and service uses in convenient proximity to transportation hubs such as the Metrolink facility and RTA busway to encourage use of mass transit.

- l. Reduce vehicle emissions through improved parking and vehicle queuing to facilitate safe and efficient vehicular movements.



- m. Support the use of low polluting construction materials and coatings.

3.4.1.4 Air Quality Goal

Reduce the amount of air pollution emissions through energy conservation in order to help improve the overall quality of the airshed.

Policy 4



- a. The MJPA should require the use and installation of energy conservation features beyond Title 24 requirements in all new development projects.
- b. The MJPA should encourage and assist in the use of green building rating certification through Leadership in



Intellicenter is the first LEED Gold building in March JPA



3.0 Noise/Air Quality Element

Environmental and Energy Design (LEED) or other appropriate certification.

- c. The MJPA should adopt an energy reduction ordinance.
-  d. Continue to maintain MJPA-owned vehicles which use alternative, lower-emitting fuels, hybrid technology, compressed natural gas, or other suitable fuel.
-  e. The MJPA should encourage the use of renewable energy sources in new development such as solar energy.
-  f. The MJPA should pursue the use of photovoltaic lighting on recreational trails where feasible.
-  g. The MJPA should pursue high efficiency street lighting and traffic signal lighting in new development including light emitting diode (LED) or other emerging technologies.
-  h. Support recycling programs which reduce emissions associated with manufacturing and waste disposal.
-  i. Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water.
-  j. Encourage existing and future businesses to utilize clean, innovative technologies to reduce air pollution.

3.4.1.5 Air Quality Goal

Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.

Policy 5

-  a. Pursue the use of equipment with reduced or zero emissions for stationary and mobile source equipment, such as an "electrified" aviation ramp.



March Inland Port currently incorporates electric auxiliary power for aircraft



3.0 Noise/Air Quality Element



- b. Seek funds and grants to develop and implement reduced or zero emission equipment for aviation relative uses and major sources of emissions.



- c. 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.



- d. Encourage end-users to employ emission reducing or zero source equipment and processes.



- e. Promote the development and advancement of reduced and zero emission technologies through research and development.

3.4.1.6 Air Quality Goal

Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the sub region of western Riverside County.

Policy 6



- a. Create an employment center within the sub region by working cooperatively with adjacent and nearby housing-rich communities to improve overall job/housing balance in the sub area.
- b. The MJPA shall continue to seek and approve development in the Planning Area that leads to a mix of employment opportunities inclusive of professional, technical, skilled and unskilled jobs matching the labor force of the sub region thereby helping to balance the jobs/housing imbalance that exists. (See Land Use Element Goals 2.2.1, 2.2.2, and 2.2.13)

3.4.1.7 Air Quality Goal

Reduce the amount of greenhouse gas emissions from mobile and stationary sources throughout Planning Area.



3.0 Noise/Air Quality Element

Policy 7



- a. The MJPA should work to adopt a “Greenhouse Gas Emission Reduction Plan” or “Climate Action Plan” which inventories existing emissions and sets forth a plan to reduce them to comply with AB 32 (or other applicable law related to Greenhouse Gasses).



- b. The MJPA shall support the California Air Resources Board (CARB) in their efforts to quantify existing greenhouse gas emissions and to create policies which will reduce them pursuant to the California Global Warming Solutions Act of 2006.



- c. MJPA should incorporate the Recommended Action List from the California Air Resources Board Climate Change Scoping Plan in the environmental review of new developments.

See also Land Use Policies 2.1.10.3(a)(e)(f) and (g).

3.4.2 Noise Goals and Policies

The Noise Goals and Policies of the Noise/Air Quality Element focus on means to reduce noise pollution levels within the Planning Area in order to improve public health. The two areas in which this is accomplished are by land use compatibility and noise regulation.

3.4.2.1 Noise Goal

Reduction of noise impacts through proper land use compatibility.

Policy 1

- a. The MJPA will use the State Land Use Compatibility matrix (Figure III-1 of this Element) as the standard when approving future projects to ensure the reduction of potential noise impacts.
- b. 60 dBA CNEL is established as the acceptable outdoor noise exposure level for schools, libraries, churches, hospitals, nursing homes and other medical facilities, and parks.
- c. 65 dBA CNEL is established as the acceptable outdoor noise exposure level for transient lodging.



3.0 Noise/Air Quality Element

- d. Indoor noise exposure levels of 45 dBA CNEL shall be maintained for all hospitals, nursing homes and other medical facilities, and transient lodging.
- e. 70 dBA CNEL is the established acceptable outdoor noise exposure level for office buildings, businesses, commercial, professional, and mixed-used development.
- f. 70 dBA CNEL is the established outdoor noise exposure level for golf courses, cemeteries, industrial, manufacturing, warehouse/distribution, and public facilities.
- g. Land uses that are particularly sensitive to noise (such as schools, libraries, day care, residential uses, medical facilities, etc) shall not be approved in areas that exceed the acceptable limits on noise as set forth in Figure III-1: State Land Use Compatibility of this Element.
- h. The MJPA shall encourage site design that places structures such that noise generating uses are buffered from other developments, either through distance, human-made buffers, or other means.
- i. 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 the necessity of extensive mitigation measures.

3.4.2.2 Noise Goal

Analyze noise impacts caused by transportation.

Policy 2

- a. Noise impacts resulting from traffic shall be minimized through the use of sound attenuation measures such as berms, walls, or a combination thereof.
- b. Truck routes shall be established and not located near areas where there are sensitive receptors that may be impacted.



3.0 Noise/Air Quality Element

- c. Trucking operations shall be limited to appropriate routes, times and speeds.
- d. The March JPA shall evaluate noise sensitivity and noise generation when considering transportation improvement projects. If necessary, these impacts shall be mitigated to acceptable levels.
- e. Appropriate muffling systems for construction equipment and operations shall be required, as necessary.

3.4.2.3 Noise Goal

Minimize noise impacts attributable to civilian aviation.

Policy 3

- a. March JPA shall adhere to the adopted 2005 AICUZ and draft Joint Land Use Plan criteria (or more current document) and promote the use of newer and quieter aircraft.
- b. March JPA shall analyze noise impacts associated with General Aviation as a component of the environmental review for the General Aviation ramp.
- c. At a future date when the market demand and likely development of aviation facilities is known beyond speculation, March JPA shall prepare a comprehensive environmental analysis of noise impacts as part of a CEQA review for the build-out of the 21,000 annual operation civilian operations at March Inland Port.



3.0 Noise/Air Quality Element

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4.0 Circulation Element

4.0 Circulation Element

4.1 Circulation Element

Circulation refers to all travel modes throughout the Planning Area that allow people to move within and without. It includes (but is not limited to) automobile and truck traffic, public transit, as well as pedestrians and bicyclists. The Circulation Element is a state-mandated Element that goes beyond simply creating a transportation plan. The ramifications of the Planning Area's circulation system affect the physical, social, and economic environment.

The Circulation Element is a primary determinant in the way in which land use is ultimately distributed throughout the Planning Area and the subsequent resulting physical environment. The location, classification, capacity, and mode type play an important role in shaping air quality, noise impacts, natural habitat, development types, and general appearance of the Planning Area.

The way in which the circulation system is designed has a direct quality of life impact on persons who work in the Planning Area or live in the surrounding area. The circulation system also affects those who are unable, those who do not have the means, and those that choose not to use an automobile.

4.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The March JPA Commission initiated a Visioning process where, by looking twenty years into the future, they determined how the Planning Area should function.

The Circulation Element is responsive to the five principal components of the Vision developed by the GPAC, as follows:

The March Joint Powers Authority Redevelopment Area

In order for the March JPA and the March RDA to successfully redevelop the Planning Area and to promote economic development, the Planning Area must have an adequate circulation system. The efficient movement of people and goods is essential to attracting employers to the area.

Regional Employment Center

The creation of a regional job center that reduces the jobs/housing imbalance, reduces pollution and traffic congestion, offers convenient alternative modes of travel to the



4.0 Circulation Element

automobile, and improves the quality of life for residents in the region [See Policies 4.3.2.1 (c,e,f,g,h, and i), 4.3.2.2 (e), 4.3.2.4 (k)(m), 4.3.2.8 (a-g), and 4.3.2.13 (a-d)], relies on an adequate and well-planned circulation system. The Circulation Element sets forth the future roadway system and its capacity, pedestrian and bicyclist facilities, and transit systems. The Circulation Element relies on traffic modeling for future conditions based on the proposed land uses. This Element also requires that future traffic conditions are below prescribed thresholds for traffic delay and volume/capacity ratios. Thus, the Circulation Element is the underpinning of the successful realization of this Vision Goal.

Integrated Planning Efforts

The roadway and transit analyses for the Circulation Element was conducted with respect to the circulation plans of the neighboring jurisdictions and regional transportation agencies [See Policies 4.3.2.1(g), 4.3.2.2(c)(g), and 4.3.2.4(i)]. The circulation within the Planning Area affects regional mobility and regional mobility in turn affects the Planning Area. In addition, the Circulation Element includes pedestrian and recreational facilities such as trails.

Environment

The central theme of this Vision Goal is the concept of sustainability [See specifically Policies 4.3.2.1(b)(c), 4.3.2.2(a-e), 4.3.2.4(b)(c), 4.3.2.5(a-e), and 4.3.2.8(a-j)]. The Circulation Element is responsive to the Vision because it not only provides a roadway system that will minimize congestion (which is a significant source of air pollution in the region), but it also integrates automobile alternatives in the pursuit of a congestion-free environment.

Identity

The Circulation Element contributes to the identity of the Planning Area through the provision of unified roadway design guidelines and is therefore responsive to the Vision (See Roadway Classification, Figure IV-2). In addition, various goals and policies are aimed at facilitating alternative modes of transportation, specifically the proposed Metrolink station which will serve to provide the Planning Area with a unique identity.

4.1.2 Related Plans and Programs

The following plans and programs are enacted through state and local legislation and are directly related to the Circulation Element. These plans are administered by agencies with powers to enforce state and local laws.



4.0 Circulation Element

Riverside County Congestion Management Plan (CMP)

In 1990, Proposition 111 established the Congestion Management Plan (CMP) with the intent to directly link land use, transportation, and air quality objectives. This will help facilitate the development of reasonable growth management programs that can effectively utilize transportation funds, reduce congestion, and improve air quality. The Riverside County Transportation Commission (RCTC) was the agency designated to administer the program. The current CMP was adopted in 2007.

Riverside County Measure A

The voters of Riverside County voted in 1988 to institute a ½ cent sales tax increase to fund regional transportation projects ranging from freeway improvements to transit services. In 2002, voters extended Measure A until 2039.

Transportation Unified Mitigation Fee (TUMF)

The Transportation Uniform Mitigation Fee or TUMF Program requires developers of residential, industrial, and commercial property to pay a development fee to fund transportation projects that will be required as a result of the street infrastructure needs their projects create. The Western Riverside Council of Governments administers the TUMF. The TUMF funds both local area projects as well as those critical to the region's arterial backbone system. Local area projects receive 48.1% of these fees, RCTC administers another 48.1% for regional projects and the remaining 3.8% is allocated to transit projects programmed by the Riverside Transit Agency.

Community and Environmental Transportation Acceptability Process (CETAP)

The CETAP was adopted as part of the Riverside County Integrated Project (RCIP) in 2003. The CETAP is intended to determine where major future multimodal transportation projects will be located to serve current and future needs of western Riverside County. The focus of the CETAP is to minimize impacts of these facilities on communities and the environment. The CETAP is part of an integrated planning policy and planning document which also includes the Riverside County General Plan and the Multiple Species Habitat Conservation Plan.

SCAG Regional Transportation Plan (RTP)

The Southern California Association of Governments (SCAG), as the federally-designated Metropolitan Planning Organization (MPO) for the southern California region, is required to prepare a long-range Regional Transportation Plan (RTP) every four years. The current plan, *Destination 2030*, was adopted in 2008. The RTP is a multi-modal approach to improving transportation throughout the region, and includes vehicular, aviation and mass transit components. All future transportation



4.0 Circulation Element

projects that will receive State or federal funding must be included in, and consistent with the current RTP. The RTP is a four year, regional, intermodal transportation program that is implemented by a TIP (Transportation Improvement Plan) that schedules future projects and earmarks funding sources for those projects. Project identification on the RTP TIP is necessary as a prerequisite for receiving Federal funding.

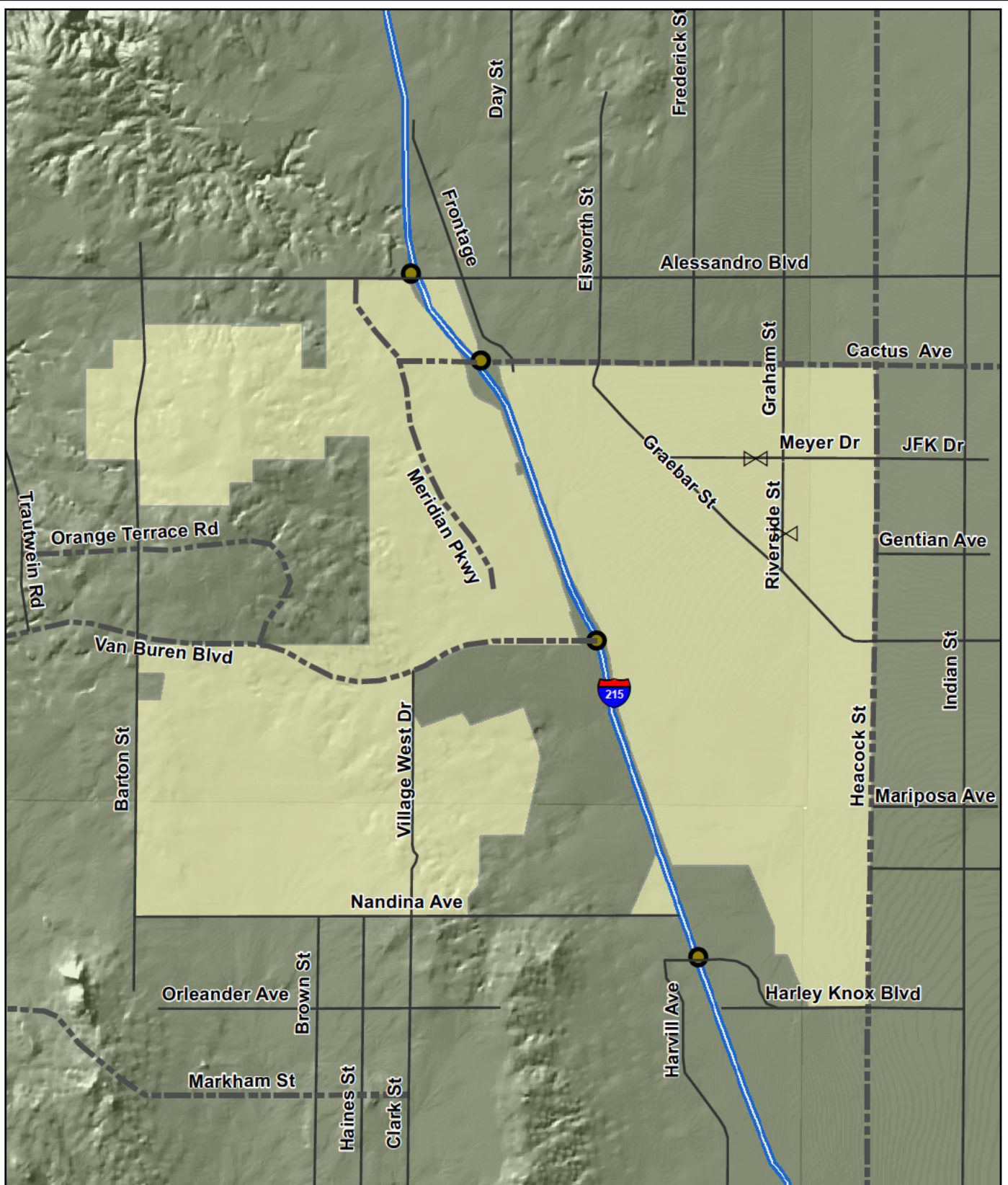
Air Quality Management Plan (AQMP)

March JPA is located in the South Coast Air Basin, a non-attainment area (geographic area not meeting state or federal standards for a given pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. As such, the South Coast Air Quality Management Plan (SCAQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The Circulation Element includes SCAQMD circulation programs to be implemented in the March JPA Planning Area.

4.1.3 Existing Conditions

The circulation system throughout the Planning Area is oriented towards automobile use (See Figure IV-1-Existing Circulation). Interstate 215 runs north/south and bisects the Planning Area, providing access to the regional freeway system in southern California. Van Buren Boulevard bisects the western Planning Area going east/west and also provides regional connections to the 91 and 60 freeways. This automobile access is beneficial for the development of the Planning Area. Another key opportunity for mobility throughout the Planning Area is the planned Metrolink station. The station will help alleviate traffic on freeways and streets, by providing residents with an alternative method of traveling to and from neighboring cities and counties. The location of numerous jobs within walking distance of the Metrolink site could set it apart from many other areas in western Riverside County. Finally, there includes important mobility opportunities available through March Inland Port. Careful, integrated planning could capitalize on all of the aforementioned assets and help reduce congestion on a regional basis.

The areas of congestion in the Planning Area at the time of this writing are related directly to the existing outdated freeway interchange at Interstate 215/Van Buren Avenue. However, as development in the Planning Area and neighboring communities continues, traffic volume will increase, and therefore it is important that this anticipated growth is adequately analyzed and mitigated.



LEGEND

- ⌵ Gate
- Freeway Interchange
- Major Arterial
- Minor Arterial
- Arterial Highway
- March JPA Planning Area

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS, ESRI,
Golder Associates Inc.

This figure was originally produced in color. Reproduction in black and white may result in a loss of information.

FIGURE IV-1
EXISTING CIRCULATION
MARCH/EIR JPA PROPERTY/CA



4.1.4 Existing Roadway Classifications

The March JPA defines the classification of seven roadway types. These classifications can be seen as a hierarchy with Arterial Highways at the top, having the greatest width, highest design speed, and greatest capacity; and Service Streets being at the bottom having the least width, slowest speeds, and the most limited capacity. Each of these classifications is described in terms of function, design, and total right-of-way in feet. It should be identified that the adjacent jurisdictions often use different nomenclature for the same or similar street sections. The following street classifications follow the nomenclature and dimensions of the Riverside County street classification system.

4.1.4.1 Arterial Highway / Urban Highway

In Arterial Highway form, these roadways provide a 102-foot roadway upon full buildout within a 120-foot right-of-way. This allows for three lanes in each direction plus a raised median to allow for left-turn lanes at intersections. The roadway can accommodate Class II commuter serving bike lanes when curbside parking is not allowed. Roadways designated as Arterial Highway serve on a sub-regional basis and are continued throughout the sub-region within the respective jurisdictions. Urban highways provide slightly greater dimensions with similar sub-regional purposes.

4.1.4.2 Major Arterial

These roadways provide an 86-foot roadway upon full buildout within a 110-foot right-of-way. This is sufficient to provide two lanes in each direction plus a raised median to accommodate left turn lanes at intersections. A Class II commuter-serving bike lane is accommodated adjacent to the curb and curbside parking is prohibited.

4.1.4.3 Modified Secondary Highway

These roadways provide a 76' roadway upon full buildout within a 112' right-of-way. These streets are limited to within the March Business Center Specific Plan and are planned to provide two traffic lanes in each direction and a striped center left turn lane. A Class II commuter-serving bike lane is provided adjacent to the curb and curb-side parking is prohibited.

4.1.4.4 Minor Arterial

These roadways provide 64-foot roadway upon full buildout within an 88-foot right-of-way. This is sufficient width to provide two through lanes in each direction with a Class II commuter-serving bike lane without curbside parking. Minor arterials do not



4.0 Circulation Element

provide for a raised center median. These roadways function similar to major arterials, except that minor arterials carry less total traffic, less non-local through traffic, and thus, a relatively greater portion of local traffic.

4.1.4.5 Collector / Industrial Collector

These roadways provide a 56-foot roadway upon buildout within a 78-foot right-of-way. These roadways are sufficient to provide one lane in each direction plus a Class II bike lane. Industrial collector streets function as feeder routes to carry traffic from the arterial street system to the local system, but should carry only very minimal levels of non-local through traffic.

4.1.4.6 Local Streets

These roadways provide a 40-foot roadway upon buildout within a 60 foot right-of-way. 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.

4.1.4.7 Service Streets

Service streets are purely rights-of-way designed to provide access to areas that need to be serviced, but do not carry standard “public” traffic. These roadways essentially function similar to alleys. 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 and emergency access requirements by Riverside County Fire Department. These streets do not generally accommodate on-street parking due to the emergency width requirements. 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.

4.1.4.8 Bikeways

The March JPA utilizes bikeway classifications and design standards used by Riverside County. They are as follows:

- **Class I Multi-use trails** provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.
- **Class II Bike lanes** provide a striped lane for one-way bike travel on a street or highway.



- **Class III Bike routes** are designated by signage and are typically found on the shoulder of roadways. Class III bike routes are not striped.

4.1.5 Existing Roadway Descriptions

This section describes existing roadways, their current conditions, and importance thereof in the Planning Area.

Van Buren Boulevard

Van Buren Boulevard is the primary east/west corridor that bisects the Planning Area. It provides access to Interstate 215, and it is currently designated as an Arterial Highway. Van Buren is a regional arterial and is a major thoroughfare through western Riverside County that connects to Interstate 215, the 91 Freeway, and ultimately the 60 Freeway. Van Buren Boulevard is a County Road through March JPA which will be widened to County standards and maintained by the County. Currently it is constructed as a four-lane roadway with some portions containing a center left turn lane or center landscape median with turn pockets. Van Buren is designated as a scenic roadway for the area west of I-215, within the Planning Area. In accordance with the Project Approval/Environmental Document (PAED) for the Van Buren/I-215 Interchange, Van Buren Boulevard will be widened significantly in the area immediately west of the I-215 interchange to five eastbound lanes and four westbound lanes to accommodate turning movements at the I-215 interchange. The remaining segment west of Meridian Parkway is planned as 3 eastbound/3 westbound traffic lanes. Van Buren Boulevard is planned to be served by a Class I multi-use trail west of I-215.

Alessandro Boulevard

Designated as an Arterial Highway adjacent to the Planning Area, Alessandro is a major east/west corridor located at the northern boundary of the Planning Area, and the only street within or adjacent to the Planning Area that traverses the entire distance from east to west. The Alessandro Boulevard right-of-way is jointly owned, by the City of Riverside (north half street) and County of Riverside (south half street) for the area north of the Meridian development. It connects the Planning Area to the Cities of Riverside and Moreno Valley and provides access to Interstate 215 and State Route 91 (via Central Avenue). It is currently constructed as a six lane roadway with center landscaped median and left turn pockets. Class II Bike Lanes are planned west of Interstate 215.



4.0 Circulation Element

Cactus Avenue

Cactus Avenue is designated as a Modified Major Arterial within the City of Moreno Valley from Heacock Street to I-215, a Modified Arterial Highway within the JPA from I-215 to Meridian Parkway, and a Major Arterial from Meridian Parkway to its western terminus in the northwest portion of the Planning Area. Cactus Avenue is a City of Moreno Valley right-of-way for portions east of I-215, and a March JPA right-of-way for portions west of I-215. Cactus Avenue is an important east/west corridor that provides access to Interstate 215 and the City of Moreno Valley. It is currently constructed as 2 westbound/2 eastbound lanes, although significant segments within Moreno Valley between Heacock and I-215 are built with 3 westbound lanes. Class II Bike Lanes are planned from Heacock Street to the terminus of the roadway in the Meridian West Campus Planning Area.

Meridian Parkway

Meridian Parkway is designated as a Modified Secondary Highway consistent with the March Business Center Specific Plan. This roadway serves as the primary north/south access for the north campus of the Meridian Specific Plan and provides two northbound lanes, two southbound lanes and a center striped left turn lane. Class II Bike Lanes are provided on its entire length.

Plummer Street

Plummer Street is planned as a Modified Secondary Highway serving the west Campus of the Meridian business park. This street is currently a narrow two-lane remnant of prior military development. Planned improvements are for two northbound lanes, two southbound lanes and a center striped left turn lane. Class II Bike Lanes are planned on its entire length. Plummer is planned to be realigned with Village West Drive at the Van Buren intersection.

Krameria Avenue

Krameria Avenue is designated as a Modified Secondary Highway and includes Class II bike lanes. Krameria is currently not constructed but will serve as an important east/west roadway within the Meridian Specific Plan area, south of Van Buren Boulevard, by linking Village West Drive and Barton Street.

Nandina Avenue

Nandina is an east/west roadway that serves as the southern boundary of the Planning Area. Nandina Avenue connects with Interstate 215 via Harvill Avenue and Oleander Avenue, and to Barton Street to the west. This street is planned as a Major Arterial from Harvill Avenue to roughly Clark Street, and as a Minor Arterial going west to Barton Street. At the time of this writing, Nandina was constructed as a two-



4.0 Circulation Element

lane improved roadway between Barton Street and Clark Street. Nandina going east from Clark Street is an unimproved dirt road. Class II Bike lanes are not planned for this roadway.

Barton Street

Barton Street extends the length of the Planning Area at the western boundary. A portion of Barton runs through residential development within the City of Riverside, north of Van Buren Boulevard. Barton is currently constructed as two lane road south of Van Buren, and is planned as a Modified Secondary Highway, consistent with the March Business Center Specific Plan. A portion of the Barton Street alignment also runs through the Meridian West planning area, though it is currently unimproved. This segment of Barton Street is planned as a Collector street. All segments of Barton Street are planned with Class II bike lanes.

Harley Knox Boulevard

Harley Knox is an east/west roadway located within the City of Perris that is designated as a Primary Arterial in the Perris General Plan. It provides access to Interstate 215 in the southern portion of the Planning Area and will be important for future airport uses. It is planned for three eastbound lanes, 3 westbound lanes and a center turn lane and serves many of the existing and planned developments within the City of Perris. Harley Knox is currently constructed with two travel lanes in each direction west of Patterson Avenue and one travel lane in each direction east of Patterson Avenue. The City of Perris General Plan does not identify bike lanes on this roadway.

Van Buren Extension

Portions of this north/south roadway are currently built adjacent to March Field Air Museum as a single northbound and southbound local street. This street will provide access for future airport uses on parcel D-2 and will be constructed as a Major Arterial with two northbound lanes, two southbound lanes and a raised landscaped median with left turn pockets. Class II Bike Lanes are not planned along this roadway.

Heacock Street

Heacock Street serves as the eastern boundary for the Planning Area. Heacock Street is designated as an Arterial Street in the Moreno Valley General Plan with 76' of improvements within a 100' right-of-way. It is currently constructed with 2 lanes in each direction from Cactus to Iris Avenue, and one lane in each direction from Iris Avenue to Nandina Avenue. Heacock Street is a north/south roadway that provides access to the Medical Campus Planning Area and the airport.



4.0 Circulation Element

Meyer Drive

Meyer Drive is an east/west roadway located in the Medical Campus Planning Area. It is classified as a Collector from the March ARB to Heacock Street. It is currently constructed having 1 eastbound lane and 1 westbound lane. Class II Bike Lanes are planned from Riverside Drive to Heacock Street.

Riverside Drive

Riverside Drive provides north/south access to the Medical Campus Planning Area. It is depicted as a Minor Arterial from Cactus Avenue south to Meyer Drive, and as a Collector south from Myer Drive to its terminus at March ARB. Riverside Drive is currently constructed having 2 northbound lanes and 2 southbound lanes north of Meyer and 1 northbound lane and 1 southbound lane south of Meyer. Class II Bike Lanes are planned from Cactus Avenue to Meyer Drive.

Interstate 215

Though not a General Plan roadway, Interstate 215 provides important regional connection for the Planning Area and factors heavily into how roadways are classified in the March JPA General Plan. Interstate 215 provides north/south access to the regional freeway system of Southern California, including direct access to CA 60, Interstate 15, Interstate 10, and CA 210. Ultimately it connects the Planning Area to the rest of California and the nation. Interstate 215 is currently constructed with three lanes in each direction. In 2006, the average daily traffic volume was approximately 128,000 vehicles. Ultimate buildout for Interstate 215 is 10 lanes; 4 mixed-flow lanes and one high occupancy vehicle lane in each direction.

4.1.6 Truck Routes

Streets within the Planning Area that are designated as Collector street level and higher in the functional classification scheme are designated as truck routes in the 1999 General Plan. The March JPA truck routes follow the principals of the WRCOG *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities* in discouraging truck routes near existing residential development and sensitive receptors.

4.1.7 Scenic Corridors

March JPA designates Van Buren Boulevard and Alessandro Boulevard as scenic corridors with additional landscape easements and right-of-way requirements. The extension of the Barton Street collector road within the Meridian West Campus is also designated as a scenic corridor by the JPA. Additionally, the area from Interstate 215 to Meridian Parkway on Van Buren Boulevard is designated as an enhanced gateway



4.0 Circulation Element

area, with enhanced setbacks and design criteria, to complement the Riverside National Cemetery located on the south side of the street.

4.1.8 Existing Non-Automotive Transportation

The Planning Area is served by the existing San Jacinto Rail Branch Line which is owned by the Riverside County Transportation Commission (RCTC). The railroad runs directly adjacent to the R-O-W of Interstate 215 through the entire length of the Planning Area. The railroad is capable of serving the rail transportation requirements of various industrial uses.

Bus service is provided to the Planning Area by the Riverside Transit Agency (RTA). RTA serves all of the March JPA member jurisdictions and other areas of western Riverside County.

The Planning Area is also serviced with air transportation by the March Inland Port Airport. Future activity may include a mix of aviation services including cargo services, general aviation, charter service, maintenance and repair, and passenger service, as determined by the March Joint Powers Authority through the March Inland Port Master Development Plan.

Bicycle Lanes are also planned for the Planning Area. These consist of Class II Bicycle Lanes which are striped lanes within the roadway and Class 1 Multi-Use Trails.

4.2 Methods for Analyzing Traffic

The Circulation Element has been developed in recognition of the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. Levels of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), the March JPA, the County of Riverside, and the other local agencies adopt minimum levels of service to determine future infrastructure needs.

Traffic engineers use the Level of Service (LOS) system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to that used in education, with level 'A' being best and level 'F' being worst. Table IV-A, Level of Service (LOS) Standards, describes LOS levels in terms the average driver can understand. The LOS is related to the volume-to-capacity ratio (V/C). To determine



4.0 Circulation Element

the V/C ratio, the average daily traffic (ADT) volume on a particular roadway link is divided by the capacity of that same section or roadway.

The circulation system of the Planning Area is primarily composed of a system of arterial and collector roads. Currently, the majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Each intersection with such congestion problems needs to be evaluated in a detailed traffic study at the time that development in the area or roadway improvements are proposed. With the programmatic level of information available in the General Plan, LOS along roadway segments can be evaluated and the roadways sized to accommodate future traffic needs, which is the primary purpose of the Circulation Element.

4.2.1 Traffic Studies

The March JPA conducted a traffic study (Appendix E) as part of the General Plan update. The objectives of the study were to determine the future traffic volumes in the Planning Area, to determine whether the March JPA's required level of service standard will be maintained at the General Plan buildout year, and if not, what proposed roadway classifications will be necessary to maintain said level of service. The study was conducted in order to make recommendations for the Circulation Element and for environmental analysis in the EIR. Traffic studies are also required by the March JPA for major development projects and even small projects that pose traffic/congestion issues (see Circulation Element Policies which follow).

4.2.2 Circulation Goals and Policies

The following Goals and Policies were designed to allow the March JPA to plan for and accommodate future increases in traffic due to development throughout the Planning Area and the surrounding area. The Land Use Element set forth a plan for satisfying the Vision by creating a job center in western Riverside County. Since a significant portion of the Planning Area is currently vacant and/or undeveloped, future development will obviously generate additional traffic. The goals and policies that follow will, along with the proposed street classifications, allow the March JPA to handle the increase in traffic without creating major congestion. These policies include specific policies related to automobile and truck traffic in addition to other means of transportation.

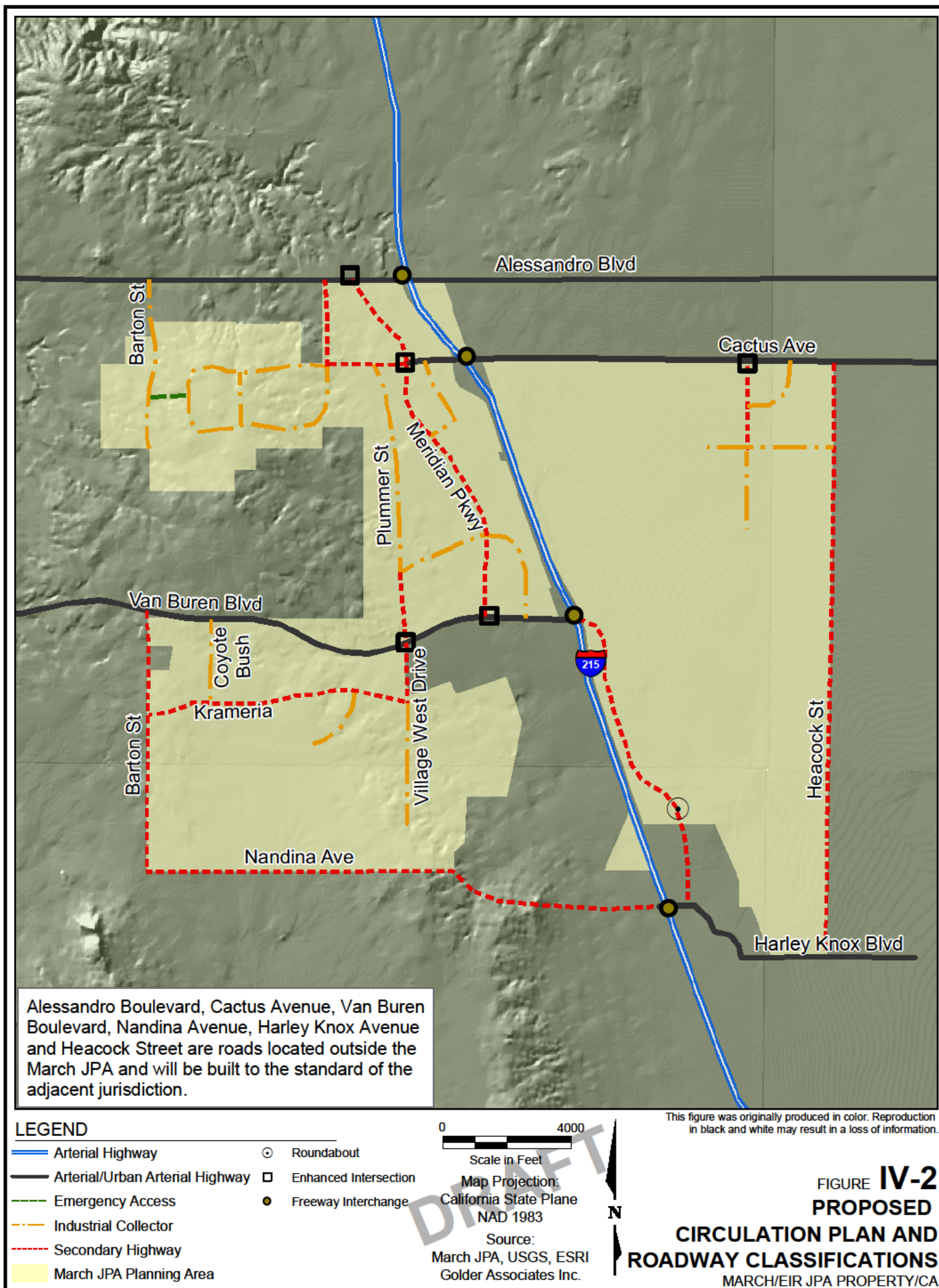


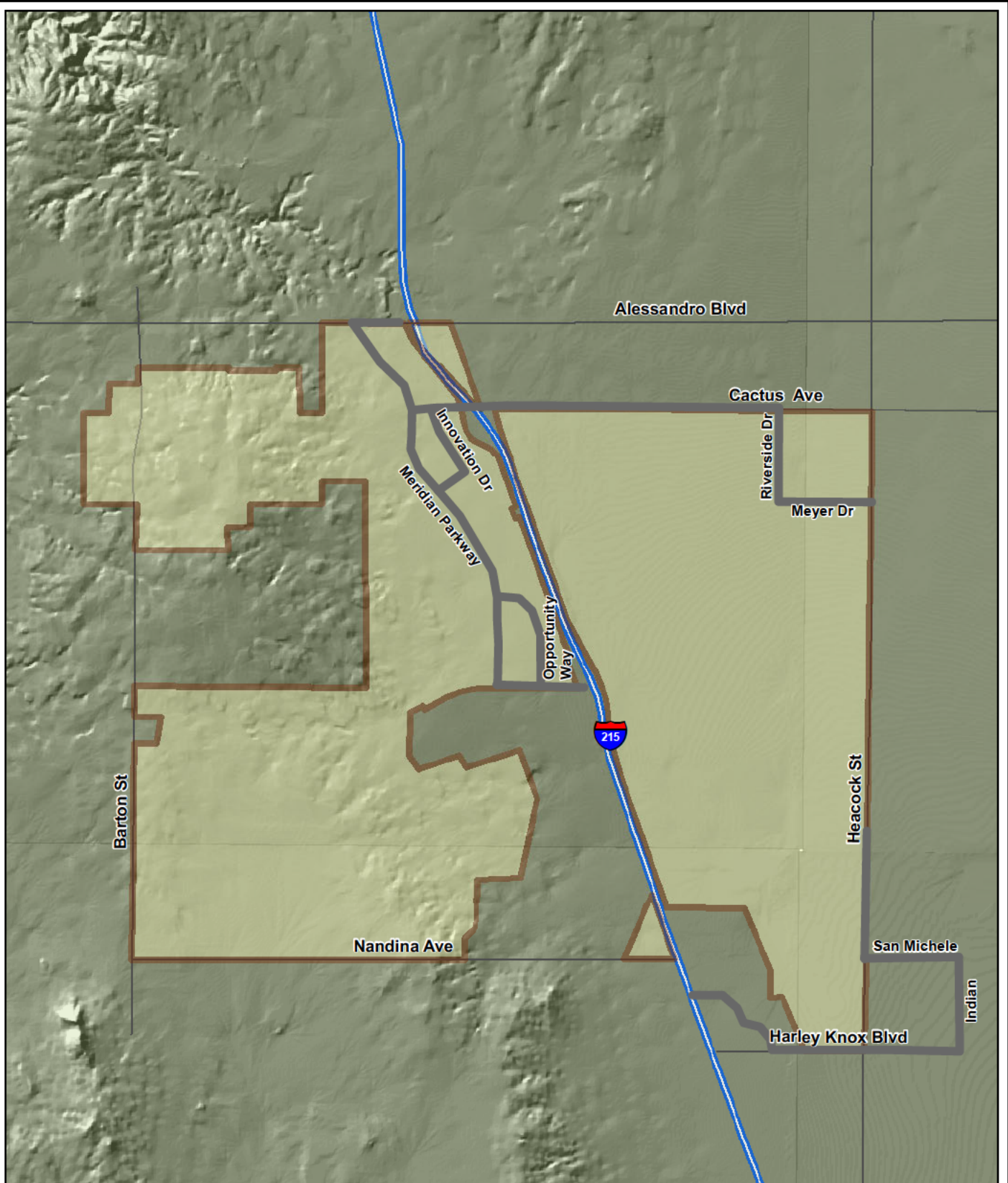
4.0 Circulation Element

Table IV-A: Level of Service (LOS) Standards

Level of Service (LOS)	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flowing conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00-0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61-0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections	0.71-0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81-0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91-1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	>1.00

Source: "Highway Capacity Manual", Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000.





LEGEND

- Truck Route
- Major Road
- Arterial Highway
- March JPA Planning Area

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.

This figure was originally produced in color. Reproduction in black and white may result in a loss of information.

FIGURE **IV-3**
TRUCK ROUTES
MARCH/EIR JPA PROPERTY/CA



4.0 Circulation Element

4.2.2.1 Circulation Goal

Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the Planning Area, existing transportation facilities, and planned transportation facilities for the future growth and development of the Planning Area and sub-region.

Policy 1



- a. Plan for a mix of transportation modes aimed at effective usage of resources, both physical infrastructure and natural energy resources.



- b. Transportation improvements shall be designed and implemented which are compatible with the natural environment. Drought tolerant landscaping techniques shall be used for all parkway and median plantings. Where feasible, non-potable water should be used for irrigation purposes.
- c. Land Use shall be planned in conjunction with Circulation so that it does not overburden the existing and planned roadway system and is therefore responsive to the needs of the Planning Area and surrounding communities.
- d. Transportation plans and programs shall be developed which are financially, technically, and legally implementable, at both the local and regional level.
- e. A transportation system shall be maintained which promotes access and mobility between employment centers and transit facilities.
- f. Planning for March JPA's transportation needs shall be coordinated with adjacent jurisdictions, public transit systems, and regional highway facilities.
- g. Coordinate the use and development of aviation facilities to facilitate use of the airport for corporate/business aircraft, creation of desirable jobs in aircraft maintenance/repair, movement of goods, and transportation of persons through charter and scheduled commercial passenger aircraft operations.



4.0 Circulation Element

- h. Support development of limited-access roadway facilities and other regional traffic improvements such as the Mid-County Parkway or the Cajalco/Ramona Corridor.
- i. Work with the County of Riverside to identify and develop a north-south arterial roadway linking Van Buren Boulevard and Cajalco Corridor on the west side of the Planning Area.

4.2.2.2 Circulation Goal

Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the Planning Area, while minimizing negative effects on air quality, the environment, and adjacent land uses and jurisdictions.

Policy 2

- a. The March JPA shall balance the need for free traffic flow with economic realities and environmental and aesthetic considerations.
- b. Traffic volumes shall be monitored periodically by March JPA to assure that development patterns, roadway LOS, and planned and improved facilities are adequate using the method of monitoring used in the General Plan's associated Program EIR.
- c. March JPA shall continue to coordinate its local transportation planning with associated county, regional, and state agencies, as well as adjoining jurisdictions.
- d. The March JPA should work closely with Caltrans, RCTC, and the member jurisdictions of the JPA to actively work to minimize transportation problems, address cross-jurisdictional traffic issues, and improve the coordination of future improvements.
- e. The March JPA shall support and participate in the creation of adequate regional transportation systems and linkages and promote mass transit and alternative transportation modes.
- f. The March JPA shall protect adjacent residential neighborhoods from detrimental traffic impacts such as truck traffic, cut-through traffic, and other issues by restricting or limiting access.



4.0 Circulation Element

- g. FAA, AICUZ, and JLUS standards shall be upheld and supported to ensure a safe environment around the airport.
- h. On-street parking shall be limited throughout the Planning Area to permit maximum roadway capacity and to provide for the creation of Class II bicycle lanes. Where part of an integrated campus, on-street parking may be utilized with bike lanes in a manner promoting a safe street design for pedestrians and bicyclists.



- i. 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.

4.2.2.3 Circulation Goal

Establish a system of street classifications and set the standards thereof.

Policy 3

- a. The March JPA shall adopt the street classifications described in Figure IV-2 of the Circulation Element, herein.
- b. Roadway classification design standards may be modified on roadways where the JPA Planning Area abuts the boundary of another jurisdiction in an effort to create adequate and uniform roadways.
- c. Arterial roadways should carry both local and through traffic and shall be planned and improved to maintain a Level of Service (LOS) D or better, with limited circumstances of LOS E to occur. LOS E will be permitted in the area surrounding freeway interchanges where ramp metering occurs.
- d. All other roadways shall be planned and improved to maintain a LOS C or better.
- e. The March JPA should require all public ROW to be landscaped and maintained.
- f. All streets shall be constructed in accordance with the Planning Area's standard street classifications. Modifications within the Medical Campus



4.0 Circulation Element

Planning Area to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and existing facilities.

4.2.2.4 Circulation Goal

Develop a balanced transportation system that is safe, convenient, efficient, and provides adequate capacity to meet local and regional demands.

Policy 4

- a. The March JPA shall follow standards for Circulation Element roadways in designing and constructing street improvements.
- b. The March JPA shall evaluate cumulative impacts from development in and around the Planning Area in order to develop a circulation system of March JPA Planning Area streets that are capable of serving existing traffic and expected future increases in traffic.
- c. The March JPA should continue to support the regional traffic mitigation program (TUMF) designed to resolve regional traffic issues.
- d. Street patterns should logically relate to the overall network of arterial and collector streets as provided for in the Transportation Plan.
- e. A coordinated signalized arterial street system should be developed using Intelligent Transportation Systems (ITS) that will optimize level of service during peak hours under buildout conditions.
- f. The county-wide Transportation Uniform Mitigation Fee (TUMF) for roads and traffic signals shall be applicable to all projects in conformance with the TUMF Ordinance.
- g. Avoid direct impacts which decrease roadway function LOS below an adjacent jurisdiction's adopted acceptable LOS, whenever feasible.
- h. Continue to require the dedication and improvement of arterial roadways prior to the issuance of certificates of occupancy.
- i. The March JPA should seek to design arterial roadways that are connected with, and that serve the logical regional traffic patterns and flow thereof.



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- j. Work with the City of Perris to plan for an arterial roadway on the east frontage of I-215 between Van Buren Boulevard and Harley Knox Boulevard, tying in with existing street improvements at Western Way, in order to preserve future options for developing aviation facilities on the west side of the runway.

- k. Incorporate a traffic circle/round-about near the convergence of the Van Buren extension and Western Way to control traffic, encourage safe street speeds and provide a safe transition.



A traffic circle is planned for the western airport parcel D-2

- l. Work closely with Caltrans to implement the freeway ramp/arterial roadway interchange improvements at Van Buren Boulevard, Cactus Avenue and Harley Knox Boulevard while minimizing the short-term impacts associated with construction.
- m. Develop and implement transportation programs which maximize the use of funding from local, state, and federal funds.
- n. Incorporate a traffic budget system within Master Plans and Specific Plans. Tabulation of projected traffic shall be calculated on a lot-by-lot basis to assure compliance with the applicable traffic study.

4.2.2.5 Circulation Goal

Plan and encourage land use patterns, infrastructure improvements, and site designs which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.

Policy 5



- a. Projects with a mix of uses can help to eliminate off-site trips by employees during the day and shall be encouraged.



- b. Safe, direct, and convenient pedestrian and bicycle access to the future Metrolink station, commercial areas, recreational trails, parks and residential areas should be provided from all



14 miles of bike lanes are planned within the Meridian Business Park



4.0 Circulation Element

employment areas.



- c. Site design and building orientation which is pedestrian-friendly and convenient to transit should be required within the Planning Area.



- d. To encourage new development to support transit ridership and reduce vehicular traffic, March JPA should evaluate the potential of establishing mixed use core areas to facilitate transit use.

4.2.2.6 Circulation Goal

Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.

Policy 6

- a. To the extent possible, access shall be limited to local or collector streets where the frontage is available on both local and arterial streets.
- b. Access to arterial level roads shall comply with the standards identified within the *County Road Improvement Standards and Specifications* published by Riverside County.
- c. Combined and/or reciprocal access onto arterials shall be required between adjacent properties to comply with the requirements of the *County Road Improvement Standards and Specifications* published by Riverside County.
- d. In order to minimize left turn conflicts, vehicular access shall be aligned with and located opposite of an existing or planned access across the street to the extent possible.

4.2.2.7 Circulation Goal

Reduce the amount of vehicle miles traveled in and around the Planning Area through the development of plans and actions.

Policy 7



- a. Require employers to prepare Transportation Management Plans with provisions for carpooling and vanpooling, flexible work hours or other techniques aimed at voluntarily reducing the number of vehicle trips.



4.0 Circulation Element

- b. Cooperate with Caltrans and RCTC in providing sites and improvements for park-and-ride facilities.
- c. Provide a system of bicycle lanes, routes, and trails in conjunction with circulation system roadway improvements.
- d. Facilitate the development of a system of pedestrian/ bicycle trails within the Planning Area. These trails should meet the needs of employees in the Planning Area as well as to provide a community amenity to nearby residents.
-  e. Provide preferential parking for carpools and vanpools, where a significant labor force is employed.
-  f. Promote mass transit by the creation of intensive core employment areas, mixed use development, pedestrian routes, pedestrian amenities, and convenient intermodal connections between passenger rail, bus service, bicycle facilities and pedestrian facilities.
- g. The JPA should work to develop a scheduling system for goods movement, air cargo, and trucking operations in order to minimize their conflict with peak hour volumes, and to reduce congestion on the roadway system.

4.2.2.8 Circulation Goal

Adequate, cost-effective, equitably distributed, and energy efficient public and mass transit services should be implemented which promote the mobility to, from, and within the Planning Area.

Policy 8

- a. Evaluate transportation alternatives to the automobile during project design, development, and implementation.
-  b. Work with RCTC to expedite the development of the proposed Metrolink line and station that will serve as an intra- and inter-county public transportation system.
-  c. Support the expansion of public and mass transit systems and schedules to meet the needs of the Planning Area.



4.0 Circulation Element



- d. Encourage public transit services which promote the mobility of March JPA area employees and provide a reasonable alternative to the automobile.



- e. Require the installation of bus improvements such as bus turnouts and bus stops as part of the conditions of development for employment centers and land uses that attract large numbers of persons, where appropriate.



Numerous bus turnouts have been installed in Meridian

- f. Cooperate with the Riverside Transit Agency (RTA) for provision of public bus service in the Planning Area, including the development of a shuttle service to link the multi-modal transportation center with employment.
- g. Establish bus shelters at RTA stops to increase public recognition and use of the local and regional transit system.

4.2.2.9 Circulation Goal

Eliminate truck and commercial vehicle traffic in inappropriate areas of the March JPA Planning Area and surrounding communities.

Policy 9



March JPA has implemented a Truck Route Ordinance

- a. 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 shall be established.
- b. The March JPA shall designate truck routes based on the principals of the WRCOG *Good Neighbor Guidelines for Siting New and/or Modified Warehouse/Distribution Facilities*.
- c. Clearly sign designated truck routes and identify maximum weight limitations on these routes.



4.0 Circulation Element

- d. Restrict truck traffic through design features that prevent trucks from using residential streets in adjacent jurisdictions.

4.2.2.10 Circulation Goal

Provide adequate on-site parking to prevent spill over on the adjacent street system.

Policy 10

- a. Provide for adequate parking facilities for all uses. March JPA shall require that all new developments within the Planning Area provide adequate off-street parking to serve their employees, customers, deliveries, and other associated vehicles.
- b. Consider on-street parking for integrated campuses when bike lanes can be integrated in a safe manner and where the street design is of a pedestrian oriented design in appropriately designated areas.
- c. Consider allowing reduced parking standards for mixed-use projects where shared parking is likely to occur as determined through a shared parking study and implemented through a shared parking agreement.
- d. Require all new development to provide adequate off-street parking based on expected parking needs.
- e. Provide adequate loading and circulation areas within off-street parking areas for all commercial and industrial land uses.

4.2.2.11 Circulation Goal

Establish an area-wide system of bikeways and pedestrian trails that are consistent with regional plans, with linkages within the Planning Area and with adjacent jurisdictions.

Policy 11

- a. Plan for the location of bike lanes and pedestrian access points along logical traffic routes and linkages.
- b. Plan for bikeways which provide bike paths and/or bike lanes to employment centers and commercial land uses from adjoining residential areas and mass transit facilities.



4.0 Circulation Element

- c. Plan all bike and pedestrian trails with respect to land uses in neighboring jurisdictions as well as any adopted or pending trail plans.
- d. Define measures to ensure that trails are established, maintained, and used in the safest manner possible.
- e. Encourage the utilization of trails/bikeways for commuting, as well as recreational purposes through facility design, signage, and education.
- f. Pedestrian pathways should be provided that are well-shaded and pleasantly landscaped to encourage their use.
- g. Provide adequate right-of-way and improvements for bike lanes in accordance with the Transportation Plan.
- h. Require sidewalks on both sides of all streets. The March JPA encourages alternate designs, including parkways and meandering and enhanced paving.
- i. Utilize the pedestrian path west of the Metrolink facility to provide pedestrian access to office and high-end development.

4.2.2.12 Circulation Goal

Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation.

Policy 12

- a. Support activities that meet the demands of the region, relative to air cargo and passenger services.
- b. Should an air passenger service facility be established, the March JPA shall pursue options that would provide a safe connection to the future Metrolink station.
- c. Consider the potential for location of a high speed rail station in proximity to or adjacent to aviation parcel D-2 or adjacent to the planned Metrolink Station.



4.0 Circulation Element

- d. Provide for improvements and programs that will promote the joint use aviation facility, and any supporting roadway, railway, or airway system(s).
- e. Promote and develop March Inland Port to create a centralized “port” for corporate aircraft, general aviation, air cargo operations, charter service or scheduled passenger service in a manner that serves Southern California and the greater region.
- f. Pursue federal funds and programs to provide full operational capabilities to meet the needs as identified in the future Airport Master Plan.
- g. Protect flight paths from incompatible development encroachment as set forth in the AICUZ and JLUS.
- h. March JPA should encourage the development and adoption of an Airport Master Plan to meet the projected needs of the region for civilian air services.
- i. Adhere to approved airport layout plans approved by the Joint Powers Commission and recognized by the FAA.

4.2.2.13 Circulation Goal

Achieve the optimum use of the San Jacinto Rail Branch line for passenger services.

Policy 13



- a. Promote the expeditious construction/establishment of Metrolink service along the San Jacinto Branch line.



- b. Create and participate in the creation of adequate regional railway systems, inclusive of Metrolink commuter service and rail freight service by working with the Southern California Regional Rail Authority and RCTC.



- c. The March JPA should plan and promote activity centers and transit-oriented development projects around the future Metrolink station.
- d. Encourage the establishment of separated grade crossings in areas outside the JPA.



4.2.2.14 Circulation Goal

Improve mobility for those with disabilities.

Policy 14

- a. 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 and appropriate traffic signal timing.
- b. March JPA shall endeavor to improve transportation opportunities for the elderly and those with disabilities.



5.0 Economic Development

5.0 Economic Development

5.1 Economic Development Element

Economic development is a critical component of any successful community; essentially it helps pay the bills. Planning for economic development consists of working together to maintain a strong economy through the creation and maintenance of desirable jobs which therefore provide a good standard of living for people in and around the community. Increased personal income and wealth contributes to an increase in the tax base thereby allowing the provision of government services which increases the communities' overall well-being. Furthermore, a balanced and healthy economy is critical to community stability and quality of life.

Although the Economic Element is not a state-mandated element, the March JPC has deemed this an important Element that relates to the physical development of the Planning Area (Government Code §65303). The importance of economic development in the Planning Area is twofold: 1) the March JPA must enhance its revenues to have the financial resources to increase the prosperity of their existing businesses and surrounding communities through the delivery of quality services (e.g. police, fire, recreation, transportation, etc.); and 2) the fundamental purpose of the March JPA is to replace economic benefits to the local economy that were lost due to the realignment of March Air Force Base. The Economic Development Element of the General Plan will set the framework for a balanced and stable economic base in the Planning Area.

Prospering in this economy and in decades to come requires:

- Understanding the region's function on a global scale;
- Creating a skilled and educated workforce;
- Investment in state-of-the-art infrastructure;
- Focus on maintaining a high quality of life;
- Facilitating an innovative business climate;
- Re-invention of governance; and
- Focus on regional planning and collaboration.

According to the US Economic Development Administration, economic development framework "is fundamentally about enhancing the factors of productive capacity –



5.0 Economic Development

land, labor, capital, and technology—of a national, state, or local economy.”¹ This Element will focus on the local framework which consists (in part) of the Planning Area.

5.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The General Plan Advisory Committee (GPAC) participated in a Visioning process where, by looking twenty years into the future, they determined how they thought the Planning Area should function.

The GPAC was initiated by the March JPC and was comprised of three members from each of the member jurisdictions and included one senior-level planning staff member and two members of the public and/or planning commission members. The GPAC participated in a series of public meetings to review specific policies and individual Elements, as well as to provide guidance to March JPA staff on issues pertaining to the General Plan.

The Economic Development Element is responsive to the Vision developed by the GPAC because:

The March Joint Powers Authority Redevelopment Agency

This Vision goal is intended to assist in the realization of the primary goals of the March Joint Powers Redevelopment Agency through the successful redevelopment of the Planning Area and participation in the economic development of the greater sub-region. The primary purpose of the Economic Development Element is to create goals and policies that will foster sustainable economic development in the Planning Area.

Regional Employment Center

Economic prosperity as it translates into good jobs for local residents, revenue for public services and increases in personal income can affect an area at a regional level. Thus prosperity that directly and indirectly benefits local residents can have benefits beyond formal jurisdictional boundaries. Therefore, the Economic Development Element seeks to improve the quality of life for residents throughout western Riverside County by creating a regional employment center that takes advantage of the airport, the regional freeway system, and the future commuter rail station.

¹ “A Guide to Preparing the Economic Development Element of a Comprehensive Plan”. Wisconsin Economic Development Institute, Inc. 2003



5.0 Economic Development

Integrated Planning Efforts

The Economic Development Element was developed through a collaborative effort by the member jurisdictions through the General Plan Advisory Committee. The goals and policies herein facilitate the building of a strong regional economy. The Economic Development Element was also prepared using information contained in neighboring policy documents as well as the regional economic development plans.

Environment

Improving the jobs/housing balance reduces the number of long commute trips that would otherwise be made throughout the region. Promoting employment growth in the housing rich, jobs poor region can improve the lives of local residents by reducing fuel consumption and corresponding automobile emissions, and improving the quality of life by providing more personal, family and recreational time.

Identity

The Economic Development Element may have direct and indirect effects on the identity of the Planning Area. A healthy economy will help the Planning Area develop into an employment center that is well maintained with numerous amenities, thereby creating a distinct identity as a part of the County's history. (Refer to Land Use Goal 2.2.6)

5.1.2 Statutory Requirements of the Economic Development Element

There are no existing statutory requirements that apply directly to the Economic Development Element. However, once a land use authority agency adopts any optional Element, it is then bound to the same internal consistency requirements among all of the other Elements of the General Plan.

5.1.3 Existing Conditions

The Base Realignment and Closure Commission (BRAC) chose March Air Force Base, along with many other facilities across the country, for realignment. This left many local economies struggling to mitigate the loss of jobs in their respective regions. Many of these agencies created redevelopment agencies with long-term job creation as their fundamental goal. The term "normalization" of base property was commonly used. This referred specifically to changing base property from federal property that is largely unsuitable for private development to a property that could be integrated into the functioning private real estate market. ²

² "From Barracks to Business: The M.I.T. Report on Base Redevelopment", US Economic Development Administration, 2000.



5.0 Economic Development

However, local redevelopment agencies soon learned their efforts needed to go beyond normalization. According to the 2000 Massachusetts Institute of Technology (M.I.T.) Report on Base Redevelopment, these efforts included:

- Targeting businesses that would benefit from growth trends and competitive advantages in the region where the base is located;
- Providing special infrastructure for economic development, such as highway and rail access and foreign trade zones;
- Selecting firms and public users that would serve as magnets to attract more businesses;
- Capitalizing on base assets such as aviation facilities or industrial equipment; and
- Taking advantage of synergies between business and education by providing sites for institutions that offer job-related training.

March JPA has conducted business in a fashion similar to those identified in the M.I.T. Report. In 1995, the M.I.T. Report conducted a case study and evaluation to determine how 95 local communities responded to employment loss resulting from BRAC and the level of success achieved. March JPA has a mission to replace regional economic benefit that was lost with the realignment of the active duty March Air Force Base into a Reserve Base in April 1996. The quantified benefits are the creation of at least 38,000 jobs, and more that \$500 million annual economic contribution to the Riverside County region.

Through development and buildout of the Meridian Business Park and March Health Care Campus, it is expected that the 25,000 of the projected 38,000 jobs will be created.

Ongoing Revenues and Expenditures

March JPA primarily receives its revenue from enterprise facilities consisting of the Green Acres housing area and General Old Golf Course and from other property leases. Other sources of revenue, which have not historically been received by the JPA, but which are approved through the Governmental Services Agreement with Riverside County, include sales tax, transient occupancy tax and utility franchise tax. As lease revenue decreases in future years through the sale of March JPA assets, it is expected these revenues will be replaced with sales tax, transient occupancy tax and utility franchise taxes generated within March JPA.

The March JPA operates four different funds: the General Fund, Utility Authority Fund, the RDA Fund, and Airport Authority Fund. Each of these is discussed below.



5.0 Economic Development

General Fund

Dedicated revenues that are deposited in the General Fund include administrative revenues such as lease revenues, planning processing fees, and interest income. The March JPA receives a percentage of the net income from General Old Golf Course, rental income from the Green Acres housing development, and proceeds from the sale of assets. Expenditures from the General Fund include general administrative costs and overhead costs. It also includes operating, professional services, capital expenses, and facilities management costs associated with the operation of Green Acres. The March JPA also pays for police services from the Riverside County Sheriffs Department and for road maintenance from the General Fund.

Utility Fund

The March JPA operates its Utility Fund to cover its purchase and distribution costs for the provision of natural gas. For a small portion of March JPA near and including the March LifeCare Campus, natural gas is purchased from the Southern California Gas Company, and then distributed throughout the Medical Campus Planning Area through the Authority's distribution facilities. All users within this limited area are charged for their use plus an additional percentage to cover maintenance costs.

Redevelopment Agency (RDA) Fund

The March Joint Powers Redevelopment Agency (RDA) was formed in 1996. The Redevelopment Plan allows for the collection of tax increment generated within the RDA Project Area. Tax increment comes from the growth of the total sum of the assessed value of the taxable property within the RDA Project Area, through new construction and redevelopment. Pursuant to state law, 20 percent of all tax increment must be deposited in the Agency's low and moderate income housing fund (LMI Fund). Historically, March JPA has delivered its LMI monies to the four March JPA member jurisdictions.

March Inland Port (MIP) Airport Authority Fund

The MIP Airport Fund receives revenue from landing fees, lease revenues and fuel flowage fees. MIP Airport Fund expenditures include professional service fees, facility expenses, and administrative costs. The MIP Airport Fund would receive additional funds through future expansion and uses.

5.1.4 Related Plans, Programs and Regulations

The following plans, programs and regulations are enacted through state and local legislation and apply to the Economic Development Element. These plans are administered by agencies with powers to enforce state and local laws.



5.0 Economic Development

California Environmental Quality Act (CEQA) and Guidelines

The California Environmental Quality Act (CEQA) is the most comprehensive and extensive state law regulating the environment in the United States. Public Resources Code §21000-21004 and California State CEQA Guidelines, California Administrative Code (Guidelines) § 15002, 15086, and 15087 set forth CEQA. The objectives of CEQA are to inform decision-makers and the public of the environmental implications of their actions, to identify ways in which to avoid or reduce environmental damage, to require decision-makers to disclose publicly their reasons for approving projects that have significant effects, and to augment public involvement in the planning process.

Matters regarding economics are not covered explicitly under CEQA. However, the environmental impacts that could occur as a result of a plan or action are subject to CEQA. Compliance with CEQA ensures that during the decision-making stage of development, local elected officials and the public will be able to assess the potential impacts associated with the goals and policies set forth in this Element.

March Joint Powers Authority Business Plan (FY 2004-2005 through 2008-2009)

The March JPA adopted a business plan for fiscal years 2004/2005 through 2008/2009 which included five year projections and a tax sharing analysis. The plan included an analysis of projected revenues and expenditures, as well as a plan to accomplish its “mission” of creating at least 38,000 jobs and generating more than \$500 million in annual economic contribution to the Riverside County Region. Many of the goals and policies in the Element were derived from the Business Plan.

March JPA Redevelopment Plan

The March JPA Redevelopment Area comprises the entire Planning Area (except the Riverside National Cemetery) as well as some additional acreage in the City of Moreno Valley. The Redevelopment Plan is applied to the entire Planning Area as a result of the California Legislature amending portions of Health and Safety Code (§ 33000, *et seq*) in 1994. This legislation expanded the legal definition of blight to include conditions existing on military installations. California redevelopment law is an effective tool to use in the redevelopment and revitalization of areas that are severely economically or physically impaired. Its main advantage is the use of tax increment financing which allows tax base in a defined area to remain fixed (which is usually low), while increased tax revenues from new developments (less the pre-development condition tax rate) can fund necessary infrastructure. Provisions for 20% set-aside for affordable housing of this increment revenue are also required.



5.0 Economic Development

5.2 Economic Development Goals and Policies

The Goals and Policies of the Economic Development Element focus on means that will help to bolster the financial health of the March JPA as well as assist it in the realization of the Vision.

5.2.1 Economic Development Goal

The March JPA shall work to attract new businesses to the Planning Area while supporting those that already exist within the Planning Area, thereby creating desirable jobs.

Policy 1

- a. Promote the proximity of business-related amenities such as the March Inland Port Airport, regional freeway access, and future commuter rail facilities.
- b. Consider using special programs to entice and encourage the expansion of small and medium size firms with good growth potential.
- c. Identify and remove (where appropriate) obstacles to the formation and expansion of businesses within the Planning Area.
- d. Recruit and retain a diversity of businesses and industries which meet the skill levels of the sub-region's broad labor pool. At the same time, work with the various job training and educational agencies to develop and match the skill levels of the labor pool to the needs of the economy as a whole.
- e. Expedite entitlement processing for all businesses, large, medium, or small, which conform to the objectives in this Element.
-  f. Development incentives should only be used for projects that conform to the Economic Development Element and have economically beneficial aspects, including employers that: employ high wage earners, create large number of jobs, or involve emerging high-tech or green technologies.
- g. Provide ancillary commercial uses such as banks and restaurants in order to provide amenities necessary to attract office uses in these areas.



5.0 Economic Development

- h. Work to remove impediments to gainful employment, such as lack of transportation, child care, job training, vocational education, and other factors. Coordinate efforts with local, state, federal, and private agencies/organizations.

5.2.2 Economic Development Goal

The March JPA shall continue to establish an employment base as a part of the Planning Area, while maintaining respect for and reference to incorporating historical significance of the area.

Policy 2

- a. Support a diversity of industries in the Planning Area.
- b. Monitor and limit the amount of non-industrial use in Industrial areas.

5.2.3 Economic Development Goal

The March JPA shall work to encourage the development of office uses and research and development space to provide good paying jobs in the area.

Policy 3

- a. Develop and implement programs to attract new regional office users.
- b. The March JPA should develop programs that encourage and support small business and start-up businesses, such as the development of incubator office space.
- c. The March JPA should work with the University of California, Riverside and other colleges to develop and initiate strategies to pursue research and development employers as well as corporate headquarters.

5.2.4 Economic Development Goal

The March JPA shall develop a branding and marketing strategy to attract new business and industry.

Policy 4

- a. The March JPA should team with the Master Developers to develop marketing strategies and/or campaigns in order to attract new



5.0 Economic Development

businesses, including, but not limited to, advertising, trade show/business development presence.

- b. The March JPA should not solely base land use planning/economic development decisions on market conditions if they do not achieve the ultimate vision of the March JPC.

5.2.5 Economic Development Goal

The March JPA should work with neighboring jurisdictions to provide programs that assist area residents of all ages and skill levels to attain employment.

Policy 5

- a. The March JPA should work with local educational institutions, employers, real estate developers, and others to anticipate changes in employment demand within the Planning Area.
- b. Support employee training and re-training programs.
- c. Team with educational institutions such as the University of California, California State University, Community College Districts and private educational institutions to develop incubator programs, research facilities, etc., within the Planning Area.
- d. Promote job training, skill augmenting, and other educational programs for surrounding residents of all ages and skill sets.
- e. Consider attracting military-related or other public uses.

5.2.6 Economic Development Goal

The March JPA shall continue to maintain itself as a fiscally-responsible agency with the cost of services being balanced with the recurring revenues.

Policy 6

- a. Continue to monitor the fiscal health of the March JPA.
- b. Prioritize capital improvement investments based on the potential fiscal revenue stream that will be generated by the development requiring the capital improvements.



5.0 Economic Development

- c. Seek to secure grant funding for infrastructure development.
- d. Seek to secure dedicated ongoing funding commensurate with the March JPA's pursuit of its Vision.

5.3 Other Related Goals and Policies

The following selected Goals and Policies from the Land Use Element directly support the objectives of the Economic Development Element.

Land Use Goal 2.1.10.1

Provide for a balanced mix of land uses that contribute to the regional quality of life and economic viability by capitalizing on the assets of the Planning Area, while insuring compatibility throughout the Planning Area, adjacent jurisdictions, and regional planning efforts.

Policy 1

- a. Set forth a mix of land uses which implement the March JPA General Plan objective to offer a variety of employment opportunities; and capitalize, enhance and expand upon existing physical and economic assets of the Planning Area.
- b. Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, corporate offices, mixed-use, aviation, public, and open space uses, which facilitates compatible land uses.
- c. Provide for patterns of land use which can be supported by existing and planned circulation and transit, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity.
- d. Provide for a variety of job-generating land uses, including professional office, mixed-use, heavy manufacturing, light manufacturing, warehousing and distribution, transportation-related uses, and research and development.
- e. The location of commercial, business park, and industrial uses shall be oriented towards regional service/market areas to promote utilization of regional transportation facilities such as the regional freeway system,



5.0 Economic Development

rail service, and commuter heavy rail as well as development-supporting infrastructure.

Land Use Goal 2.1.10.6

Develop an identity and foster quality development within the Planning Area.

Policy 6

- a. Insist on excellence in quality of design for new projects proposed throughout the Planning Area.
- b. Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region.
- c. Preserve a scenic corridor along Van Buren Boulevard and provide an enhanced gateway treatment on the north side of Van Buren that complements the existing entrance at the Riverside National Cemetery located south of Van Buren Boulevard.

Land Use Goal 2.1.10.7

Maximize and enhance the tax base and generation of jobs through new, reuse, and joint development opportunities.

Policy 7

- a. Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.
- b. The March JPA should actively market itself to specific industry market sectors that provide the types of higher-paying jobs desired in western Riverside County.
- c. Foster partnerships with member jurisdictions' Economic Development Agencies and Inland Empire Economic Partnership in an effort to attract companies in desirable industry sectors.
- d. Facilitate public/private partnerships that will invest in, and further the implementation of the March JPA General Plan.



5.0 Economic Development

- e. Consider the development of a high-technology incubator program via a partnership with nearby universities.
- f. Provide for compatible reuse and redevelopment of existing facilities.
- g. Encourage employers in the March JPA Planning Area to hire from the local communities when seeking to fill employment opportunities.



6.0 Conservation and Open Space Element

6.0 Conservation and Open Space Element

6.1 Conservation Element

The March JPA embraces its role as steward of the valuable land for which it is responsible (Refer to 6.1.3 of this Element for a description of the Existing Conditions). Beyond the economic value of the land are the intrinsic properties of natural beauty, habitat, and ecological sustainability, to name just a few. Good planning decisions in western Riverside County, which is becoming more urbanized, requires the consideration of preservation of open space and of historic resources for the benefit of employees and local residents. These are areas of aesthetic value, of active and passive recreational use and areas that provide a break from urbanity. In addition, the Planning Area has a strong and rich military heritage related to the March Air Reserve Base which serves as a link to the past.

California Government Code Section 6302 (d) requires that a Conservation Element and Open Space Element be included in all local government general plans. Due to the interrelationship of the goals and policies of these elements, and the overlap in State requirements, the two elements have been combined for this Plan. The Government Code requires a Conservation Element for the conservation, development, and use of natural resources including water, forests, soils, rivers, harbors, fisheries, wildlife, minerals and other natural resources. The Open Space Element is used to manage all open space areas, including undeveloped wilderness lands and outdoor recreation spaces. The Government Code defines that open space should be preserved for:

- Preservation of natural resources;
- Managed production of resources;
- Recreation; and
- Public health and safety.

Thus, the conservation, expansion, future planning, protection and enhancement of open space lands in the Planning Area are the purposes of this Element.

The Planning Area could be described as very planar in the portion east of Interstate 215 without many distinguishing natural features. The area west of the freeway and south of Van Buren is characterized by gently rolling hills with some broad, sloping, open fields. The area north of Van Buren contains some steep terrain, numerous rock outcroppings, and some verdant riparian areas; the entire area generally sloping downwards to the east and towards Interstate 215.



6.0 Conservation and Open Space Element

6.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The General Plan Advisory Committee (GPAC) participated in a Visioning process where, by focusing twenty years into the future, they recommended the primary criteria for developing the Planning Area in an efficient, coordinated, and high-quality manner. These criteria were subsequently adopted by the Joint Powers Commission (JPC) as the Vision for the March Joint Powers Authority.

The Conservation and Open Space Element is responsive to the Vision developed by the GPAC because:

Integrated Planning Efforts

The plans, goals, and policies of the neighboring jurisdictions were used to help determine the specific areas for the preservation of open space and the location of public recreational amenities. Furthermore, the development of the Conservation and Open Space Element was done with the help of the GPAC which is comprised of planning professionals and local citizens from each of the March JPA member jurisdictions.

Environment

The central theme of this Vision Goal is the concept of sustainability and the ubiquity thereof throughout this General Plan. Sustainability is defined as “meeting the needs of the present without comprising the ability of future generations to meet their own needs”. The Conservation and Open Space Element is responsive to the Vision because the very tenet of this Element, per state-mandated requirements, is the preservation of open space for the protection of natural resources, as well as active and passive recreational use.

Identity

The Conservation and Open Space Element sets forth goals and policies that will preserve open space areas to be used for open space, habitat preservation and protection of visually significant natural features. It will also create active and passive recreational amenities, creating a unique identity as an employment center that is intertwined and punctuated by ample open space and the protection of natural resources.



6.0 Conservation and Open Space Element

6.1.2 Statutory Requirements of the Conservation/Open Space Element

The Conservation/Open Space Element is a required element per California state law. California Government Code Section 65302(d) requires that the conservation element address the identification, conservation, development, and use of natural resources. These include, but are not limited to, development of farmland, flood control, water pollution, erosion, and endangered species. The open space element is simply the plan for “the comprehensive and long-range preservation and conservation of open-space land” (Government Code 65563). In addition, the open space element must also include a plan of action which outlines the means by which open space will be managed and acquired in the future.

6.1.3 Existing Conditions

The March JPA Planning Area consists of approximately 6,650 acres that comprised the former March Air Force Base. The Planning Area contains areas of intense development and vacant undeveloped land. The western portion of the Planning Area contains potentially significant rock outcroppings, steep topography and potential viewsheds.

Water Resources

Urban activity in the Planning Area relies on the availability of water from Western Municipal Water District (WMWD). Maintaining an adequate supply of water to support development in the Planning Area is a high priority. Residents and businesses have a responsibility to conserve water and ensure it is used wisely. Water quality is also an important consideration, both from the perspective of maintaining the quality of potable water, and taking all practical steps to ensure that storm water runoff draining to the San Jacinto River meets established water quality standards when it leaves the Planning Area.

Additionally, the Planning Area has two areas that include a component of wetland areas; the Cactus and Heacock channels in the eastern planning area, as well as a portion of the Meridian West area that drains nuisance water and storm water from the adjacent Orangecrest residential development.

Soils

Soils located within the Planning Area are generally suitable for development. Significant rock outcroppings exist in the Meridian West Campus Specific Plan area. The Division of Mines and Geology has not identified any sand, rock, or gravel resources within the Planning Area.



6.0 Conservation and Open Space Element

Biological Resources

The existence of wetland areas, vegetation, and significant riparian areas demonstrates the occurrence of biological resources within the Planning Area. [EXPAND DISCUSSION WITH FINDINGS FROM BIO RESOURCES STUDY] [Bio Resources Map including SKR habitat Area]

Land Forms and Scenic Resources

Numerous land forms and scenic resources exist in the western half of the Planning Area. West of the North Meridian Campus, sweeping views exist of the Perris Valley Plain and the distant San Bernardino, San Gabriel and San Jacinto Mountains. The Meridian West Campus area contains many significant rock outcroppings and riparian areas.

Open Space

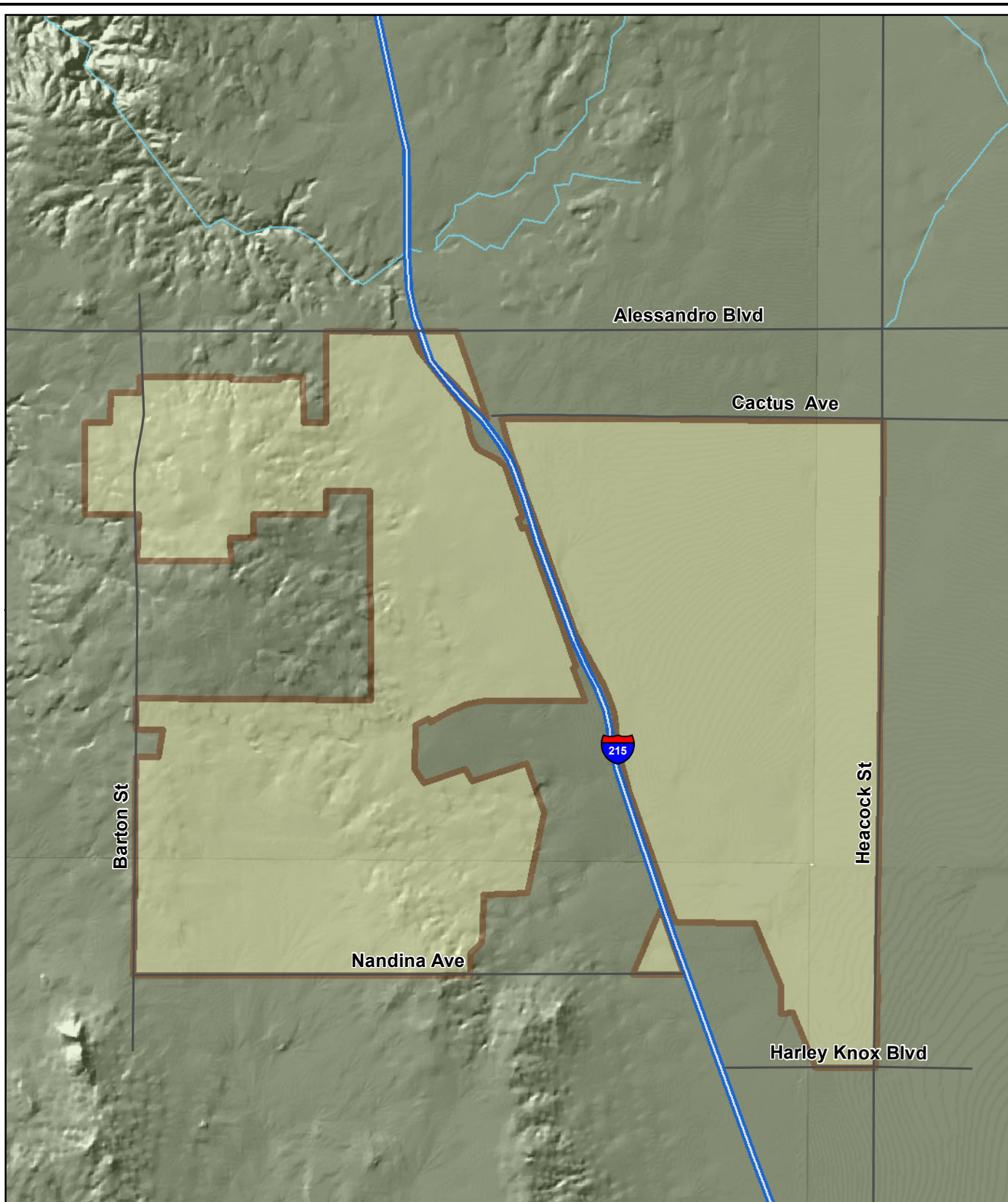
The Planning Area currently contains large areas of open space. This is due, in large part, to the fact that much of the area remains undeveloped. However, at General Plan buildout, the Planning Area will still retain a significant portion of open space due approximately 500 acres of land that will not be developed within the Meridian West area, plus open space within the General Old Golf Course, the future sports complex, the military theme park, habitat areas, and airfield protection areas.

Recreation Facilities

Current recreational areas within the Planning Area consist of the General Old Golf Course and the Moreno Valley Park near Heacock Street. Future recreational facilities include the sports complex west of Interstate 215, a military themed park located in the South Meridian Campus, and a Public Realm area within the Medical Campus area. The military themed park is a component of the approved Meridian Specific Plan. The Public Realm area, approved as part of the March LifeCare Campus Specific Plan, will also incorporate a historic walk in the heart of the campus that will highlight the history of the former March AFB.

Cultural Resources

The Planning Area has been surveyed for cultural resources as they pertain to archaeological and paleontological artifacts. None of the sites or artifacts that have been discovered qualifies for inclusion in the National Register. [INSERT FURTHER DISCUSSION USING EIR ASSOC. SECTION] [Cultural Sensitivities Map]



LEGEND

- Major Road
- Arterial Highway
- Stream
- March JPA Planning Area

Biological Information to Come

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Scale in Feet

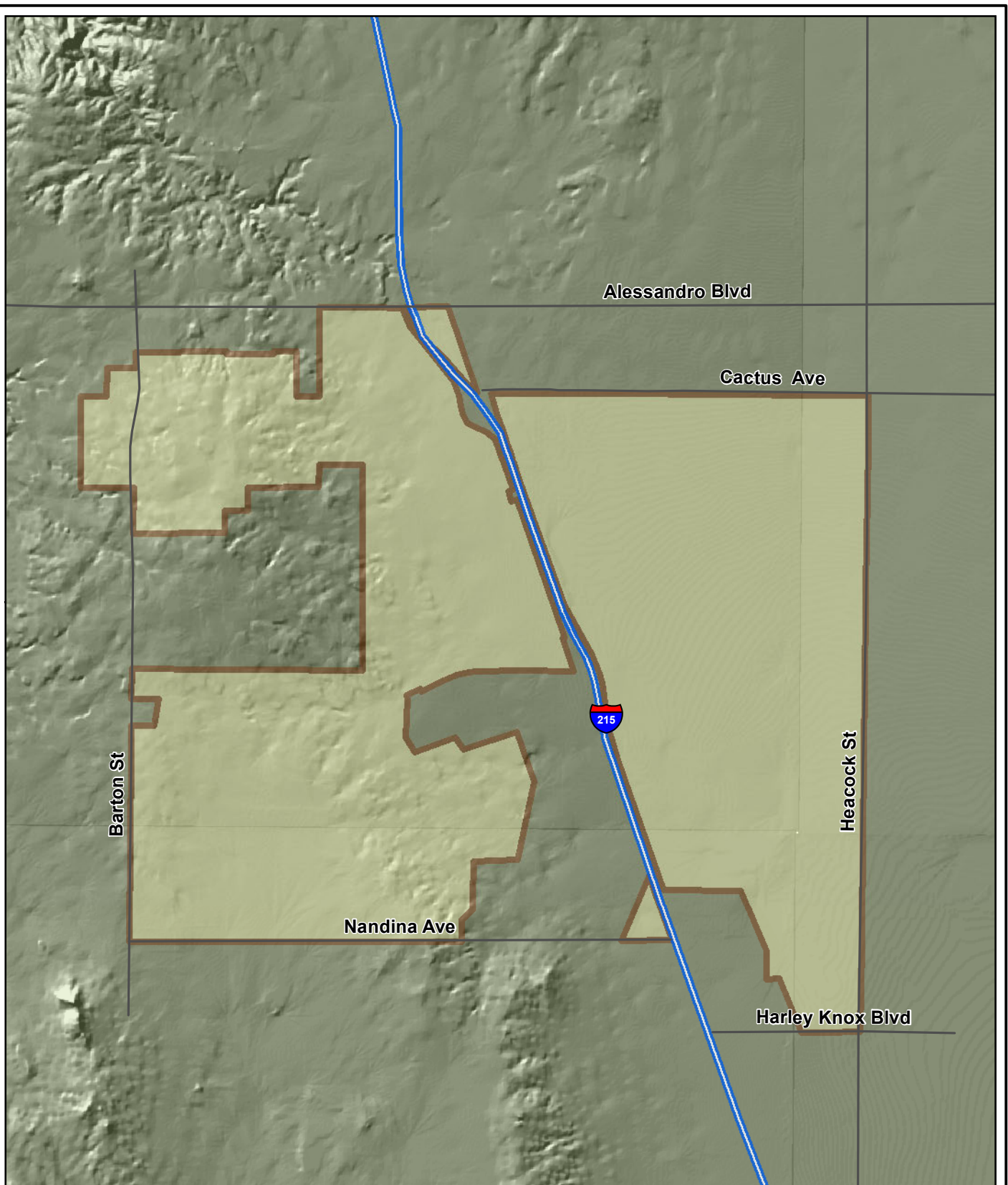
Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.



This figure was originally produced in color. Reproduction in black and white may result in a loss of information.

FIGURE **VI-1**
**BIOLOGICAL AND
WATER RESOURCES MAP**
MARCH/EIR JPA PROPERTY/CA



LEGEND

- Major Road
- Arterial Highway
- March JPA Planning Area

Cultural Resources Info to Come

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.

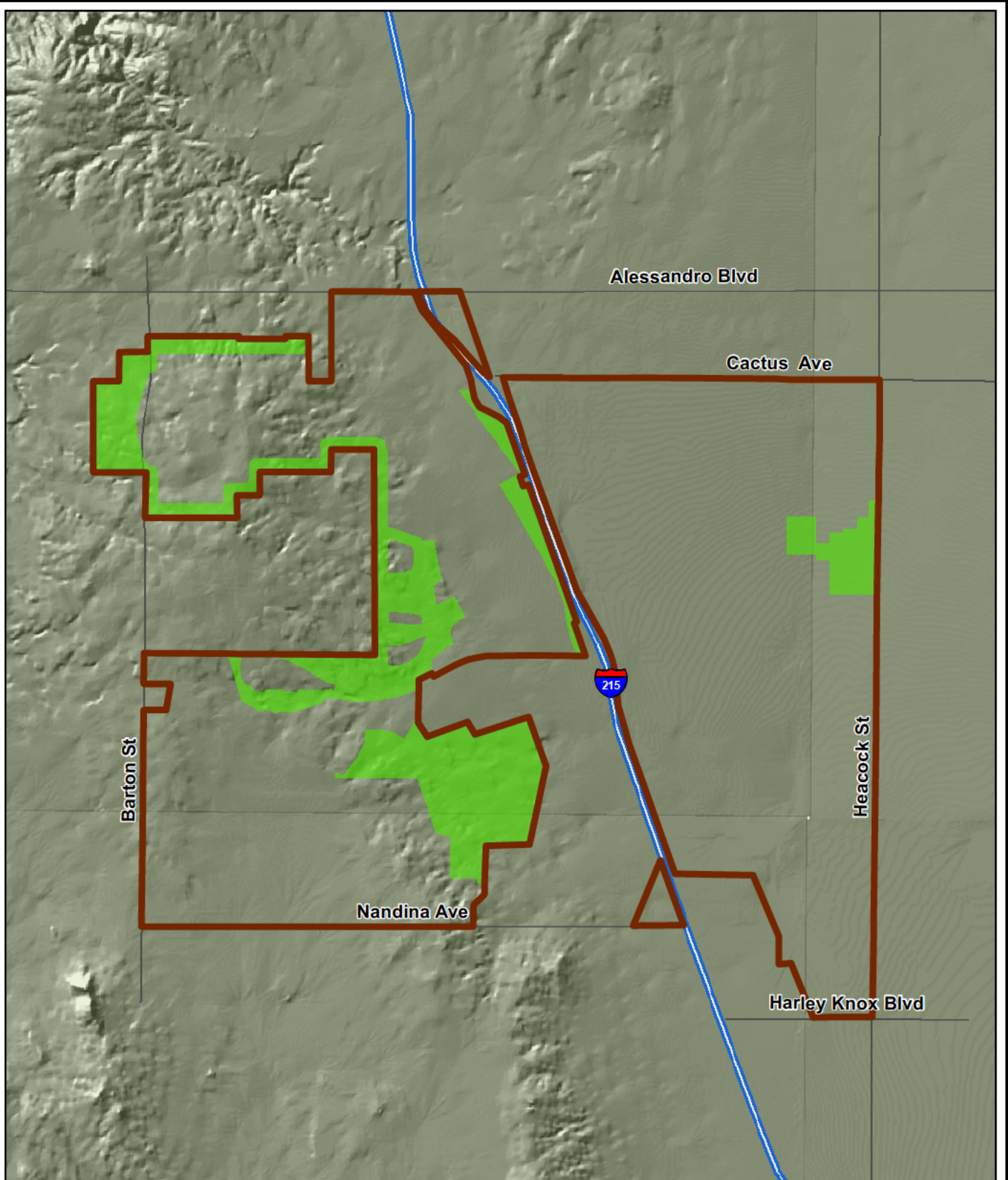
This figure was originally produced in color. Reproduction in black and white may result in a loss of information.



FIGURE VI-2

CULTURAL RESOURCES MAP

MARCH/EIR JPA PROPERTY/CA



LEGEND

- March JPA Planning Area
- Park/Recreation/Open Space
- Arterial Highway
- Major Road

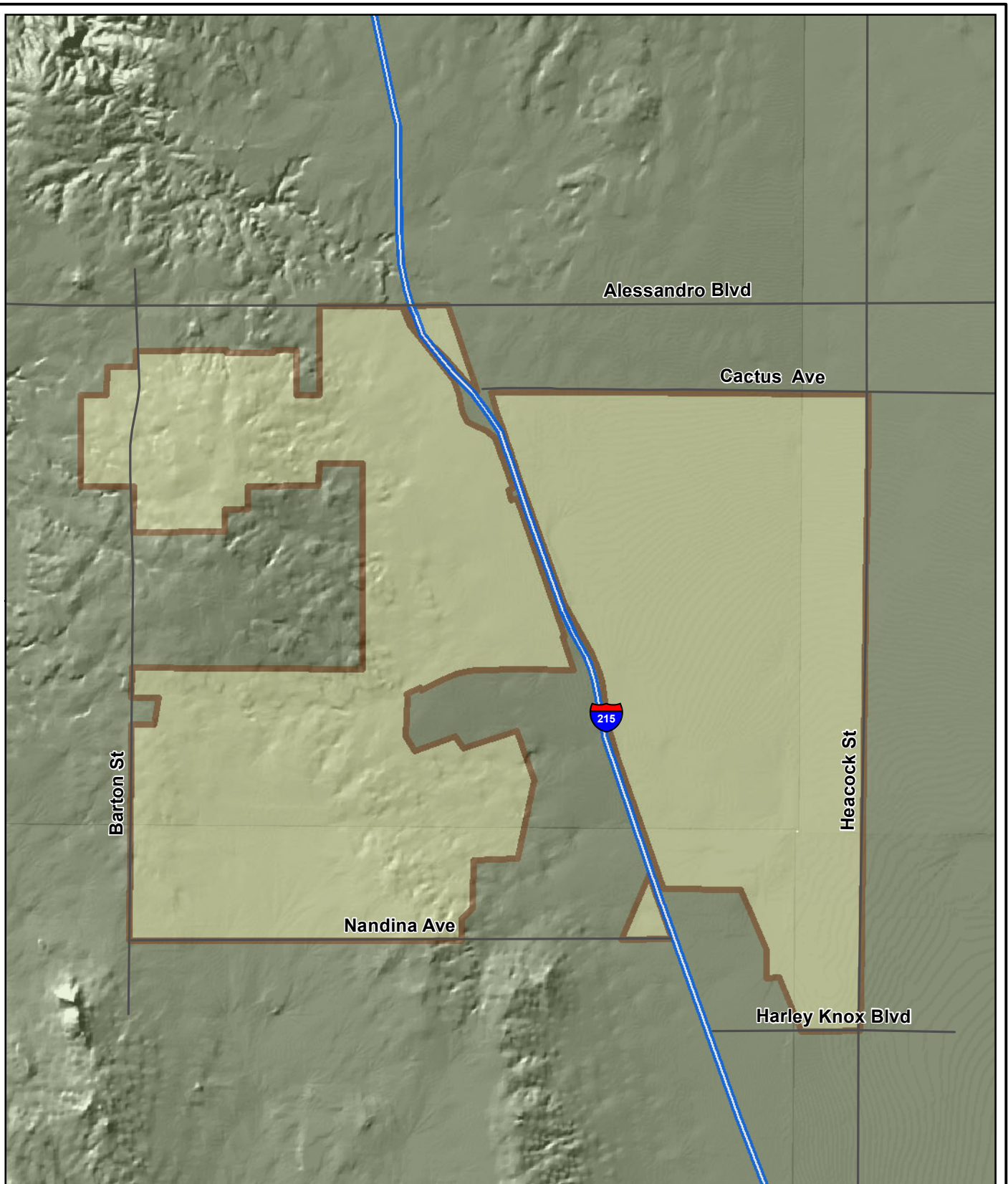
0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS, ESRI,
Golder Associates Inc.

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FIGURE **VI-3**
OPEN SPACE/RECREATIONAL
FACILITIES MAP
MARCH/EIR JPA PROPERTY/CA



LEGEND

- Major Road
- Arterial Highway
- March JPA Planning Area

Soils and Scenic Resources Info to Come

0 4000
Scale in Feet

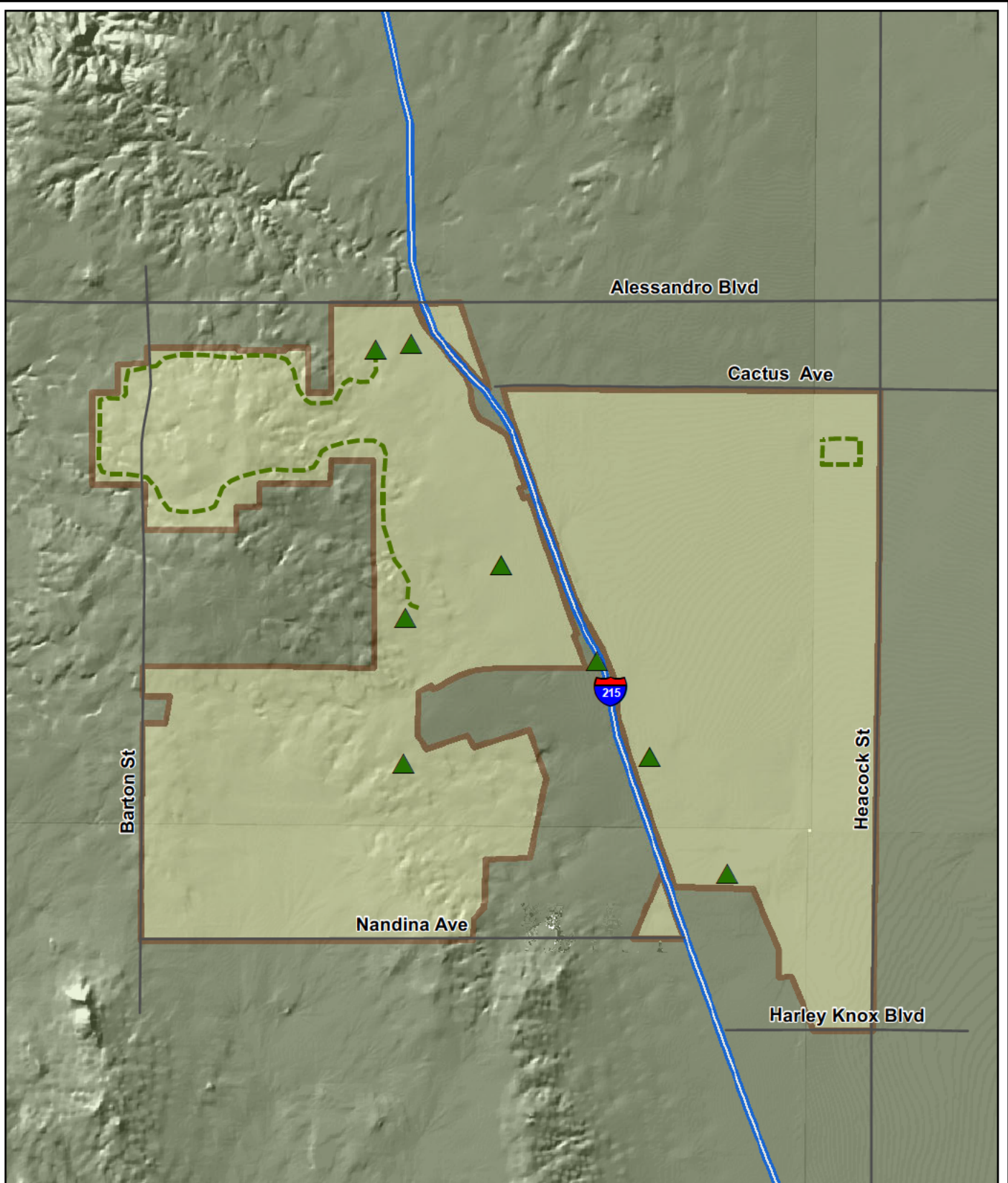
Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.



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FIGURE **VI-4**
SOILS AND SCENIC
RESOURCES MAP
MARCH/EIR JPA PROPERTY/CA



LEGEND

- ▲ Cultural Theme Points
- Cultural Theme Trail
- Major Road
- Arterial Highway
- March JPA Planning Area

0 4000

Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
March JPA, USGS,
ESRI, Golder Associates Inc.

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FIGURE **VI-5**
CULTURAL AMENITIES MAP
MARCH/EIR JPA PROPERTY/CA



6.0 Conservation and Open Space Element

Historic Resources

The “original” military base operated in what is now the Medical Campus area of the Planning Area, as was developed by the War Department in 1918 as Alessandro Field, later renamed March Field. A component of this area is the 111-unit Green Acres neighborhood, developed from 1928 to 1943, consisting of former military housing and now used as market rate rental housing. This area is currently listed in the National Register of historic Places (NRHP).

6.1.4 Related Plans, Programs and Regulations

Numerous other plans and programs exist that also help to achieve the goals of the Conservation and Open Space Element. These plans and programs are administered by various other federal, State, and local agencies.

Federal Endangered Species Act

The Federal Endangered Species Act (ESA), administered by the U.S. Fish and Wildlife Service, applies to federally listed species and habitat occupied by federally listed species. ESA Section 9 forbids specified acts that directly or indirectly harm listed species. Section 9 also prohibits “taking” any species of wildlife or fish listed as endangered. These restrictions apply to all federal agencies and all persons subject to United States jurisdiction.

National Pollutant Discharge and Elimination System

The March JPA Planning Area is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWCB). The SARWCB ensures compliance with the Clean Water Act which regulates urban runoff into receiving waters.

U.S. Fish and Wildlife Service and California Department of Fish and Game

Both the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) have regulations to protect wildlife resources. Special permits are required for alteration, dredging, or any activity in a lake or stream, as well as other activities that may affect fish and game habitat. Both agencies also regulate impacts to sensitive plant and animal species as described above. Future development within the Planning Area that has the potential to affect wildlife habitat will be subject to the regulations of both of these federal and state agencies.

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the Federal Endangered Species Act and is administered by CDFG.



6.0 Conservation and Open Space Element

CESA prohibits the “taking” of listed species except as otherwise provided in state law. Any future development or redevelopment in the Planning Area that has the potential to affect wildlife will be subject to the restrictions contained in CESA.

Multiple Species Habitat Conservation Plan

In June of 2003, the Riverside County Board of Supervisors adopted a comprehensive Multiple Species Habitat Conservation Plan (MSHCP) to provide a regional conservation solution to species and habitat issues that have historically threatened to stall infrastructure and land use development. The MSHCP is a multi-jurisdictional effort that includes the unincorporated area of western Riverside County and fourteen cities, including the Cities of Riverside, Moreno Valley, and Perris. The MSHCP covers 146 species and addresses biological diversity within 1.26 million acres, from west of the San Jacinto Mountains to the Orange County border. The March JPA is not a participatory agency in the MSHCP, although it does consider its land use actions as they relate to their effect on the intent and purpose of the MSHCP.

Urban Water Management Plans

Urban water purveyors are required to prepare and update an Urban Water Management Plan (UWMP) every five years. Western Municipal Water District, which services the Planning Area, adopted its Plan in 2005. Applicable to the Conservation/Open Space Element, the UWMPs address water supply, treatment, reclamation, water conservation, and contain a water shortage contingency plan. Local UWMPs, such as those prepared by Western Municipal Water District are supplemental to the regional plans prepared by the Metropolitan Water District of Southern California (MWDSC).

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the most comprehensive and extensive state law regulating the environment. Public Resources Code §§21000-21004 and California State CEQA Guidelines, California Administrative Code (Guidelines) §§ 15002, 15086, 15087 set forth CEQA. The objectives of CEQA are to inform decision-makers and the public of the environmental implications of their actions, to identify ways in which to avoid or reduce environmental damage, to force decision-makers to disclose publicly their reasons for approving projects that have significant effects, and to augment public involvement in the planning process.

Public Resources Code § 5076 (Open Space and Trails)

When developing an Open Space Element, all agencies must consider demands related to the development of trail systems within its planned open space area(s). Where feasible, these trails should be linked to the State Trail System. However, the



6.0 Conservation and Open Space Element

March JPA is not subject to this requirement since the Planning Area is not located in the vicinity of any state trails.

6.2 Conservation and Open Space Goals and Policies

Nine major conservation and open space issues are addressed by the goals, policies and implementation measures of the Conservation/Open Space Element: (1) water supply and quality; (2) biological resources; (3) landform features and scenic resources; (4) soils (5) historic resources; (6) open space; (7) recreation; (8) cultural resources; and (9) cultural amenities.

The Planning Area contains many of these assets, and nearby residents value these resources and desire to improve them for the long term enjoyment of all. Successfully achieving this objective requires identification of valued resources, diligent stewardship of the resources as development occurs over time, and compliance with a variety of federal and State laws intended to support such efforts.

March JPA Planning Area

In order to implement the Vision set forth for the future of the March JPA Planning Area, a series of goals were developed and subordinate policies created for the execution thereof. The Goals are broad components whose attainment helps to achieve the Vision. The Policies are specific actions, measurable and temporally-constrained, that will lead to the satiation of each goal. The Goals and Policies set forth below are applicable to the entire March JPA Planning Area.

Water Resources

6.3.1 Conservation and Open Space Goal

Conserve and protect surface water, groundwater, and all other water resources.

Policy 1



- a. Where possible, retain local drainage courses, channels and creeks in their natural condition.



- b. Protect groundwater and surface water resources from depletion and pollution.
- c. Cooperate with federal, state, and regional governments and other agencies on the maintenance and improvement of the quality and quantity of local and regional groundwater resources.



6.0 Conservation and Open Space Element

- d. Continue to work with local water districts and regional suppliers to ensure that they can supply adequate amounts of water to meet the demands of new development and reuse projects in the Planning Area



- e. Reduce the amount of water used for landscaping and increase use of native and low water plants. Maximize use of native, low-water plants for landscaping of areas adjacent to sidewalks or other impermeable surfaces.



- f. Continue to enforce the guidelines related to efficient landscape irrigation as set forth by AB 1881 (formerly AB 325).



- g. Encourage the production, distribution and use of recycled and reclaimed water for landscaping projects throughout the planning area, while maintaining urban runoff water quality objectives.



- h. Encourage the use of drought-tolerant landscaping in development and require the use of reclaimed water (to the extent feasible) for irrigation in parks and other recreational facilities, industrial uses, and other urban uses.



All landscaping within Meridian is plumbed for reclaimed water

- i. Assure that development projects comply with regulatory agency requirements, including federal, state, and regional regulations.



- j. Actively encourage new development to use low-energy lighting fixtures and low-water use plumbing techniques and fixture to the extent feasible.

- k. Collaborate with the March ARB, Western Municipal Water District, and Eastern Municipal Water District to provide infrastructure for reclaimed water in the March Medical Campus Planning Area.

Flood Control and Safety

6.3.2 Conservation and Open Space Goal

Control flooding in order to reduce losses of life and property.



6.0 Conservation and Open Space Element

Policy 2



- a. Ensure that all proposed development projects do not contain building sites within any natural drainage course.
- b. Ensure that development does not divert storm water runoff onto adjacent properties, or cause the alteration of natural drainage courses that cannot be handled by flood control facilities installed concurrently with the development project.
- c. Continue to cooperate with the Riverside County Flood Control and Water Conservation District and the Federal Emergency Management Agency to ensure that land uses and development proposed within floodplain areas is consistent with planned improvements and the timing of their installation.



- d. Encourage open channels, as appropriate, to maintain or enhance riparian habitat areas and to improve water quality. Concrete lined channels may be preferred where species such as water fowl might conflict with aviation operations.



- e. Ensure development projects use drainage improvements designed with native vegetation to detain storm water runoff and to minimize volume and pollutant concentration.

- f. Consult with the respective local land use plan(s) of surrounding jurisdictions when approving development proposals located in proximity.



- g. Promote the use of existing and future drainage facilities as open space areas, trails, and segments of connectivity between these areas.

Landforms, Watersheds, Mineral Resources, and Soils

6.3.3 Conservation and Open Space Goal

Conserve and protect significant land forms, important watershed areas, mineral resources, and soil conditions.

Policy 3



- a. Conserve and protect hillside and rock outcroppings located within the Planning Area through the use of Specific Plans which should create a



6.0 Conservation and Open Space Element

campus-like setting and strongly encourage the creative siting of building areas as a means of retaining natural areas and open space.

- b. Require the use of contour grading methods when grading hillsides.



- c. 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 areas.



- d. Control soil erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.

- e. Require erosion control methods such as binders, re-vegetation, slope covers, and other practices which reduce soil erosion due to wind and water.



- f. Protect important mineral resources and prominent geological features by maintaining the location thereof in open space areas.

Energy Conservation

6.3.4 Conservation and Open Space Goal

Maximize energy conservation through the use of available technologies and conservation practices.

Policy 4



- a. Promote the use of energy-saving designs and devices in all new construction and reconstruction.



- b. Comply with the phased greenhouse gas emission reduction requirements set forth by AB 32 California Global Warming Solutions Act of 2006.



- c. Incorporate the use of energy conservation strategies in all March JPA facilities and projects.



- d. The agency shall continue to use alternative energy vehicles, including hybrid, electric, natural gas, and hydrogen-powered vehicles.



6.0 Conservation and Open Space Element



- e. Continue to promote the use of solar power and other energy conservation measures.



- f. Promote sustainable building practices and energy performance standards that go beyond those required by California Administration Code Title 24 Energy Conservation and Insulation Regulations.



- g. Encourage innovative building, site design and orientation techniques which maximize energy efficiency by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to conserve energy.



- h. Encourage the use of alternative and innovative energy resources and energy techniques, where practical.

Natural Resources

6.3.5 Conservation and Open Space Goal

Conserve and protect significant stands of trees and habitat within the Planning Area.

Policy 5



- a. Where practical, conserve important plant communities and habitat such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, re-vegetation, and open space easements or dedications.



A 161-acre riparian habitat conservation area has been established for least Bell's vireo



- b. Require the use of development buffers adjacent to significant riparian areas.



- c. Encourage the planting of native tree and other drought-tolerant, non-invasive plant species.

- d. Continue to cooperate with the US Fish and Wildlife Service for the release of the SKR habitat through Section 7.

- e. Continue to require development projects to prepare biological assessments that identify important plant and animal species as well as



6.0 Conservation and Open Space Element

habitat areas, their locations, and mitigation measures to preserve and protect these resources

Solid Waste

6.3.6 Conservation and Open Space Goal

Provide an effective and efficient waste management system for solid and hazardous waste that is financially and environmentally responsible.

Policy 6



- a. Promote reuse and recycling throughout the Planning Area.



- b. Utilize recycling, source reduction, and other practical measures in order to reduce the amount of solid waste deposited in landfills.



- c. The March JPA should require individual developers to recycle and recover construction and demolition debris.

- d. The March JPA should coordinate with regulatory agencies to assure that future development projects properly dispose of hazardous waste materials in a manner that is in compliance with applicable regulations.



- e. The March JPA should encourage maximum waste recycling in all sectors of the Planning Area, including residential, industrial, commercial, institutional, and construction industry.



- f. The March JPA should encourage LEED (or applicable industry standard for sustainable development practices) related to solid waste recycling and generation.

Cultural Resources

6.3.7 Conservation and Open Space Goal

Protect and preserve historic, archaeological, and paleontological resources located within the Planning Area.

Policy 7

- a. Maintain the Planning Area's historic military past by preserving and enhancing its historic features.



6.0 Conservation and Open Space Element

- b. The March JPA should preserve structures located within the Historic District through the manner of its use and comply with the requirements associated with the District as mandated by the Office of Historic Preservation and the requirements of the National Register of Historic Places and should include:
 - i. Maintain existing exterior such that it identifies its former use,
 - ii. Use of placards to identify the history of the site,
 - iii. Encourage adaptive reuse of historic structures.
- c. Require that new development proposals located near areas of high archaeological and paleontological resources provide cultural resource studies that identify the potential resources and provide mitigation and/or design measures that will avoid the destruction of these resources.
- d. Require new development or re-use proposals with potentially historic structures or places located thereon to prepare a cultural resource report that identifies potential historic resources and provides mitigation and/or design measures that will avoid the destruction of these resources.

Recreational Facilities

6.3.8 Conservation and Open Space Goal

Develop and maintain recreational facilities that meet the needs of the community for active and passive recreational activities.

Policy 8

- a. Require new large-scale Specific Plan development projects to provide active and passive park recreational opportunities.
- b. Pursue all forms of federal, state, local, and private foundation and endowment funding support to assist in the development and provision of programming of park and recreation facilities within the March JPA Planning Area.
- c. Coordinate with other recreational programs and agencies to provide regional programming.



6.0 Conservation and Open Space Element

- d. A minimum sixty (60) acre contiguous active park shall be developed west of Interstate 215.
-  e. Consider the use of artificial turf in active recreational facilities for water conservation purposes.
- f. Work with the Meridian master developer to expedite the construction of the required 51-acre military-themed passive park in the South Campus area of the Meridian Specific Plan. Provide for shared use of the site for related facilities such as a Veterans Administration facility.

Open Space and Recreational Trails

6.3.9 Conservation and Open Space Goal

Create a network of open space areas, linkages, and trails that serve to protect natural resources, provide visual and physical relief from urban development, provide recreational opportunities, and foster community identity within the Planning Area.

Policy 9

Promote and encourage a linked system of open space land to intermix with development providing both visual and physical relief buffers as well as preservation and connectivity of natural resources.

- a. Incorporate an expansive trail system to facilitate alternate transportation by pedestrians and bicycles.
- b. Manage passive recreational open space areas to optimize a variety of uses while avoiding environmental disruption (e.g. through the use of cultural-themed distance markers, educational stations, and/or passive fitness course).



An expansive trail system is planned in the March Medical Campus and Meridian West

- c. Link open space and trails with adjacent regional and local open space and trail networks.



6.0 Conservation and Open Space Element

- d. Provide open space and recreational trail access to adjacent residential neighborhoods.
- e. Seek funding sources for the preservation and maintenance of open space and recreational trail areas in the March JPA Planning Area.
- f. As appropriate, designate washes, channels, utility corridors, and other appropriate uses as linkages in the open space network.
- g. Require new development to provide pedestrian walkways, paths, and pedestrian connections that provide both recreational opportunities and connectivity throughout the Planning Area.
- h. Incorporate military themes, plaques and information at focal points and areas of interest within the public trail system.
- i. Incorporate plant identification markers along the trail system.
- j. Incorporate pedestrian corridors and trails to facilitate access to transit facilities including the planned Metrolink facility.
- k. The March JPA will continue to support the expansion of the Riverside National Cemetery.

Scenic Corridors and Vistas

6.3.10 Conservation and Open Space Goal

Preserve and enhance scenic corridors, trails, and vistas that contribute to the aesthetic beauty of the Planning Area.

Policy 10

- a. Require the preservation of open space areas that provide scenic vistas as indicated in Figure VI-4.
- b. The March JPA should require development projects that are located near scenic vista areas to prepare visual simulations showing the effect of the development on said vistas.
- c. The March JPA should continue to preserve the status of Van Buren Boulevard as a scenic corridor.



6.0 Conservation and Open Space Element

- d. The March JPA should work with the developer of land within the Meridian West Campus Specific Plan area to preserve existing views from the current location of the weapons storage area.
- e. Continue to use standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting, and setbacks that complement and enhance the character of the Planning Area.

Cultural Amenities

6.3.11 Land Use Goal

Develop and maintain a system of cultural amenities and monuments emphasizing the significance of the military, flora, fauna, paleontological, archeological and other resources in the form of public art, plaques, statuary, trail markers, text embedded in walkways, and other means that emphasize the importance of the amenity.

Policy 11

- a. The March JPA should pursue memorialization of historic and cultural amenities that are not historic under the National Historic Preservation Act or are not culturally significant under Public Resources Code 50097.9 (Native American Heritage Commission), but are related to important resources and historic events in the development and establishment of Riverside County and the subregion, as identified in Figure VI-5 – Cultural Amenities Map
- b. Pursue a military theme or other important theme, as determined by the March JPC, for appropriate locations as identified in the Cultural Amenities Map.

Urban Forestry

6.3.12 Land Use Goal

Develop and maintain an urban forestry program that will enhance the overall quality of the Planning Area.

Policy 12



- a. The March JPA should consider adopting an urban forestry program to protect existing trees as well as to further their use throughout the Planning Area.



6.0 Conservation and Open Space Element

- b. The March JPA should promote the planting of native and low water use trees in new development projects.



- c. Manage and care for all trees on March JPA facilities property.



- d. Safeguard and enhance existing trees located within the Planning Area.

- e. March JPA should consider adopting a policy that strives to accomplish 40% shading of constructed paved and concrete surfaces within five years of construction.



7.0 Safety Element

7.0 Safety Element

7.1 Introduction

The Safety Element of the March JPA General Plan is intended to provide a broad approach for preventing hazardous conditions in the Planning Area and reducing and/or managing existing hazards to acceptable levels. It includes natural hazards as well as human-made hazards. Protecting life and property from both types of hazards is one of the most important functions of any land use jurisdiction.

The Safety Element is one of the seven mandated Elements and is required by California Government Code § 65302(g) to establish policies to protect the community from risks associated with seismic, geologic, flood and wildfire hazards. Known seismic and other geologic hazards, including landslide areas, must be mapped. Emergency evacuation routes and water supply for fire fighting efforts must also be addressed. The draft Safety Element must also be submitted to the Division of Mines and Geology no less than 45 days prior to its adoption or amendment.

This Safety Element includes an analysis and sets forth goals and policies (if necessary) related to:

- Seismically induced conditions including ground shaking, surface rupture, and ground failure;
- Subsidence, liquefaction, and other geologic hazards;
- Flooding;
- Aircraft-related hazards;
- Hazardous materials;
- Wildland and urban fires; and
- Evacuation routes and water supply for firefighting efforts.

7.1.1 Establishing a Vision

The Vision established for the Planning Area is intended to guide future growth in an efficient, coordinated, and well thought out manner, providing high quality and balanced development that will benefit the residents of western Riverside County. The General Plan Advisory Committee (GPAC) participated in a Visioning process where, by focusing twenty years into the future, they recommended the primary criteria for developing the Planning Area in an efficient, coordinated, and high-quality manner. These criteria were subsequently adopted by the Joint Powers Commission as the Vision for the March Joint Powers Authority.



7.0 Safety Element

The Safety Element is responsive to the Vision developed by the GPAC because:

Regional Employment Center

In the Vision for the March JPA, the creation of a regional employment center was the underpinning goal for the Planning Area, since the replacement of the jobs lost as a result of base realignment was the purpose of the formation of the Agency. To this end, creating an environment that is safe from natural and human-made hazards is the key for not only attracting and retaining employers, but also to protect current and future workers and surrounding residents.

Integrated Planning Efforts

Planning for, and mitigating against potential natural and human-made hazards while considering the policies and input from the surrounding jurisdictions is crucial. Hazardous environs and potential catastrophic events do not respect legal boundaries. This Element was developed in concert with the General Plans and other policy documents of the surrounding jurisdictions. Each of the surrounding jurisdictions provided input through the GPAC process and through public meetings.

Environment

The Safety Element is responsive to the Vision because the preservation of the built and natural environment is furthered by setting forth policies that reduce potential impacts related to natural and human-made hazards.

Identity

Although the Safety Element does not directly affect the identity of the Planning Area, ensuring an environment that is reasonably safe from natural and human-made hazards indirectly promotes the establishment of the identity of the March JPA.

7.1.2 Existing Conditions

As outlined above, there are a number of natural and human-made safety hazards that exist or have the potential to exist in the Planning Area. Each of these areas is discussed below.

Seismicity and Faulting

While there are no known faults that cross the Planning Area, several faults in the region have the potential to produce seismic impacts. Three significant faults, shown in Figure VII-1 (Regional Fault Zones), pass within twenty miles of the Planning Area.



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The **San Andreas Fault** is located approximately eleven miles northeast of the Planning Area, generally following the San Bernardino Mountains. The San Andreas Fault extends six hundred miles from Eureka in Northern California's Humboldt County south to the International Border with Mexico. The San Andreas Fault is estimated to have the capability of producing up to an 8.3 magnitude (M) earthquake.

The **San Jacinto Fault** is considered to be one of the most seismically-active faults in the region. The Casa Loma Fault, located about six miles northeast of the Planning Area, is the nearest splay of the San Jacinto Fault Zone. This fault is more than 125 miles long, from northwest of El Centro in Imperial County to northwest of San Bernardino, passing through the intersection of Interstates 10 and 215, the city of Loma Linda and the Box Springs Mountains. This fault has the capability of producing up to a 7.0M earthquake.

The **Elsinore Fault** passes within thirteen miles of the Planning Area, extending approximately four miles west of Lake Mathews and Corona and south into the City of Lake Elsinore. This northwest/southwest trending fault has the capability of producing up to a 6.0M earthquake.

Fault Rupture

None of these faults are known to pose a ground rupture threat to the Planning Area. There are no Alquist-Priolo Earthquake Fault Zones within or adjacent to the Planning Area.

Ground Shaking

Although no faults or fault rupture zones traverse the Planning Area, the proximity to these faults may cause strong ground motion in the Planning Area that may cause damage to structures and/or utilities. Magnitude and intensity measure different characteristics of earthquakes. Magnitude measures the energy released at the source or epicenter of the earthquake with the use of a seismograph. Intensity measures the strength of shaking produced by the earthquake at a certain location and is determined from effects on people, structures and the natural environment.

Liquefaction

Liquefaction is the phenomenon in which uniformly sized, loosely deposited, saturated, granular soils with low clay content undergo rapid loss of shear strength through the development of excess pore pressure during strong earthquake-induced ground shaking. The seismic event must be of sufficient duration to cause the soil to behave as a fluid for a short period of time. Liquefaction generally occurs in saturated or near-saturated cohesionless soils at depths shallower than 50 feet below the ground surface. If the liquefying layer were near the surface, the effect on any structure



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supported by it would be much like that of quicksand, resulting in sinking or tilting. If the layer were deeper in the subsurface, it could provide a sliding surface for materials above it, resulting in lateral motion (spreading or lurching) toward any nearby 'free face' (shore bluff, river embankment, excavation wall).

A significant portion of the Planning Area is located in areas considered to be of "high" probability for liquefaction. The western portion of the Planning Area (roughly just west of Meridian Parkway) is generally not considered to be susceptible to liquefaction.

Flooding

The risks associated with flooding are primarily located in the eastern portion of the Planning Area. Areas surrounding the airport have been known to flood during significant rain events. The 100-year flood boundary is located adjacent to portions of Cactus Avenue and Heacock Street. See Figure VII-3 (100-Year Flood Area).

Flooding, depending on its severity, can cause disruption of commerce and governmental services, extraordinary public expenditures for flood relief and impairment of the tax base. Flood risks are best avoided through proactive and preventative measures. Through the identification of potential flood hazard areas, the Authority can reduce the impact. Preventing the siting of certain types of facilities, specifically emergency or other critical facilities, in areas subject to inundation from dam failure or in designated floodplains can also mitigate flood hazards and guard against loss of life and property. Improved drainage facilities will be required to ensure that flooding risks remain low in the Planning Area.

Aviation Hazards

Significant hazards exist related to aircraft operations at the March Air Reserve Base/March Inland Port Airport. These risks are an important consideration in planning within March JPA. In tandem with any aviation operation, "Accident Potential" zones for airports are a safety concern. Figure VII-4 (Airport Safety Zones and Influence Areas) shows the aircraft accident hazard areas for March Air Reserve Base/March Inland Port. These zones establish areas where the risk of a crash is determined in relation to arrival and departure patterns.

Reducing risks associated with aviation operations is accomplished through land use planning. Placing land uses that are less intensive in terms of the number of people occupying them as well as uses that do not involve hazardous materials storage or production in areas that are more prone to aviation hazards is important. To this end, the Land Use Element has based the siting of specific land use types and intensities in accordance with the draft Joint Land Use Study (JLUS) and the March Air Reserve Base Air Installation Compatibility Use Zone Study (AICUZ) prepared for the airport.



7.0 Safety Element

These documents take into account the potential for increased airport operations in the future.

Hazardous Materials

A hazardous material is any material that because of its quality, concentration or physical or chemical characteristics, poses a significant potential hazard to human health or safety or to the environment. Hazardous materials are used in the Planning Area for a variety of purposes. The most common large users include manufacturers, medical clinics, and activities associated with airport operations. Due to the fact that most of the Planning Area is designated for Industrial, Business Park, and aviation related activities, the possibility exists that the use and transport of hazardous materials may occur.

Large users and transporters of hazardous materials are monitored and regulated by the Federal Environmental Protection Agency (EPA) and other Federal, State and County regulatory agencies, such as the State Department of Toxic Substance Control, the Riverside County Department of Health and Hazardous Materials and the Riverside County Fire Department.

Fire Hazards

Potential hazards related to fires include urban and wildland fires. Urban fires occur in existing structures or automobiles. Risks related to urban fires can be best reduced through building codes, adequate emergency access, water pressure, and proper emergency response times. Wildland fires occur in open areas with vegetation, specifically the western portion of the Planning Area. Proper brush clearance requirements and enforcement as well as adequate emergency response times can mitigate these hazards to acceptable levels.

7.1.3 Related Plans, Programs and Regulations

Many plans and programs enacted through State and local legislation directly relate to the Safety Element. These plans and programs are administered by agencies with powers to enforce State and local laws.

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for a thorough environmental analysis of projects that might adversely affect the environment. Public safety hazards are recognized as environmental impacts under CEQA. The provisions of the law and environmental review procedures are described in the CEQA Statutes and the CEQA Guidelines. Implementation of CEQA ensures that during the decision making stage



7.0 Safety Element

of development, Authority officials and the general public will be able to assess the safety impacts associated with public and private development projects.

Seismic Hazards Mapping Act

Pursuant to the Seismic Hazards Mapping Act, the State Geologist compiles maps identifying seismic hazard zones. Development in seismic hazard areas is subject to policies and criteria established by the State Mining and Geology Board. Additionally, approval of development on a site within a seismic hazard area requires the preparation of a geotechnical report and local agency consideration of the policies and criteria set forth by the State Mining and Geology Board (Public Resources Code Section 2690 et. seq.).

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently active and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. No known fault zones or seismic zones intersect the Planning Area.

Landslide Hazard Identification Program

The Landslide Hazard Identification Program requires the State Geologist to prepare maps of landslide hazards within urbanizing areas. According to Public Resources Code Section 2687 (a), public agencies are encouraged to use these maps for land use planning and for decisions regarding building, grading and development permits.

Air Installation Compatible Use Zone (AICUZ)

The AICUZ, prepared by the United States Air Force, designates a Clear Zone and two Accident Potential Zones (APZs) based on accident statistics for the runway. These zones are three thousand feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people-intensive and hazardous uses should be restricted because of the risk of aircraft accidents in these areas. In addition, the AICUZ establishes recommendations for appropriate land uses based on noise exposure.

Joint Land Use Study (JLUS)

The March Joint Land Use Study (JLUS) for March Air Reserve Base/March Inland Port will become the compatibility plan incorporated into the Riverside County



7.0 Safety Element

Airport Land Use Compatibility Plan. The JLUS identifies certain potential aircraft hazards and sets forth compatible land uses that minimize these risks.

National Pollutant Discharge and Elimination System

The March JPA Planning Area is under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWCB). The SARWCB ensures compliance with the Clean Water Act which regulates urban runoff into receiving waters.

Riverside County Emergency Preparedness Plan

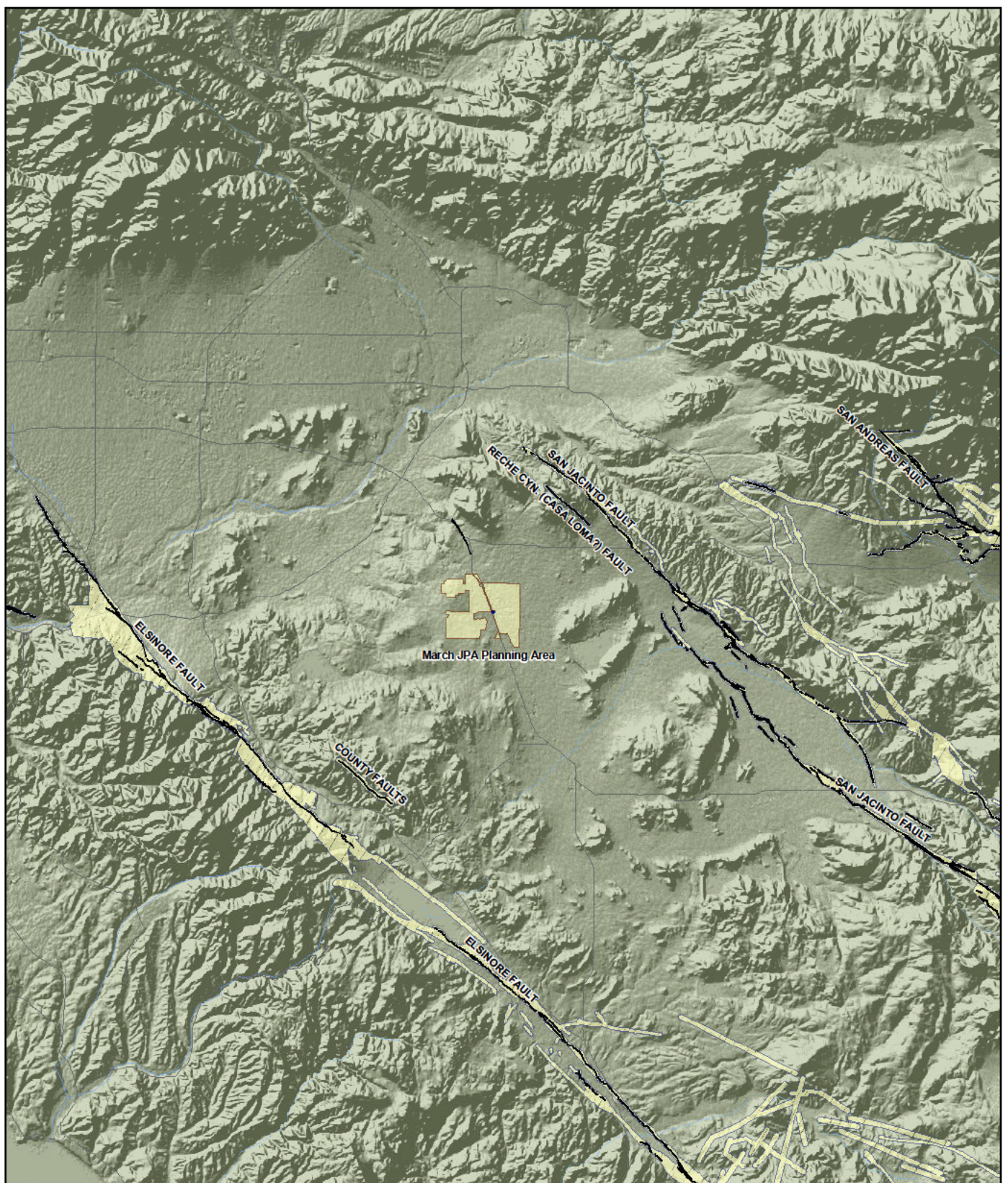
The March JPA falls within the Riverside County Emergency Preparedness Plan pursuant to JPA Ordinance #JPA 08-20. The March JPA coordinates directly through Riverside County's Office of Emergency Services. In the event of a catastrophe, the provisions for public safety set forth therein will be enacted.

Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan

This plan was prepared in 2005 pursuant to the Disaster Mitigation Act of 2000 and with approval from the Federal Emergency Management Agency (FEMA). The goals of this plan are to protect lives and property, protect the environment, and to integrate the required mitigation into local policy documents. Although the March JPA is not a member agency, all of its member jurisdictions are.

7.2 Safety 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 economic disruption.



LEGEND

- Fault Lines
- Fault Zones
- March JPA Planning Area

0 7.5

Scale in Miles

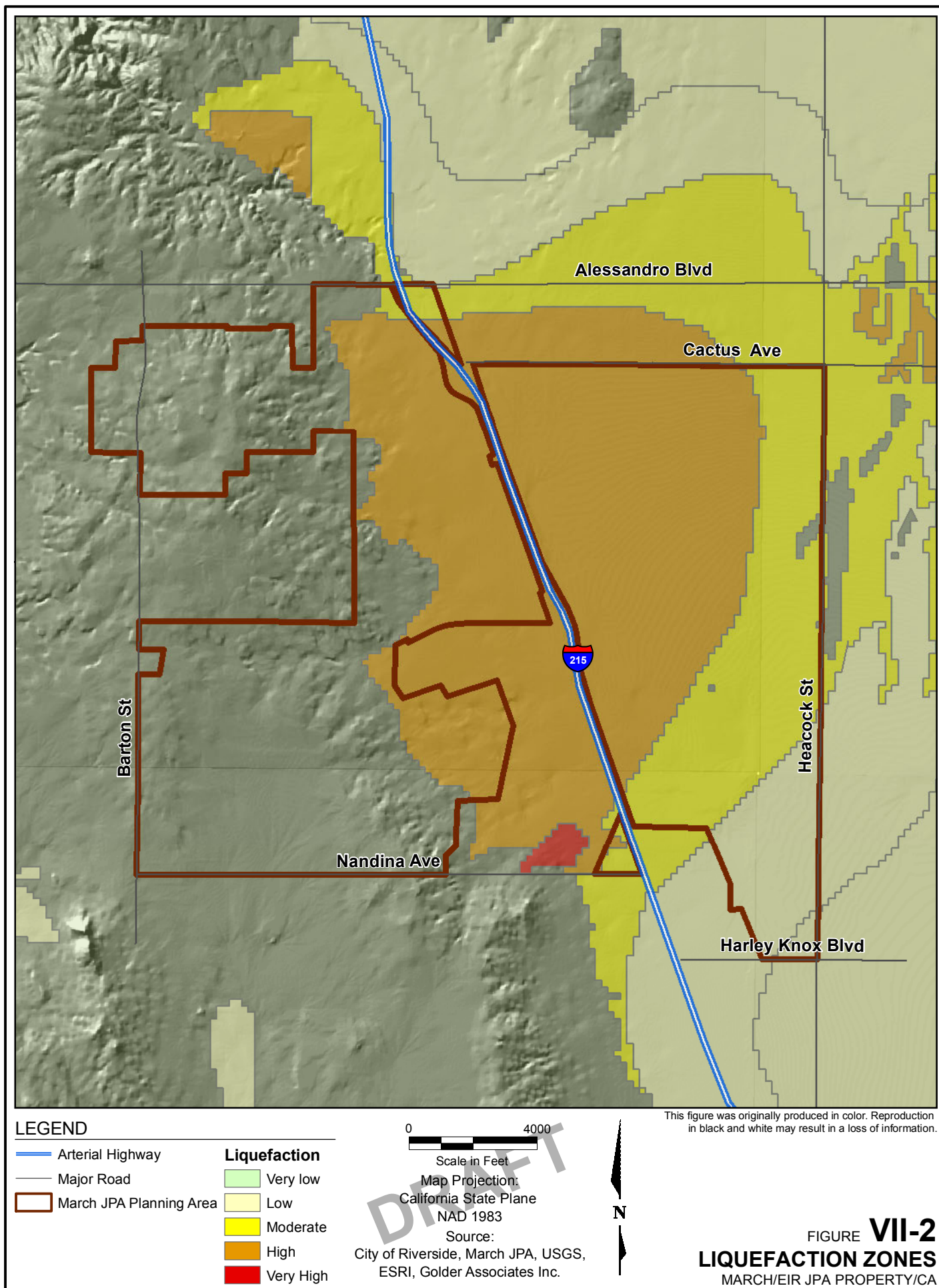
Map Projection:
California State Plane
NAD 1983

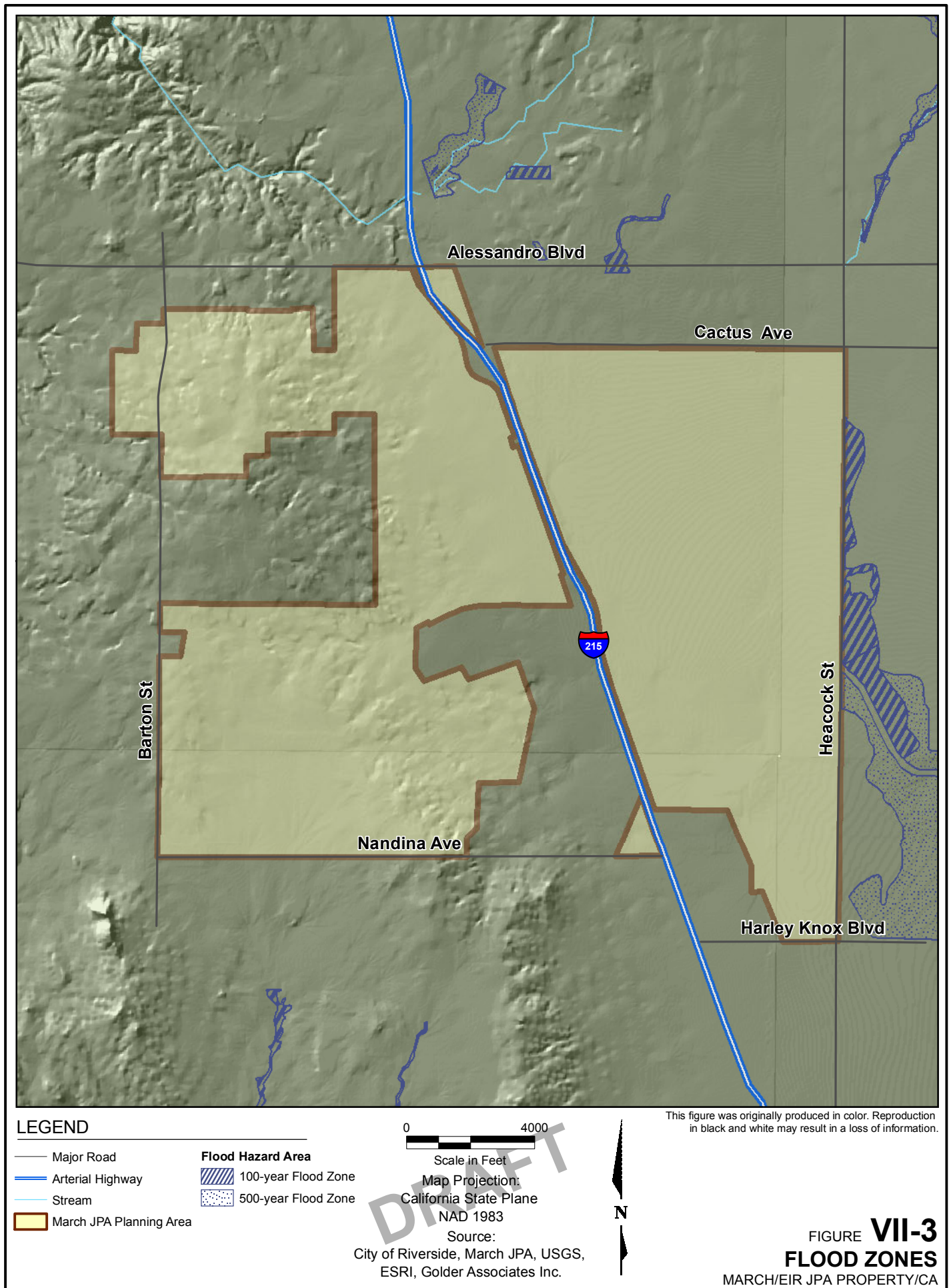
Source:
City of Riverside, March JPA, USGS,
ESRI, Golder Associates Inc.

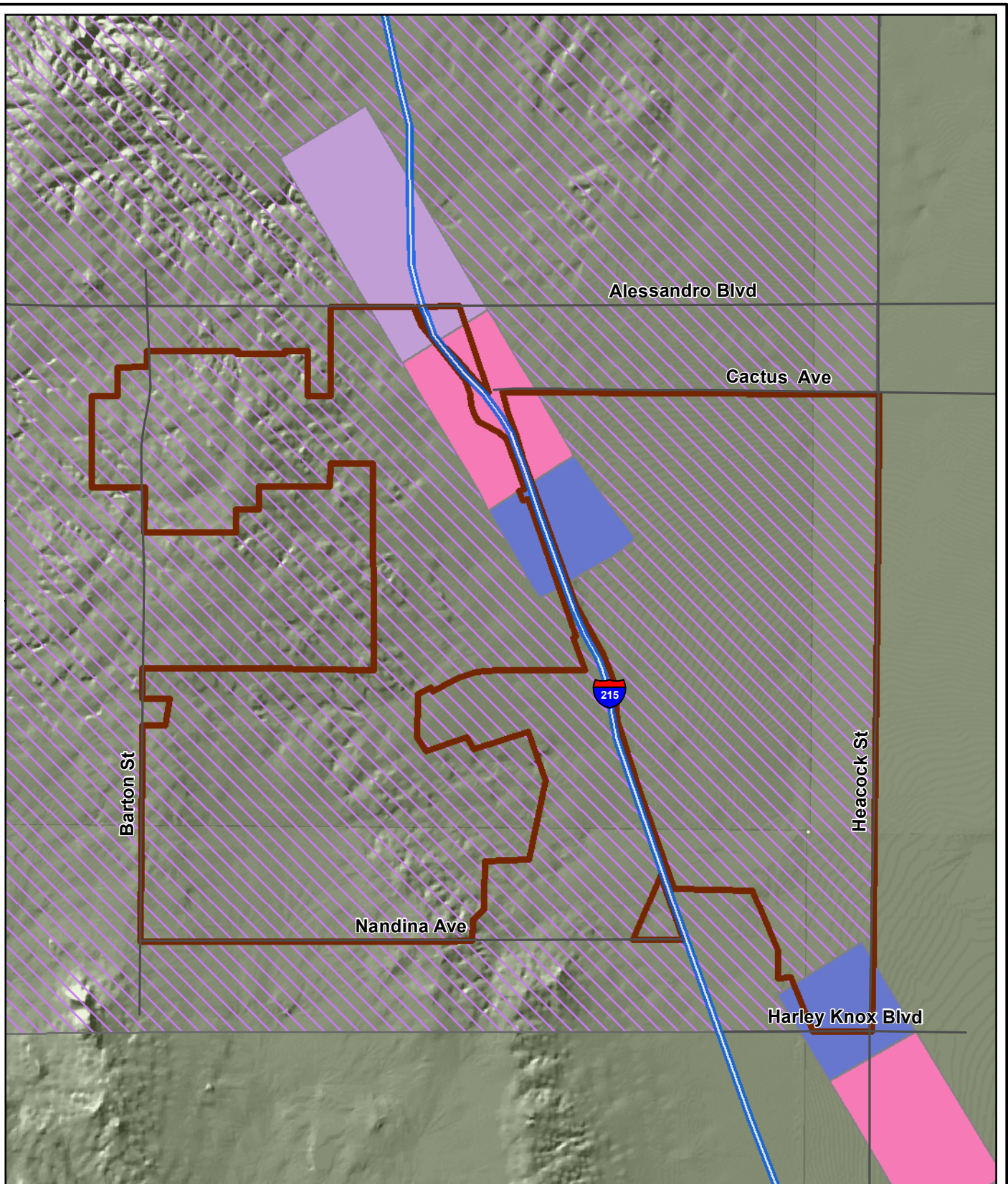
This figure was originally produced in color. Reproduction in black and white may result in a loss of information.



FIGURE **VII-1**
REGIONAL FAULT ZONES
MARCH/EIR JPA PROPERTY/CA







LEGEND

- Major Road
- Arterial Highway
- March JPA Planning Area

MARB/MIP Safety Zones

- Accident Potential I
- Accident Potential II
- Clear Zone
- Other Airport Environs

0 4000
Scale in Feet

Map Projection:
California State Plane
NAD 1983

Source:
City of Riverside, March JPA, USGS,
ESRI, Golder Associates Inc.

This figure was originally produced in color. Reproduction in black and white may result in a loss of information.

FIGURE **VII-4**
AIRPORT SAFETY ZONES
AND INFLUENCE AREAS
MARCH/EIR JPA PROPERTY/CA



Seismic and Geologic Hazards

7.2.1 Safety Goal

Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, landslides, and other geologic hazards.

Policy 1

- a. Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process.
- b. Ensure all grading plans comply with the most recently adopted California Building Code including, if necessary, requiring preliminary investigations of development sites by State-registered geotechnical engineers and certified engineering geologists.
- c. Require liquefaction assessment studies to be performed by State-registered geotechnical engineers as part of the environmental and development review process in any area identified as having moderate to high liquefaction susceptibility.
- d. Locate utilities (where possible) outside of areas with high geological hazards.
- e. 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.
- f. Participate in federal, state, and local earthquake preparedness, slope stabilization, and emergency response education programs.

Slope and Grading Hazards

7.2.2 Safety Goal

Minimize grading and other modification of natural topography, while protecting the public safety and property from geologic hazards.

Policy 2



7.0 Safety Element

- a. Discourage any grading beyond that which is necessary to create adequate building pads.
- b. 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 impacts of grading.
- c. Avoid development in areas with high likelihood of landslide risk and/or areas with high potential for erosion or sediment loss.

Flooding

7.2.3 Safety Goal

Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.

Policy 3

- a. Work with Riverside County Flood Control District and the Federal Emergency Management Agency (FEMA) to include March JPA in the Flood Insurance Rate Map (FIRM) Program.
- b. Complete the plan preparation and environmental review for the March Air Force Base Redevelopment Area Drainage Master Plan.
- c. Adopt the Sunnymead Area Drainage Plan and Perris Valley Area Drainage Plan for areas east of Interstate 215.
- d. Ensure all development within identified flood hazard areas complies with Floodplain Management Regulations.
- e. Ensure that development does not divert storm water run off onto adjacent properties, or cause alternatives of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the developments.
- f. Identify (Figure VII-3) the existing facilities located within the 100-year floodplain, specific evacuation routes and public infrastructure, and mitigate these impacts where possible.



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- g. Require the installation and maintenance of on-site storm drains by property owners. Storm drains functioning as public infrastructure shall be maintained by Community Facility Districts (CFD), Landscape and Lighting Maintenance Districts (LLMD), Riverside County Flood Control or other public or quasi-public agency.
- h. Assess potential environmental drainage impacts of new construction, including the necessity and impacts of District drains and privately-owned and operated storm drains adjacent to slopes and stream-bed areas.
- i. Utilize and support storm drain maintenance efforts to prevent localized flooding and mud and debris flows from overtaxed storm drains during strong storms.

Fires

7.2.4 Safety Goal

Reduce threats to public safety and protect property from wildland and urban fire hazards.

Policy 4

- a. Ensure that law enforcement and fire services, such as fire equipment and response times, are in accordance with the County's standards.
- b. Require new development to demonstrate adequate fire line flow or take the necessary steps to create adequate fire line flow.
- c. Encourage annual fire line flow tests, especially in areas of high fire hazard.
- d. Pursue a business license fee system with a nominal fee that covers the expense of an annual Fire and Building inspection of each development within March JPA.
- e. Support the mutual aid agreement with March Air Reserve Base (MARB) Fire Department.



7.0 Safety Element

- f. Ensure that fire prevention strategies are a part of the planning review process and continue to include the Riverside County Fire Department in development review.
- g. Coordinate with the Riverside County Fire Department to support the development of adequate water supplies for emergency fire line flow needs in an emergency, including on-site supplies of water, and auxiliary water distribution systems.
- h. Evaluate new development located in or next to wildland areas to assess its susceptibility to fires or a source thereof and develop design strategies to reduce these risks.
- i. Encourage the planting and maintenance of drought-resistant, non-invasive 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.
- j. Cooperate with the Riverside County Fire Department and member jurisdiction fire departments in efforts to reduce fire risks through fuel removal and public education.
- k. Develop a Memorandum of Understanding with the Riverside County Fire Department to assure the timely development of necessary Fire facilities within and near the March JPA planning area.
- l. Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles.

Hazardous Materials

7.2.5 Safety Goal

Reduce the risks for hazardous material exposure or contamination in the Planning Area associated with the storage, use, transport, and disposal of hazardous materials.

Policy 5

- a. Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and waters 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.



7.0 Safety Element

- b. Require Risk Management Plans in collaboration with the Riverside County Environmental Health and Hazardous Materials Division as a component of the environmental review and site entitlement process.
- c. For disaster preparedness, identify Planning Area roadways along which hazardous materials may be transported, and restrict the transport of such materials to only those routes.
- d. Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials to be located a safe distance from land uses that may be adversely impacted by such activities.
- e. Cooperate with any applicable federal, state, or county agencies that regulate the use, storage, transport, or disposal of hazardous materials.
- f. Ensure the storage, use and transportation of any hazardous material complies with the standards set forth within the errata sheets published for each substance.
- g. Coordinate with the Riverside County Fire Department and Riverside County Department of Environmental Health to assure improved responses and capability of handling hazardous material incidents.
- h. 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.

Aviation Hazards

7.2.6 Safety Goal

Protect the Planning Area from aviation-related risks associated with the MARB/March Inland Port Airport.

Policy 6

- a. Insure that development within March Inland Port complies with the FAA approved Airport Layout Plan.



7.0 Safety Element

- b. Ensure aviation related activities at March Inland Port comply with all standards required by the Federal Aviation Administration (FAA) and the United States Air Force.
- c. Ensure development and use of property within March JPA complies with the appropriate building standards and codes, including height restrictions, limitations on the number of stories, restrictions on use, limitations on population intensities, and the provision of insulation and sound attenuating materials, as contained within the JLUS and most recently adopted AICUZ.
- d. Ensure airport operations adhere to appropriate emergency access and response standards and practices.

Emergency Response

7.2.7 Safety Goal

Reduce the potential effects related to natural and human-made disasters by ensuring adequate emergency response and recovery services to the Planning Area.

Policy 7

- a. Continue to implement the Riverside County Emergency Preparedness Plan through coordination with the Office of Emergency Services.
- b. Maintain mutual aid agreements with neighboring jurisdictions and other governments' emergency relief agencies; and with private enterprises such as Red Cross, Salvation Army, and local medical institutions to assist in shelter, relief, and fire aid operations.
- c. Update emergency plans, contacts, and liaisons with regional, State and Federal emergency response organizations at least every five years.
- d. Designate and maintain emergency shelters and reception centers in coordination with County Public Social Services and the local Red Cross chapter.
- e. Establish traffic control contingency plans for disaster routes.
- f. Inventory, and where necessary, acquire supplemental disaster communication equipment.



7.0 Safety Element

- g. Encourage private businesses to develop disaster preparedness plans for their employees.
- h. Increase public awareness of Planning Area emergency response plans, evacuation routes and shelters to provide emergency assistance in the event of a natural disaster.
- i. 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.
- j. Participate in State and County-wide disaster preparedness simulations, coordinated by the California Emergency Management Agency and County Disaster Services Chief Administration Office.



8.0 Housing Element

8.0 Housing

8.1 Housing Element

The Housing Element is one of the state mandated Elements for inclusion in a General Plan. Government Code Section 65580-65589 specifies the legal requirement of a Housing Element. Since the March JPA does not include land uses supportive of residential uses (with the exception of existing Air Force Village West and Green Acres and the proposed March Lifecare Continuum of Care facility), incorporation by reference of each of the four member jurisdiction Housing Elements shall be considered sufficient because each of the referenced elements has been certified by the Department of Housing and Community Development.

The March JPA is the local land use and redevelopment agency for the lands that were re-aligned as a result of the BRAC process. A base master reuse plan was adopted for March Air Force Base (AFB) which re-aligned to March Air Reserve Base in 1996. The base master reuse plan does not create additional housing opportunities within the Planning Area due to incompatibility with the airport as well as the purpose of focusing on the reestablishment of jobs that were lost during the base re-alignment process. In addition, Western Riverside County has historically been housing rich with relatively few jobs. One of the main directives, therefore, is to create an employment center that will help to improve the jobs/housing balance.

As a result, incorporation of the four member jurisdiction 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 has recognized the unique nature of the March JPA and has resolved that the incorporation by reference of each of the member jurisdictions is adequate and acceptable. In addition, the March JPA Housing Element is consistent with the enabling legislation for the March Redevelopment Agency pursuant to AB 3769 which allows the set-aside of low-income housing funds to be used within its member jurisdictions.

The following certified Housing Elements are incorporated herein by reference:

City of Riverside:

November 2007



8.0 Housing Element

City of Perris:

June 2008

City of Moreno Valley:

May 2008

County of Riverside:

July 2005 (amended)

A copy of each of the above Housing Elements is available at the March Joint Powers Authority.