

Chapter 4

Local Plans Consistency Review



Local Plans Consistency Review

INTRODUCTION

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. The compatibility map and criteria provided in Chapter 3 is intended to serve as a tool for use by the March JPA, affected jurisdictions and, indirectly by the Riverside County ALUC in fulfilling their duty to review future land use projects. This chapter evaluates where significant conflicts are apparent between the compatibility criteria and planned land use development in the airport environs.

LAND USE JURISDICTIONS

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. The March ARB/IPA facility is bordered by the city of Riverside to the northwest, the city of Moreno Valley to the east/northeast, the city of Perris to the south, and unincorporated county of Riverside to the west. The operations of the March ARB/IPA affect these four jurisdictions as well as lands controlled by the March Joint Powers Authority (JPA).

The March ARB/IPA, which is operated under a joint use agreement with the Department of Defense, comprises some 2,300 acres and consists of the airfield and areas designated for aviation-related uses. The March JPA property, not related to the airport, includes approximately 4,400 acres of land which were deemed excess to military needs by the 1993 Defense Base Realignment and Closure Commission (BRAC). The March JPA, which is considered a local government body similar to a county or city agency, has land use and redevelopment authority over this area, referenced here as the March JPA area. As noted previously, the JPA is comprised of members representing the four surrounding land use jurisdictions: the county of Riverside and the cities of Moreno Valley, Perris, and Riverside. Exhibit 4-1 depicts the March ARB/IPA and March JPA areas and the neighboring land use jurisdictions. Exhibit 4-2 summarizes in tabular form the existing and planned land use information for each of the five affected land use jurisdictions as of 2006.

EXISTING AND PLANNED LAND USES

Based on aerial photography and with the assistance of the local jurisdictions, Exhibit 4–3 depicts areas where major development exists within the airport influence area for March ARB/IPA as of 2010. The map reflects where a land use “physically” exists or where local government commitments for a proposed development (e.g., tentative maps, development agreements, discretionary entitlements, etc.) have been made. As can be seen in this map, the majority of the lands within the cities of Riverside and Moreno Valley to the northwest and northeast of March ARB/IPA, respectively, are primarily devoted to existing land uses. The only large areas that remain relatively undeveloped are located on the March JPA property, within the unincorporated areas of the county, and within the city of Perris. Based on the existence of entitlements granted through Development Agreements received from the respective jurisdictions prior to JLUS adoption by the Riverside County ALUC, several of these properties as identified on the map are considered exceptions for the purposes of compliance with the JLUS (see additional discussion at the end of Chapter 3.)

A composite land use map depicting the planned land uses in the vicinity of the March ARB/IPA is provided in Exhibit 4–4. The map is a simplified representation of each jurisdiction’s planned land uses as indicated in the current (as of 2006) general plans of the affected jurisdictions, with the exception of the city of Riverside. For the city of Riverside, the simplified land use map is based on the city’s draft General Plan 2025 data. The cities of Moreno Valley and Perris are also currently undergoing updates to their general plans which were adopted over a decade ago. Land use information for the city of Moreno Valley is based on available GIS data from the county. The county’s general plan and airport-vicinity community area plans were adopted in October 2003.

A comparison between the existing and general plan maps results in Exhibit 4–5. This map shows where development is currently planned in the airport vicinity, but does not now exist. As noted later in this chapter, land use compatibility policies recommended in this *JLUS* only apply to future land uses. The majority of planned, but not yet existing, land uses in the immediate airport environs include commercial, office, and industrial uses. Residential land uses of varying densities exist or are planned along the extended runway centerline to the south. Rural residential and low-density residential uses are planned to the west.

COMPATIBILITY STATUS REVIEW

A review of available land use documents and maps, both adopted and draft plans, has been conducted to determine the extent to which they are consistent or conflict with the recommended land use compatibility criteria contained in this *JLUS*. This is a preliminary review. It is anticipated that each jurisdiction will conduct an in depth evaluation of its respective land use plans at the time that they implement the land use compatibility recommendations of this *JLUS*. Major findings are noted below.

The types of land uses planned in the vicinity of March ARB/IPA are generally compatible with base operations, with some exceptions to the west and south. However, most of the respective general plans or zoning ordinances contain little reference to airport land use compatibility policies. Some of the land use policies limit residential uses in certain areas and others regulate height of structures. No one jurisdiction has a complete set of compatibility policies that would address all of the compatibility concerns for the areas within the proposed March ARB/IPA airport influence area. Thus, each jurisdiction will need to make some embellishments to their respective plans. Note also that policy information for the city of Moreno Valley is not available at the time of preparation of the *JLUS*. Although most of

city lands within the airport influence area is already developed, the city of Moreno Valley will need to ensure that compatibility concerns are addressed in regards to future planned land uses.

With regard to the general plan land use maps of the affected jurisdictions, the following consistency status is noted:

- ▶ **Zone A**—As noted in Chapter 3, Zone A includes the portions within the Clear Zone (CZ) beyond the airport property. The CZ at the north end of the airport lies within the March JPA property boundary. This area is zoned Open Space and has a CZ overlay that requires consistency with the AICUZ. The Open Space designation is consistent with the compatibility criteria of this JLUS.

Incompatible uses such as commercial property exist in areas within the south CZ. To prevent further incompatible growth, the U.S. Air Force has purchased restrictive use easements for this area which prevents development of future buildings or incompatible uses.

- ▶ **Zone B1**—Most of the zone is planned for light industrial, commercial, office or other potentially compatible land use. However, restrictions on usage intensity, limits on height, dedication of aviation easements, and other development conditions will be necessary in order to ensure that a fully consistent status is attained.
- ▶ **Zone B2**—The indicated industrial and other nonresidential uses are compatible provided that usage intensities and other development conditions are established in accordance with the compatibility criteria.
- ▶ **Zone C1**—Except for JPA lands, much of this zone is already developed. Some future residential development is indicated in the outer portions of the zone to the south within the city of Perris. A mix of low-density and medium-density residential uses are planned along the extended runway centerline. Based upon both noise and safety considerations, this *JLUS* limits residential densities to no more than 3.0 dwelling units per acre. The planned densities within Zone C1 generally exceed this limit.
- ▶ **Zone C2**—Low-density and rural residential uses are depicted within the unincorporated area of Riverside County which comprises most of Zone C2 west of the airport. The compatibility criteria recommended herein indicate that, because of safety concerns and noise impacts, residential development would be limited to 6.0 dwelling units per acre in this area. Limits on usage intensity are needed for nonresidential uses in this zone. Additionally, the *JLUS* discourages schools within Zone C2. A discouraged use should generally not be permitted unless no feasible alternative is available.
- ▶ **Zone D**—No obvious conflicts are noted. It is important to note, however, that a substantial percentage of noise complaints regarding aircraft operations at March ARB/IPA come from residents of this zone, especially to the northwest. While this status does not suggest that additional residential should be prevented, it does support the importance of buyer awareness measures as proposed in Chapter 3.
- ▶ **Zone E**—Conflicts are unlikely unless very tall structures or uses which create a hazard to flight are proposed.
- ▶ **High Terrain Zone**—All jurisdictions will need to establish airspace protection zoning and be particularly cognizant of construction on the high terrain areas represented by this zone.

PLAN IMPLEMENTATION

To address airport land use compatibility issues around the March ARB/IPA, the March JPA, the four-member jurisdictions, and the Riverside County ALUC will each need to act to adopt and implement the *JLUS* recommendations. Each land use entity may incorporate the recommended compatibility policies into their respective land use plans in a different manner. Although the methods may differ, incorporation of the *JLUS* compatibility criteria will ensure consistency among all these entities and their respective plans.

Role of March JPA and Member Jurisdictions

The purpose of this *JLUS* is to prevent encroachment of incompatible uses around March ARB/IPA. The *JLUS* promotes this objective by providing the land use jurisdictions that surround the airport—the county of Riverside, the cities of Moreno Valley, Perris, and Riverside, and the March JPA—with a set of criteria by which to evaluate whether proposed development will be compatible with the airport operations. In conjunction with OEA funding of the *JLUS* program, the JPA member jurisdictions were asked to make good faith commitments that the *JLUS* recommendations will be accepted and incorporated into local planning and decision making. Modification of the respective general plans and specific plans for consistency with applicable *JLUS* compatibility criteria is the major step in this process. Other types of documents also serve to implement the *JLUS* policies. These approaches are described later in this chapter.

Role of the ALUC

The Riverside County ALUC will play an important role in ensuring implementation of the *JLUS* criteria. In accordance with state law, the ALUC has two responsibilities: (1) to adopt a compatibility plan for each public-use and military airport within its jurisdiction; and (2) to review certain plans and individual development actions contemplated for approval by local land use jurisdictions to determine if the proposed actions are consistent with the compatibility plan for the airport involved.

It is anticipated that the ALUC will adopt the compatibility measures recommended in this *JLUS*, perhaps with some modifications, and incorporate the criteria as part of the *Riverside County Airport Land Use Compatibility Plan*. The compatibility materials in Appendix A are intended to comprise the *Compatibility Plan* for March ARB/IPA. It is structured in a manner that builds upon the countywide planning effort already established by the ALUC and enables the March ARB/IPA data and policies to readily be added to the countywide plan. The character of the airport's aircraft activity, though, is such that certain of the ALUC's countywide policies are not suitable to the airport's environs. The countywide plan allows for airport-specific compatibility policies and includes them for several airports in the Individual Airport Policies and Compatibility Maps chapter (Chapter 3) of the document. Modifications to the countywide policies applicable specifically to March ARB/IPA are indicated in Appendix A.

ALUC adoption of the compatibility criteria in the *JLUS* would add a formality to those criteria that does not exist in the *JLUS* format. As presented in the *JLUS*, the criteria are only recommendations to the affected land use jurisdictions. Appendix B contains excerpts from the countywide ALUC policies that would potentially be applicable to the March ARB/IPA environs if the ALUC adopts the *JLUS* recommendations.

Once the *Compatibility Plan* for March ARB/IPA is adopted by the ALUC, the relationship between the ALUC and the affected jurisdictions will change. At that point, the jurisdictions are required by state

law to modify their general plans and affected specific plans for consistency with the ALUC's plan or to take certain steps, as specified in the law, to overrule the ALUC. If the ALUC and jurisdictions all adopt the *JLUS* recommendations as proposed, then the respective general plans will be consistent with the ALUCP. Methods of making a general plan consistent with the ALUC plan are described in the next section. State law says that the local agency must act to modify its general plan and specific plans within 180 days of when the ALUC adopts or amends its plan. In practice, this schedule is seldom met, but local jurisdictions expose themselves to legal challenges over controversial actions if they are not at least pursuing amendment of their plans.

The only other course of action available to local agencies is for the agency to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)).

The ALUC's second role, as noted above, is to review certain proposed land use actions for consistency with the ALUC plan. By state law, local jurisdictions must submit proposed general plan amendments, specific plans, zoning ordinances and variances, and building codes to the ALUC for review. Individual development proposals are also subject to ALUC review, but only until such time as the local jurisdiction has made its plans consistent with the ALUC's plan. Afterward, such reviews are optional. The Riverside County ALUC policy is to request that local jurisdictions submit only certain types of major land use actions for review. The specific types of actions covered are itemized in the ALUC policy excerpted in Appendix B of this *JLUS* document.

Consistency Approaches

General Plan Consistency

A general plan does not need to be identical with the ALUC plan, or in this case, the *JLUS* criteria in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- ▶ It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- ▶ It must avoid direct conflicts with compatibility planning criteria.

Not all of the measures necessary for achievement of airport land use compatibility are necessarily included in general plans. Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions affected by this *JLUS* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements.

Compatibility planning issues can be reflected in a general plan in several ways:

- ▶ **Incorporate Policies into Existing General Plan Elements**—One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated

and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.

- ▶ **Adopt a General Plan Airport Element**—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary. Although not a likely option for the affected jurisdictions, this may be an option for the March JPA.
- ▶ **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of the *JLUS*—specifically, Chapter 3 with the policies and maps for the airport. Applicable background information could be included as well if desired. Changes to the community's existing general plan would be minimal. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.

Airport Combining District or Overlay Zoning Ordinance

Another approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* of the *JLUS* as policy (i.e., the compatibility map and criteria tables). Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example.

An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. Airport-related height-limit zoning can be adopted as a means of protecting the airport's airspace. Noise and safety compatibility criteria, together with procedural policies, also would need to be added to create a complete airport compatibility zoning ordinance. Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as stating that policy implementation is by means of the combining zone. An outline of topics that could be addressed in an airport combining zone is provided below.

- ▶ **Airspace Protection**—A combining district can establish restrictions on the height of buildings, antennas, trees, and other objects as necessary to protect the airspace needed for operation of the airport. These restrictions should be based upon the current version of the Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, Subpart C. Additions or adjustment to take into account instrument approach (TERPS) surfaces should be made as necessary. Provisions prohibiting smoke, glare, bird attractions, and other hazards to flight should also be included. Exhibit 2–15 depicts the military and civilian airspace surfaces for March ARB/IPA.
- ▶ **FAA Notification Requirements**—Combining districts also can be used to ensure that project developers are informed about the need for compliance with the notification requirements of FAR Part 77. Subpart B of the regulations requires that the proponent of any project that exceeds a specified set of height criteria submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration prior to commencement of construction. The height criteria associated with this notification requirement are lower than those spelled out in Part 77, Subpart C, which define airspace obstructions. The purpose of the notification is to determine if the proposed

construction would constitute a potential hazard or obstruction to flight. Notification is not required for proposed structures that would be shielded by existing structures or by natural terrain of equal or greater height, where it is obvious that the proposal would not adversely affect air safety.

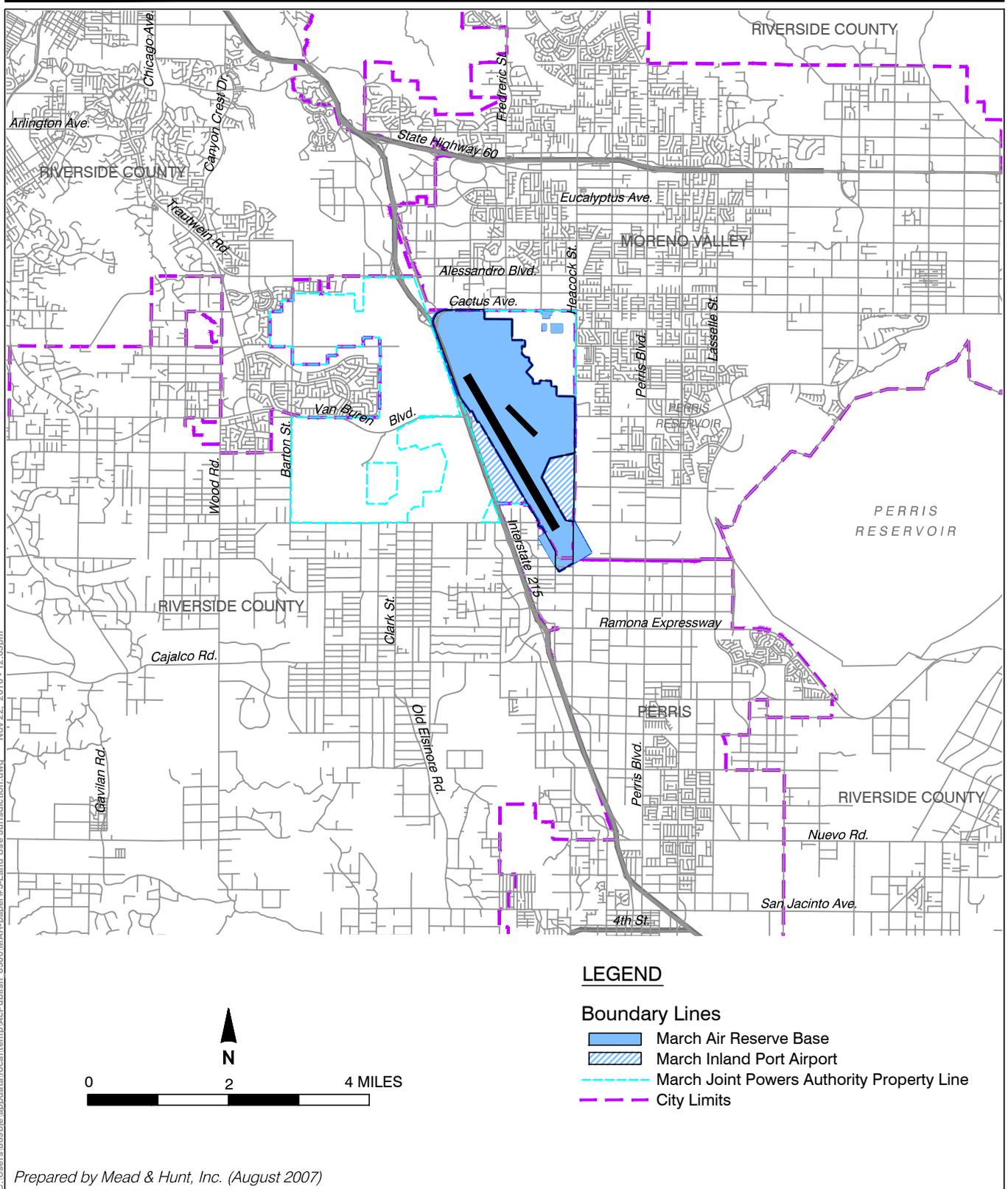
- ▶ **State Regulation of Obstructions**—State law prohibits anyone from constructing or altering a structure or altering a structure or permitting an object of natural growth to exceed the heights established by FAR Part 77, Subpart C, unless the FAA has determined the object would or does not constitute a hazard to air navigation (Public Utilities Code, Section 21659). Additionally, a permit from the Department of Transportation is required for any structure taller than 500 feet above the ground unless the height is reviewed and approved by the Federal Communications Commission or the FAA (Public Utilities Code, Section 21656).
- ▶ **Designation of High Noise-Impact Areas**—California state statutes require that multi-family residential structures in high-noise exposure areas be constructed so as to limit the interior noise to a Community Noise Equivalent Level of no more than 45 dB. A combining district could be used to indicate the locations where special construction techniques may be necessary in order to ensure compliance with this requirement. The combining district also could extend this criterion to single-family dwellings. To further reduce the intrusiveness of aircraft noise, the *JLUS* recommends that habitable interior spaces of new residential and other noise-sensitive uses be exposed to no more than 40 dB CNEL from aircraft sources. Incorporation of extra noise level reduction (NLR) features in structures housing these uses is necessary in Zones B1, B2, and C1.
- ▶ **Maximum Densities/Intensities**—Airport noise and safety compatibility criteria are frequently expressed in terms of dwelling units per acre (density) for residential uses and people per acre (intensity) for other land uses. These standards can either be directly included in a combining zone or used to modify the underlying land use designations. For residential land uses, the correlation between the compatibility criteria and land use designations is direct. For other land uses, the method of calculating the intensity limitations needs to be defined. Appendix D identifies methods by which determining concentrations of people can be made. Alternatively, a matrix can be established indicating whether each specific type of land use is compatible with each compatibility zone. To be useful, the land use categories need to be more detailed than typically provided by general plan or zoning ordinance land use designations. Exhibit 3–7 identifies the list of land uses permitted within each of the compatibility zones for March ARB/IPA. This list of specific land uses is intended to be one of the primary land use compatibility tools to be adopted by the March JPA and its member jurisdictions.
- ▶ **Open Areas for Emergency Landing of Aircraft**—Preserving open land for emergency aircraft landing is primarily a safety concern with small aircraft, not the large planes operated at March ARB/IPA. However, for nonresidential uses, the *AICUZ Study* recommends that buildings located within APZ I should be limited to one story and the lot coverage should not exceed 20 percent. The *JLUS* incorporates the same criterion.
- ▶ **Real Estate Disclosure Policies**—The geographic extent and specific language of recommended real estate disclosure statements can be described in an airport combining zone ordinance. Each jurisdiction would establish a policy indicating that information about the airport’s influence area should be disclosed to prospective buyers of all airport-vicinity properties prior to transfer of title. For March ARB/IPA, the airport influence area is shown in Exhibit 3–3. The advantage of this type of program is that it applies to previously existing land uses as well as to new development.

The requirement for disclosure of information about the proximity of an airport has been present in state law for some time, but legislation adopted in 2002 and effective in January 2004 explicitly ties the requirement to the airport influence areas established by airport land use commissions. With certain exceptions, these statutes require disclosure of a property's location within an airport influence area under any of the following three circumstances: (1) sale or lease of subdivided lands; (2) sale of common interest developments; and (3) sale of residential real property. In each case, the disclosure statement to be used is defined by state law as follows:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

The function of ALUCs is to define the airport influence area within which the above disclosure statement is to be made. ALUC adoption of the *JLUS* recommendations would mean that the disclosure should be provided within the airport influence area shown in Exhibit 3-3. Also, the ALUC policy extends the disclosure requirement to apply to all residential real estate transactions. See Appendix B herein for the ALUC policy.



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Prepared by Mead & Hunt, Inc. (August 2007)

Exhibit 4-1

Land Use Jurisdictions

March Air Reserve Base / Inland Port Airport

AIRPORT SITE

- ▶ *Location*
 - › Northwestern section of Riverside County
 - › 10 miles southeast of central Riverside
 - › Situated on high valley floor of Perris Valley
- ▶ *Nearby Terrain*
 - › Relatively flat in immediate vicinity
 - › Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
 - › Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *March Joint Powers Authority*
 - › Has land use authority over March JPA property
- ▶ *Riverside County*
 - › Airport lies entirely within unincorporated area
- ▶ *City of Moreno Valley*
 - › Borders airport to the east
- ▶ *City of Perris*
 - › Borders airport to the south and lies beneath primary airport approach routes
- ▶ *City of Riverside*
 - › Borders airport to the west-northwest and lies beneath primary airport departure routes

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - › Immediate area lies within the March JPA boundary and is primarily developed to the northeast and undeveloped west of Highway 215
 - › Lands within the cities of Riverside and Moreno Valley are primarily devoted to existing land uses
 - › Urban development encroaches airport to the south (City of Perris) and west (County of Riverside)
 - › Scattered rural residential development to the north (City of Riverside) and south (City of Perris)
 - › Perris reservoir located 3 mi. southeast
- ▶ *Runway Approaches*
 - › Northwest (Runway 14): Sycamore Canyon Park with residential neighborhoods, Sycamore Canyon and Canyon Springs neighborhoods with major activity centers
 - › Southeast (Runway 32): Industrial, commercial and business park uses; residential uses 2 mi.

STATUS OF COMMUNITY PLANS

- ▶ *Riverside County*
 - › General Plan adopted by Board of Supervisors October 2003
 - › Update in progress late 2010
 - › Area Plans in March ARB vicinity (Reche Canyon, Mead Valley, Lake Mathews) adopted October 2003
- ▶ *March Joint Powers Authority*
 - › General Plan adopted by March JPA in 1999
 - › March Business Center Specific Plan adopted February 2003; March Life Care Campus Specific Plan adopted December 2009; Meridian Specific Plan Amendment adopted August 2010
 - › Development Code adopted July 1997
 - › Zoning Map adopted May 2004
- ▶ *City of Moreno Valley*
 - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
 - › General Plan adopted by City Council 2005-2006
- ▶ *City of Riverside*
 - › General Plan 2025 adopted by City Council November 2007

PLANNED AIRPORT AREA LAND USES

- ▶ *March Joint Powers Authority*
 - › Northeast: Low Density Residential and Recreational area
 - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
 - › South: Aviation-related uses
- ▶ *Riverside County*
 - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *City of Moreno*
 - › Northeast: Office, Commercial, Specific Plan areas and Residential uses
 - › East: Low density residential uses with scattered commercial uses and public facilities
- ▶ *City of Perris*
 - › South: Industrial and commercial uses
- ▶ *City of Riverside*
 - › Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
 - › West: Medium residential uses with scattered commercial uses and parks

Exhibit 4-2

Airport Environs Information

March Air Reserve Base / Inland Port Airport

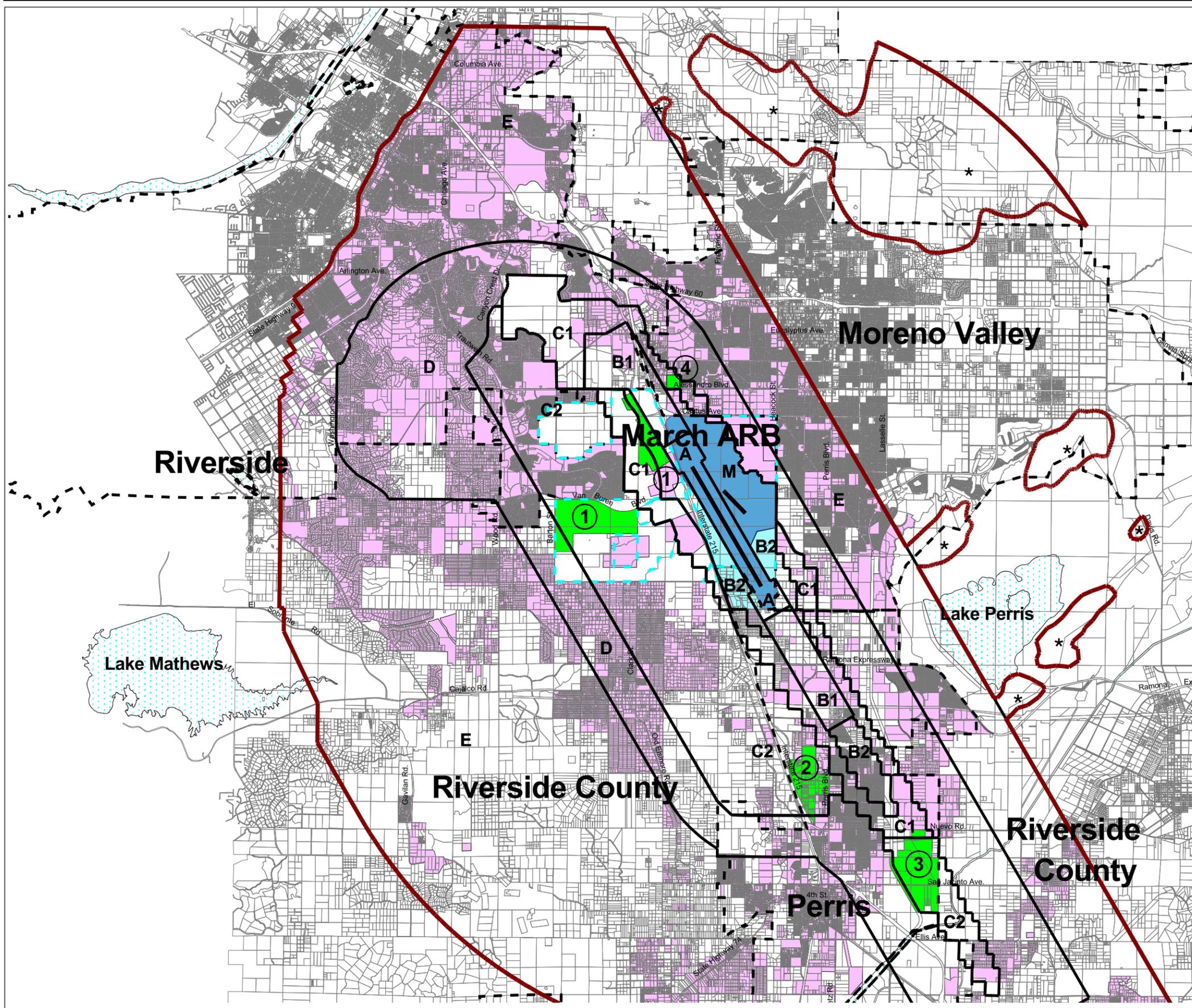
ESTABLISHED AIRPORT COMPATIBILITY MEASURES

- ▶ *Riverside County General Plan (October 2003)*
 - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.3)
 - › Submit proposed actions to ALUC as required by state law (Policy LU 1.8); other actions and projects may be submitted on voluntary and advisory basis (LU 14.8)
- ▶ *City of Riverside General Plan (September 1994)*
 - › Residential development and noise sensitive uses deemed conditionally acceptable in 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
 - › Transportation Element Policy T 3.8 states that city "should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety"
- ▶ *City of Riverside Zoning Codes*
 - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
 - › No FAR Part 77 height limit zoning
- ▶ *City of Perris General Plan (1991)*
 - › Residential development and noise sensitive uses (e.g., schools) deemed conditionally acceptable in 60-70 CNEL range; low density residential deemed conditionally acceptable in 55-70 CNEL range; residential uses normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
 - › Perris Municipal Code (Chapter 16.22) regulates new development located near airports and requires noise mitigations on residential uses exposed to exterior noise levels of 60 dBA CNEL or greater
- ▶ *City of Moreno Valley General Plan (1988)*
 - › Data not available at this time
- ▶ *City of Moreno Valley Zoning*
 - › Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II

DRAFT AIRPORT COMPATIBILITY MEASURES

- ▶ *City of Riverside General Plan 2025 Update*
 - › Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Policy CCM 11.2)
 - › Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Policy N 2.5)
 - › Ensure development within airport influence area is consistent with Airport Protection Overlay Zone (Policy PS 4.6)
- ▶ *City of Perris General Plan 2030 Update*
 - › Low density residential uses are deemed conditionally acceptable within Accident Potential Zone II; all other residential uses are restricted. All residential uses are deemed conditionally acceptable in 60-70 dB DNL range; strongly discouraged in 70-75 DNL; not acceptable above 75 DNL
 - › Consult AICUZ and ALUP guidelines when considering development proposed projects (Policy I.D)
 - › Consider recommendations of the ALUC regarding potential land uses or projects affecting the Perris Valley Airport Environs Area (Policy VI.B.2); March ARB / IPA influence area not specifically referenced
- ▶ *City of Moreno Valley General Plan Update*
 - › Data not available at this time

Exhibit 4-2, continued



Legend

- City Limits
- Runway
- Airport Influence Area Boundary
- Compatibility Zones
- March Air Reserve Base
- Inland Port Airport Property
- March Joint Powers Authority Property
- High Terrain Zone
- Existing Development
- Site-Specific Exceptions (existing local agency commitments to development projects)
 - ① March Business Center (March JPA)
 - ② Harvest Landing (Perris)
 - ③ Park West (Perris)
 - ④ Low-Income housing (Moreno Valley)

Note: This map depicts land where major development exists or has been approved by local jurisdictions.

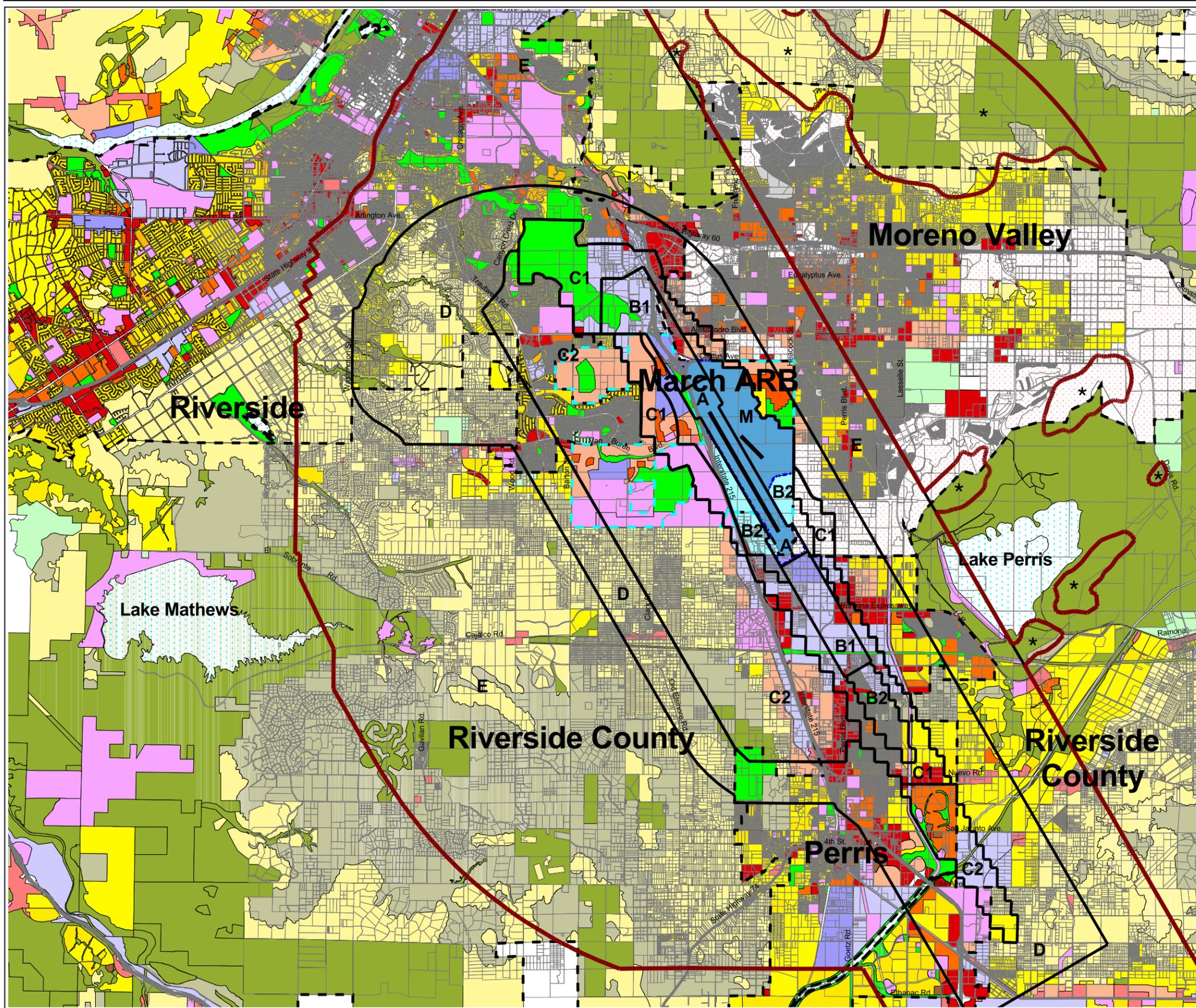
Sources:
 Google Earth (2007)
 County of Riverside (2005)
 City of Riverside (2006)
 City of Perris (2006)



**March Air Reserve Base / Inland Port Airport
 Joint Land Use Study
 (December 2010)**

Exhibit 4-3

**Existing Development
 March Air Reserve Base / Inland Port Airport**

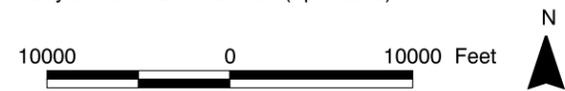


Legend

- City Limits
- Runway
- Airport Influence Area Boundary
- Compatibility Zones
- March Air Reserve Base
- Inland Port Airport Property
- March Joint Powers Authority Property
- High Terrain Zone

- Residential >20 du/ac
- Residential 8.1-20.0 du/ac
- Residential 4.1-8.0 du/ac
- Residential 1.1-4.0 du/ac
- Residential ≤1.0 du/ac
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential
- Agriculture
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified
- Specific Plan Area

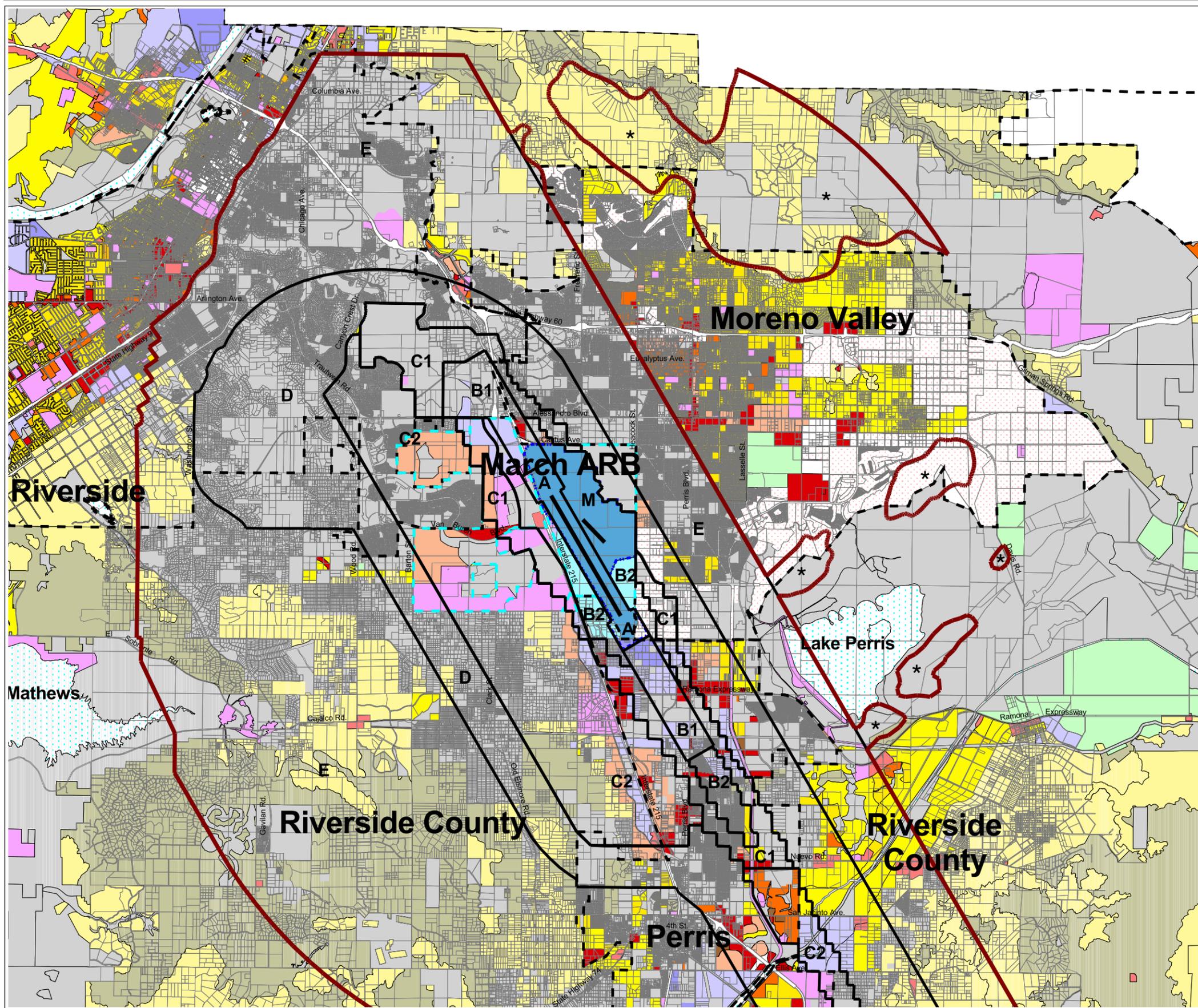
Note: This map is combined and simplified from the following map sources:
 Riverside County General Plan (October 2003)
 City of Riverside General Plan 2025 Update (August 2005)
 City of Moreno Valley General Plan (October 2006)
 City of Perris General Plan (April 2005)



**March Air Reserve Base / Inland Port Airport
 Joint Land Use Study
 (December 2010)**

Exhibit 4-4

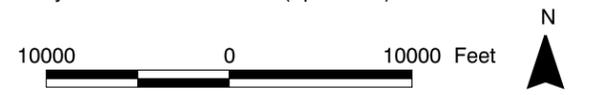
**General Plan Land Use Designations
 March Air Reserve Base / Inland Port Airport**



Legend

- City Limits
 - Runway
 - Airport Influence Area Boundary
 - Compatibility Zones
 - March Air Reserve Base
 - Inland Port Airport Property
 - March Joint Powers Authority Property
 - High Terrain Zone
-
- Residential >20 du/ac
 - Residential 8.1-20.0 du/ac
 - Residential 4.1-8.0 du/ac
 - Residential 1.1-4.0 du/ac
 - Residential ≤1.0 du/ac
 - Mobile Home Park
 - High-Intensity Commercial/Office
 - Low-Intensity Commercial /Office
 - Office/Business Park
 - Heavy Industrial
 - Light Industrial/Warehousing
 - Mixed Use
 - School
 - Other Public/Institutional
 - Parks & Recreation
 - Rural Residential
 - Agriculture
 - Open Space/Conservation
 - Federal Lands
 - State Lands
 - Indian Lands
 - Unclassified
 - Specific Plan Area
 - Existing or Entitled Development, Undevelopable or Vacant Lands as of December 2010

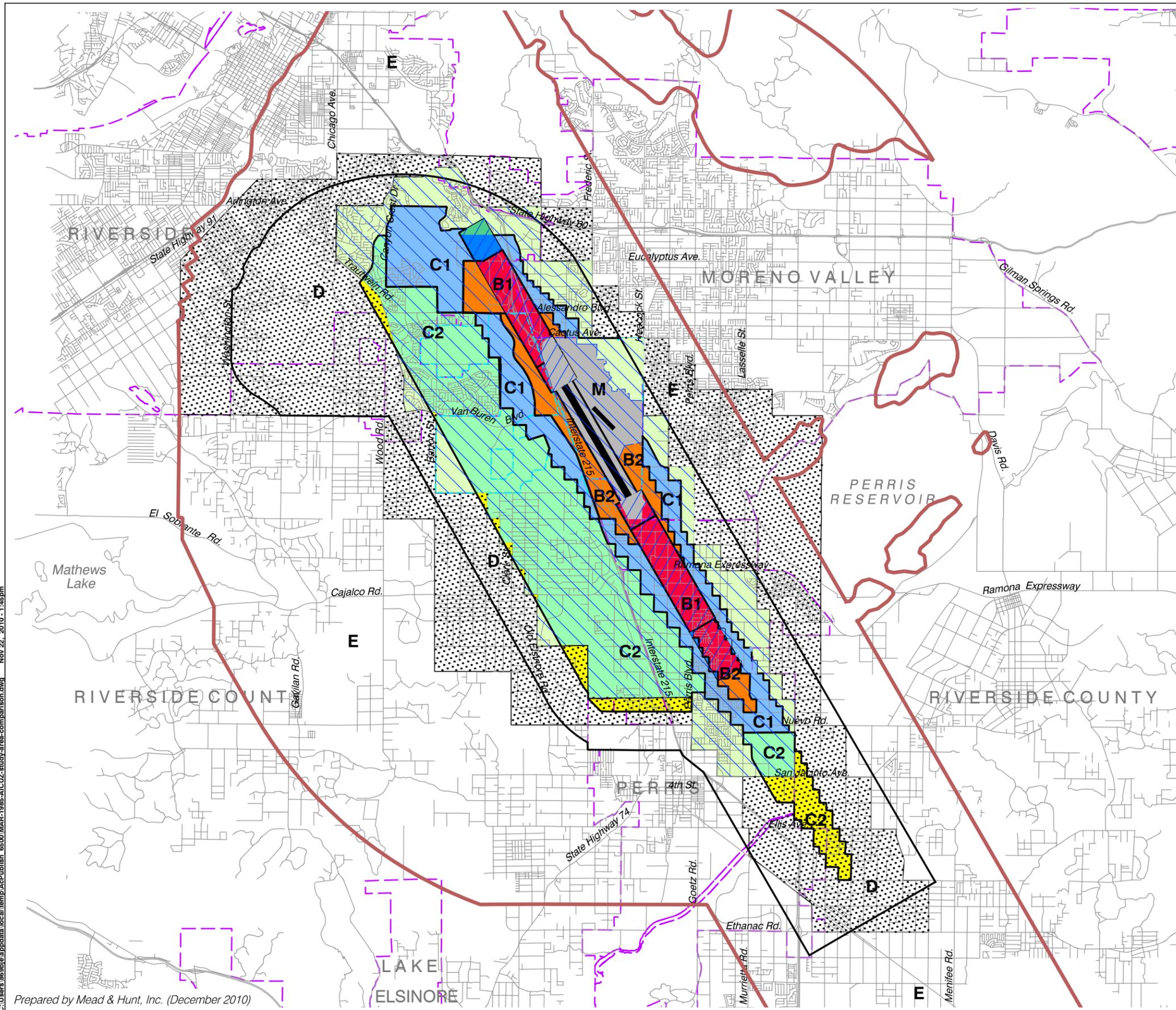
Note: This map is combined and simplified from the following map sources:
 Riverside County General Plan (October 2003)
 City of Riverside General Plan 2025 Update (August 2005)
 City of Moreno Valley General Plan (October 2006)
 City of Perris General Plan (April 2005)



**March Air Reserve Base / Inland Port Airport
 Joint Land Use Study
 (December 2010)**

Exhibit 4-5

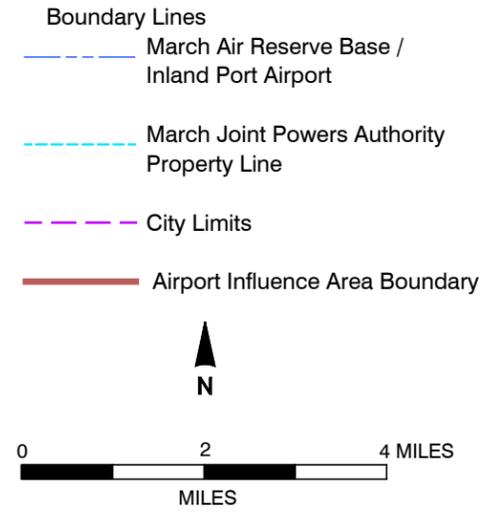
**Future Development
 March Air Reserve Base / Inland Port Airport**



LEGEND

Zones		1984 ALUC Criteria		
		Area I	Area II	Area III
		No New Residential	2-1/2 acre min. lots	No Restrictions
A	No New Dwellings	Red	N/A	N/A
B1	No New Dwellings	Red	Orange	N/A
B2	No New Dwellings	Red	Orange	N/A
C1	≤ 3.0 d.u./ac	Blue	Light Blue	Yellow
C2	≤ 6.0 d.u./ac	Light Blue	Light Green	Yellow
D	No Limits	Green	Light Green	Dark Blue
E	No Limits	Light Green	Light Green	Dark Blue
M	Federal Land	Grey	Grey	Grey

No Limits
 Red/Orange/Yellow - JLUZ more restrictive
 Blue/Green - JLUZ less restrictive



**March Air Reserve Base / Inland Port Airport
 Joint Land Use Study
 (December 2010)**

Exhibit 4-6

**Comparison of JLUZ and ALUC Zones
 March Air Reserve Base / Inland Port Airport**

C:\Users\rs5bje\appdata\local\temp\AcPublish_6500\MAR-1985-ALUCZ-study-area-comparison.dwg Nov 22, 2010 - 1:45pm
 Prepared by Mead & Hunt, Inc. (December 2010)