

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

**Adopted by**

**Riverside County Airport Land Use Commission**

**November 13, 2014**

**Prepared by**

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# MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN

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## OVERVIEW

This *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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*Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps*

## **MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT**

### **MA.1 Compatibility Map Delineation**

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are

indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IP. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflowed by both military and civilian aircraft.

## MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.


### 2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

### 2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
  - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.

<b>Zone</b>	<b>Noise and Overflight Factors</b>	<b>Safety and Airspace Protection Factors</b>
<b>M</b> (Military)	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
<b>A</b> Clear Zone (if not on base)	<i>Noise Impact: Very High</i> ▶ High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
<b>B1</b> Inner Approach/ Departure Zone	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
<b>B2</b> High Noise Zone	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
<b>C1</b> Primary Approach/ Departure Zone	<i>Noise Impact: Moderate to High</i> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to low altitude overflight corridors
<b>C2</b> Flight Corridor Zone	<i>Noise Impact: Moderate</i> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflow in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
<b>D</b> Flight Corridor Buffer	<i>Noise Impact: Moderate to Low</i> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
<b>E</b> Other Airport Environs	<i>Noise Impact: Low</i> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ▶ Within outer or occasionally used portions of flight corridors
 High Terrain Zone	<i>Noise Impact: Low</i> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ▶ Moderate risk because high terrain constitutes air-space obstruction ▶ Concern is tall single objects (e.g., antennas)

**Table MA-1**

## **Compatibility Zone Factors**

### **March Air Reserve Base / Inland Port Airport**

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

#### 2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.
- (e) Calculation of Usage Intensities for Retail Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction in the resulting usage intensity (people per acre) as described in the appendix.
- (f) Calculation of Usage Intensities for Warehouse Uses: Notwithstanding the provisions of Appendix C and Table C1 of the *Riverside County Airport Land Use Compatibility Plan*, the usage intensities of warehouses, distribution centers, e-commerce centers, fulfillment centers, and similar uses in buildings larger than 200,000 gross square feet, exclusive of offices, conference rooms, break rooms and other uses identified separately from warehouses in Table C1, shall be calculated as follows:
  - (1) High-cube warehouses and distribution centers, other than e-commerce centers and fulfillment centers, shall be evaluated on the basis of 35% of the usage intensity that results from the occupancy level indicated in Table C1.
  - (2) E-commerce centers, fulfillment centers, and other similar uses shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1.



- (3) Office space in these buildings shall be evaluated on the basis of 50% of the usage intensity that results from the occupancy level indicated in Table C1. All other separately identified uses shall be evaluated on the basis of the occupancy level listed for the respective use in Table C1.

2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) *Countywide Policy 4.3.3:* For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) *Countywide Policy 4.3.4:* Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) *Countywide Policy 4.3.5:* The compatibility zones within which dedication of an avigation easement shall be required as a condition of development is as indicated in Table MA-2. Except within Compatibility Zone A, avigation easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it (successor-in-interest). Any avigation easements required within Zone A shall be dedicated to the United States of America.
- (d) *Countywide Policy 4.3.7:* Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) *Countywide Policy 4.4.3:* The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such, exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
- (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions

- (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
  - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above-ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.
  - (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
  - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
  - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
  - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
  - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.

(d) *(Exception Site 4) Day/ Alessandro Affordable Housing Site, City of Moreno Valley*

- (1) Situated in Compatibility Zone C1.
- (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
- (3) The city owns the site, thus an expiration date is not applicable.

(e) *(Exception Site 5) Ben Clark Training Center*

- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
- (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
  - Future development of the property shall be consistent with the deed restrictions.
  - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
  - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
  - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
  - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
  - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.

(f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*

- (1) Situated in Compatibility Zone C2.

- (2) A 13.54-acre proposed single-family residential subdivision located east of Trautwein Road and north of Grove Community Avenue within the City of Riverside.
- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of this property:
  - An average-acre density of up to 6.5 dwelling units per acre (a maximum of 87 dwelling units) shall be allowed in lieu of the 6.0 dwelling units per acre set by Table MA-2.
  - Exception Site 6 is a portion of an area covered by a Development Agreement between the City of Riverside and The Grove Community Church recorded on November 26, 2003 as Instrument No. 2003-934365. The Development Agreement provided for a senior housing facility, elementary school, and preschool within the area where the Ridge Crest Cardinal subdivision is now proposed. Development of the proposed single-family residential subdivision would utilize the area previously proposed for these facilities and thereby reduce the potential number of vulnerable occupants at this location, in comparison to these entitled but unbuilt uses. The above allowance for up to 6.5 dwelling units per acre on the property is only applicable if these previously entitled uses are not constructed within the boundaries of Exception Site 6.

Zone	Locations	Density / Intensity Standards			Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
			Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b>	Military					› No ALUC authority	
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining	› All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight <sup>8</sup>	› Electromagnetic radiation notification <sup>9</sup> › Avigation easement dedication and disclosure <sup>4,7</sup>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100	Max. 50% lot coverage within APZs <sup>12</sup>	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly › Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs <sup>13</sup> › Hazardous materials manufacture/storage <sup>14</sup> › Noise sensitive outdoor nonresidential uses <sup>15</sup> › Critical community infrastructure facilities <sup>16</sup> › Hazards to flight <sup>8</sup> › Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup>	› Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> › Zoned fire sprinkler systems required › Airspace review req'd for objects >35 ft. tall <sup>19</sup> › Electromagnetic radiation notification <sup>9</sup> › Avigation easement dedication and disclosure <sup>4</sup>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, places of assembly › Bldgs with >3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses <sup>15</sup> › Critical community infrastructure facilities <sup>16</sup> › Hazards to flight <sup>8</sup>	› Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> › Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup> › Airspace review req'd for objects >35 ft. tall <sup>19</sup> › Electromagnetic radiation notification <sup>9</sup> › Avigation easement dedication and disclosure <sup>4</sup>
<b>C1</b>	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses <sup>15</sup> › Hazards to flight <sup>8</sup>	› Critical community infrastructure facilities discouraged <sup>16,20</sup> › Aboveground bulk storage of hazardous materials discouraged <sup>14,20</sup> › Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> › Airspace review req'd for objects >70 ft. tall <sup>19</sup> › Electromagnetic radiation notification <sup>9</sup> › Deed notice and disclosure <sup>4</sup>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't	› Highly noise-sensitive outdoor nonresidential uses <sup>15</sup> › Hazards to flight <sup>8</sup>	› Children's schools discouraged <sup>20</sup> › Airspace review req'd for objects >70 ft. tall <sup>19</sup> › Electromagnetic radiation notification <sup>9</sup> › Deed notice and disclosure <sup>4</sup>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>		No Req't	› Hazards to flight <sup>8</sup>	› Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged <sup>21</sup> › Electromagnetic radiation notification <sup>9</sup> › Deed notice and disclosure <sup>4</sup>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>		No Req't	› Hazards to flight <sup>8</sup>	› Disclosure only <sup>4</sup>
<b>*</b>	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	› Hazards to flight <sup>8</sup> › Other uses restricted in accordance with criteria for underlying zone	› Airspace review req'd for objects >35 ft. tall <sup>19</sup> › Avigation easement dedication and disclosure <sup>4</sup>

Table MA-2

## Basic Compatibility Criteria

### March Air Reserve Base / Inland Port Airport

**NOTES:**

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

- <sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- <sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- <sup>3</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- <sup>4</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in [www.marchipa.com/docs\\_forms/avigationeasement.pdf](http://www.marchipa.com/docs_forms/avigationeasement.pdf). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- <sup>5</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- <sup>6</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- <sup>7</sup> Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- <sup>8</sup> Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- <sup>9</sup> March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- <sup>10</sup> Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- <sup>11</sup> Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- <sup>12</sup> In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

**Table MA-2, continued**

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

<sup>13</sup> Within APZ II and outside APZs, two-story buildings are allowed.

<sup>14</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.

<sup>15</sup> Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

<sup>16</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

<sup>17</sup> For properties in either APZ I or II, any use listed as “N – not compatible” for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.

<sup>18</sup> All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

<sup>19</sup> This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.

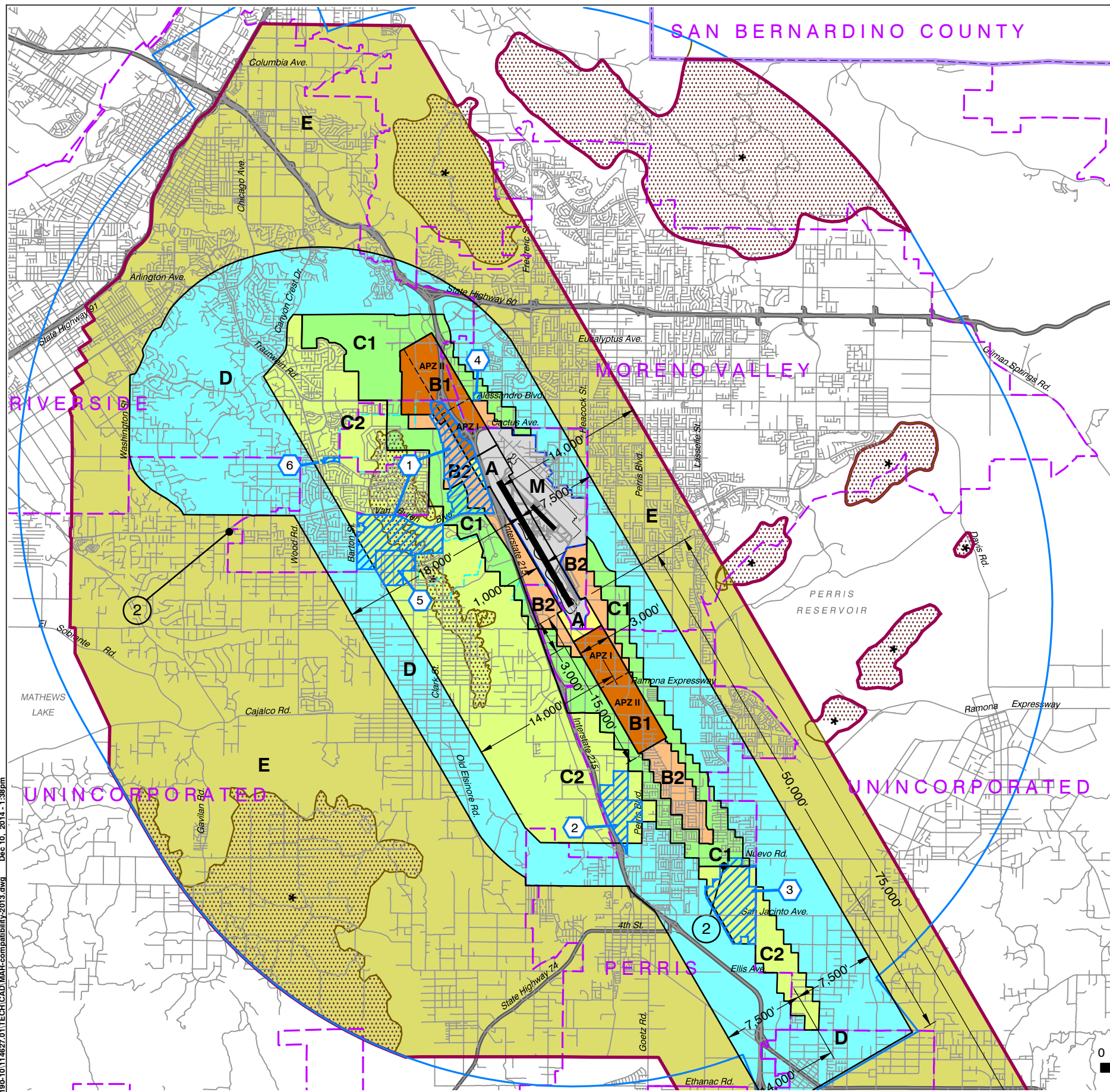
<sup>20</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.

<sup>21</sup> Although no explicit upper limit on usage intensity is defined for *Zone D and E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

**Table MA–2, continued**

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**LEGEND**

**Compatibility Zones**

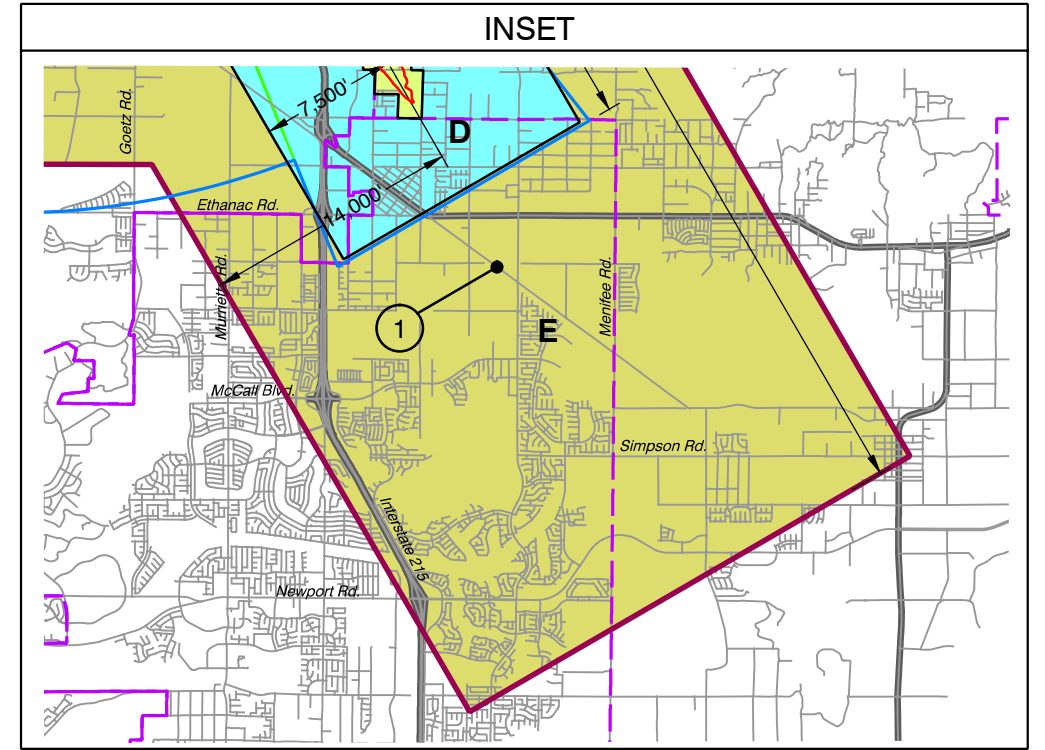
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

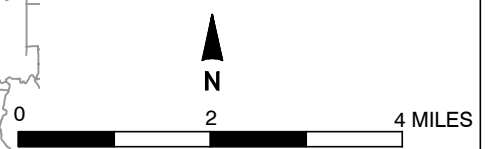
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

- ① March JPA: March Business Center/Meridian
- ② Perris: Harvest Landing
- ③ Perris: Park West
- ④ Moreno Valley: Affordable Housing
- ⑤ March JPA: Ben Clark Training Center
- ⑥ Riverside: Ridge Crest Subdivision



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT

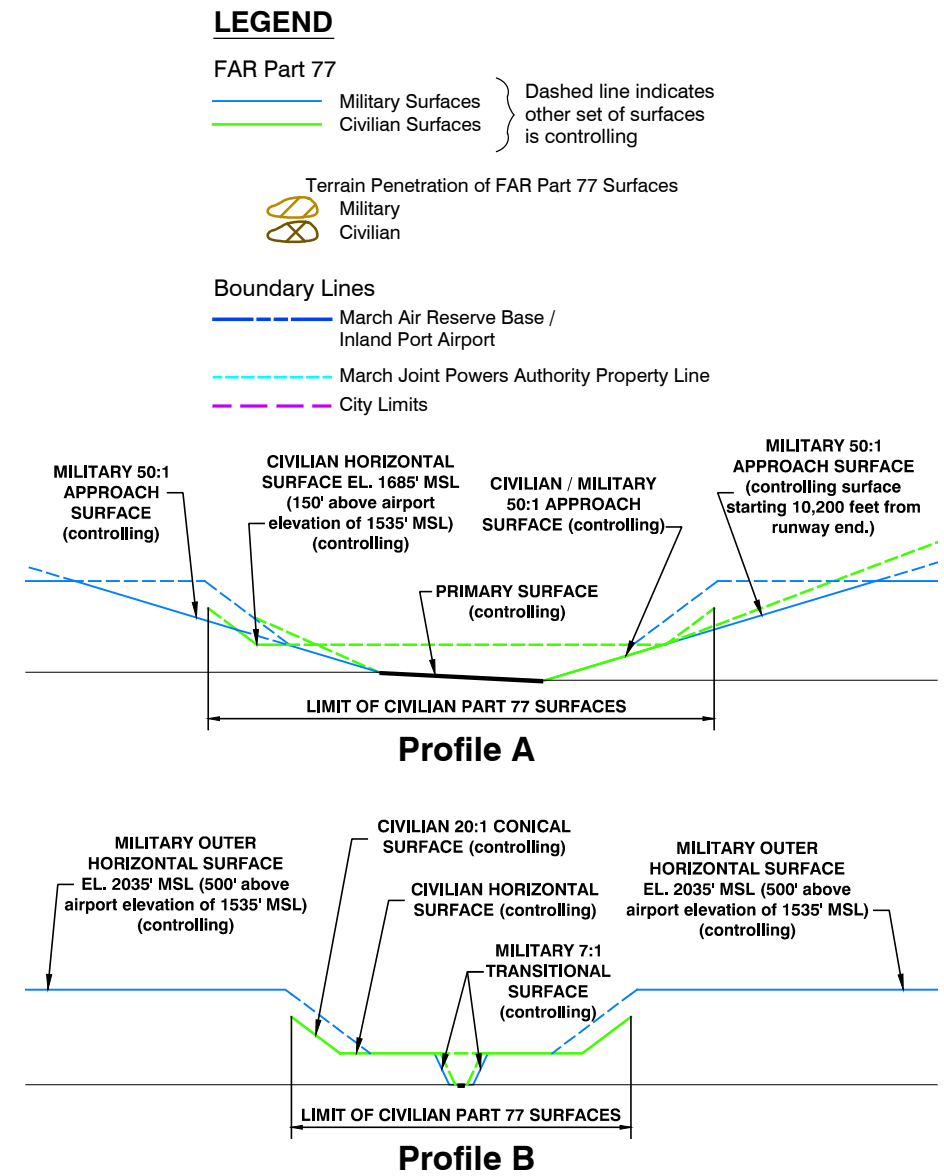
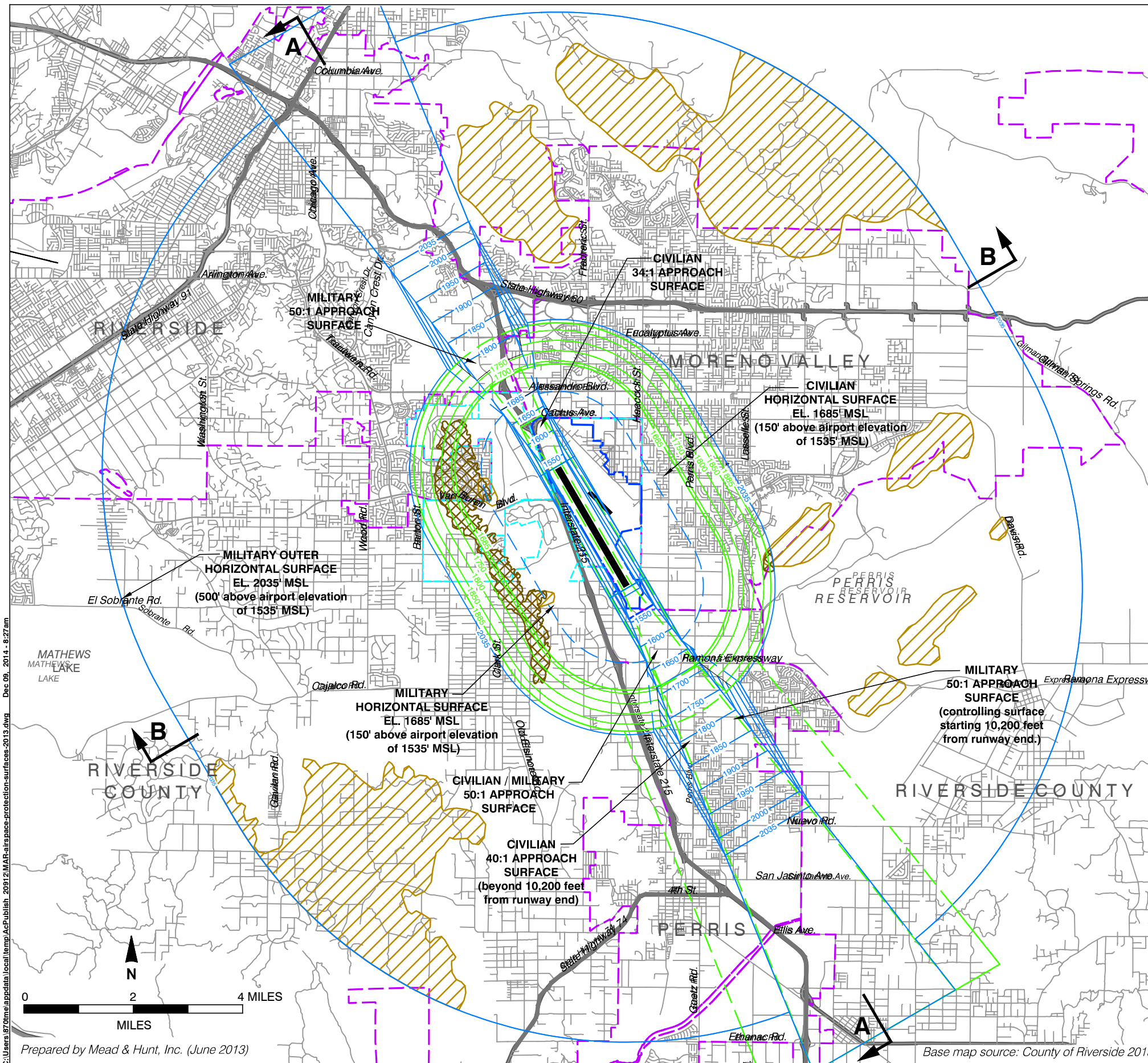
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Prepared by Mead & Hunt, Inc. (June 2013)

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**





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

**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Map MA-2

**Airspace Protection Surfaces  
March Air Reserve Base / Inland Port Airport**

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

Base map source: County of Riverside 2013



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## Background Data: March Air Reserve Base / Inland Port Airport and Environs

### INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study [Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)]* (Department of the Air Force, August 2005)]. The AICUZ projects a total of up to 69,600 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

**GENERAL INFORMATION**

- ▶ *Airport Ownership:* United States Air Force
  - › Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- ▶ *Year Opened:* 1918
- ▶ *Airport Property Size*
  - › Air Force property: 2,300 acres
  - › JPA property: 360 acres
- ▶ *Airport Classification:* Joint Use
- ▶ *Airport Elevation:* 1,538 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Joint Use Agreement*
  - › Between March JPA and U.S. Air Force
  - › Amended June 2008
- ▶ *Air Installation Compatible Use Zone (AICUZ) Study*
  - › Prepared by U.S. Air Force, 2005
  - › Prior versions: 1985, 1992, 1998
- ▶ *March Inland Port Air Cargo Development Plan*
  - › Prepared for March JPA, April 1997

**RUNWAY/TAXIWAY DESIGN****Runway 14-32**

- ▶ *Critical Aircraft:* Military transport
- ▶ *Airport Reference Code:* D-VI
- ▶ *Dimensions:* 13,300 ft. long, 200 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
  - › 65,000 lbs (single wheel)
  - › 260,000 lbs (dual wheel)
  - › 530,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.35%
- ▶ *Runway Lighting*
  - › High-intensity runway edge lights (HIRL)
  - › Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

**Runway 12-30**

- ▶ *Critical Aircraft:* Small single- and twin-engine piston
- ▶ *Airport Reference Code:* B-I (small)
- ▶ *Dimensions:* 3,010 ft. long, 100 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
  - › 12,500 lbs (single wheel)
- ▶ *Average Gradient:* 0.44%
- ▶ *Runway Lighting:* None

**APPROACH PROTECTION**

- ▶ *Runway Clear Zones*
  - › Runways 14 and 32: 3,000-ft. long; mostly on-airport
  - › Runway 12 and 30: 1,000-ft. long; all on-airport
- ▶ *Approach Obstacles:* None

**BUILDING AREA**

- ▶ *Aircraft Parking Locations*
  - › Military: Northeast side of airport
  - › Civilian: Northeast of Runway 32 threshold
- ▶ *Other Major Facilities*
  - › Air Traffic Control Tower
  - › Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/hangars; munitions storage
  - › General aviation terminal (5,000 sq. ft.)
  - › Former DHL air cargo facility
- ▶ *Services*
  - › Civilian fuel farm at civilian airport

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ *Airplane Traffic Patterns*
  - › All runways: Left traffic
  - › Pattern altitude:
    - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
    - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- ▶ *Instrument Approach Procedures (best minimums)*
  - › Runway 32 ILS (CAT II):
    - Straight-in (1,600 ft. visibility; 100 ft. descent height)
  - › Runway 32 ILS:
    - Straight-in (½ mi. visibility; 200 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 32 TACAN:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 32 VOR:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 14 TACAN (offset 29° west of straight in):
    - Straight-in (1 mi. visibility; 700 ft. descent height)
    - Circling (1 mi. visibility; 700 ft. descent height)
  - › No circling northeast of runway on any procedure
- ▶ *Standard Instrument Departure Procedures (SKYES-TWO)*
  - › Rwy 14: straight out to 20 NM, then right turn
  - › Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- ▶ *Visual Approach Aids*
  - › Airport: Rotating beacon
  - › Runways 14 and 32: PAPI
- ▶ *Operational Restrictions / Noise Abatement Procedures*
  - › Prior permission required for all transient civilian aircraft

**PLANNED FACILITY IMPROVEMENTS**

- ▶ *Airfield*
  - › Construct full-length west parallel taxiway for civilian use
- ▶ *Building Area*
  - › Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- ▶ *Property*
  - › No fee acquisition planned

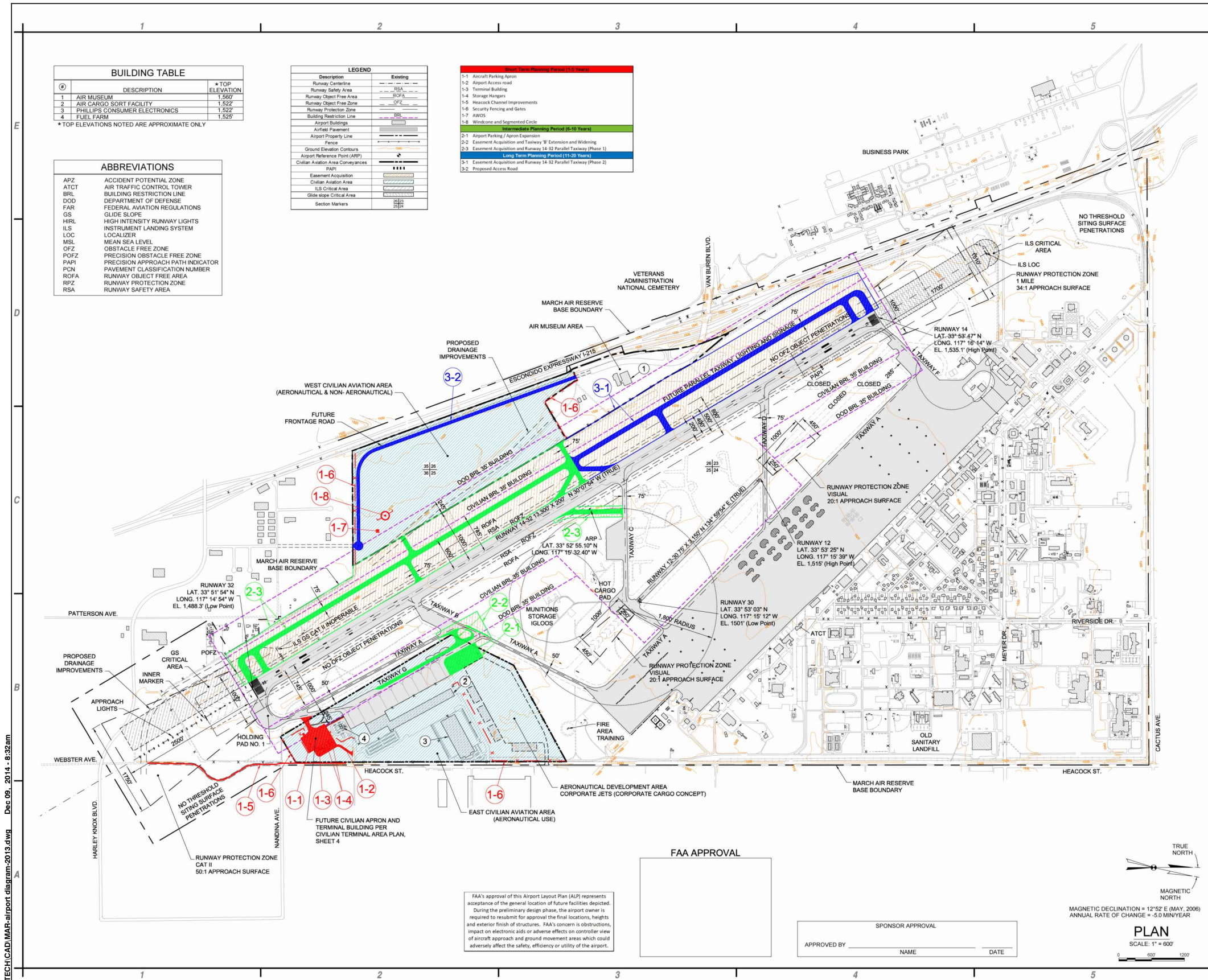
Exhibit MA-1

## Airport Features Summary

### March Air Reserve Base / Inland Port Airport

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DESCRIPTION	* TOP ELEVATION
1 AIR MUSEUM	1,560
2 AIR CARGO SORT FACILITY	1,522
3 PHILLIPS CONSUMER ELECTRONICS	1,522
4 FUEL FARM	1,525

\* TOP ELEVATIONS NOTED ARE APPROXIMATE ONLY

ABBREVIATIONS	DESCRIPTION
APZ	ACCIDENT POTENTIAL ZONE
ATCT	AIR TRAFFIC CONTROL TOWER
BRL	BUILDING RESTRICTION LINE
DOD	DEPARTMENT OF DEFENSE
FAR	FEDERAL AVIATION REGULATIONS
GS	GUIDE SLOPE
HIRL	HIGH INTENSITY RUNWAY LIGHTS
ILS	INSTRUMENT LANDING SYSTEM
LOC	LOCALIZER
MSL	MEAN SEA LEVEL
OFZ	OBSTACLE FREE ZONE
POFZ	PRECISION OBSTACLE FREE ZONE
PAPI	PRECISION APPROACH PATH INDICATOR
PCN	PAVEMENT CLASSIFICATION NUMBER
ROFA	RUNWAY OBJECT FREE AREA
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

LEGEND	Existing	Proposed
Runway Centerline	---	---
Runway Safety Area	---	---
Runway Object Free Area	---	---
Runway Object Free Zone	---	---
Runway Protection Zone	---	---
Building Restriction Line	---	---
Airport Buildings	---	---
Airfield Pavement	---	---
Airport Property Line	---	---
Fence	---	---
Ground Elevation Contours	---	---
Airport Reference Point (ARP)	---	---
Civilian Aviation Area Conveyances	---	---
EAAS	---	---
Easement Acquisition	---	---
Civilian Aviation Area	---	---
ILS Critical Area	---	---
Glide Slope Critical Area	---	---
Section Markers	---	---

Short Term Planning Period (1-5 Years)
1-1 Aircraft Parking Apron
1-2 Airport Access Road
1-3 Terminal Building
1-4 Storage Hangars
1-5 Heacock Channel Improvements
1-6 Security Fencing and Gates
1-7 AWOS
1-8 Walkway and Segmented Circle

Intermediate Planning Period (6-10 Years)
2-1 Airport Parking / Apron Expansion
2-2 Easement Acquisition and Taxiway 'B' Extension and Widening
2-3 Easement Acquisition and Runway 14-32 Parallel Taxiway (Phase 1)

Long Term Planning Period (11-20 Years)
3-1 Easement Acquisition and Runway 14-32 Parallel Taxiway (Phase 2)
3-2 Proposed Access Road

**C&S COMPANIES**  
 C&S Engineers, Inc.  
 2020 Camino Del Rio North  
 Suite 1000  
 San Diego, California 92108  
 Phone: 619-296-6373  
 Fax: 619-296-5683  
 www.cscos.com



**DRAFT AIRPORT LAYOUT PLAN**  
**MARCH INLAND PORT**  
**RIVERSIDE COUNTY, CALIFORNIA**

MARK	DATE	DESCRIPTION
		REVISIONS

**AIRPORT LAYOUT PLAN**

**3 of 9**

**Riverside County**  
**Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport**  
**Land Use Compatibility Plan**  
 (Adopted November 13, 2014)

Exhibit MA-2

**Airport Diagram**  
 March Air Reserve Base / Inland Port Airport

Source: C&S Engineers, Inc. (December 2012)

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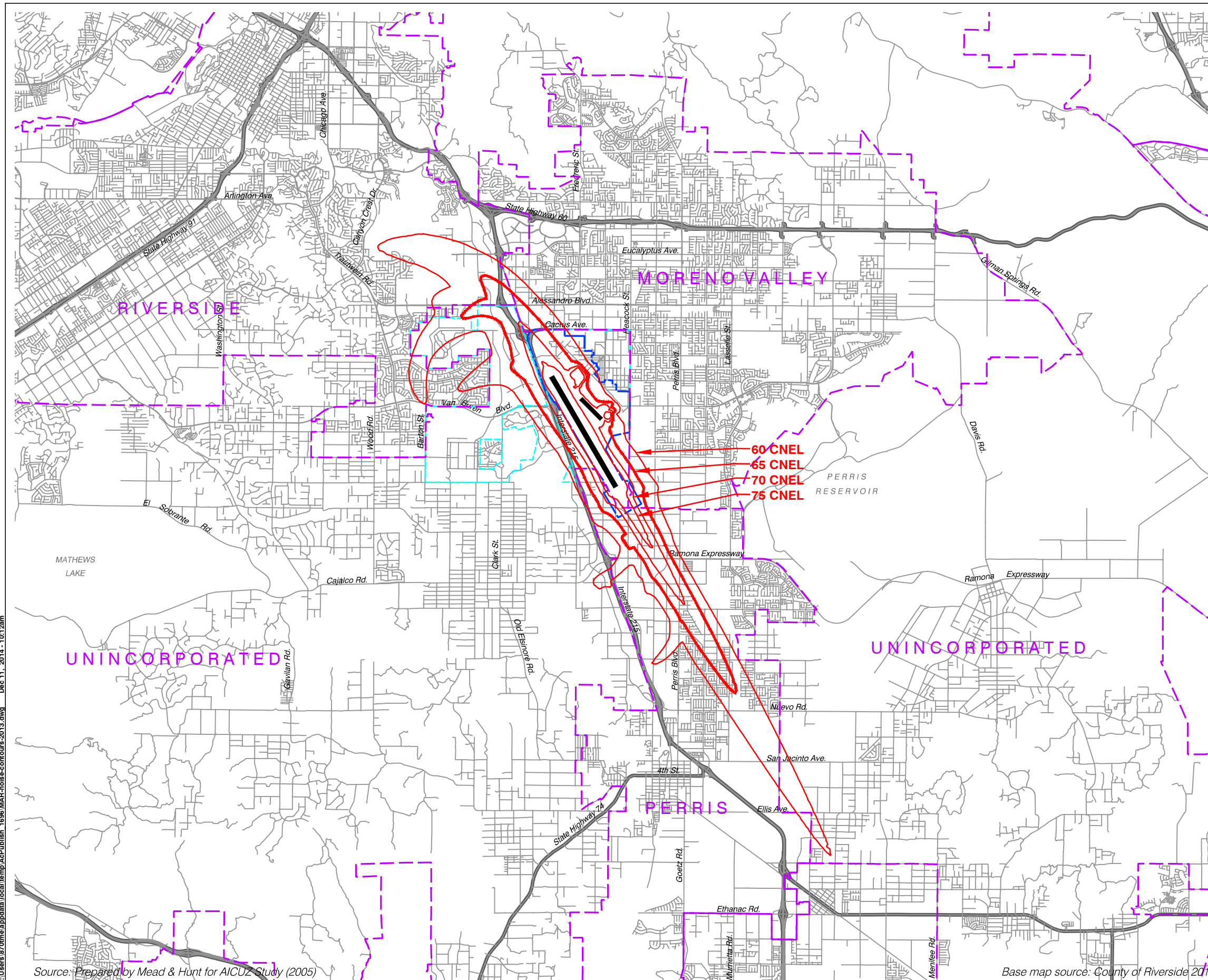
<b>BASED AIRCRAFT</b>				<b>TIME OF DAY DISTRIBUTION</b>			
	<i>Current</i>	<i>Future</i>	<i>Future</i>		<i>Current</i>	<i>Future<sup>b</sup></i>	<i>Future</i>
<i>Data Not Available</i>				<i>Fighter/Attack Aircraft</i>			
<b>ANNUAL AIRCRAFT OPERATIONS</b>				Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% <sup>d</sup>
	<i>Current</i>	<i>Future<sup>b</sup></i>	<i>Future<sup>c</sup></i>	Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
Military	*	44,860	54,104 <sup>d</sup>	Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
CalFire	0	3,740	0	<i>Other Military Aircraft – Arrivals</i>			
Civilian	66 <sup>a</sup>	21,000	21,000 <sup>c</sup>	Day	*	85%	66% <sup>c</sup>
<i>Total Annual Operations</i>	*	69,600	75,104	Evening	*	12%	17%
<i>Average Per Day</i>	*	191	206	Night	*	3%	17%
<b>OPERATIONS BY AIRCRAFT TYPE</b>				<i>Other Military Aircraft – Departures</i>			
	<i>Current</i>	<i>Future<sup>b</sup></i>	<i>Future<sup>c</sup></i>	Day	*	88%	71% <sup>c</sup>
<i>Military</i>		(69.4%)	(72.0%)	Evening	*	11%	4%
Transport	*	45.5%	37.7%	Night	*	1%	25%
Fighter/Attack	*	5.0%	2.4%	<i>Other Military Aircraft – Closed Pattern</i>			
Helicopter	*	4.7%	8.0%	Day	*	61%	86% <sup>c</sup>
Tanker	*	42.4%	46.2%	Evening	*	18%	9%
Contract Air Carrier	*	2.4%	1.1%	Night	*	21%	5%
Small Prop (Aero Club)	*	* <sup>e</sup>	4.6%	<i>Civilian Aircraft</i>			
<i>Civilian</i>		(30.2%)	(28.0%)	Day	*	37%	90% <sup>c</sup>
Commercial Jet	3% <sup>a</sup>	60.0%	60%	Evening	*	35%	5%
Business Jet	33%	9.2%	6%	Night	*	28%	5%
Prop (single & twin)	61%	30.8%	33%	<b>FLIGHT TRACK USAGE</b>			
Helicopter	3%	0.0%	1%	<i>Data Not Available</i>			
CalFire		(5.4%)	(0%)	<b>NOTES</b>			
<b>TYPE OF OPERATION</b>				<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
	<i>Current</i>	<i>Future<sup>b</sup></i>	<i>Future<sup>c</sup></i>	<b>FLIGHT TRACK USAGE</b>			
<i>Military</i>				<i>Data Not Available</i>			
Local	*	43%	21%	<b>NOTES</b>			
Intinerant	*	57%	79%	<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
<i>Civilian</i>	<sup>a</sup>			<b>FLIGHT TRACK USAGE</b>			
Local	0%	0%	0%	<i>Data Not Available</i>			
Intinerant	100%	100%	100%	<b>NOTES</b>			
<b>RUNWAY USE DISTRIBUTION<sup>f</sup></b>				<i>Data Not Available</i>			
	<i>Current</i>	<i>Future<sup>b</sup></i>	<i>Future<sup>c</sup></i>	<b>NOTES</b>			
<i>Military Aircraft – Day/Evening/Night</i>				<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
<i>Arrivals</i>				<b>FLIGHT TRACK USAGE</b>			
Runway 14	*	10%	2%	<i>Data Not Available</i>			
Runway 32	*	90%	98%	<b>NOTES</b>			
<i>Departures</i>				<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
Runway 14	*	10%	48%	<b>FLIGHT TRACK USAGE</b>			
Runway 32	*	90%	52%	<i>Data Not Available</i>			
<i>Closed Pattern</i>				<b>NOTES</b>			
Runway 14	*	10%	0%	<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
Runway 32	*	90%	100%	<b>FLIGHT TRACK USAGE</b>			
<i>Civilian Aircraft – Day/Evening/Night</i>				<i>Data Not Available</i>			
<i>Arrivals &amp; Departures</i>				<b>NOTES</b>			
Runway 14	*	10%	6%	<ul style="list-style-type: none"> <li>› Future activity represents combination of projected military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
Runway 32	*	90%	94%	<b>FLIGHT TRACK USAGE</b>			

Exhibit MA-3

## Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport

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**LEGEND**

**Noise Contours**

- 60 dB CNEL
  - 65 dB CNEL
  - 70 dB CNEL
  - 75 dB CNEL
- } Projected Activity Level  
(75,104 operations)

**Boundary Lines**

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

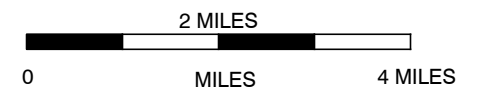
**Projected Activity Level**

Annual Operations	75,104
Average Annual Day	206

**Note:**

Contours represent composite of noise contours from four sources:

- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
- Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
- F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).

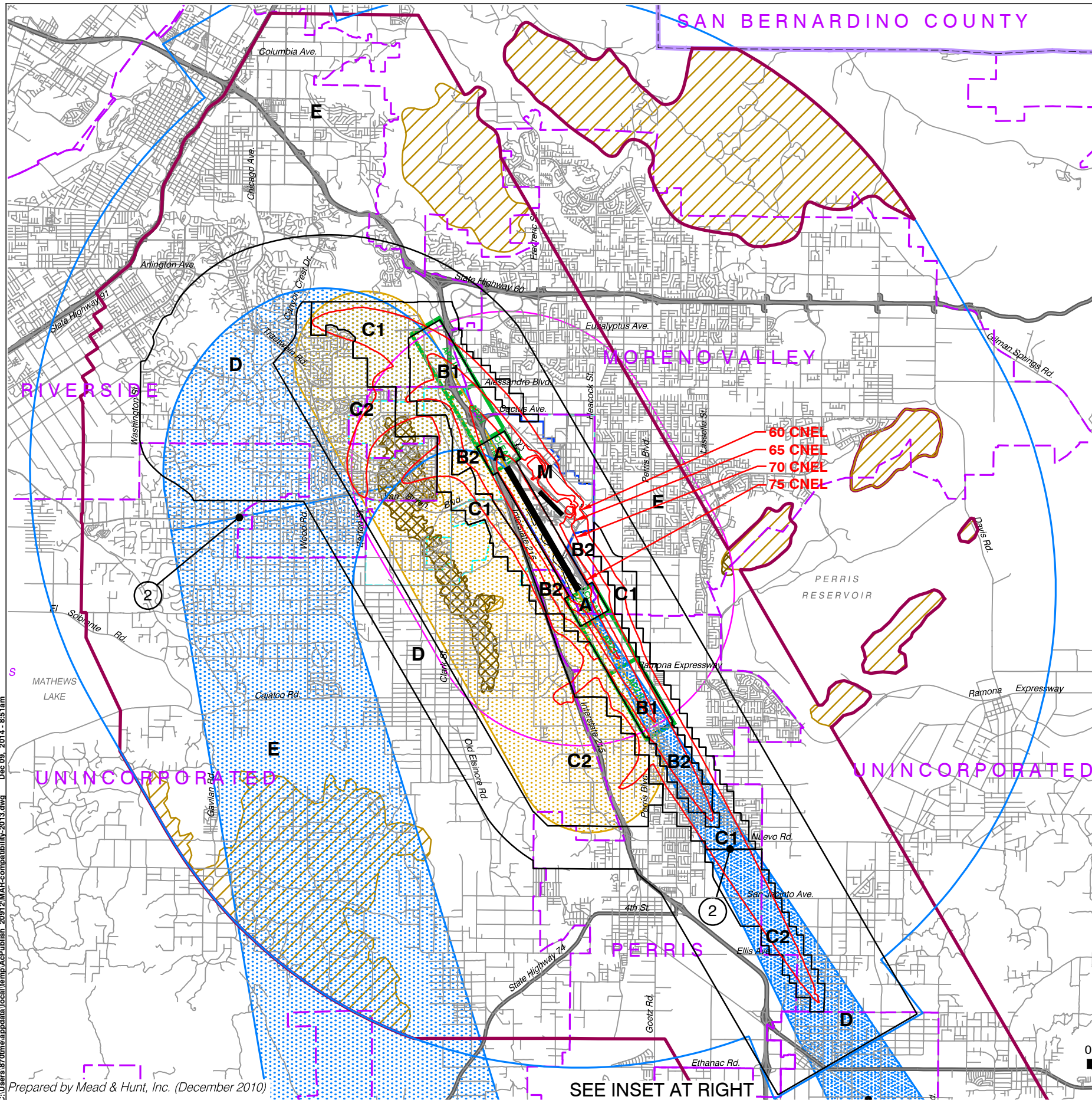


**Riverside County  
Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan**  
(Adopted November 13, 2014)

Exhibit MA-4

**Noise Impact Area**  
March Air Reserve Base / Inland Port Airport





**LEGEND**

**Compatibility Zones**

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M

**Noise and Overflight Compatibility Factors**

- 75 dB CNEL
  - 70 dB CNEL
  - 65 dB CNEL
  - 60 dB CNEL
- Projected Activity Level (75,104 operations)
- ▨ General Approach/Departure Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)
  - ▨ Closed Circuit Traffic Pattern Envelope (approximately 80% of large aircraft overflights estimated to occur within these limits)

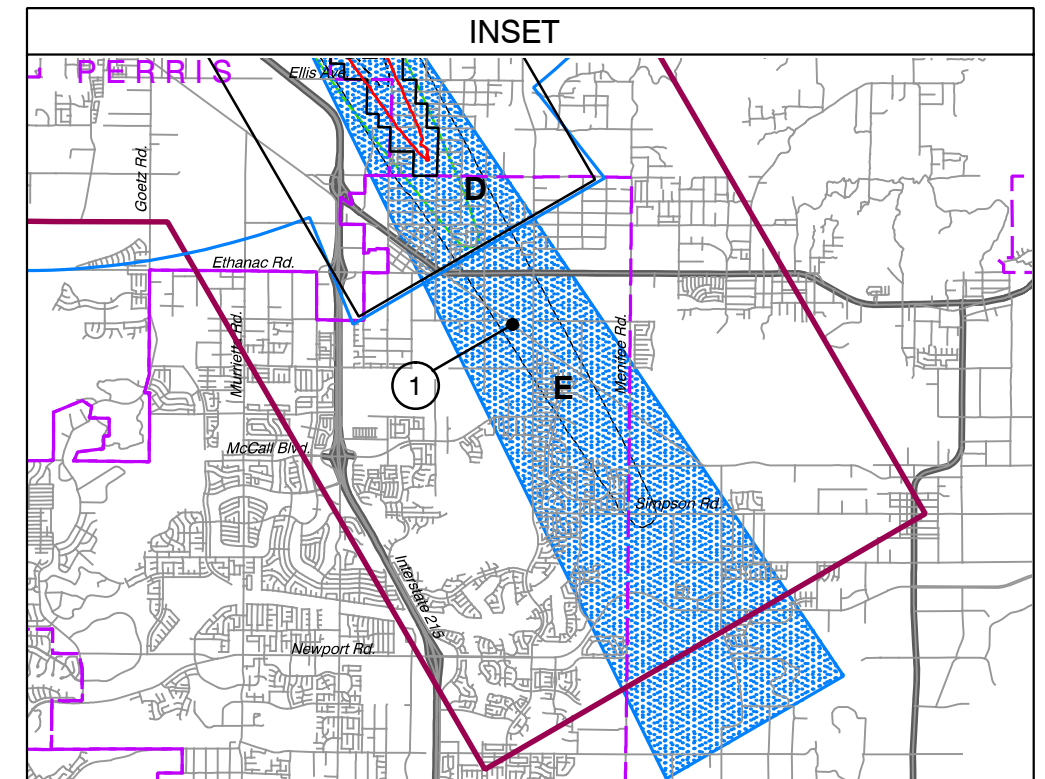
**Safety and Airspace Compatibility Factors**

- Accident Potential Zones
- FAR Part 77 Surface Limits
- Military Outer Horizontal Surface
- Civilian Conical Surface
- Terrain Penetration of FAR Part 77 Surfaces
- ▨ Military
- ▨ Civilian

**Boundary Lines**

- March Air Reserve Base / Inland Port Airport
- March Joint Powers Authority Property Line
- City Limits

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(Adopted November 13, 2014)**

Exhibit MA-5

**Compatibility Factors Map  
March Air Reserve Base / Inland Port Airport**



Base map source: County of Riverside 2013

SEE INSET AT RIGHT





**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**

- ▶ *Riverside County*
  - › Airport lies entirely within unincorporated area
- ▶ *March Joint Powers Authority*
  - › Has land use authority over March JPA property
- ▶ *City of Menifee*
  - › City limits 8¼ miles from south end of runway
- ▶ *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 with development beginning west of Highway 215
  - › Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
  - › Southwest area (unincorporated) mostly low-density and semi-rural residential
  - › South and southeast (City of Perris) suburban residential with interspersed vacant land
- ▶ *Runway Approaches*
  - › Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
  - › Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

**STATUS OF COMMUNITY PLANS**

- ▶ *Riverside County*
  - › General Plan adopted by Board of Supervisors October 2003
  - › Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- ▶ *March Joint Powers Authority*
  - › General Plan adopted by March JPA 1999
  - › General Plan Land Use Map updated January 2012
  - › March Business Center Specific Plan adopted February 2003
  - › Meridian Specific Plan SP-5 adopted August 2010
  - › March LifeCare Campus Specific Plan SP-7 adopted June 2011
  - › Development Code updated April 2012
  - › Zoning Map adopted April 2012
- ▶ *City of Menifee*
  - › General Plan adopted by City Council December 2013
- ▶ *City of Moreno Valley*
  - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
  - › General Plan 2030 elements adopted by City Council on various dates 2005-2010
  - › Park West Specific Plan adopted February 2007
  - › Harvest Landing Specific Plan adopted May 2010
- ▶ *City of Riverside*
  - › General Plan 2025 adopted by City Council November 2007

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *March Joint Powers Authority*
  - › Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
  - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
  - › South: Aviation-related uses
- ▶ *City of Moreno Valley*
  - › 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 MA-6

## Airport Environs Information

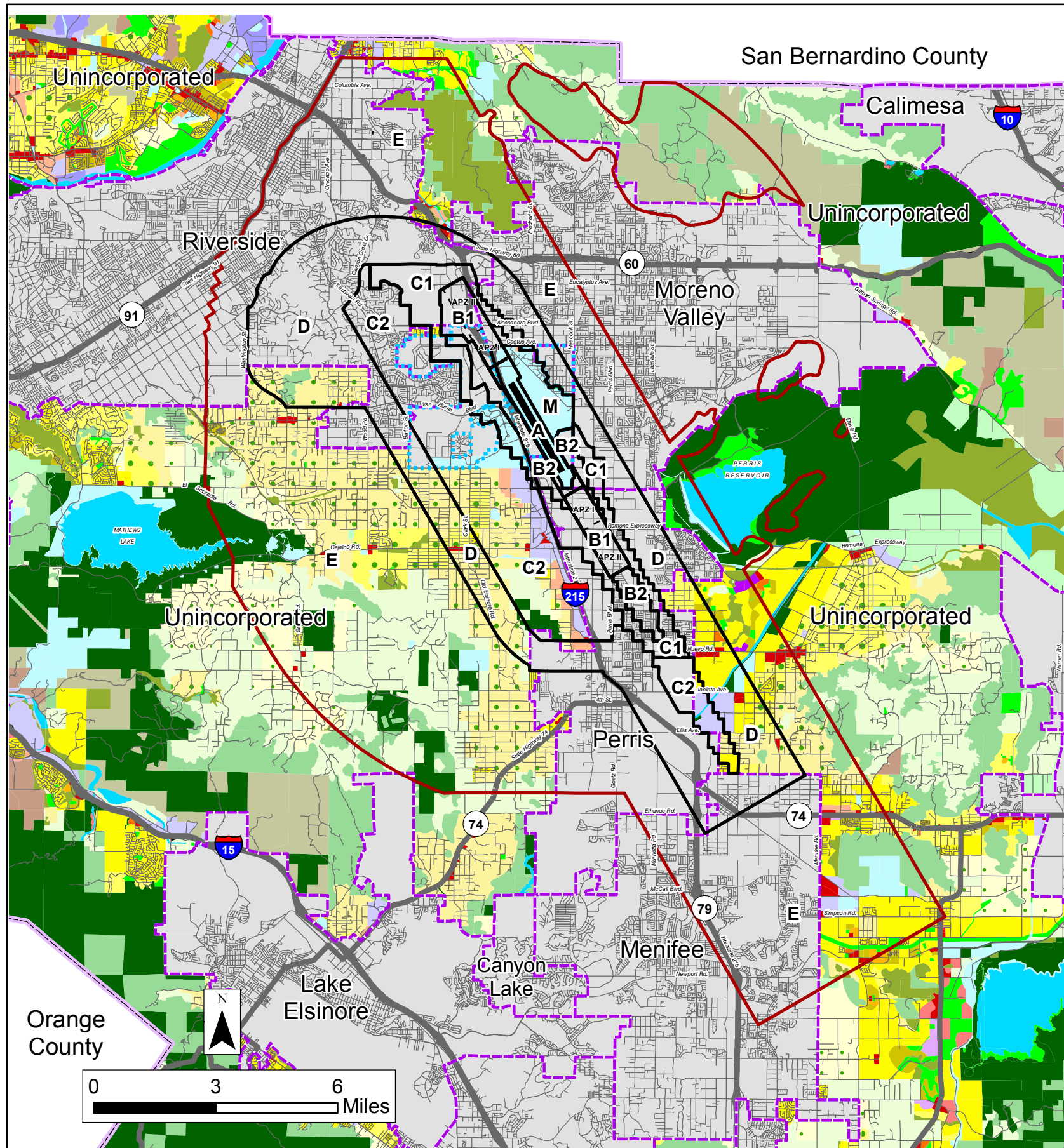
### March Air Reserve Base / Inland Port Airport

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

*Policy wording not shown in quotes is condensed from original*

- ▶ *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 (Noise Policy 7.3)
  - › Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- ▶ *March Joint Powers Authority General Plan (1999)*
  - › "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
  - › "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
  - › "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
  - › "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
  - › "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- ▶ *City of Moreno Valley General Plan (2006)*
  - › "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
  - › Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
  - › Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- ▶ *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
- ▶ *City of Perris General Plan (2005)*
  - › "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
  - › Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- ▶ *City of Perris Municipal Code*
  - › Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- ▶ *City of Riverside General Plan (2007)*
  - › "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
  - › "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
  - › Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
  - › Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
  - › "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
  - › "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
  - › "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
  - › "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- ▶ *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

**Exhibit MA-6, continued**



**Planned Land Use Designations**

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

**Legend**

- County Boundary
- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

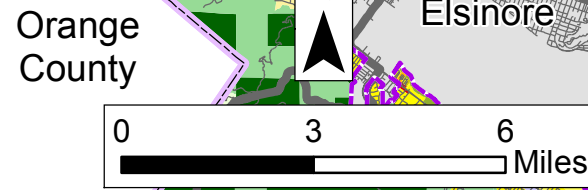
**Notes**

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

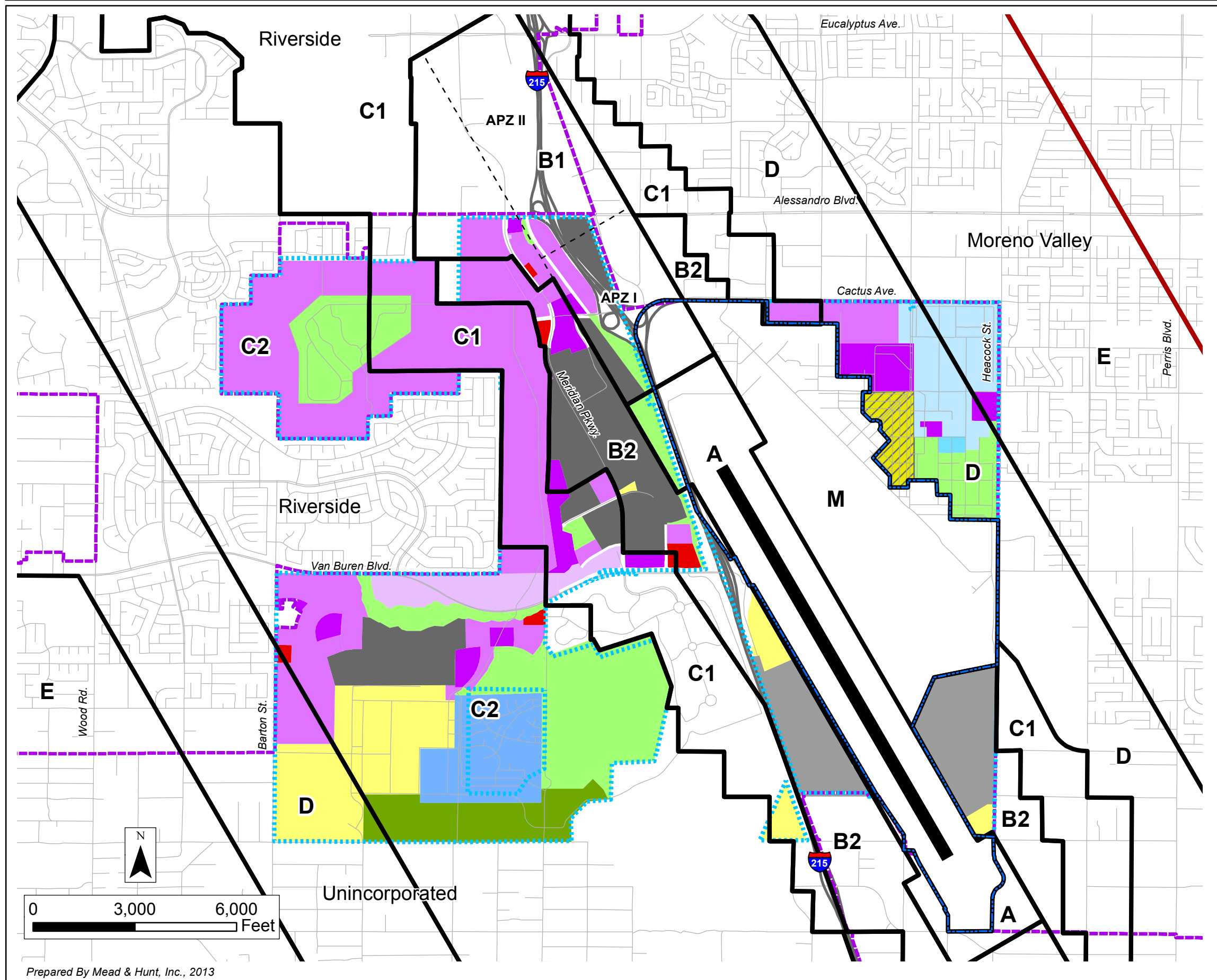
**Riverside County  
Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan**  
(Adopted November 13, 2014)

Exhibit MA-7A

**Planned Land Uses:  
County of Riverside**







### Legend

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

### Planned Land Use Designations

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

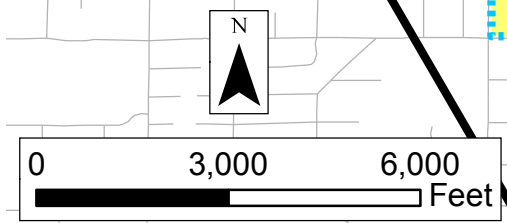
### Notes

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

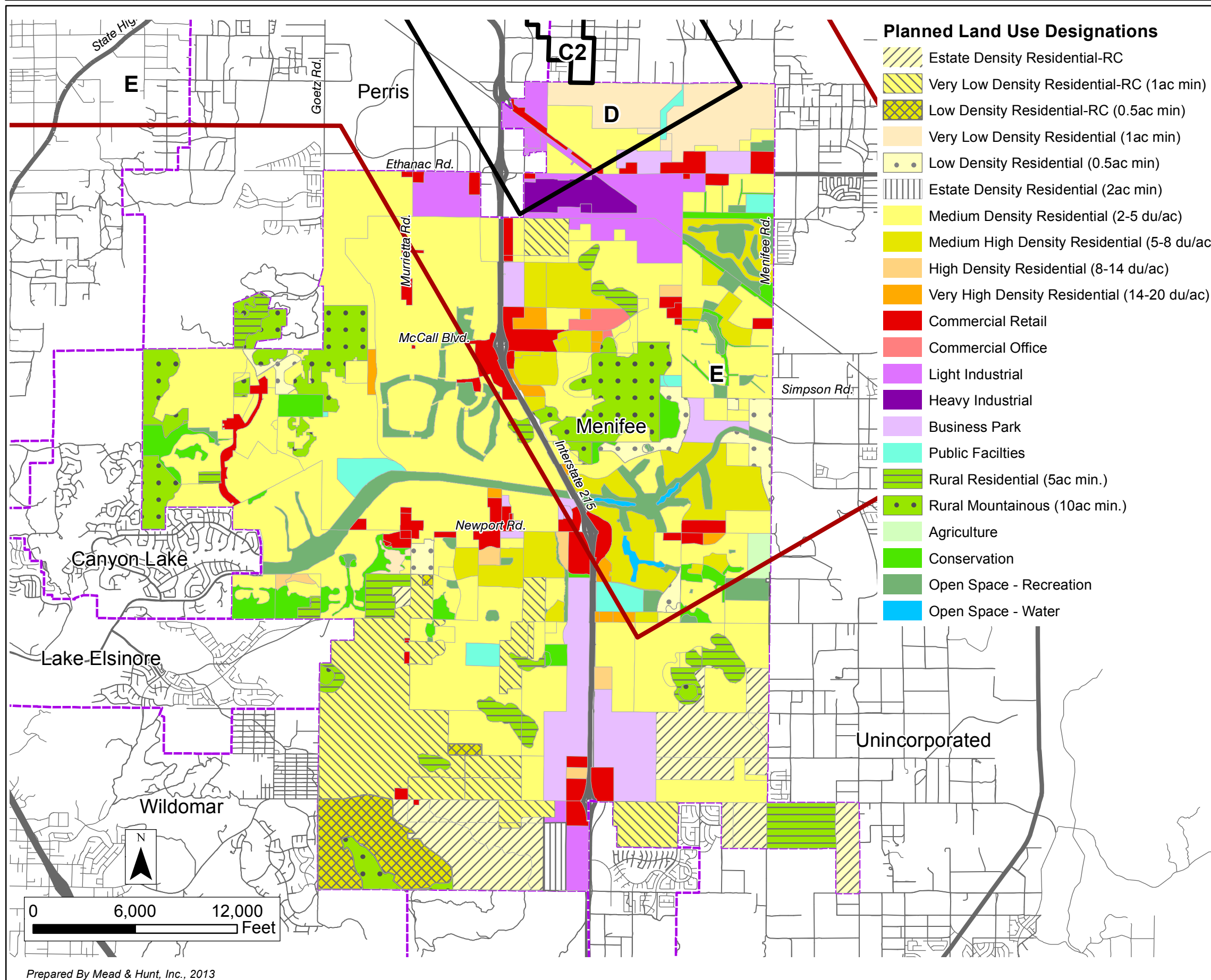
**Riverside County  
Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan**  
*(Adopted November 13, 2014)*

Exhibit MA-7B

## Planned Land Uses: March Joint Powers Authority







**Planned Land Use Designations**

- Estate Density Residential-RC
- Very Low Density Residential-RC (1ac min)
- Low Density Residential-RC (0.5ac min)
- Very Low Density Residential (1ac min)
- Low Density Residential (0.5ac min)
- Estate Density Residential (2ac min)
- Medium Density Residential (2-5 du/ac)
- Medium High Density Residential (5-8 du/ac)
- High Density Residential (8-14 du/ac)
- Very High Density Residential (14-20 du/ac)
- Commercial Retail
- Commercial Office
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Rural Residential (5ac min.)
- Rural Mountainous (10ac min.)
- Agriculture
- Conservation
- Open Space - Recreation
- Open Space - Water

**Legend**

- County Boundary
- City Boundary
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

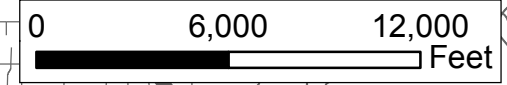
**Notes**

1. Land Use Source: City of Menifee General Plan Map

**Riverside County  
Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan**  
*(Adopted November 13, 2014)*

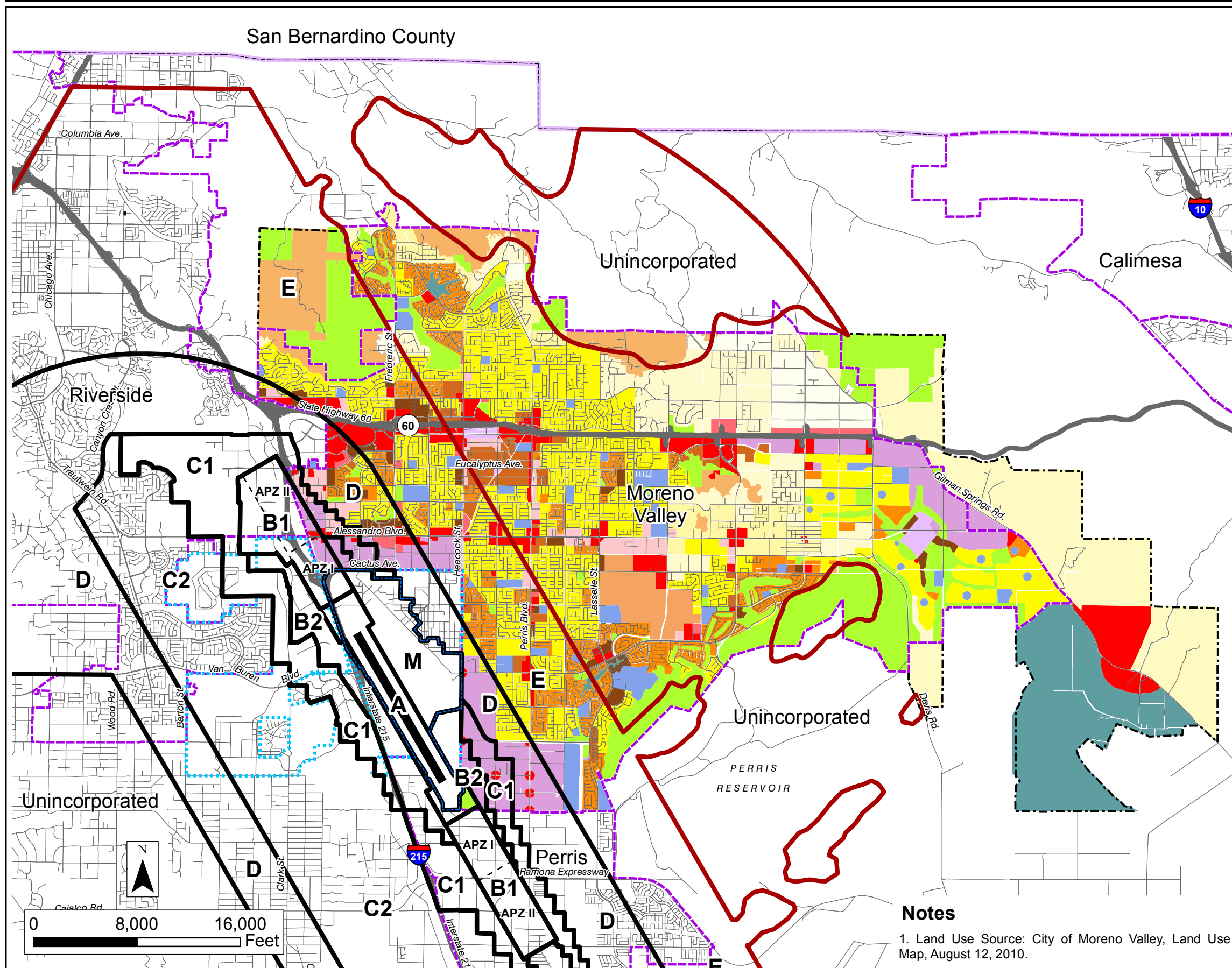
Exhibit MA-7C

**Planned Land Uses:  
City of Menifee**









**Legend**

- County Boundary
- City Boundary
- Moreno Valley Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones

**Planned Land Use Designations**

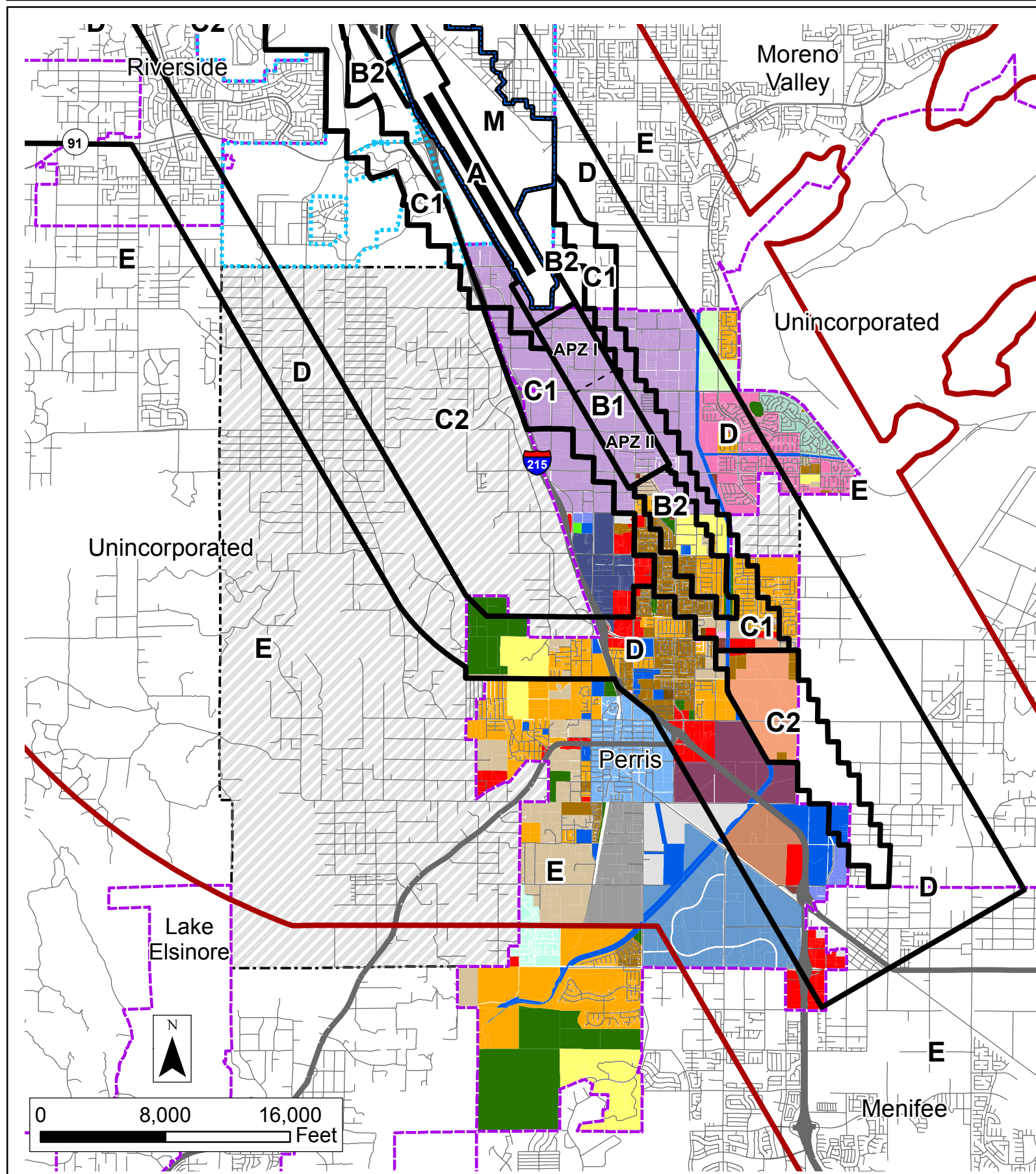
- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max. 15 du/ac
- Residential: Max. 20 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

**Riverside County  
Airport Land Use Commission**

**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan**  
(Adopted November 13, 2014)

**Notes**  
1. Land Use Source: City of Moreno Valley, Land Use Map, August 12, 2010.



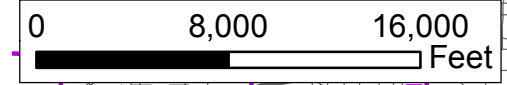


- Planned Land Use Designations**
- INDUSTRIAL
    - GI - General Industrial
    - LI - Light Industrial
    - BP - Business Park
  - COMMERCIAL
    - CC - Community Commerical
    - NC - Neighborhood Commerical
    - PO - Professional Office
  - RESIDENTIAL
    - R-20,000 - Residential 20,000
    - R-10,000 - Residential 10,000
    - R-6,000 - Residential 6,000
    - MFR-14 - Multi-Family Residential 14
    - MFR-22 - Multi-Family Residential 22
  - SPECIFIC PLAN
    - DTSP - Downtown Specific Plan
    - GV SP - Green Valley Specific Plan
    - HL SP - Harvest Landing Specific Plan
    - MR SP - May Ranch Specific Plan
    - NP SP - New Perris Specific Plan
    - PVCC SP - Perris Valley Commerce Center Specific Plan
    - PW-SP - Parkwest Specific Plan
    - RG-SP - River Glen Specific Plan
    - RW-SP - Rivewoods Specific
    - SP - Specific Plan
    - VA-SP - Villages of Avalon
  - OTHER
    - A1 - Light Agricultural
    - OS - Open Space
    - P - Public Facility

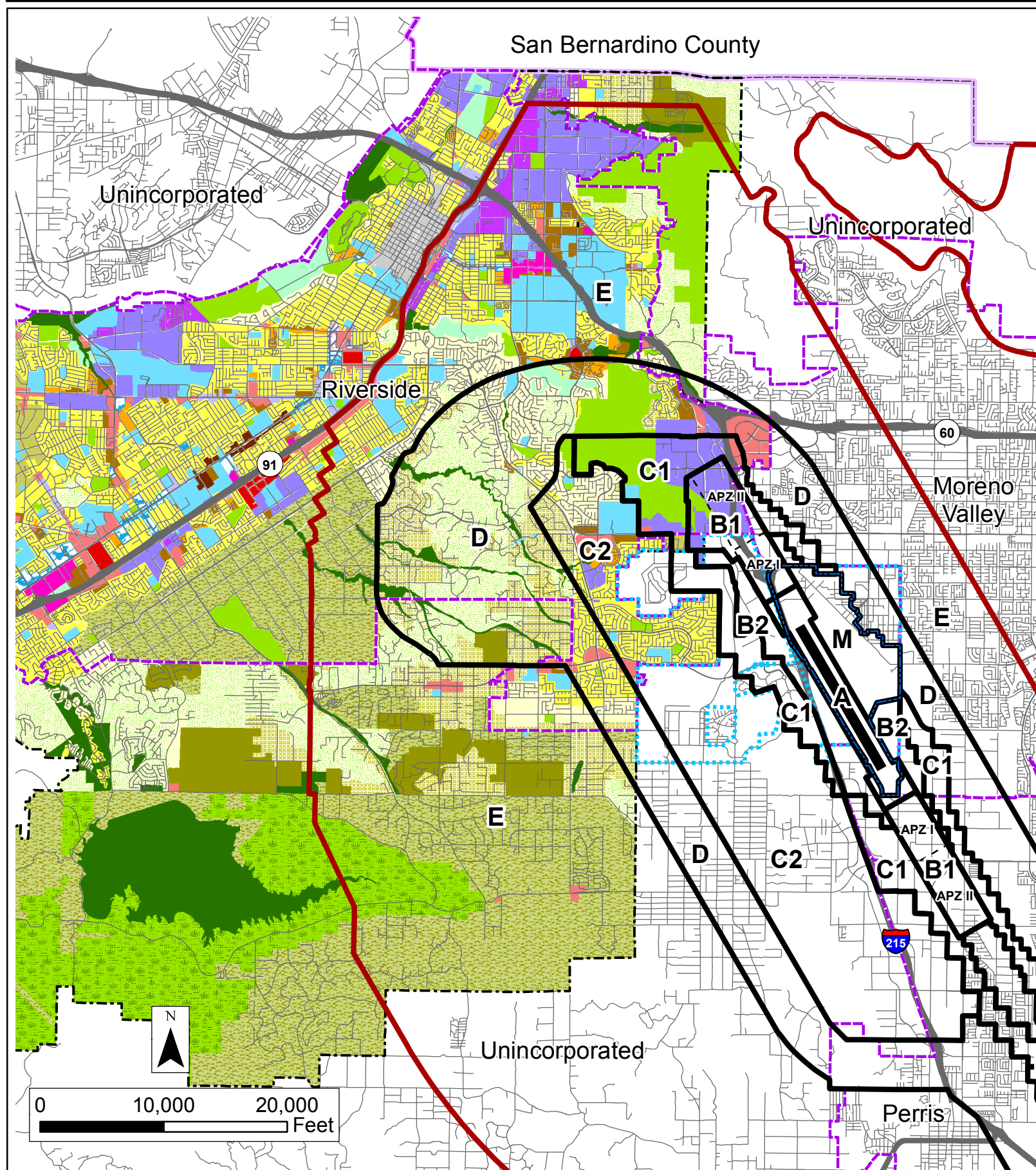
- Legend**
- City Boundary
  - City of Perris Sphere of Influence
  - March ARB/Air Force Property
  - March Joint Powers Authority Property
  - Runway
  - Airport Influence Area Boundary
  - Compatibility Zones

**Notes**  
 1. Land Use Source: City of Perris, General Plan Map, January 3, 2013.

**Riverside County  
 Airport Land Use Commission**  
**March Air Reserve Base / Inland Port Airport  
 Land Use Compatibility Plan**  
 (Adopted November 13, 2014)







- ### General Plan Land Use Designations
- A - AGRICULTURAL
  - A/RR - AGRICULTURAL/RURAL RESIDENTIAL
  - HR - HILLSIDE RESIDENTIAL
  - SRR - SEMI RURAL RESIDENTIAL
  - VLDR - VERY LOW DENSITY RESIDENTIAL
  - LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - VHDR - VERY HIGH DENSITY RESIDENTIAL
  - C - COMMERCIAL
  - CRC - COMMERCIAL REGIONAL CENTER
  - DSP - DOWNTOWN SPECIFIC PLAN
  - OSP - ORANGECREST SPECIFIC PLAN
  - O - OFFICE
  - B/OP - BUSINESS/OFFICE PARK
  - I - INDUSTRIAL
  - MU-N - MIXED USE-NEIGHBORHOOD
  - MU-V - MIXED USE-VILLAGE
  - MU-U - MIXED USE-URBAN
  - PF - PUBLIC FACILITIES/INSTITUTIONAL
  - PR - PRIVATE RECREATION
  - P - PUBLIC PARK
  - OS - OPEN SPACE/NATURAL RESOURCES
  - RAT - KANGAROO RAT HABITAT

- ### Legend
- County Boundary
  - City Boundary
  - Riverside Sphere of Influence
  - March ARB/Air Force Property
  - March Joint Powers Authority Property
  - Runway
  - Airport Influence Area Boundary
  - Compatibility Zones

### Notes

1. Land Use Source: City of Riverside, Land Use Policy Map, January 10, 2012.

**Riverside County  
Airport Land Use Commission**

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

(Adopted November 13, 2014)



