

MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT**Adopted November 13, 2014****Amended (Date TBD) 2026**

This 2026 Amendment to the 2014 *March ARB/IPA Airport Land Use Compatibility Plan* has been prepared to bring the document into consistency with the *2018 Air Installation Compatible Use Zones (AICUZ)* study for March Air Reserve Base. The 2026 Amendment also has been informed by the 2023 *March Air Reserve Base Compatible Use Study (MCUS)*—a collaborative, inter-jurisdictional planning effort which, among other topics, addresses compatibility factors impacting March ARB and local jurisdictions—and by the February 2024 *Master Plan Update* prepared for the March Inland Port Airport Authority.

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 Compatible Use Zones Study* for March Air Reserve Base (AICUZ) dated ~~August 2005~~ **2018**. **A Master Plan for the civilian portion of the joint-use airport was adopted by the March Inland Port Airport Authority in October 2024.** ~~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*, as amended, 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~~ **secondary** runway, Runway 12/30, is just over 3,000 feet long. **As of late 2025, Runway 12/30 is closed and the pavement not maintained. It has not been formally decommissioned, however, and the AICUZ anticipates its future use by military and US Customs light airplanes and helicopters as well as civilian helicopters.** ~~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 were evaluated in the AICUZ.~~
- 1.3. *Airport Activity:*
 - (a) **According to the 2018 AICUZ, the total number of aircraft operations taking place at this airport during each calendar year from 2012 through 2016 was less than 35,000. The AICUZ projected a total of up to 52,172 aircraft operations in**

2018, including 31,172 military aircraft and governmental tenant operations and allowing for up to 21,000 by civilian aircraft. This is not an increase from the potential annual maximum of 75,104 operations (54,104 military and 21,000 civilian) evaluated in the 2014 Environmental Impact Report (EIR) for the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (2014 ALUCP). However, the AICUZ did not purport to estimate mid-term or long-term operations by the military, which may reasonably be expected to vary, based on future changes to the mission and world events. Therefore, this 2026 Amendment to the 2014 ALUCP retains reliance on the previously evaluated projection of 75,104 total aircraft operations per year.

- (b) With respect to noise impacts, the contours depicted in the 2018 AICUZ are generally smaller than those in the 2014 ALUCP, especially to the southeast along the primary approach track to Runway 32. The differences mostly result from changes in the aircraft fleet mix. Adjustments to the modeled flight tracks also produce a shrinking of the noise contours in some locations, but slight expansion of them in other places. Air Force missions have historically varied, however, and presumably will do so again in the future, so the contours could again grow. Given this reality and the fact that the larger contours from the 2014 ALUCP provide a greater assurance of long-term land use compatibility, the ALUC has elected to continue use of the 2014 ALUCP noise contours for the purposes of this ALUCP.¹

~~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/IPA and the individual compatibility zones within the airport influence area are

¹ Additional information regarding aircraft activity levels and noise impacts is contained in the background data chapter, W7, located in Volume 2.

indicated in Table MA-1. Table 3A, which is applicable to other airports in the county, does not apply to March ARB/IPA. 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.

- (a) The outer limits of Zone E and the areas within the High Terrain Zone define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.
- (b) **The boundaries of the Airport Influence Area depicted in Map MA-1A of this 2026 Amendment remain unchanged from those in the 2014 ALUCP. However, changes to the boundaries of Compatibility Zones in the area directly southeasterly of Runway 12/30 are made in order to reflect the Clear Zone and Accident Potential Zones for that runway. Map MA-1B, copied from the 2018 AICUZ, provides a closer view of the Clear Zones and Accident Potential Zones for all four runway ends.**

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: Countywide Table 2A and Policies 3.1.3(b) and 3.1.4(b) do not apply to the March ARB/IPA environs; Paragraphs (a), (b), (c), and (d) below are to be applied instead.*
 - (a) **Substitute for Countywide Table 2A:** The basic compatibility criteria listed in **Countywide 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 **primarily set forth in Table MA-2 in this *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan***. 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 herein.
 - (b) **In addition to the criteria in Table MA-2, the criteria listed in Table MA-3 are applicable to those portions of Compatibility Zones A and B1 of the March ARB/IPA influence area located within the airport Clear Zones (CZs) and Accident Potential Zones I and II (APZs I and II) as established in the 2018 AICUZ. The criteria in Table MA-2 are based upon those in the AICUZ. If any conflicts between the two sets of criteria become apparent with respect to a compatibility determination for any individual land use development project, the more restrictive criteria from either table shall prevail.**
 - (c) **Substitute for Countywide Policy 3.1.3(b):** The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
 - (d) **Substitute for 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: This policy substitutes for Countywide Policy 3.3.1(a)(2).* 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: Countywide Policies 4.1.5 and 4.1.6 do not apply to the March ARB/IPA environs; Paragraphs (a) and (b) below are to be applied instead.*

- (a) **Substitute for** Countywide Policy ~~4.1.5~~ **4.1.4**: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. **The criteria for residential land uses indicated in Table 2B-is are not applicable.**
- (b) **Substitute for** 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.
 - (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: Countywide Policies 4.2.3 through 4.2.6 do not apply to the March ARB/IPA environs; Paragraphs (a) though (d), supplemented by Paragraphs (e), (f), and (g) below, are to be applied instead.*

- (a) **Substitute for** 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) **Substitute for** 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) **Substitute for** 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 not permitted in Compatibility Zones A, B1 (including, but not limited to, B1-APZ I and B1-APZ II), and B2. Clustering of residential development is encouraged, is permissible in Compatibility Zones C1 and C2, provided that 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 (12 dwelling units in Compatibility Zone C1 and 24 dwelling units in Compatibility Zone C2). Unless a finding of**

infill is made for the development, its overall density shall not exceed 3 dwelling units per acre in Compatibility Zone C1 and 6 dwelling units per acre in Compatibility Zone C2.

- (d) **Substitute for** 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.
- (g) **As noted in the discussion of Issue AT-1 in the MCUS, the “development of large warehouses and other tall structures directly along the perimeter of March ARB presents security challenges to Air Force security requirements.” Therefore, MCUS Strategy AT-1A recommends the establishment of “[s]etback requirements and maximum allowable heights for structures ... in consideration of military force protection and base security.”**
 - (1) **Consistent with U.S. Department of Defense standards, the *March ARB/IPA ALUCP* establishes a “Boundary Observation Clear Zone” buffer of at least 50 feet that is “free of all obstacles, topographical features, and vegetation exceeding eight (8) inches in height that could impede observation or provide cover and concealment,” given the unique risks around military installations. (See MCUS, page 5-20.) Site-specific security concerns may necessitate a larger Boundary Observation Clear Zone buffer.**
 - (2) **As such, proponents of new development on parcels adjoining, or within 50 feet of, the perimeter of *March ARB/IPA* shall consult with March ARB officials and design their projects with consideration for the security of March ARB. If there are existing structures within March ARB that are less**

than 50 feet from the base perimeter, the design of the new development outside the base perimeter shall provide for such a “Boundary Observation Clear Zone” buffer as is necessary to ensure a combined buffer of at least 50 feet.

- (3) **Parcels affected by the Boundary Observation Clear Zone requirement are listed in Exhibit MA-9.**

2.5. *Supporting Compatibility Criteria for Airspace Protection: Countywide Policies 4.3.3, 4.3.4, 4.3.5, and 4.3.7 do not apply to the March ARB/IPA environs; Paragraphs (a) through (d), supplemented by Paragraphs (e) and (f) below, are to be applied instead.*

- (a) **Substitute for 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) **Substitute for Countywide Policy 4.3.4:** Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted ~~in Table~~ **on Map MA-2.**
- (c) **Substitute for Countywide Policy 4.3.5:** The compatibility zones within which dedication of an avigation easement shall be required as a condition of development ~~is~~ **are** 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) **Substitute for Countywide Policy 4.3.7:** Additional hazards to flight, **including but not limited to those** ~~as~~ listed in Table MA-2, are to be avoided in the vicinity of March ARB/IPA.
- (e) **A Solar Glare Hazard Analysis shall be required for solar energy facilities (whether ground-based, on rooftops, or atop carports/parking shade structures) proposed within Compatibility Zones A, B1-APZ I, B1-APZ II, B1, B2, C1, and C2, consistent with MCUS Strategy LG-1B.**
- (1) **The analysis shall demonstrate that: (i) no glare is produced at the Air Traffic Control Tower, and (ii) any glare affecting the airport approaches or traffic patterns as identified by March ARB/IPA is at the “green” level (low potential for after-image), as defined by the creators of the Solar Glare Hazard Analysis Tool (SGHAT) and determined through a similar tool in accordance with the cumulative impacts of solar glare in the MCUS and in Federal Aviation Administration testing standards.**
- (2) **As referenced in the 2023 MCUS, *Cumulative Glare Analysis Report*, and Riverside County ALUC Resolution 2025-1, in order to mitigate glare or cumulative glare impacts on aircraft pilots, solar panels on projects in the Compatibility Zones listed above are required to have either anti-reflective coatings or textured glass.**
- (3) **The requirements for a Solar Glare Hazard Analysis and use of either anti-reflective coatings or textured glass shall not apply to the installation of photovoltaic solar panels on existing (as of the date of adoption of this Plan amendment) individual single-family residences and duplexes and/or their associated garages or carports, or to such installation on future single-family residences on lots established through the recordation of a parcel map of four or less residential lots.**

- (f) **Any applicants proposing 5G telecommunication facilities to be located within one mile from any point on either runway at March ARB/IPA shall coordinate with March ARB/IPA, the Federal Aviation Administration, and the applicable land use jurisdiction to determine and, to the extent possible, mitigate the potential interference of such facilities with safe aeronautical operations.**
- 2.6. *Supporting Compatibility Criteria for Overflight: Countywide Policy 4.4.3 does not apply to the March ARB/IPA environs; Paragraph (a) below is to be applied instead.*
- (a) **Substitute for 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, **Sites 1 through 4 below**, 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 **March ARB/IPA ALUCP** by the Riverside County ALUC in 2014. **Two additional exceptions, Sites 5 and 6, were added during the 2014 public hearing process. Site 5 is not the subject of a Development Agreement. Site 6 has a Development Agreement, but is not within a Specific Plan.** 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-1A and the numbers below correspond to the numbering on that map.)

Exceptions for Sites 1 through 4 6 are valid only as long as the indicated specific plans and/or associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

- (a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*
- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
 - (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
 - (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
 - (4) For the purpose of this *Compatibility Plan*, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows:

maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.

- (5) The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.
- (b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*
- (1) Situated in Compatibility Zone C2.
 - (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
 - (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.
- (c) *(Exception Site 3) Park West Specific Plan, City of Perris*
- (1) Situated in Compatibility Zones C1 and C2.
 - (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
 - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.
- (d) *(Exception Site 4) Day/ Alessandro Affordable Housing Site, City of Moreno Valley*
- (1) Situated in Compatibility Zone C1.
 - (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
 - (3) The city owns the site, thus an expiration date is not applicable.
- (e) *(Exception Site 5) Ben Clark Training Center*
- (1) Situated in Compatibility Zones C2 and D. This site specific exception is applicable to the portion of the property located within Zone C2.
 - (2) An approximately 375-acre property located within unincorporated Riverside County deeded to the County by the U.S. Department of Defense as part of the 1996 instrument of transfer. Provisions of the transfer explicitly restrict use of the property to training of law enforcement and public safety personnel.

- (3) Notwithstanding the criteria set forth in Table MA-2, the following provisions shall apply to future development of the portions of Ben Clark Training Center situated within Compatibility Zone C2:
- Future development of the property shall be consistent with the deed restrictions.
 - Any overnight occupancy of facilities must pertain to and be in furtherance of the function and purpose of the property as dictated by the property's deed restrictions.
 - Use of part of the property as an educational facility operated by the Riverside Community College District, Moreno Valley College, is permitted and not considered to be a "general college" provided that this use continues to be related to law enforcement and public safety training purposes.
 - Use of the property shall adhere to the average-acre intensity limit of 200 people per acre as established in Table MA-2. However, the single-acre intensity limit of Table MA-2 shall not apply.
 - New buildings shall be restricted to three (3) floors except that training towers or similar structures used specifically for the purpose of training law enforcement and public safety personnel may exceed this limit.
 - All other requirements applicable to Zone C2 as set forth in Table MA-2 shall continue to apply, including those pertaining to airspace review, electromagnetic radiation notification, and deed notice and disclosure.
- (f) *(Exception Site 6) Ridge Crest Cardinal Subdivision, City of Riverside*
- (1) **During the public hearing process, the ALUC added this exception to allow for a higher density than normally allowed in Zone C2, which the Commission found acceptable in conjunction with the deletion of plans for senior housing and schools (concentration of vulnerable populations) anticipated by the City in the original Development Agreement.**
 - (2) Situated in Compatibility Zone C2.
 - (3) 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.
 - (4) 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.

- **On July 14, 2015, the Riverside City Council approved the First Amendment to the Development Agreement providing for an 85-unit residential subdivision within this area and deleting the provisions for senior housing and schools. The development has since been constructed and occupied.**


Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
M (Military)	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
A 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> ▶ Includes portions of Clear Zone not within the Base, plus off-base areas within a lateral distance of 1,000 feet on either side of the centerline of Runway 14-32. ▶ Generally on air base property or controlled by easements
B1 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
B2 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
C1 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
C2 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 overflowed 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
D 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)
E 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

Zone	Locations	Density / Intensity Standards			Req'd Open Land	Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Prohibited Uses ³	Other Development Conditions ^{4, 5}
			Average ⁶	Single Acre ⁷			
M	Military					<ul style="list-style-type: none"> › No ALUC authority 	
A	Clear Zone ⁸	No new dwellings allowed	0	0	All Remaining	<ul style="list-style-type: none"> › All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Electromagnetic radiation notification ¹⁰ › Avigation easement dedication and disclosure ^{4, 8}
B1	Inner Approach/Departure Zone	No new dwellings allowed ¹¹	25 (APZ I)	25 (APZ I)	Max. 50% lot coverage within APZs ¹³	<ul style="list-style-type: none"> › Educational services including 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 ¹⁴ › Hazardous materials manufacture/storage ¹⁵ › Noise sensitive outdoor nonresidential uses ¹⁶ › Critical community infrastructure facilities ¹⁷ › Hazards to flight ⁹ › Uses listed in ACUZ Table MA-3 as not compatible in APZ I or APZ II ¹⁸ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Sound attenuation as necessary to meet interior noise level criteria ¹⁹ › Zoned fire sprinkler systems required › Airspace review req'd for objects >35 ft. tall ²⁰ › Electromagnetic radiation notification ¹⁰ › Avigation easement dedication and disclosure ⁴
B2	High Noise Zone	No new dwellings allowed ¹¹	100	250	No Req't	<ul style="list-style-type: none"> › 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 ¹⁶ › Critical community infrastructure facilities ¹⁷ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures max. distance from runway › Sound attenuation as necessary to meet interior noise level criteria ¹⁹ › Aboveground bulk storage of hazardous materials discouraged ^{15, 21} › Airspace review req'd for objects >35 ft. tall ²⁰ › Electromagnetic radiation notification ¹⁰ › Avigation easement dedication and disclosure ⁴
C1	Primary Approach/Departure Zone	≤3.0	100	250	No Req't	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses ¹⁶ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Critical community infrastructure facilities discouraged ^{17, 21} › Aboveground bulk storage of hazardous materials discouraged ^{15, 21} › Sound attenuation as necessary to meet interior noise level criteria ¹⁹ › Airspace review req'd for objects >70 ft. tall ²⁰ › Electromagnetic radiation notification ¹⁰ › Deed notice and disclosure ⁴
C2	Flight Corridor Zone	≤ 6.0	200	500	No Req't	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁶ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Children's schools discouraged ²¹ › Airspace review req'd for objects >70 ft. tall ²⁰ › Electromagnetic radiation notification ¹⁰ › Deed notice and disclosure ⁴
D	Flight Corridor Buffer	No Limit	No restriction ²²		No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged ²² › Electromagnetic radiation notification ¹⁰ › Deed notice and disclosure ⁴
E	Other Airport Environs	No Limit	No Restriction ²²		No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Disclosure only ⁴
*	High Terrain	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> › Hazards to flight ⁹ › Other uses restricted in accordance with criteria for underlying zone 	<ul style="list-style-type: none"> › Airspace review req'd for objects >35 ft. tall ²⁰ › Avigation easement dedication and disclosure ⁴

Table MA-2

Basic Compatibility Criteria

March Air Reserve Base / Inland Port Airport

NOTES:

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

- ¹ Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- ² Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- ³ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- ⁴ As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchipa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.
- ⁵ **In addition to the development conditions listed below, Boundary Observation Clear Zone evaluation is required for properties within 50 feet of the base perimeter. See Policy MA-2.4(g). This requirement affects parcels in Compatibility Zones B1, B2, C1, and D as listed in Exhibit MA-9 of the MARB ARB/IPA Background chapter.**
- ⁶ 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.
- ⁷ 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.
- ⁸ Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for avigation easement dedication requirements in this zone.
- ⁹ Hazards to flight include, **but are not limited to, physical (e.g., tall objects that penetrate airport airspace; large objects that can cause air turbulence; features that attract birds), visual (e.g., glare; distracting lights), and electronic (e.g., features that can interfere with aircraft navigation or communication) elements that can affect 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 and Policy 2.5(e) in this **March ARB/IPA ALUCP as to visual interference in the form of solar glare.**

Table MA–2, continued

- ¹⁰ 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. **See also Policy 2.5(f) in this March ARB/IPA ALUCP.**
- ¹¹ 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.
- ¹² Non-residential uses are limited to 25 people per gross acre in **those portions of Zone B1 within Accident Potential Zone (APZ) I (Zone B1-APZ I)** and 50 people per acre in **those portions of Zone B1 within APZ II (Zone B1-APZ II)**, and elsewhere in Zone B1. ~~Single-acre intensity limits are 100 people/acre throughout Zone B1.~~ **Within each APZ, the single-acre intensity limit (the maximum number of people allowed in any given acre) shall not exceed the above intensity limits. In those portions of Zone B1 outside APZ I and APZ II, average intensity is limited to 50 people per gross acre, and the single-acre intensity limit is 100 people in any given acre.**
- ¹³ 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 extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
- ¹⁴ Within APZ II and outside APZs, two-story buildings are allowed.
- ¹⁵ 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.
- ¹⁶ 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.
- ¹⁷ Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- ¹⁸ For properties in either APZ I or II, any use listed as "Not Compatible" for that particular APZ in Table ~~MA-3 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.
- ¹⁹ 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.
- ²⁰ 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.
- ²¹ Discouraged uses should generally not be permitted unless no feasible alternative is available.
- ²² 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

		RECOMMENDATIONS ¹			
SLUCM NO.		CLEAR ZONE	APZ-I	APZ-II	DENSITY
10	Residential				
11	Household Units				
11.11	Single units: detached	N	N	Y ²	Maximum density of 2 Du/Ac
11.12	Single units: semi-detached	N	N	N	
11.13	Single units: attached row	N	N	N	
11.21	Two units: side by-side	N	N	N	
11.22	Two units: one above the other	N	N	N	
11.31	Apartments: walk-up	N	N	N	
11.32	Apartment: elevator	N	N	N	
12	Group quarters	N	N	N	
13	Residential hotels	N	N	N	
14	Mobile home parks or courts	N	N	N	
15	Transient lodgings	N	N	N	
16	Other residential	N	N	N	
20	Manufacturing ³				
21	Food and kindred products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
22	Textile mill products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
23	Apparel and other finished products; products made from fabrics, leather and similar materials; manufacturing	N	N	N	
24	Lumber and wood products (except furniture); manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
25	Furniture and fixtures; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
26	Paper and allied products; manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
27	Printing, publishing, and allied industries	N		Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
28	Chemicals and allied products; manufacturing	N	N	N	
29	Petroleum refining and related industries	N	N	N	

Table MA-3

AICUZ Land Use Compatibility Recommendations
March Air Reserve Base / Inland Port Airport

		RECOMMENDATIONS ¹			
SLUCM NO.		CLEAR ZONE	APZ-I	APZ-II	DENSITY
30	Manufacturing ³ (continued)				
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR of 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, Communication, and Utilities ^{3, 4}				
41	Railroad, rapid rail transit, and street railway transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of way	Y ⁵	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y ⁶	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities ⁷	N	Y ⁶	Y ⁶	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y ⁶	Y	See Note 6 below

Table MA-3, continued

		RECOMMENDATIONS ¹			
SLUCM NO.		CLEAR ZONE	APZ-I	APZ-II	DENSITY
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home improvement stores, electronics superstores, etc.	N	N	Y	Maximum FAR of 0.16 in APZ II
53	Shopping centers: Neighborhood, Community, Regional, Superregional ⁹	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services ¹⁰				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y ¹¹	Y ¹¹	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services ¹²	N	Y	Y	Maximum FAR of 1.0 in APZ I & 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I & 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 in APZ I & 0.22 in APZ II

Table MA-3, continued

67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
		RECOMMENDATIONS ¹			
SLUCM NO.		CLEAR ZONE	APZ-I	APZ-II	DENSITY
60	Services ¹⁰ (continued)				
68	Educational services	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	N	N	N	
70	Cultural, Entertainment and Recreational				
71	Cultural activities	N	N	N	
71.2	Nature exhibits	N	Y ₁₃	Y ₁₃	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y ₂₀	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y ₁₃	Y ₁₃	Maximum FAR of 0.11 in APZ I & 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y ₁₃	Y ₁₃	Maximum FAR of 0.11 in APZ I & 0.22 in APZ II
80	Resource Production and Extraction				
81	Agriculture (except live- stock)	Y ⁴	Y ₁₄	Y ₁₄	
81.5-81.7,	Agriculture: Livestock farming, including grazing and feedlots	N	Y ₁₄	Y ₁₄	
82	Agriculture related activities	N	Y ₁₅	Y ₁₅	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II; No activity that produces smoke, glare, or involves explosives
83	Forestry activities ¹⁶	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II; No activity that produces smoke, glare, or involves explosives

Table MA-3, continued

		RECOMMENDATIONS ¹			
SLUCM NO.		CLEAR ZONE	APZ-I	APZ-II	DENSITY
80	Resource Production and Extraction (continued)				
84	Fishing activities ¹⁷	N ₁₇	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II; No activity that produces smoke, glare, or involves explosives
85	Mining activities ¹⁸	N	Y ₁₈	Y ₁₈	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II & No activity that produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ I; No activity that produces smoke, glare, or involves explosives
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas ¹⁹	N ₁₉	N ₁₉	N ₁₉	

Table MA-3, continued

SOURCE: Department of the Air Force, Air Force Reserve Command, *Final Air Installations Compatible Use Zones Study, March Air Reserve Base* (2018), Appendix A

NOTES:

1. A “Yes” or a “No” designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$. The formula for APZ II is $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$.
2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.
5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.
6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.
7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.
8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.
10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.
17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.
18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.
19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.
20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.

Legend

ZONES

- A
- B1-APZ I
- B1-APZ II
- B1
- B2
- C1
- C2
- D
- E
- M
- High Terrain Zone

Boundary Lines

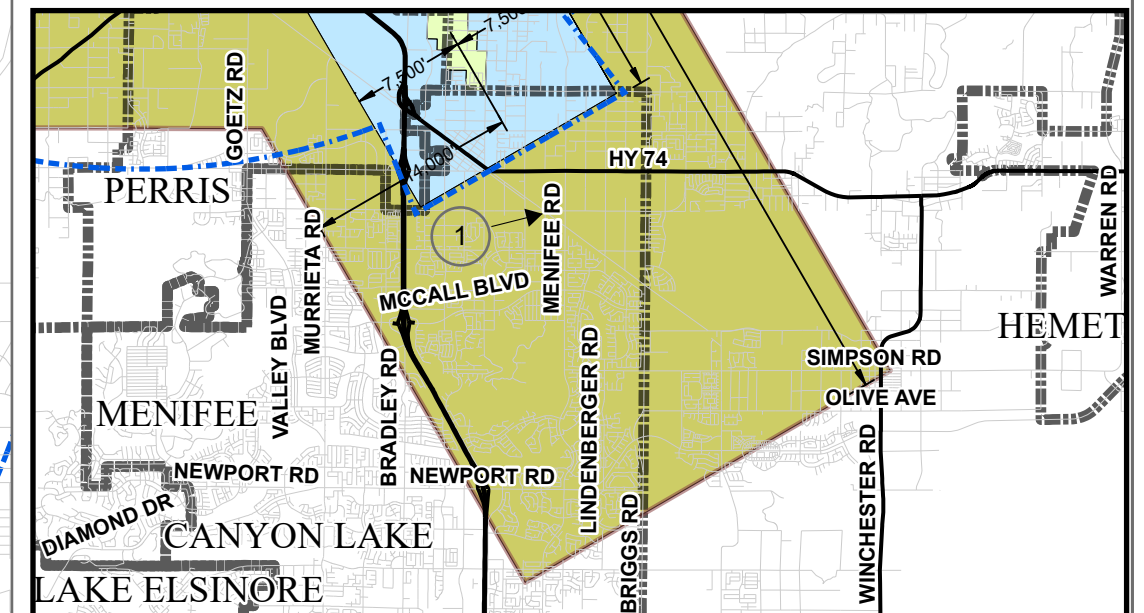
- Airport Influence Area
- March ARB
- Cities
- County Boundary
- Site Specific Exceptions
- FAR Part 77
- Runways

Site-Specific Exceptions

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

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

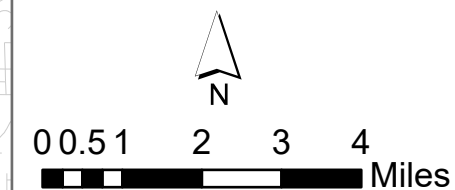
INSET



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

(PUBLIC REVIEW DRAFT - March 2026)

Map MA-1A



Sources:
 County of Riverside, 2025

Compatibility Map
 March Air Reserve Base/Inland Port Airport

Mickey Zolezio \\cvt-16fs02\gis\workspace\Zolezio\Airports\March\update\Proposed\Compatibility.mxd

SEE INSET AT RIGHT

March ARB Runway Clear Zones and Accident Potential Zones

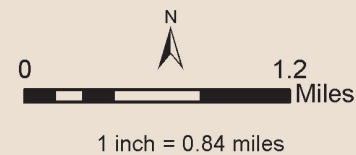
Figure 5-2



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

— Runway APZ I APZ II CZ



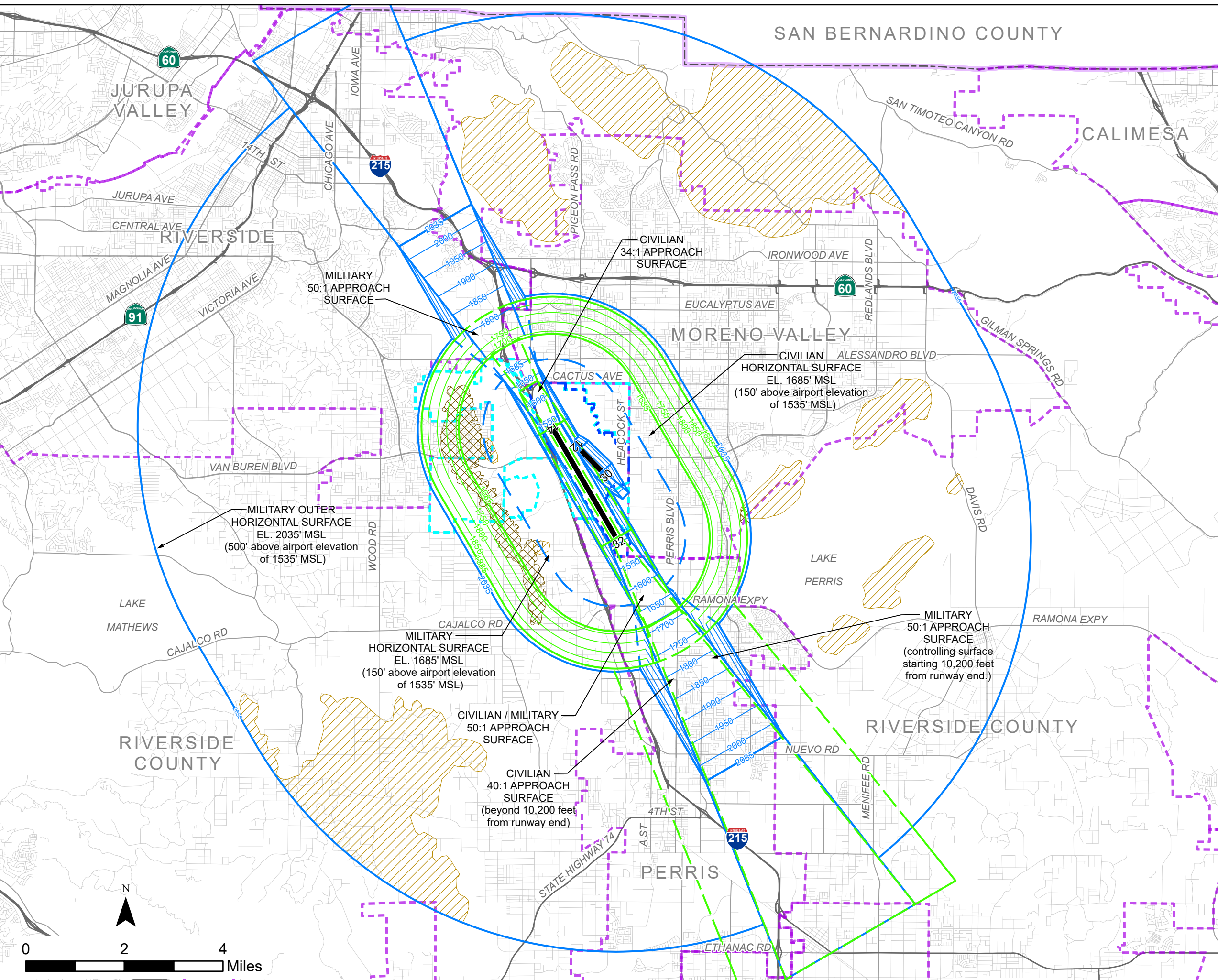
SOURCES:
Department of the Air Force, Air Force Reserve Command, *Final Air Installations Compatible Use Zones Study, March Air Reserve Base* (2018), Figure 5-2

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

(PUBLIC REVIEW DRAFT - March 2026)

Map MA-1B

**March Air Reserve Base/Inland Port
Airport Runway Clear Zones and
Accident Potential Zones**



- Legend**
- FAR Part 77**
- Military Surface
 - Civilian Surface
- Dashed line indicates other set of surfaces is controlling
- Terrain Penetration of FAR Part 77 Surfaces**
- Military
 - Civilian
- Boundary Lines**
- March Air Reserve Base/Inland Port Airport
 - March Joint Powers Authority Property Line
 - City Limits

SOURCES:

Military surfaces: Final Air Installations Compatible Use Zones Study - March Air Reserve Base (2018)

Civilian surfaces: March Air Reserve Base Airport Layout Plan Drawings (January 2025)

Basemap - County of Riverside, 2025

**Riverside County
Airport Land Use Commission
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