

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: July 9, 2026

CASE NUMBER: ZAP1115PS26 – PSP Airport, LP (Representative: Michael Chesser)

APPROVING JURISDICTION: City of Palm Springs

JURISDICTION CASE NO: GPA-2025-0003 (General Plan Amendment), DP-2025-0016 (Development Plan Review) TPM39335 (Tentative Parcel Map)

LAND USE PLAN: 2005 Palm Springs International Airport Land Use Compatibility Plan

Airport Influence Area: Palm Springs International Airport

Land Use Policy: Airport Compatibility Zone E

Noise Levels: Below 55 CNEL contour from aircraft noise

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends that the General Plan Amendment be found **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, and also find the proposed Development Plan Review **CONSISTENT**, subject to the conditions included herein.

PROJECT DESCRIPTION: A proposal to construct a 974-parking stall facility and a 284 square foot office building all on 10.56-acres. The applicant also proposes to change the sites general plan land use designation of parcel one from Neighborhood Community Commercial and Industrial to Industrial. The applicant also proposes to split 10.56-acres into two separate parcels.

PROJECT LOCATION: The site is located northerly of E Ramon Road at 3700 Airport Center Drive, approximately 2,408 feet westerly of the southeast terminus of Runway 13L-31R at Palm Springs International Airport.

BACKGROUND:

Residential Density/Non-Residential Intensity: Pursuant to the Palm Springs Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone E, where residential density and non-residential intensity is not restricted.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited

or discouraged in Compatibility Zone E.

Noise: The site is located outside the Palm Springs Airport Compatibility Plan 55 CNEL contour relative to aircraft noise contour. Therefore, no special measures to mitigate aircraft noise are required at this location.

Part 77: The elevation of Runway 13L-31R at its southerly terminus is 395.5 feet above mean sea level (AMSL). At a distance of approximately 2,408 feet from the project to the nearest point of the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 421 feet AMSL. The site's finished floor elevation is 398 feet AMSL and building height is 12 feet, resulting in a top point elevation of 410 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) is not required.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 2,408 feet from the runway and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 2,408 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

General Plan Amendment: The applicant also proposes to change the sites' general plan land use designation from Neighborhood Community Commercial and Industrial to Industrial. The amendments would be as, or more consistent with the Compatibility Plan as long as the underlying development is consistent with the compatibility criteria.

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses are prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.
4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



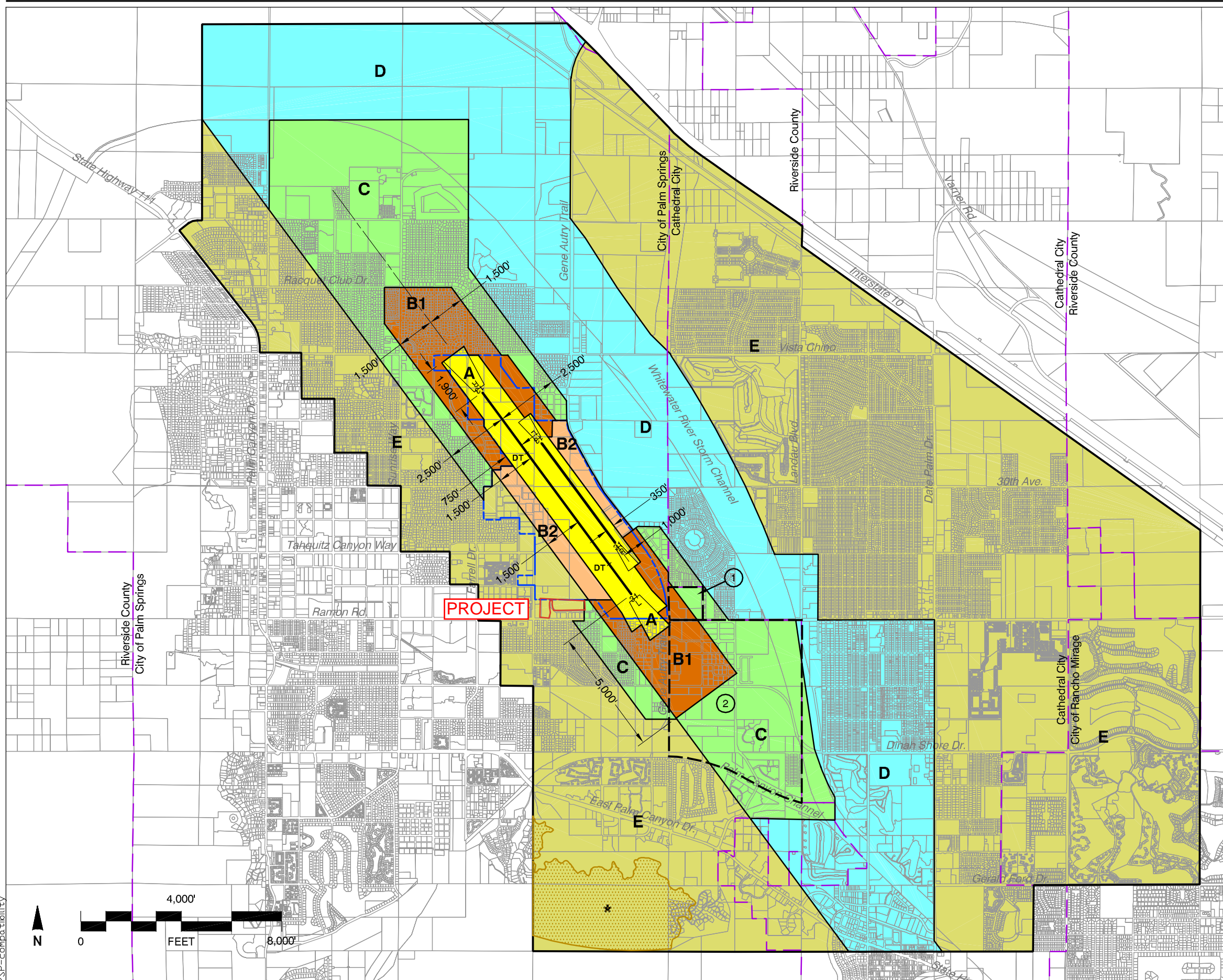
IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Notes

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

See Chapter 2, Table 2A for compatibility criteria associated with this map.

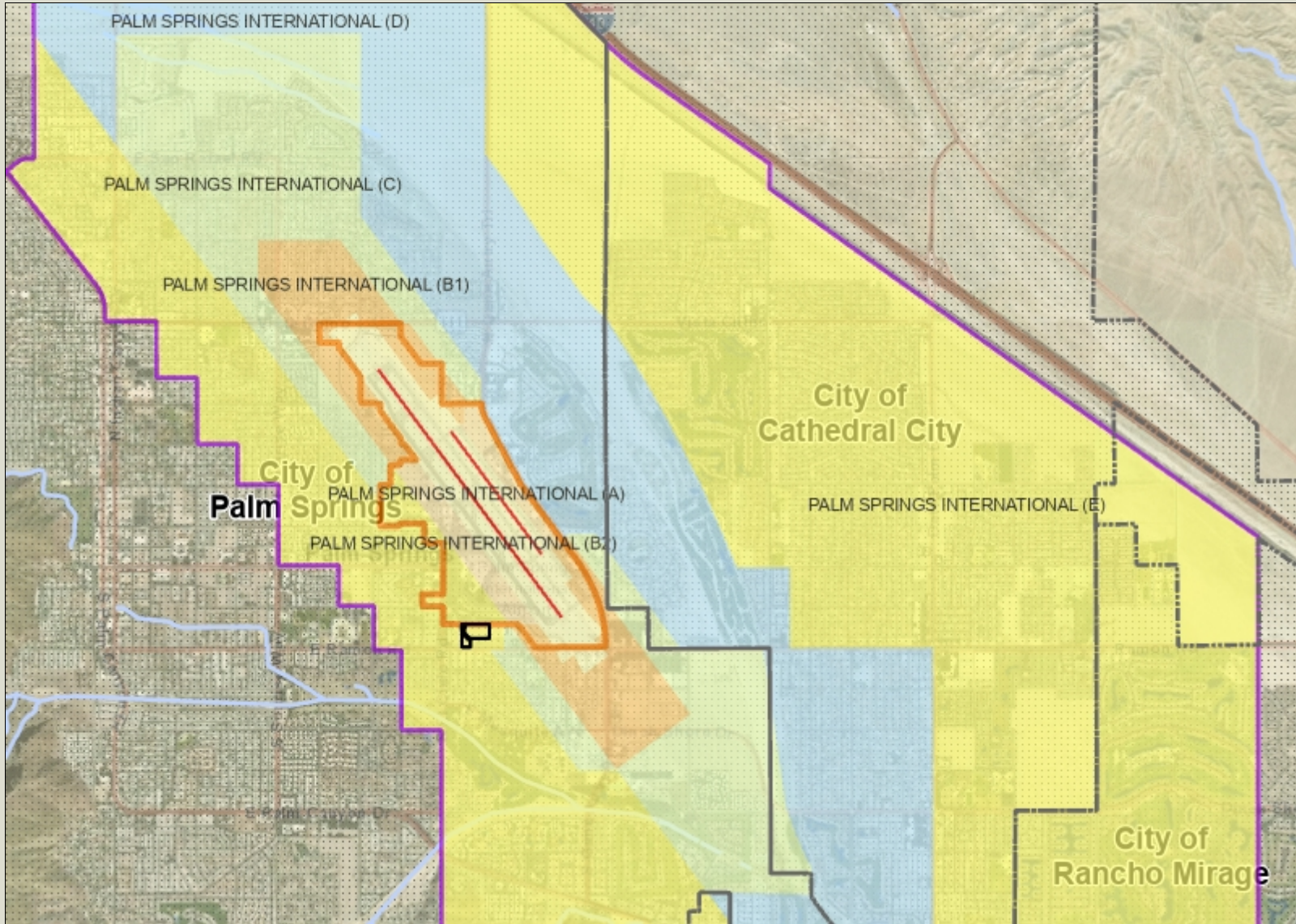
See Policy PS.2.1.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
 (Adopted March 2005)

Map PS-1

Compatibility Map
Palm Springs International Airport

Map My County Map



Legend

- County Boundary
- City Boundaries
- Runways
- Airports
- Airport Influence Areas

Airport Compatibility Zones, Fl:

- A,BANNING MUNICIPAL
- A,BERMUDA DUNES
- A,BLYTHE
- A,CHINO
- A,CHIRIACO SUMMIT
- A,CORONA MUNICIPAL
- A,DESERT CENTER
- A,FLABOB
- A,FRENCH VALLEY
- A,HEMET-RYAN
- A,JACQUELINE COCHRAN
- A,MARCH AIR RESERVE BASE
- A,PALM SPRINGS INTERNATION.
- A,PERRIS VALLEY
- A,RIVERSIDE MUNICIPAL
- A-EXC1,MARCH AIR RESERVE B.
- B1,BANNING MUNICIPAL
- B1,BERMUDA DUNES
- B1,BLYTHE
- B1,CHINO
- B1,CHIRIACO SUMMIT



IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

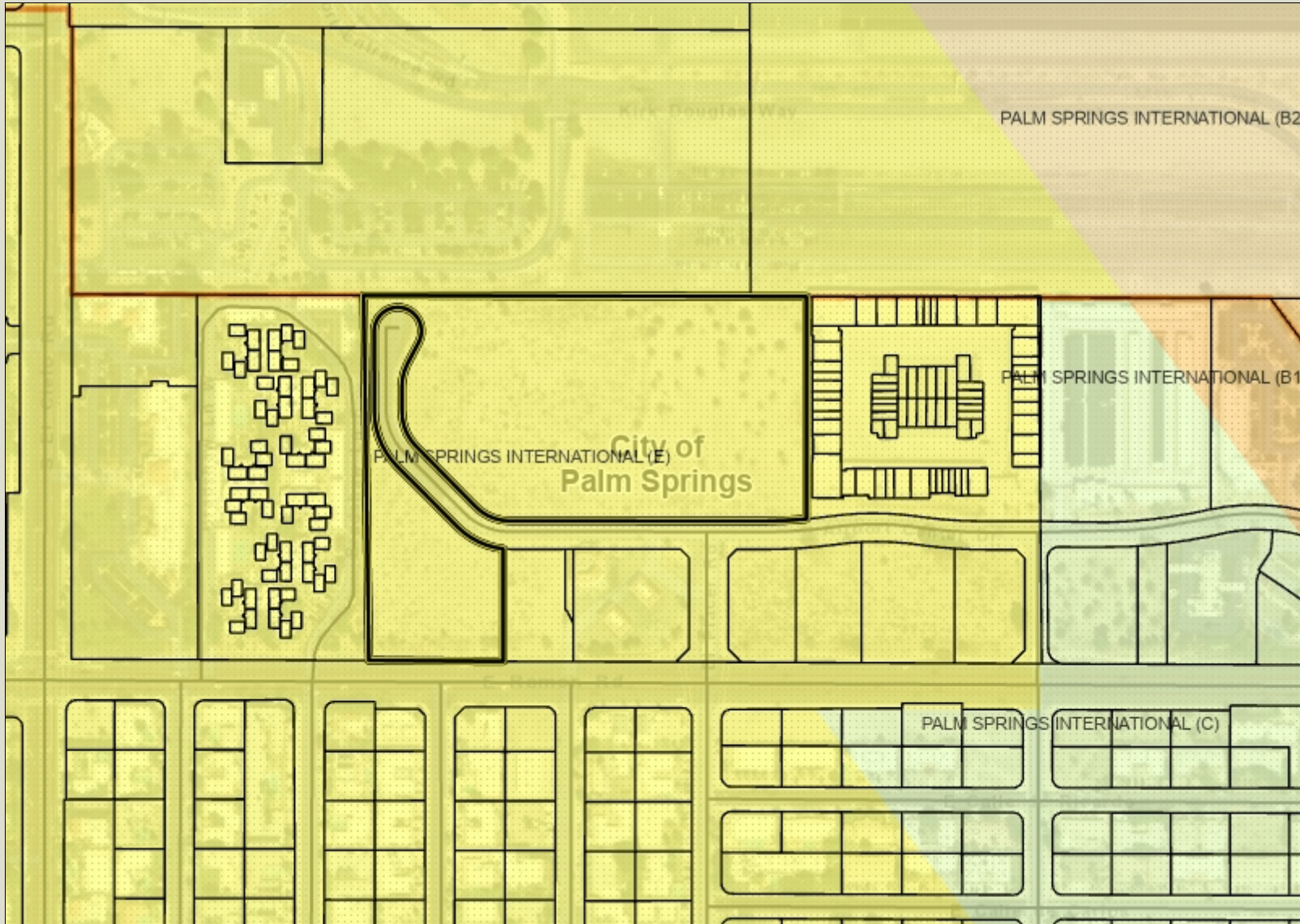


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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels, County
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones, Fl:
 - A,BANNING MUNICIPAL
 - A,BERMUDA DUNES
 - A,BLYTHE
 - A,CHINO
 - A,CHIRIACO SUMMIT
 - A,CORONA MUNICIPAL
 - A,DESERT CENTER
 - A,FLABOB
 - A,FRENCH VALLEY
 - A,HEMET-RYAN
 - A,JACQUELINE COCHRAN
 - A,MARCH AIR RESERVE BASE
 - A,PALM SPRINGS INTERNATIONAL
 - A,PERRIS VALLEY
 - A,RIVERSIDE MUNICIPAL
 - A-EXC1,MARCH AIR RESERVE B.
 - B1,BANNING MUNICIPAL
 - B1,BERMUDA DUNES
 - B1,BLYTHE



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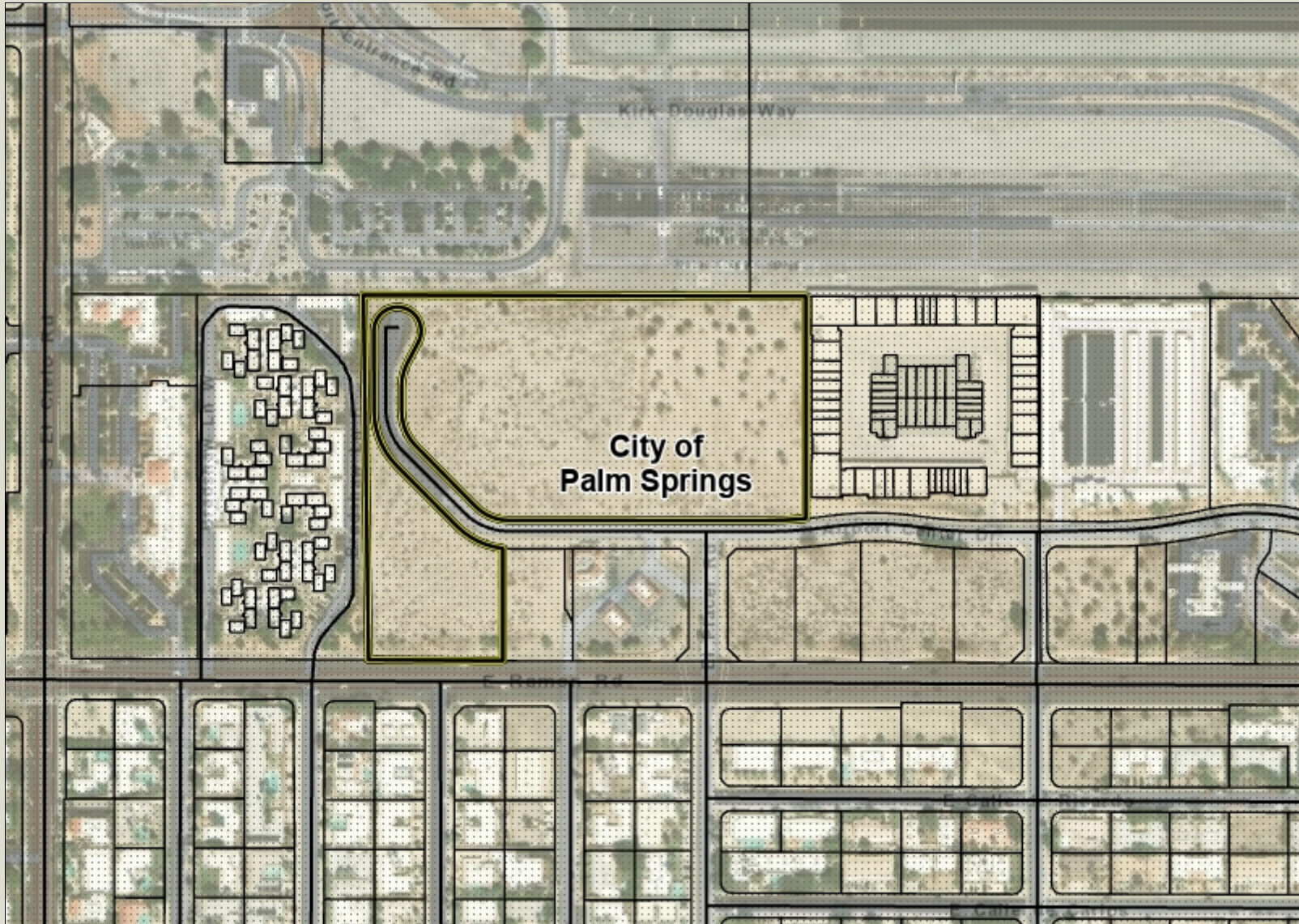
0 379 758 Feet

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Notes

Map My County Map



Legend

- County Boundary
- City Boundaries
- Parcel APNs
- Parcels, County
- County Centerlines
- Blueline Streams
- City Areas
- World_Street_Map

Notes

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0 379 758 Feet

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IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

GENERAL PLAN AMENDMENT

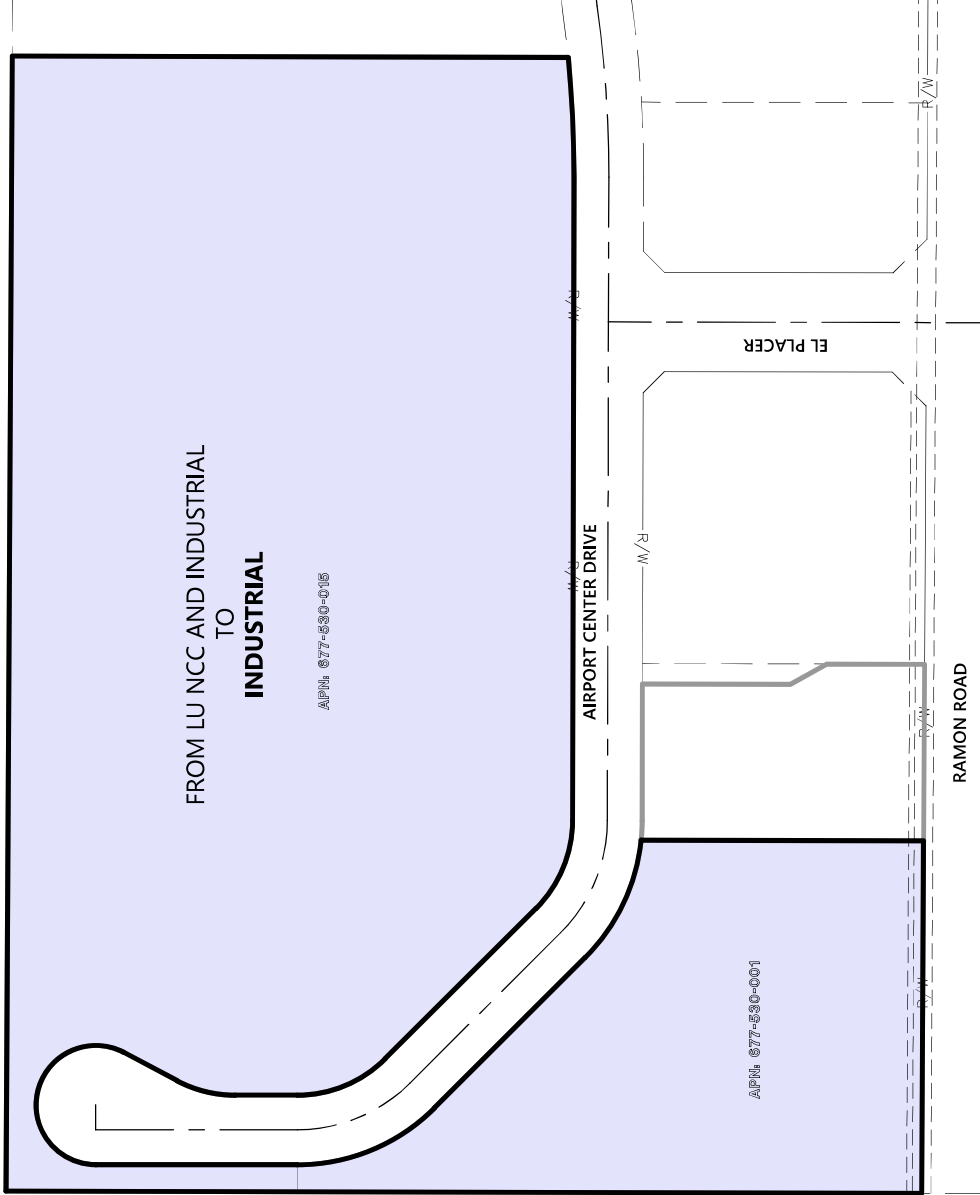
EXHIBIT DATE: MAY 6, 2026

DATA TABLE

APPLICANT / LAND OWNER	PSP AIRPORT, LP
ADDRESS	766 LOS ANGELES AVENUE, SUITE D2 MOORPARK, CALIFORNIA 93021
CONTACT	MICHAEL CHESSER
EXHIBIT PREPARER	MSA CONSULTING, INC.
ADDRESS	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270
CONTACT	PAUL DEPALATIS, AICP
TELEPHONE	(760) 320-9811
ASSESSOR'S PARCEL NUMBERS	677-530-010 & 677-530-017

LEGAL DESCRIPTION

A PORTION OF THE SOUTH HALF OF SECTION 18 TOWNSHIP 4 SOUTH, RANGE 5 EAST, SAN BERNARDINO MERIDIAN.



SCALE 1"=100'

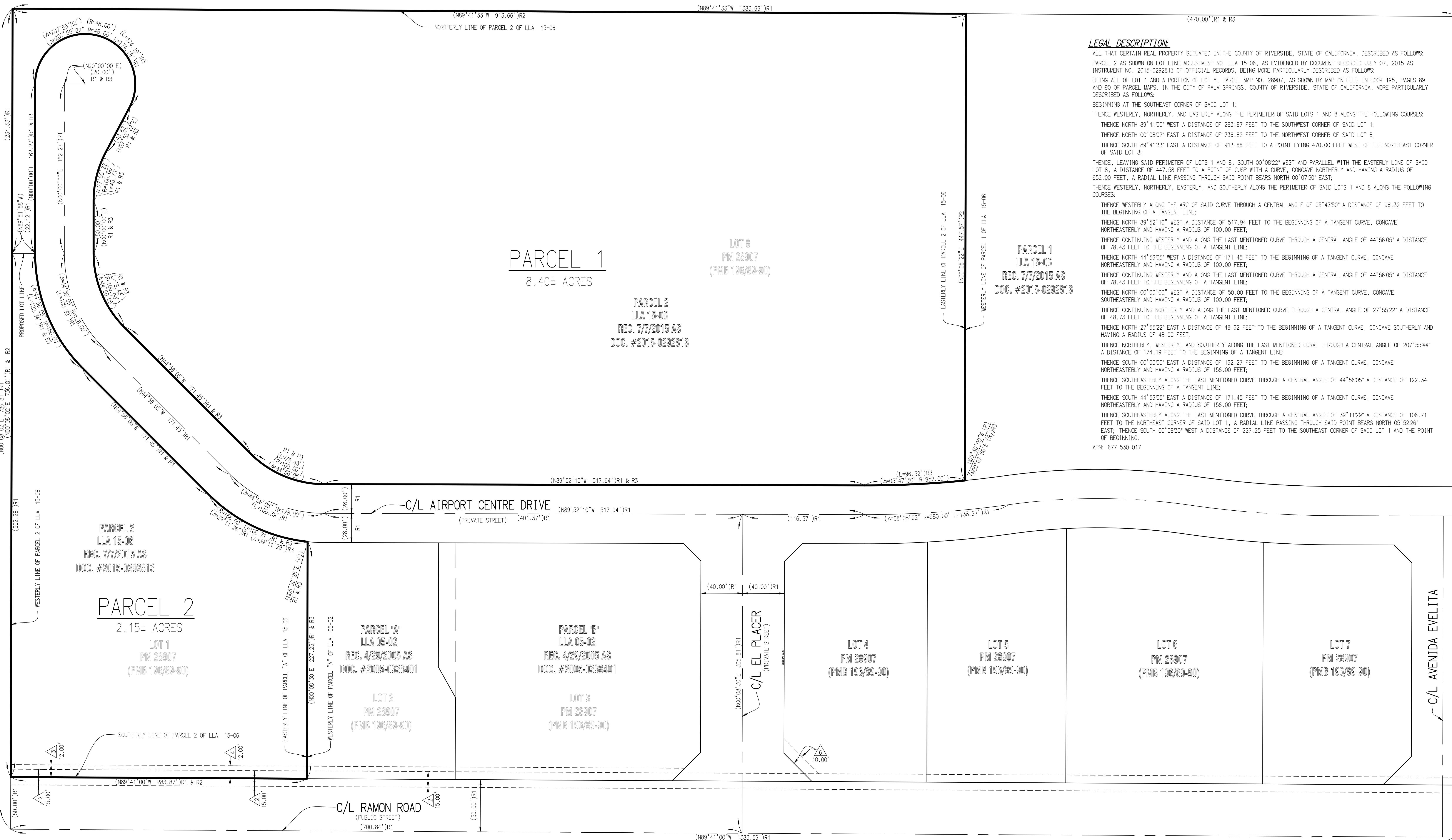


MSA CONSULTING, INC.

Civil Engineering • Land Surveying • Landscape Architecture
Planning • Environmental Services • Dry Utility Coordination • GIS
34200 Bob Hope Drive Rancho Mirage, CA 92270 | 760.320.9811 | MSAConsulting.com

TENTATIVE PARCEL MAP NO. 39335

BEING A PROPOSED SUBDIVISION OF PARCEL 2 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 15-06, AS EVIDENCED BY DOCUMENT RECORDED JULY 07, 2015 AS INSTRUMENT NO. 2015-0292813 OF OFFICIAL RECORD, LOCATED IN THE SOUTH HALF OF SECTION 18, TOWNSHIP 4 SOUTH, RANGE 5 EAST, SAN BERNARDINO MERIDIAN



LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
PARCEL 2 AS SHOWN ON LOT LINE ADJUSTMENT NO. LLA 15-06, AS EVIDENCED BY DOCUMENT RECORDED JULY 07, 2015 AS INSTRUMENT NO. 2015-0292813 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEING ALL OF LOT 1 AND A PORTION OF LOT 8, PARCEL MAP NO. 28907, AS SHOWN BY MAP ON FILE IN BOOK 195, PAGES 89 AND 90 OF PARCEL MAPS, IN THE CITY OF PALM SPRINGS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 1;
THENCE WESTERLY, NORTHERLY, AND EASTERLY ALONG THE PERIMETER OF SAID LOTS 1 AND 8 ALONG THE FOLLOWING COURSES:
THENCE NORTH 89°41'00" WEST A DISTANCE OF 283.87 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1;
THENCE NORTH 00°08'02" EAST A DISTANCE OF 736.82 FEET TO THE NORTHWEST CORNER OF SAID LOT 8;
THENCE SOUTH 89°41'33" EAST A DISTANCE OF 913.66 FEET TO A POINT LYING 470.00 FEET WEST OF THE NORTHEAST CORNER OF SAID LOT 8;
THENCE, LEAVING SAID PERIMETER OF LOTS 1 AND 8, SOUTH 00°08'22" WEST AND PARALLEL WITH THE EASTERLY LINE OF SAID LOT 8, A DISTANCE OF 447.58 FEET TO A POINT OF CURVE WITH A CURVE, CONCAVE NORTHERLY AND HAVING A RADIUS OF 952.00 FEET, A RADIAL LINE PASSING THROUGH SAID POINT BEARS NORTH 00°07'50" EAST;
THENCE WESTERLY, NORTHERLY, EASTERLY, AND SOUTHERLY ALONG THE PERIMETER OF SAID LOTS 1 AND 8 ALONG THE FOLLOWING COURSES:
THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°47'50" A DISTANCE OF 96.32 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE NORTH 89°52'10" WEST A DISTANCE OF 517.94 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 100.00 FEET;
THENCE CONTINUING WESTERLY AND ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 44°56'05" A DISTANCE OF 78.43 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE NORTH 44°56'05" WEST A DISTANCE OF 171.45 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 100.00 FEET;
THENCE CONTINUING WESTERLY AND ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 44°56'05" A DISTANCE OF 78.43 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 50.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 100.00 FEET;
THENCE CONTINUING NORTHERLY AND ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 27°55'22" A DISTANCE OF 48.73 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE NORTH 27°55'22" EAST A DISTANCE OF 48.62 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHERLY AND HAVING A RADIUS OF 48.00 FEET;
THENCE NORTHERLY, WESTERLY, AND SOUTHERLY ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 207°55'44" A DISTANCE OF 174.19 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE SOUTH 00°00'00" EAST A DISTANCE OF 162.27 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 156.00 FEET;
THENCE SOUTHEASTERLY ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 44°56'05" A DISTANCE OF 122.34 FEET TO THE BEGINNING OF A TANGENT LINE;
THENCE SOUTH 44°56'05" EAST A DISTANCE OF 171.45 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 156.00 FEET;
THENCE SOUTHEASTERLY ALONG THE LAST MENTIONED CURVE THROUGH A CENTRAL ANGLE OF 39°11'29" A DISTANCE OF 106.71 FEET TO THE NORTHEAST CORNER OF SAID LOT 1, A RADIAL LINE PASSING THROUGH SAID POINT BEARS NORTH 05°52'26" EAST; THENCE SOUTH 00°08'30" WEST A DISTANCE OF 227.25 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1 AND THE POINT OF BEGINNING.
APN: 677-530-017

EASEMENTS AND TITLE EXCEPTIONS:

- WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
IN FAVOR OF: THE CITY OF PALM SPRINGS
PURPOSE: SEWER
RECORDING DATE: NOVEMBER 28, 1949
RECORDING NO: BOOK 1127, PAGE 236 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT
- EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
IN FAVOR OF: THE CITY OF PALM SPRINGS
PURPOSE: LANDSCAPING, BIKE PATH, AND SIDEWALK
RECORDING DATE: DECEMBER 14, 1999
RECORDING NO: 1999-540951 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT
- COVENANTS, CONDITIONS AND RESTRICTIONS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON AGE, RACE, COLOR, RELIGION, SEX, GENDER, GENDER EXPRESSION, SEXUAL ORIENTATION, MARITAL STATUS, NATIONAL ORIGIN, ANCESTRY, FAMILIAL STATUS, SOURCE OF INCOME, DISABILITY, VETERAN OR MILITARY STATUS, GENETIC INFORMATION, MEDICAL CONDITION, CITIZENSHIP, PRIMARY LANGUAGE, AND IMMIGRATION STATUS, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT
RECORDING DATE: JANUARY 18, 2000
RECORDING NO: 2000-017758 OF OFFICIAL RECORDS
SAID COVENANTS, CONDITIONS AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

EASEMENTS AND TITLE REPORT EXCEPTIONS (CONTINUED):

- AN INSTRUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING WATER QUALITY MANAGEMENT PLAN AND CONSENT TO INSPECT, AND INDENTIFICATION"
RECORDING DATE: MARCH 22, 2018
RECORDING NO: 2018-0107865 OF OFFICIAL RECORDS
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS. THIS COVENANT AND AGREEMENT PROVIDES THAT IT SHALL BE BINDING UPON ANY FUTURE OWNERS, ENGINEERS, ARCHITECTS, THEIR SUCCESSORS OR ASSIGNS, AND SHALL CONTINUE IN EFFECT UNTIL THE ADVISORY AGENCY APPROVES TERMINATION.
- MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SIGN EASEMENT AGREEMENT
RECORDING DATE: APRIL 17, 2018
RECORDING NO: 2018-0147410 OF OFFICIAL RECORDS
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS. [OFFSITE BENEFICIAL EASEMENT]
- A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW.
AMOUNT: \$5,766,000.00
DATED: FEBRUARY 24, 2023
TRUSTOR/GRANTOR: PSP AIRPORT LP, A DELAWARE LIMITED PARTNERSHIP
TRUSTEE: FIRST AMERICAN TITLE INSURANCE COMPANY, A CALIFORNIA CORPORATION
BENEFICIARY: PS AIRPORT 23, LLC, AN ARIZONA LIMITED LIABILITY COMPANY
RECORDING DATE: FEBRUARY 27, 2023
RECORDING NO: 2023-0055801 OF OFFICIAL RECORDS
- A FINANCING STATEMENT AS FOLLOWS:
DEBTOR: PSP AIRPORT LP
SECURED PARTY: PS AIRPORT 23, LLC
RECORDING DATE: FEBRUARY 27, 2023
RECORDING NO: 2023-0055802 OF OFFICIAL RECORDS
- ANY EASEMENTS NOT DISCLOSED BY THE PUBLIC RECORDS AS TO MATTERS AFFECTING TITLE TO REAL PROPERTY, WHETHER OR NOT SAID EASEMENTS ARE VISIBLE AND APPARENT.
- MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSP'S LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

GENERAL PLAN DESIGNATION:

GENERAL PLAN DESIGNATION:
NCC - NEIGHBORHOOD/COMMUNITY COMMERCIAL

ZONING:

ZONING: M1
SERVICE/MANUFACTURING ZONE

UTILITY COMPANIES:

GAS CO. SOUTHERN CALIFORNIA GAS
POWER CO. SOUTHERN CALIFORNIA EDISON COMPANY
WATER CO. DESERT WATER AGENCY
SEWER CO. CITY OF PALM SPRINGS
SCHOOL DISTRICT PALM SPRINGS UNIFIED SCHOOL DISTRICT

FEMA FLOOD ZONE INFORMATION:

FEMA MAP PANEL 06065C1559 G - EFFECTIVE AUGUST 28, 2008 - ZONE V - AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

CURRENT LAND USE:

VACANT LAND.

PROPOSED LAND USE:

TO BE DETERMINED - FINANCE MAP ONLY

RELATED CASE NUMBERS:

NONE

RECORD DATA:

(R1) DENOTES RECORD DATA PER PARCEL MAP NO. 28907 (PMB 196/89-90)
(R2) DENOTES RECORD DATA PER LLA 15-06 REC. 7/7/2015 AS DOC. #2015-0292813, O.R.

BASIS OF BEARINGS:

BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF RAMON ROAD AS SHOWN BY A RECORD OF SURVEY FILED IN BOOK 161 PAGE 45 OF SURVEYS, RECORDS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING: NORTH 89°41'00" WEST.

BENCHMARK:

BENCHMARK: CITY OF CATHEDRAL CITY BENCHMARK #118
ELEVATION: 373.94' DATUM: NAVD88
DESCRIPTION: 2" BRASS DISK STAMPED "0000 BM 118 1996"
LOCATED AT THE NORTHEAST CORNER OF SAN LUIS REY DRIVE AND RAMON ROAD IN THE NORTH END OF THE INLET BOX 50 FEET NORTH OF RAMON ROAD.

ASSESSOR'S PARCEL NO.:

677-530-017

OWNER/SUBDIVIDER:

PSP AIRPORT LP, A DELAWARE LIMITED PARTNERSHIP
ATTN: MICHAEL CHESSER
766 NEW LOS ANGELES AVENUE, SUITE D-4
MOORPARK, CA 93021

PROJECT ADDRESS:

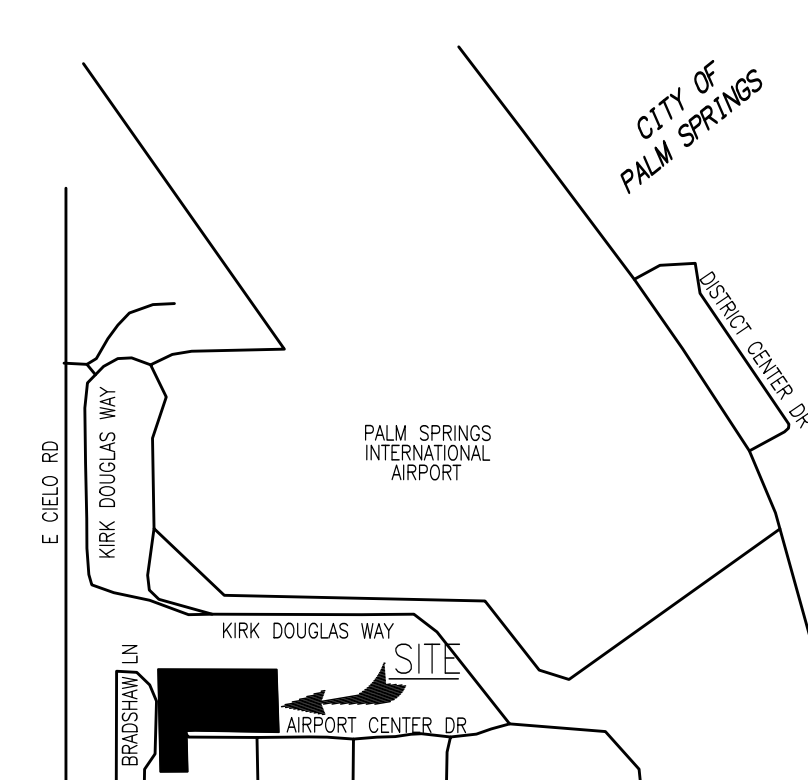
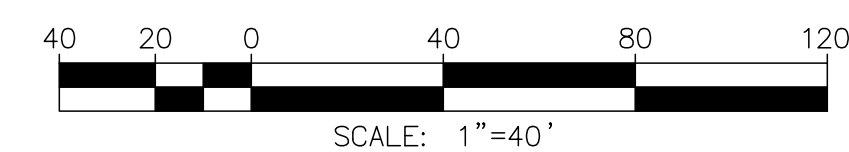
AIRPORT CENTER DRIVE OFF
EL PLACER AND RAMON ROAD
PALM SPRINGS, CA 92264

PROJECT DESCRIPTION:

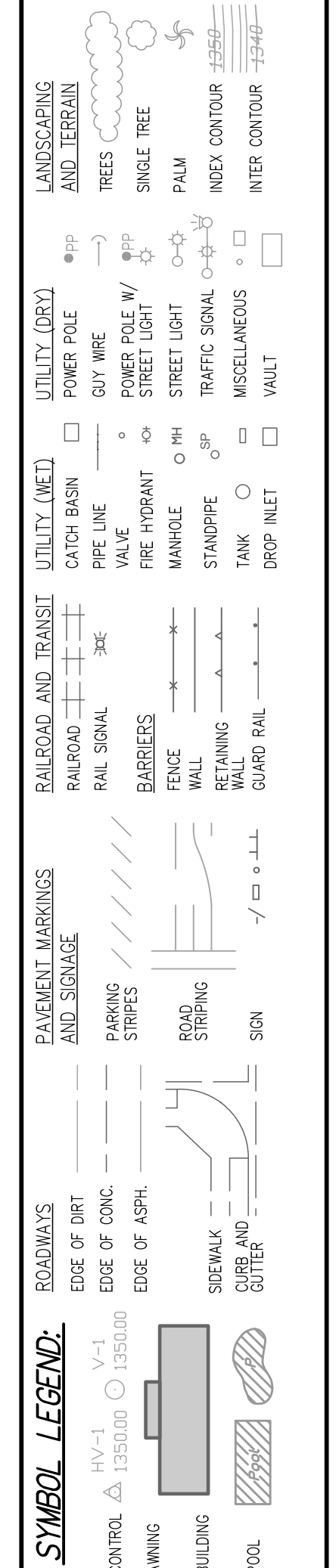
A PROPOSED DIVISION FOR FINANCE PURPOSES TO SEGREGATE THE EXISTING VACANT 10.55 ACRE PARCEL INTO ONE 2.15± ACRE PARCEL AND ONE 8.40± ACRE PARCEL FOR FUTURE DEVELOPMENT CONSISTENT WITH THE NEIGHBORHOOD/COMMUNITY COMMERCIAL GENERAL PLAN LAND USE DESIGNATION AND WITH THE SERVICE/MANUFACTURING ZONE REQUIREMENTS OF THE CITY ZONING ORDINANCE.

NOTES ON PROPOSED DIVISION:

- THE PROPOSED TENTATIVE PARCEL MAP IS CONSISTENT WITH ALL APPLICABLE GENERAL AND SPECIFIC PLANS.
- THE DESIGN AND IMPROVEMENTS OF THE PROPOSED TENTATIVE PARCEL MAP ARE CONSISTENT WITH THE ZONE IN WHICH THE PROPERTY IS LOCATED.
- THE SITE IS PHYSICALLY SUITED FOR THIS TYPE OF DEVELOPMENT.
- THE SITE IS PHYSICALLY SUITED FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- THE DESIGN OF THE SUBDIVISION IS NOT LIKELY TO CAUSE ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH, WILDLIFE, OR THEIR HABITATS.
- THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.
- THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF THE PROPERTY WITHIN THE PROPOSED SUBDIVISION.

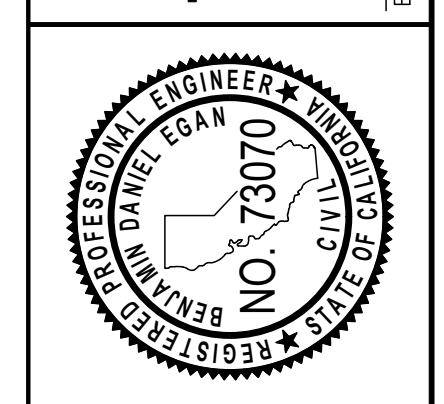


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IN THE CITY OF PALM SPRINGS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TENTATIVE PARCEL MAP
NO. 39335

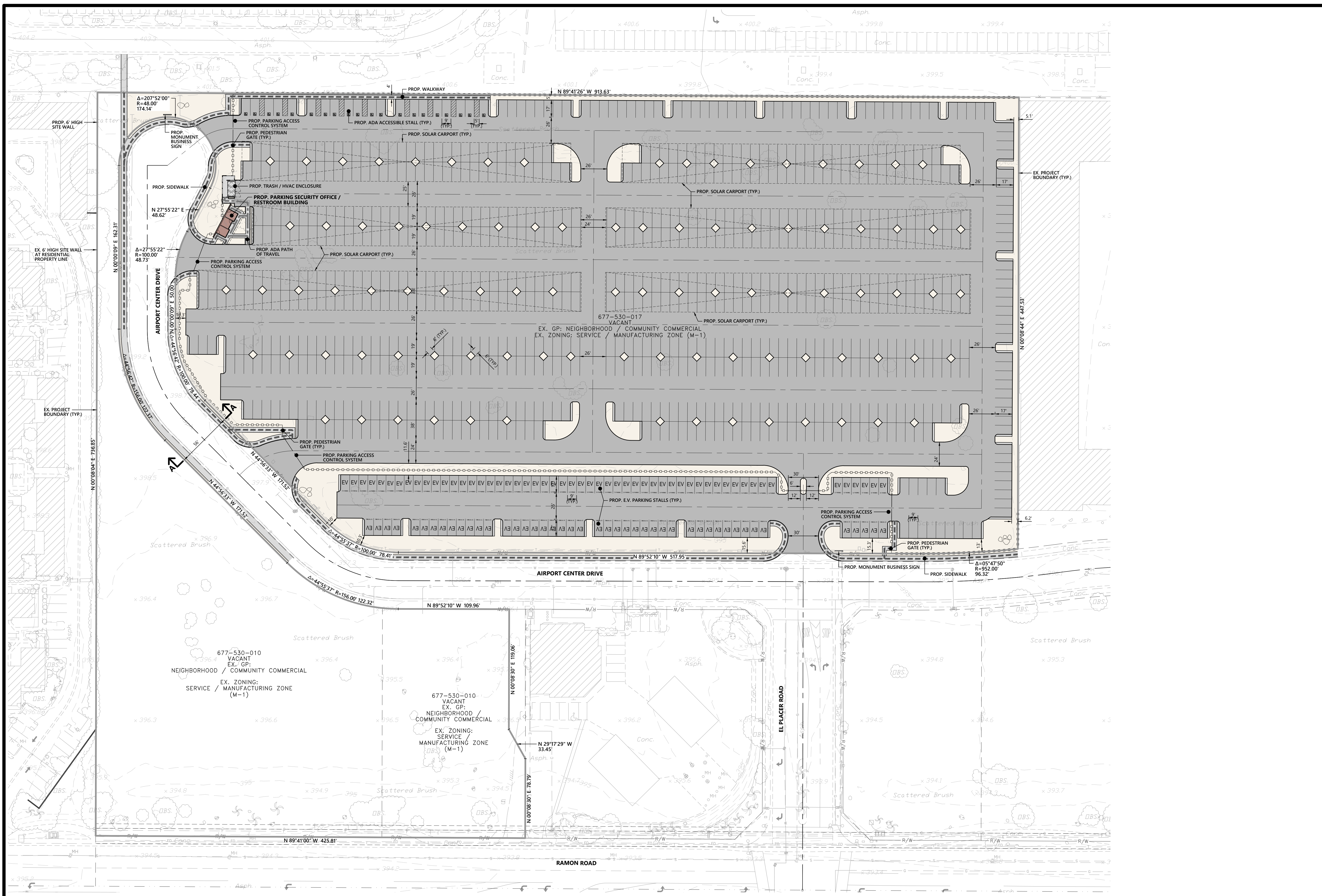
FOR: PSP AIRPORT LP, A DELAWARE LIMITED PARTNERSHIP

DATE: JULY 14, 2025

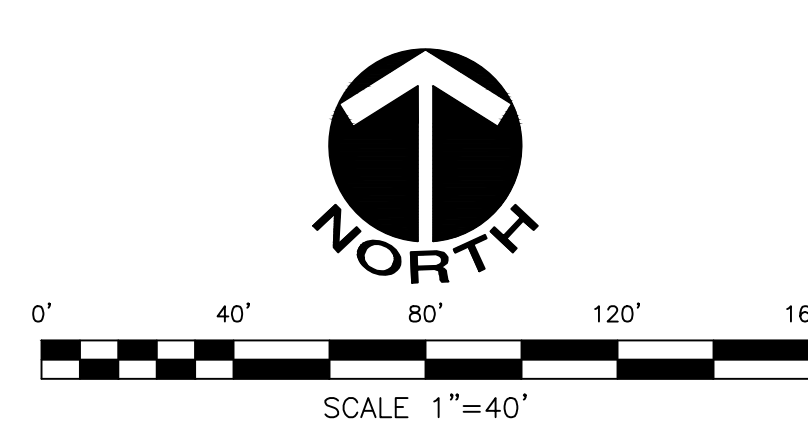
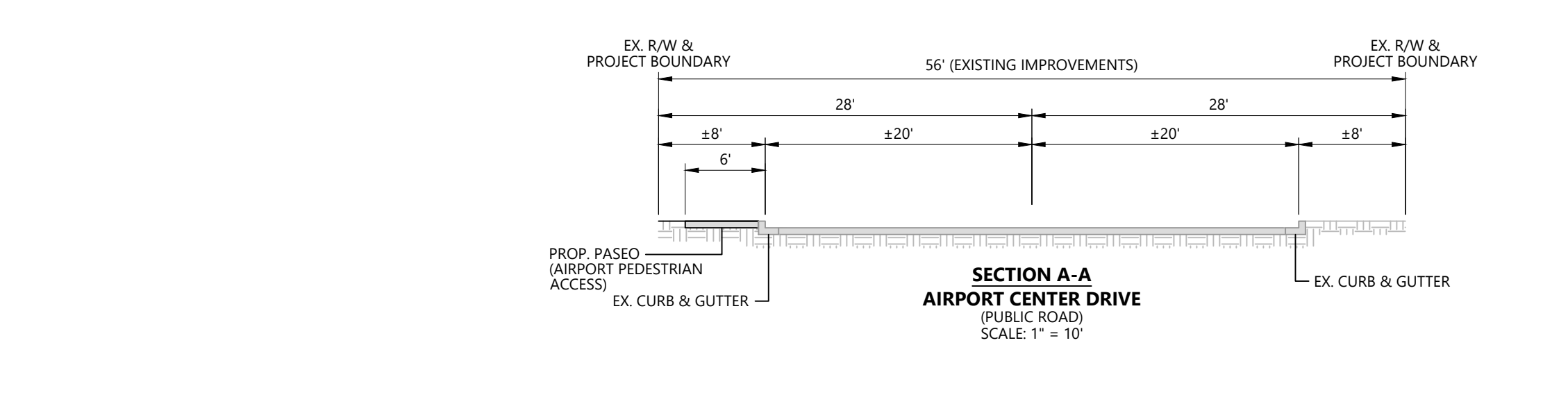
FILE NO. 20251426

SHEET 1 OF 1

NO.		DATE	DESCRIPTION
REVISIONS			
DATA TABLE			
APPLICANT / LAND OWNER	PSP AIRPORT, LP		
ADDRESS	766 LOS ANGELES AVENUE, SUITE D2 MOORPARK, CALIFORNIA 93021		
CONTACT	MICHAEL CHESSER		
EXHIBIT PREPARER	MSA CONSULTING, INC.		
ADDRESS	34200 BOB HOPE DRIVE RANCHO MIRAGE, CALIFORNIA 92270		
CONTACT	PAUL DEPALATIS, AICP	TELEPHONE	(760) 320-9811
SOURCE OF TOPOGRAPHY	INLAND AERIAL SURVEYS, INC.		
ADDRESS	7117 ARLINGTON AVENUE, SUITE A RIVERSIDE, CALIFORNIA 92503		
DATE OF TOPOGRAPHY	JULY 26, 2022	TELEPHONE	(951) 687-4252
ASSESSOR'S PARCEL NUMBERS	677-530-010 & 677-530-017		
LEGAL DESCRIPTION			
A PORTION OF THE SOUTH HALF OF SECTION 18 TOWNSHIP 4 SOUTH, RANGE 5 EAST, SAN BERNARDINO MERIDIAN.			
LAND USE DESCRIPTION	SF	AREA	PERCENTAGE
EXISTING GROSS & NET ACREAGE	489,807 SF	11.24 AC.	100%
TOTAL BUILDING AREA (GROUND FLOOR AREA)	284 SF	0.01 AC.	1%
PARKING SECURITY OFFICE / RESTROOM BUILDING	-	-	-
ACCESS ROADS, HARDSCAPE & PARKING	316,884 SF	7.27 AC.	64%
LANDSCAPE & RETENTION AREAS	172,639 SF	3.96 AC.	35%
BUILDING DESCRIPTION			STORY
PARKING SECURITY OFFICE / RESTROOM BUILDING			1 STORY
ONSITE PARKING DATA	SF	PARKING RATIO	PARKING %
PROPOSED BUILDINGS	-	-	-
- PARKING SECURITY OFFICE / RESTROOM BUILDING	284 SF	1 STALL PER 500 SF	1%
TOTAL PARKING PROVIDED	-	-	-
- STANDARD STALLS	-	-	396 STALLS
- HANDICAP STALLS	-	-	20 STALLS
- EV STALLS	-	-	99 STALLS
- COVERED STALLS	-	-	455 STALLS
TOTAL PARKING PROVIDED	-	-	100%
EXISTING ZONING	SERVICE / MANUFACTURING ZONE (M-1)		
PROPOSED ZONING	SERVICE / MANUFACTURING ZONE (M-1)		
EXISTING GENERAL PLAN LAND USE	NEIGHBORHOOD / COMMUNITY COMMERCIAL		
PROPOSED GENERAL PLAN LAND USE	NEIGHBORHOOD / COMMUNITY COMMERCIAL		
PUBLIC UTILITY PURVEYORS			
ELECTRIC	SOUTHERN CALIFORNIA EDISON	(760) 324-4991	
GAS	SOUTHERN CALIFORNIA GAS COMPANY	(877) 238-0092	
TELEPHONE	FRONTIER COMMUNICATIONS	(800) 921-8101	
WATER	DESERT WATER AGENCY	(760) 323-4971	
CABLE	SPECTRUM	(877) 719-3278	
SEWER	CITY OF PALM SPRINGS	(760) 323-8166	
USA	UNDERGROUND SERVICE ALERT	(800) 227-2600	
FEMA FLOOD ZONE DESIGNATION			
ZONE "X": AREA OF MINIMAL HAZARD			
AS SHOWN ON RIVERSIDE COUNTY, CALIFORNIA, FLOOD INSURANCE RATE MAPS, COMMUNITY PANEL MAP NUMBER: 06065C1559G, EFFECTIVE DATE: AUGUST 28, 2008			
LIQUEFACTION	MODERATE LIQUEFACTION ZONE		
SCHOOL DISTRICT	PALM SPRINGS UNIFIED		
NOTES	1. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER. 2. THERE ARE NO EXISTING DWELLINGS, BUILDINGS, OR OTHER STRUCTURES KNOWN ON THIS PROPERTY.		



LEGEND		ABBREVIATIONS	
679.3	EXISTING SPOT ELEVATIONS	(E)	EAST
---	EXISTING CONTOURS	(N)	NORTH
---	EXISTING CABLE	(S)	SOUTH
---	EXISTING IRRIGATION DRAIN LINE	(W)	WEST
---	EXISTING EASEMENT	AC	ASPHALT CONCRETE
---	EXISTING ELECTRIC	AC	ACREAGE
---	EXISTING GAS	APN	ASSESSORS PARCEL NUMBER
---	EXISTING IRRIGATION	BNDRY	BOUNDARY
---	EXISTING LOT LINE	CA	CENTERLINE
---	EXISTING EDGE OF PAVEMENT	C&G	CURB AND GUTTER
---	EXISTING OVERHEAD TELEPHONE	E/P	EDGE OF PAVEMENT
---	EXISTING RIGHT OF WAY	ESMT.	EASEMENT
---	EXISTING GAS	EX	EXISTING
---	EXISTING SEWER	MAX.	MAXIMUM
---	EXISTING SEWER FORCE MAIN	M.B.	MAP BOOK
---	EXISTING WATER	MIN.	MINIMUM
---	PROPOSED PROJECT BOUNDARY	NO.	NUMBER
---	PROPOSED AND EXISTING CENTER LINE	N.T.S.	NOT TO SCALE
---	PROPOSED CURB	O.V.T.	OVERHEAD
---	PROPOSED ADA PATH OF TRAVEL (SIDEWALK)	OS/PP	OPEN SPACE / PARKS
		PG.	PAGE
		P.L.	PROPERTY LINE
		PROP.	PROPOSED
		P.U.E.	PUBLIC UTILITY EASEMENT
		R.	RADIUS
		R.W.	RIGHT OF WAY
		SF	SQUARE FEET
		STD.	STANDARD
		TYP.	TYPICAL
		UG	UNDERGROUND



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SITE PLAN CREATED BY:
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IN COLLABORATION WITH:



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E:\2001\Accord\Planning\Site Plan\2026 Technical Site Plan.dwg, 4/14/2026 4:54:41 PM, dgalbreath, MSA Consulting, Inc.

NOTICE OF PUBLIC HEARING
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
www.rcaluc.org

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the applications described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. **Information on how to participate in the hearing will be available on the ALUC website at www.rcaluc.org.** The ALUC holds hearings for local discretionary permits within the Airport Influence Area, reviewing for aeronautical safety, noise and obstructions. ALUC reviews a proposed plan or project solely to determine whether it is consistent with the applicable Airport Land Use Compatibility Plan. For more information please contact **ALUC Planner Jackie Vega at (951) 955-0982.**

The City of Palm Springs should be contacted on non-ALUC issues. For more information, please contact City of Palm Springs Planner Noriko Kikuchi at 760-323-8245.

The proposed project application may be viewed by a prescheduled appointment and on the ALUC website www.rcaluc.org. Written comments may be submitted at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Friday from 8:00 a.m. to 3:30 p.m., or by e-mail to javega@rivco.org. Individuals with disabilities requiring reasonable modifications or accommodations, please contact Yesenia Casas at (951) 955-5132.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon Street, 1st Floor Board Chambers
Riverside California

DATE OF HEARING: July 9, 2026

TIME OF HEARING: 9:30 A.M.

CASE DESCRIPTION:

ZAP1115PS26 – PSP Airport, LP (Representative: Michael Chesser)-City of Palm Springs Nos. GPA-2025-0003 (General Plan Amendment), DP-2025-0016 (Development Plan Review). A proposal to construct a 974-parking stall facility and a 284 square foot office building all on 10.56-acres, located northerly of E Ramon Road at 3700 Airport Center Drive. The applicant also proposes to change the sites general plan land use designation of parcel one from Neighborhood Community Commercial and Industrial to Industrial. The applicant also proposes to split 10.56-acres into two separate parcels. (Airport Compatibility Zone E of the Palm Springs Airport Influence Area).



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

ALUC STAFF ONLY

ALUC Case Number: ZAP1115PS26

Date Submitted: 5/19/26

AIA: Palm Springs

Zone: E

Public Hearing

Staff Review

Applicant

Applicant Full Name: PSP Airport, LP

Applicant Address: 766 Los Angeles Ave. Suite D2, Moorpark, CA 93021

Phone: (805) 604-2644

Email: mchesser@aiproproperties.com

Representative/ Property Owner Contact Information

Representative: Michael Chesser

Email: mchesser@aiproproperties.com

Phone: (805) 604-2644

Address: 766 Los Angeles Ave. Suite D2, Moorpark, CA 93021

Property Owner:

Email:

Phone:

Address:

Local Jurisdiction Agency

Agency Name: City of Palm Springs

Phone: (760) 323-8245

Staff Contact: Noriko Kikuchi

Email: noriko.kikuchi@palmsspringsca.gov

Address: 3200 East Tahquitz Canyon Way, Palm Springs, CA 92262

Local Agency Case No.: DP-2025-0016

Project Location

Street Address: 3700 Airport Center Drive, Palm Springs, CA 92262 Gross Parcel Size: 10.56 Acres

Assessor's Parcel No.: 677-530-017

Solar

Is the project proposing solar Panels? Yes

No

If yes, please provide solar glare study. (only if in Zone C or higher)

Data

Site Elevation:(above mean sea level) +398.00' above sea level.

Height of Building or structures: +12-feet high.

What type of drainage basins are being proposed and the square footage: Proposed Underground Stormwater Retention Chamber System.

Notice

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. REVIEW TIME: Estimated time for “staff level review” is approximately 30 days from date of submittal. Estimated time for “commission level review” is approximately 45 days from date of a complete application submittal to the next available commission hearing meeting.

C. SUBMISSION PACKAGE:

Please submit all application items DIGITALLY via USB or CD:

- Completed ALUC Application Form
- Plans Package: site plans, floor plans, building elevations, grading plans, subdivision maps
- Exhibits of change of zone, general plan amendment, specific plan amendment
- Project description of existing and proposed use

Additionally, please provide:

- ALUC fee payment (Checks made out to Riverside County ALUC)
- Gummed address labels of all surrounding property owners within a 300-foot radius of project site. (Only required if the project is scheduled for a public hearing).

RIVERSIDE COUNTY

AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 4.1
HEARING DATE: July 9, 2026
CASE NUMBER: ZMALUCP - Riverside County
APPROVING JURISDICTION: Riverside County ALUC
JURISDICTION CASE NO: ZMALUCP

MAJOR ISSUES:

In 2018, the U.S. Air Force published the Final Air Installations Compatible Use Zones Study (“AICUZ”) for March Air Reserve Base (“March ARB”). When compared to the prior AICUZ issued in 2005, the 2018 AICUZ added the Clear Zone and Accident Potential Zones (CZ, APZ-I, APZ-II) for Runway 12-30.

Pursuant to the State Aeronautics Act, issuance of the 2018 AICUZ for March ARB triggered the need to update the Airport Land Use Compatibility Plan (“ALUCP”) adopted for March ARB / Inland Port Airport by the ALUC in 2014. More specifically, an amendment to the 2014 ALUCP became necessary to bring the 2014 ALUCP into consistency with the AICUZ. The proposed 2026 Amendment to the adopted 2014 ALUCP would modify the boundaries of Compatibility Zones B-1, B-2, C-1 and D in the area directly southeasterly of Runway 12-30 in order to reflect the Clear Zone and Accident Potential Zones for that runway.

The proposed 2026 Amendment also takes into account the 2023 March ARB Compatible Use Study (“MCUS”), as well as the January 2025 Airport Layout Plan (“ALP;” as approved by the Federal Aviation Administration in May 2025) and the Airport Master Plan (“AMP”) prepared for the civilian portion of the airport by the March Inland Port Airport Authority, adopted in October 2024 and published in February 2025. Consideration of the ALP and AMP accords to the requirements of the State Aeronautics Act.

ALUC staff has evaluated the environmental implications of the proposed 2026 Amendment, as required by the California Environmental Quality Act (“CEQA”). In order to document the results of that evaluation, Addendum No. 1 to the previously certified Environmental Impact Report (“EIR;” State Clearinghouse No. 2013071042) for the 2014 ALUCP was prepared pursuant to CEQA and the State CEQA Guidelines. Addendum No. 1 concludes that the proposed 2026 Amendment would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and that none of the conditions described in CEQA Guidelines section 15162 calling for preparation of a subsequent or supplemental EIR have occurred.

RECOMMENDATION: As more fully stated in the Resolution prepared for the ALUC’s consideration, and based on the totality of the record of proceedings for this matter, staff recommends that the Commission:

1. Find that Addendum No. 1 was prepared in accordance with CEQA; and,
2. Find that no subsequent or supplemental EIR is required for the 2026 Amendment; and,
3. Adopt the 2026 Amendment to the previously adopted 2014 ALUCP, as modified by the items listed in the June 16, 2026 “Revisions to March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan Public Review Draft Dated March 2026;” and,
4. Direct staff to transmit a copy of the 2026 Amendment to the State of California Department of Transportation, Division of Aeronautics, as well as relevant local agencies; and,
5. Direct staff to file a Notice of Determination pursuant to CEQA.

PROJECT DESCRIPTION:

The proposed 2026 Amendment is a focused amendment to the adopted 2014 ALUCP that is designed to accord to the requirements of the State Aeronautics Act. As such, the proposed 2026 Amendment contains updates necessary to achieve consistency with March ARB’s 2018 AICUZ, and accounts for relevant information in the ALP and AMP pertaining to the civilian portion of the airport.

The key components of the proposed 2026 Amendment are as follows:

1. Incorporation of safety zones for the secondary runway (Runway 12/30) at March ARB, as delineated in the 2018 AICUZ. **Map MA-1B** depicts the boundaries of the safety zones for that runway.
2. Reduction of the single-acre intensity criteria within Compatibility Zone B1, in order to make those criteria consistent with the 2018 AICUZ. See **Table MA-2** for related information.
3. Addition of **Table MA-3** to detail the 2018 AICUZ’s land use compatibility criteria applicable to the CZ, APZ-1 and APZ-II.
4. Inclusion of a Boundary Observation Clear Zone (“BOCZ”) that requires consultation with March ARB in light of compatibility concerns (specifically, base security) identified in the MCUS. Parcels affected by the BOCZ are listed in **Exhibit MA-9**. See also **Policy MA-2.4(g)** for related information.
5. Clarification of the solar glare hazard analysis criteria. See **Policy MA-2.5(e)** for related information.
6. Clarification of the criteria applicable to other airspace protection and hazards to flight. See **Table MA-2**, including table note 9, for related information.

Of note, the proposed 2026 Amendment would not alter the outer perimeter of the Airport Influence Area (“AIA”), as established in the 2014 ALUCP. Additionally, as well established, the proposed 2026 Amendment would not affect existing land uses or airport operations as the ALUC lacks jurisdiction over both.

As part of the proposed 2026 Amendment, an updated version of Chapter W7, Background Data: March Air Reserve Base / Inland Port Airport and Environs, has been prepared for the ALUCP.

PROJECT LOCATION:

March ARB/Inland Port Airport is situated southwest of the city of Moreno Valley, northwest of Perris City, and southeast of the city of Riverside, California just east of Interstate 215. **Map MA-1A** depicts the entirety of AIA, the outer perimeter of which is unchanged with the proposed 2026 Amendment. The AIA includes land within the jurisdiction of the cities of Riverside, Moreno Valley, Perris, Menifee and unincorporated Riverside County.

PUBLIC AND AGENCY CONSULTATION:

The cities of Riverside, Moreno Valley, Perris and Menifee, the March Joint Powers Authority (“JPA”) and Riverside County participated in preparing, accepting and commenting on the MCUS, including its preliminary draft of the proposed 2026 Amendment. These same agencies shared in the cost of and collaborated with ALUC staff and the ALUC’s consultants throughout the development of the proposed 2026 Amendment. ALUC staff also gave presentations to several local community groups, including, but not limited to, the Greater Riverside Chamber of Commerce’s Military Affairs Committee.

The Public Review Draft of the proposed 2026 Amendment was posted for review and comment on the ALUC website on May 8, 2026. The local land use jurisdictions identified above and property owners potentially affected by the proposed 2026 Amendment were notified of the posting and an upcoming public workshop. The public workshop, attended by members of the public, property owners and staff from the cities of Riverside and Moreno Valley, was held from 4:00 pm to 6:00 pm on May 19, 2026. ALUC staff received no written comments on the Public Review Draft of the proposed 2026 Amendment.

ENVIRONMENTAL REVIEW:

In 2014, the ALUC certified the EIR prepared for the 2014 ALUCP. The EIR is comprised of two parts: the Draft EIR published in August 2014, available online at <https://rcaluc.org/sites/g/files/aldnop421/files/2025-10/Portals-13-PDFGeneral-plan-2014-Draft-EIR-for-March-ALUCP.pdf>; and, the Final EIR published in October 2014, available online at <https://rcaluc.org/sites/g/files/aldnop421/files/2025-10/Portals-13-PDFGeneral-plan-2014-March-ALUCP-FEIR-October-2014-103114.pdf>.

Because the proposed 2026 Amendment would modify the adopted 2014 ALUCP, ALUC staff evaluated the environmental implications of the proposed 2026 Amendment in relation to the impact assessment previously provided in the certified 2014 EIR. As documented in Addendum No. 1, the proposed 2026 Amendment would result in ten (10) parcels located within the City of Moreno Valley being partially placed within more restrictive Compatibility Zones, as compared to those established in the 2014 ALUCP. Seven of the ten parcels already are developed with industrial buildings, and the remaining three parcels already are in use as parking areas. Because the ten parcels already are devoted to existing land uses, the potential for displacement is limited, though such displacement potential is numerically quantified and disclosed in Addendum No. 1. The displacement analysis presented in Addendum No. 1 considers two scenarios – an all affected parcels scenario that is somewhat hypothetical because it ignores existing development, and a vacant parcels only scenario that more realistically captures the potential for displacement when accounting for the limits on the ALUC’s jurisdiction.

Addendum No. 1 to the previously certified EIR, which has been prepared pursuant to CEQA, concludes that the proposed 2026 Amendment would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and that none of the conditions described in CEQA Guidelines section 15162 calling for preparation of a subsequent or supplemental EIR have occurred.

Respectfully Submitted:

Simon A. Housman



**Airport Land Use Compatibility Plan Amendment
March Air Reserve Base / Inland Port Airport
Addendum No. 1 to March Air Reserve Base /
Inland Port Airport Land Use Compatibility Plan
Environmental Impact Report SCH #2013071042**

June 2026

PREPARED BY:

Mead & Hunt, Inc.
1360 19th Hole Drive, Ste. 100
Windsor, CA 95492



ON BEHALF OF:

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501

March ARB / IPA Land Use Compatibility Plan Amendment

TABLE OF CONTENTS

1.0 INTRODUCTION AND BACKGROUND 1

1.1 INTRODUCTION..... 1

1.2 PROJECT LOCATION 1

1.3 PURPOSE OF AN EIR ADDENDUM..... 2

2.0 PROPOSED PROJECT 5

3.0 IMPACT ANALYSIS 13

3.1 AESTHETICS..... 13

3.2 AGRICULTURE AND FORESTRY RESOURCES..... 16

3.3 AIR QUALITY 19

3.4 BIOLOGICAL RESOURCES..... 22

3.5 CULTURAL RESOURCES..... 25

3.6 ENERGY 28

3.7 GEOLOGY AND SOILS 30

3.8 GREENHOUSE GAS EMISSIONS..... 33

3.9 HAZARDS AND HAZARDOUS MATERIALS..... 36

3.10 HYDROLOGY AND WATER QUALITY 40

3.11 LAND USE AND PLANNING 43

3.12 MINERAL RESOURCES 60

3.13 NOISE..... 62

3.14 POPULATION AND HOUSING..... 65

3.15 PUBLIC SERVICES..... 68

3.16 RECREATION..... 71

3.17 TRANSPORTATION 74

3.18 TRIBAL CULTURAL RESOURCES..... 78

3.19 UTILITIES AND SERVICE SYSTEMS..... 80

3.20 WILDFIRE..... 83

4.0 SUPPORTING INFORMATION SOURCES 85

March ARB / IPA Land Use Compatibility Plan Amendment

TABLES

Table 3.1-1: Adopted Mitigation / Policies for Aesthetic Resources Referenced in the 2014 EIR 14

Table 3.1-2: Adopted Mitigation / Policies for Aesthetic Resources 15

Table 3.2-1: Adopted Mitigation / Policies for Agricultural Resources Referenced in the 2014 EIR 17

Table 3.2-2: Adopted Mitigation / Policies for Agriculture and Forestry Resources 18

Table 3.3-1: Adopted Mitigation / Policies for Air Quality Resources Referenced in the 2014 EIR 20

Table 3.3-2: Adopted Mitigation / Policies for Air Quality 21

Table 3.4-1: Adopted Mitigation / Policies for Biological Resources Referenced in the 2014 EIR 23

Table 3.4-2: Adopted Mitigation / Policies for Biological Resources 24

Table 3.5-1: Adopted Mitigation / Policies for Cultural Resources Referenced in the 2014 EIR 26

Table 3.5-2: Adopted Mitigation / Policies for Cultural Resources 27

Table 3.6-1: Adopted Mitigation / Policies for Energy 29

Table 3.7-1: Adopted Mitigation / Policies for Geology and Soils Referenced in the 2014 EIR..... 31

Table 3.7-2: Adopted Mitigation / Policies for Geology and Soils..... 32

Table 3.8-1: Adopted Mitigation / Policies for Greenhouse Gas Emissions Referenced in the 2014 EIR.. 34

Table 3.8-2: Adopted Mitigation / Policies for Greenhouse Gas Emissions 35

Table 3.9-1: Adopted Mitigation / Policies for Hazards and Hazardous Materials Referenced in 2014 EIR.
..... 37

Table 3.9-2: Adopted Mitigation / Policies for Hazards and Hazardous Materials 39

Table 3.10-1: Adopted Mitigation / Policies for Hydrology and Water Quality Referenced in the 2014 EIR41

Table 3.10-2: Adopted Mitigation / Policies for Hydrology and Water Quality..... 42

Table 3.11-1: Adopted Mitigation / Policies for Land Use and Planning Referenced in the 2014 EIR..... 44

Table 3.11-2: City of Moreno Valley Jurisdiction Displacement Summary 57

Table 3.12-1: Adopted Mitigation / Policies for Mineral Resources Referenced in the 2014 EIR 60

Table 3.12-2: Adopted Mitigation / Policies for Mineral Resources..... 61

Table 3.13-1: Adopted Mitigation / Policies for Noise Referenced in the 2014 EIR 63

Table 3.13-2: Adopted Mitigation / Policies for Noise..... 64

Table 3.14-1: Adopted Mitigation / Policies for Population and Housing Referenced in the 2014 EIR..... 66

Table 3.14-2: Adopted Mitigation / Policies for Population and Housing 67

Table 3.15-1: Adopted Mitigation / Policies for Public Services Referenced in the 2014 EIR 69

Table 3.15-2: Adopted Mitigation / Policies for Public Services 70

Table 3.16-1: Adopted Mitigation / Policies for Recreation Referenced in the 2014 EIR..... 72

Table 3.16-2: Adopted Mitigation / Policies for Recreation 73

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.17-1: Adopted Mitigation / Policies for Transportation and Traffic Referenced in the 2014 EIR 75

Table 3.17-2: Adopted Mitigation / Policies for Transportation..... 76

Table 3.18-1: Adopted Mitigation / Policies for Tribal Cultural Resources 79

Table 3.19-1: Adopted Mitigation / Policies for Utilities and Service Systems Referenced in the 2014 EIR 81

Table 3.19-2: Adopted Mitigation / Policies for Utilities and Service Systems 82

Table 3.20-1: Adopted Mitigation / Policies for Wildfire..... 84

EXHIBITS

Exhibit 1: Compatibility Map (Map MA-1) from 2014 Adopted ALUCP 4

Exhibit 2: Proposed ALUCP Amendment Compatibility Map (Map MA-1) with changes from 2014 ALUCP Compatibility Map noted..... 11

Exhibit 3: Proposed ALUCP Amendment Airspace Protection Map (Map MA-2) with changes from 2014 ALUCP Airspace Protection Surfaces noted..... 12

Exhibit 4A: Riverside County Planned Land Use..... 45

Exhibit 4B: March JPA Planned Land Use 46

Exhibit 4C: City of Moreno Valley Planned Land Use 47

Exhibit 4D: City of Perris Planned Land Use 48

Exhibit 4E: City of Riverside Planned Land Use 49

Exhibit 5: Airport Land Use Compatibility Measures for March Air Reserve Base / Inland Port Airport (Proposed ALUCP Amendment Exhibit MA-6B) 52

Exhibit 6: Exhibit MA-1B from the ALUCP Amendment showing parcels affected by March Air Reserve Base/Inland Port Airport Runway Clear Zones and Accident Potential Zones 56

ATTACHMENTS

Attachment A Displacement Analysis Technical Paper in Support of the CEQA Addendum To The March ARB / IPA ALUCP EIR (May 2026)

1.0 Introduction and Background

1.1 INTRODUCTION

This Addendum has been prepared to evaluate the potential environmental impacts of the March Air Reserve Base / Inland Port Airport (March ARB / IPA) Airport Land Use Compatibility Plan (ALUCP) Amendment, referred to herein as the “ALUCP Amendment” or “Project.”

California’s State Aeronautics Act requires the preparation and adoption of airport land use compatibility plans for each public-use and military airport in the state (California Public Utilities Code (PUC) §21675). The purpose of this statute is to “...protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around airports to the extent that these areas are not already devoted to incompatible uses” (PUC §21670(a)(2)). Pursuant to this requirement, the March ARB / IPA ALUCP was prepared and adopted by the Riverside County Airport Land Use Commission (ALUC) in 2014. Concurrent with the adoption of the ALUCP, the Riverside County ALUC certified March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042) in November 2014, referred to herein as the “2014 EIR.”

As further required by the State Aeronautics Act, the ALUCP for March ARB / IPA “shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport” (PUC §21675(b)). The ALUCP for March ARB / IPA, adopted in 2014 (2014 ALUCP), was based upon the U.S. Air Force’s 2005 *Air Installation Compatible Use Zone* (AICUZ) document then in effect and also accounted for March ARB / IPA’s anticipated civilian usage. In 2018, the U.S. Air Force prepared a new AICUZ for the military portion of March ARB / IPA. As such, an amendment to the ALUCP consequently became necessary.

1.2 PROJECT LOCATION

March ARB / IPA is located in northwestern Riverside County easterly of Interstate 215 (I-215), just south of State Route 60 (SR-60), approximately 7.5 miles southeast of downtown Riverside and 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 (March ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Subsequently, a portion of the original airfield—specifically a taxiway, apron area, and buildings at the south end of the airport—was conveyed to the March Joint Powers Authority (March JPA) for civilian use and is now managed and operated by the March Inland Port Airport Authority (MIPAA), thus the Inland Port Airport part of the current airport name. A large non-airfield area of the original air base west of Interstate 215 was also conveyed to the March JPA to develop for civilian uses. The Air Force owns the airfield and majority of

March ARB / IPA Land Use Compatibility Plan Amendment

building area totaling 2,100 acres and the civilian aviation facilities, approximately 360 acres, are managed, operated, or leased by MIPAA.

The geographic scope of an ALUCP is defined by the Airport Influence Area (AIA), the area within which the ALUC has determined that aviation-related effects require limitations or conditions on future development in order to protect the public's health, safety, and welfare. The 2014 EIR analyzed the AIA of the 2014 ALUCP which is approximately 222 square miles in area and includes portions of the County of Riverside and the cities of Riverside, Moreno Valley, Perris, and Menifee (**Exhibit 1**).

1.3 PURPOSE OF AN EIR ADDENDUM

CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining the appropriate environmental document to prepare in the case of a previously certified EIR. CEQA Guidelines Section 15164 states that a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred.

CEQA Guidelines Section 15162(a) states that no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

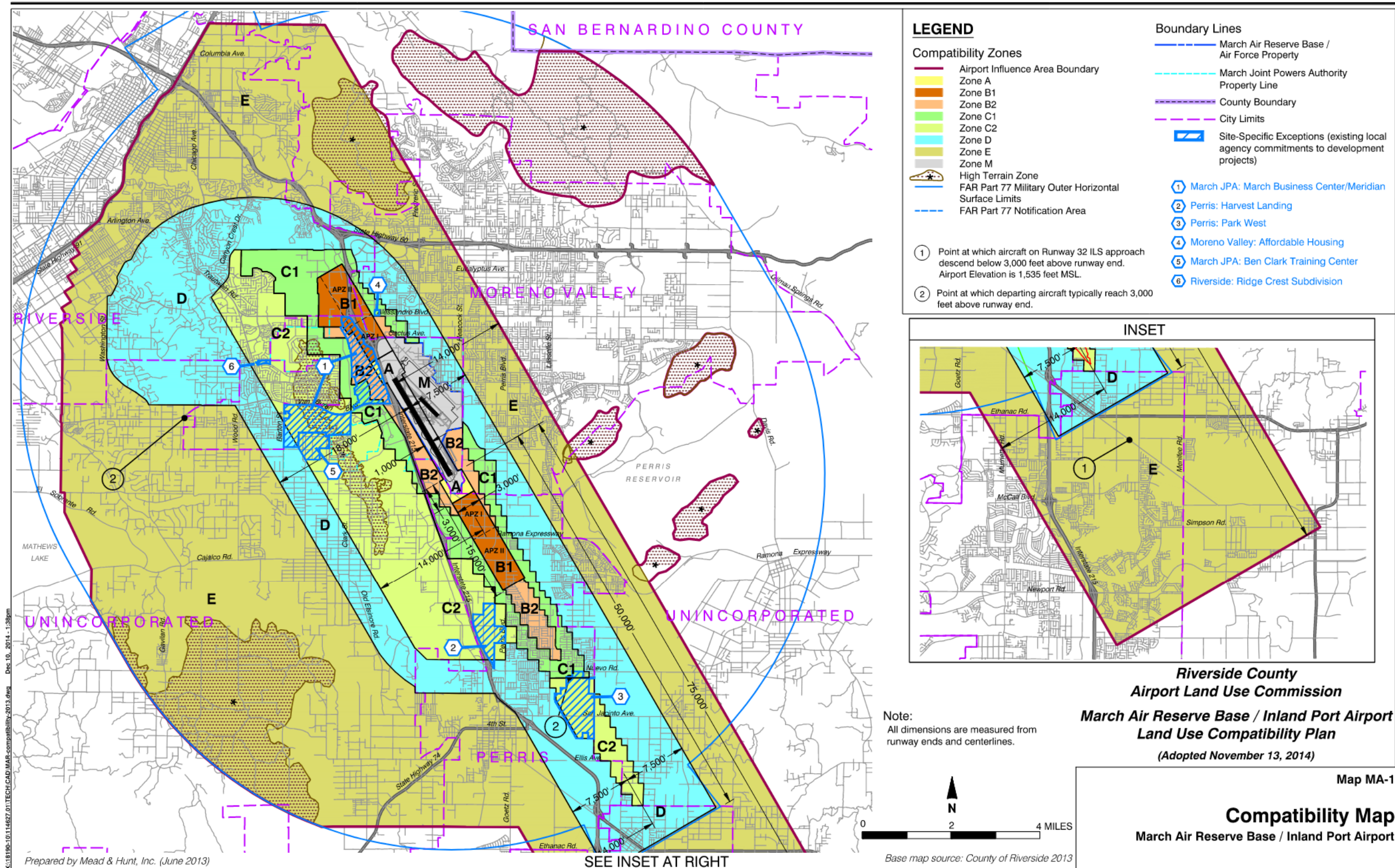
Based on the evaluation of information provided in this EIR Addendum pursuant to CEQA Guidelines Sections 15162 and 15164, no new significant impacts would occur as a result of the proposed Project, nor would there be any substantial increase in the severity of previously identified adverse effects. Furthermore, no new information since the certified EIR would result in new significant effects that were not discussed, nor would any previously examined effects be more severe and no new mitigation measures would be required. Therefore, none of the conditions described in Section 15162 of the CEQA Guidelines has occurred. For this reason, an EIR addendum is the appropriate document to comply with CEQA

March ARB / IPA Land Use Compatibility Plan Amendment

requirements for the proposed Project. An addendum need not be circulated for public review but can be included in or attached to the final EIR.

The Riverside County ALUC has prepared this Addendum, pursuant to CEQA Guidelines Sections 15162 and 15164 to evaluate whether the proposed ALUCP Amendment's environmental impacts are covered by and within the scope of the Riverside County ALUC's previously certified EIR (SCH #2013071042) for the 2014 ALUCP. The following Addendum Evaluation details any changes in the project, changes in circumstances under which the project is undertaken, and / or "new information of substantial importance" that may cause one or more effects to environmental resources.

The analyses herein substantiate the conclusion that the environmental effects of the proposed ALUCP Amendment are within the scope of the previously certified EIR and do not require subsequent action under CEQA Guidelines Section 15162. The Addendum, in conjunction with the EIR (SCH #2013071042), adequately considers potential environmental impacts of the proposed ALUCP Amendment.



2.0 Proposed Project

Introduction

The proposed Project is the March ARB / IPA ALUCP Amendment. As discussed further below, the proposed project consists of an identifiable set of revisions and refinements to the existing ALUCP for March ARB / IPA adopted by the ALUC in 2014.

Pursuant to the State Aeronautics Act, the purpose of the proposed ALUCP Amendment is to promote compatibility between the March ARB / IPA and the land uses that surround this joint-use airport, to the extent such areas are not already devoted to incompatible uses. The State Aeronautics Act directs the ALUC to “formulate an [ALUCP] that will provide for the orderly growth of [March ARB / IPA] and the area surrounding [March ARB / IPA] within the jurisdiction of the [ALUC] and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.” (PUC §21675(a).)

As further required by the State Aeronautics Act, the proposed ALUCP Amendment for March ARB / IPA “shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport.” (PUC §21675(b).) In 2014, the ALUC adopted an ALUCP for March ARB / IPA that was based upon the U.S. Air Force’s 2005 AICUZ document then in effect and also accounted for March ARB / IPA’s anticipated civilian usage. In 2018, the U.S. Air Force prepared a new AICUZ for the military portion of March ARB / IPA. As such, an amendment to the ALUCP consequently became necessary.

Because March ARB / IPA is a joint military / civilian use facility, the ALUCP also must take into account the long-range plans for the civilian areas. (PUC §21675(a).) As operator of the civilian facilities, the MIPAA prepared and adopted an Airport Master Plan dated February 2024. The associated Airport Layout Plan (ALP) dated January 2025 was submitted to the Federal Aviation Administration and approved by that agency in May 2025. The civilian area at March ARB / IPA consists primarily of aircraft aprons and hangars, other related buildings, and taxiways leading to them. The runway system at March ARB / IPA is under the control of the U.S. Air Force.

Therefore, the objectives of the proposed March ARB / IPA ALUCP Amendment are three-fold:

- To meet California’s legislative mandate for the ALUC to prepare and adopt an amended ALUCP pursuant to the requirements of the PUC §21675(a)-(b);
- To update the ALUCP for March ARB / IPA to be consistent with the safety and noise standards in the 2018 AICUZ (PUC §21675(b)); and
- For the civilian area, to base the ALUCP on a long-range master plan or an ALP, as determined by the Division of Aeronautics of the Department of Transportation (Caltrans Aero), that reflects the anticipated growth of March ARB / IPA during at least the next 20 years (PUC §21675(a)).

In totality, and in accordance with the State Aeronautics Act, the proposed ALUCP Amendment for March ARB / IPA is based on and has considered: (1) the 2018 AICUZ; (2) the 2023 March ARB / IPA Compatible

March ARB / IPA Land Use Compatibility Plan Amendment

Use Study (MCUS)—a collaborative, inter-jurisdictional planning effort which, among other topics, addresses compatibility factors impacting March ARB / IPA and local jurisdictions; (3) the 2024 Airport Master Plan; and (4) the 2025 ALP.

Description of Proposed Revisions and Refinements to the Existing ALUCP

March ARB / IPA has two runways, both oriented north-northwest / south-southeast. The primary runway (Runway 14/32) is 13,300 feet long, making it one of the longest runways 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 runway (Runway 12/30) is 3,061 feet long and is situated approximately 1,000 feet northeasterly of the primary runway. Its use has been restricted to light military aircraft and civilian use is not permitted. As of mid-2025, Runway 12/30 is closed to all traffic as the pavement has not been maintained; however, the runway has neither been discontinued nor decommissioned. Furthermore, the 2018 AICUZ anticipates the usage of this runway and depicts its traffic patterns. The AICUZ also shows the Clear Zones (CZs) and Accident Potential Zones (APZs) for this runway. Neither the AICUZ nor the ALP show a change to the length of either runway.

The 2005 AICUZ that informed development of the existing ALUCP, or 2014 ALUCP, did not identify this secondary runway (Runway 12/30) but rather was focused on the primary runway (Runway 14/32). The proposed ALUCP Amendment incorporates the CZ and APZs at the southerly end of the secondary runway as reflected in the 2018 AICUZ. The CZ and APZs at the northerly end of the secondary runway are primarily contained on U.S. Air Force property. A portion of APZ II northwesterly of Runway 12/30 extends beyond the airport, but this area is entirely contained within the existing CZ and APZ I of Runway 14/32, hence no amendment to the Compatibility Zones was required in that area to achieve consistency with the 2018 AICUZ.

The existing ALUCP's compatibility zones are shown on **Exhibit 1**, and the proposed ALUCP Amendment's compatibility zones are shown on **Exhibit 2**, with notes identifying the proposed changes to the 2014 ALUCP. The outer boundary of the ALUCP's AIA will not be modified by the proposed Project.

In addition to depicting and setting compatibility criteria for the secondary runway's southerly CZ and APZs, the proposed ALUCP Amendment includes the following changes:

- **Reduction of single-acre intensity standards for Zone B1.** Reduce the single-acre intensity standards within the APZ I and APZ II portions of ALUCP Compatibility Zone B1 for both runways from 100 people per acre to 25 people per acre in B1-APZ I and 50 people per acre in B1-APZ II to be consistent with the average intensity standards for that same Compatibility Zone (Table MA-2). This change was made to align with the AICUZ.
- **Addition of Boundary Observation Clear Zone (BOCZ).** An additional evaluation is required for properties within 50 feet of the base perimeter (Policy MA.2.4(g)). This policy, which is designed to align with a recommendation in the MCUS, enforces a clear observation area for protection of base security. While not a hard building development setback, the policy requires consultation with March ARB to meet site specific security concerns and also verify that there is at least a 50-foot clearance buffer between a proposed building off-base and an adjacent / proximately-located building on the base.
- **Add criteria for solar glare hazard analysis.** This policy (Policy MA.2.5(e)) is added in response to a recommendation in the MCUS. It applies within Compatibility Zones A, B1-APZ I, B1-APZ II, B1, B2, C1, and C2. Requiring a solar glare hazard analysis requires proposed solar energy facility proponents to demonstrate that no glare would be produced at the Air Traffic

March ARB / IPA Land Use Compatibility Plan Amendment

Control Tower and glare would not negatively impact airport approaches and traffic patterns as identified by March ARB / IPA.

- **Clarify other airspace protection and hazards to flight.** Provide additional clarity on the assessment of hazards, including but not limited to, visual and electronic hazards in ALUCP Table MA-2 in accordance with the recommendations of the 2018 AICUZ and MCUS.
- **Miscellaneous text changes.** Text changes and refinements to provide relevant background information and improve the clarity of the ALUCP.

The proposed ALUCP Amendment's potential area of impact is defined as the extent of the areas affected by the above changes, which are depicted on **Exhibits 2 and 3** and include the following:

- **Zone B1** – This zone at both ends of Runway 14/32 more clearly distinguishes between APZ I and APZ II as the AICUZ sets different criteria for each zone. The overall boundary is the same. However, the single-acre intensity criteria within APZ I and APZ II have been reduced to match the previously adopted average acre intensity criteria.
- **Zones B2, C1, and D** – Portions of CZs and APZs for Runway 12/30 extend off base property to the southeast. The proposed ALUCP Amendment mostly reflects areas of previously adopted Zones B2, C1, and D that have been updated to B1- APZ I and B1-APZ II. The on-airport piece of the CZ becomes Zone A instead of Zone B2.
- **Boundary Observation Clear Zone (BOCZ)** – Parcels in Compatibility Zones B1, B2, C1, and D that are wholly or partially within 50 feet of the base property are included in the BOCZ. A list of parcels located within the proposed BOCZ affected by Policy MA.2.4(g) is included as Exhibit MA-9 in **Attachment A**.
- **Airspace** – Added Airspace Protection Surfaces for Runway 12/30.

The proposed ALUCP Amendment affects lands within unincorporated Riverside County,¹ (included areas formerly within the land use jurisdiction of March JPA),¹ and the cities of Moreno Valley, Perris, and Riverside. However, other than two parcels located within the civilian portion of the airport, the only parcels affected by the APZs southeasterly of Runway 12/30 are located in the City of Moreno Valley. The AIA also includes lands within City of Menifee; however, the proposed ALUCP Amendment's compatibility zones and policies applicable to lands within Menifee's jurisdiction remain unchanged.

Additional Information Regarding Airport Land Use Compatibility Planning

As previously discussed, the function of the proposed ALUCP Amendment is to promote compatibility between March ARB / IPA and the land uses in its vicinity, to the extent that these areas have not already been devoted to incompatible uses. The ALUCP accomplishes this function through establishment of a set of compatibility criteria applicable to new development around March ARB / IPA. Additionally, the proposed ALUCP Amendment serves as a tool for use by the ALUC in fulfilling its statutory duty to review plans, regulations, and other actions of local agencies and the airport operator for consistency with the proposed ALUCP Amendment. (See, e.g., PUC §21676.) Neither the proposed ALUCP Amendment nor the ALUC have authority over existing land uses or over the operation of March ARB / IPA. (PUC §21674(a), (e).)

The County of Riverside and cities of Menifee, Moreno Valley, Perris, and Riverside have land use authority over the areas within the AIA and are expected to update and / or incorporate certain criteria and procedural

¹ As of July 1, 2025 the County of Riverside has taken over land use authority for JPA property.

March ARB / IPA Land Use Compatibility Plan Amendment

policies from the proposed ALUCP Amendment into their respective general plans and zoning ordinances to ensure that future land use development will be compatible with the long-term operation of March ARB / IPA. These local affected agencies also have the option of overruling the ALUC in accordance with the steps defined by state law. (See, e.g., PUC §§21676, 21676.5, or 21677).

Geographic Scope of the Proposed ALUCP Amendment

As discussed above, the proposed ALUCP Amendment does not change the extent of the AIA. The AIA extends approximately 9 statute miles to the north, west, and east and approximately 14 miles to the south beyond March ARB / IPA's runway ends and encompasses lands within the unincorporated areas of Riverside County and cities of Menifee, Moreno Valley, Perris, and Riverside. The AIA constitutes the Referral Area within which certain land use actions and airport actions are subject to ALUC review for a consistency determination. The proposed Compatibility Zones define the areas within which land use restrictions may be necessary to maintain airport land use compatibility. However, the geographic scope of the proposed ALUCP Amendment does not include the entire AIA; it is limited to the changes described above and depicted on **Exhibits 2** and **3**. These areas would experience some increased restrictions under the proposed ALUCP Amendment as compared to the existing ALUCP.

Surrounding Land Uses and Setting

March ARB / IPA is located in northwestern Riverside County, 10 miles southeast of central Riverside and approximately 70 miles east of Los Angeles. Surrounding lands contain a mixture of suburban residential, commercial, warehouse, light industrial, vacant land, and scattered rural residential and mobile home parks. The most intensive development is the area northwesterly of the Base and westerly of Interstate 215, which includes residential, industrial, business park, mixed use, commercial, public facility, and park / recreation / open space uses.

Other Public Agencies Whose Approval is Required

The Riverside County ALUC can adopt the proposed ALUCP Amendment without formal approval from any other state or local agency. However, a copy of the plan must be submitted to Caltrans Aero. (PUC §21675(d).) Caltrans Aero is required by state law to assess whether the proposed ALUCP Amendment addresses the matters that must be included pursuant to the State Aeronautics Act and to notify the ALUC of any deficiencies. (PUC §21675(e).) The State Aeronautics Act also requires the ALUC to establish (or revise) the AIA boundary only after "hearing and consultation with involved agencies." (PUC §21675(c).) In this instance, the outer perimeter of the AIA would not be revised by the proposed ALUCP Amendment; rather, the outer perimeter would remain consistent with the boundary established in the existing ALUCP. That being said, hearing and consultation will occur via the CEQA process and other administrative procedures.

Of note, the proposed ALUCP Amendment's compatibility policies can be implemented only by the local jurisdictions that have authority over land use within the AIA: the County of Riverside and the cities of Menifee, Moreno Valley, Perris and Riverside. California law requires each local land use jurisdiction to make its general plan consistent with an ALUCP within 180 days of ALUC adoption or to overrule the ALUC. (California Government Code (CGC), §65302.3.) If a jurisdiction chooses to overrule an ALUCP, the overrule procedure requires formal findings that the jurisdiction's action is consistent with the intent of the State Aeronautics Act's airport land use compatibility planning statutes and action by a two-thirds vote of the jurisdiction's governing body. (PUC §21676).

March ARB / IPA Land Use Compatibility Plan Amendment

Summary of Potential Environmental Effects

The proposed ALUCP Amendment is regulatory in nature, and neither the project—the adoption of the proposed ALUCP Amendment—nor its subsequent implementation by local agencies proposes any new development, construction, or any direct physical change to existing land uses or the environment.

The proposed ALUCP Amendment does not prohibit future development in the vicinity of March ARB / IPA but rather would affect where and what type of development could occur within the AIA. The proposed ALUCP Amendment seeks to guide the compatibility of future land uses by limiting the density, intensity, height, and other features of new uses to avoid potential conflicts with aeronautical operations and to preserve the safety of those living and working around March ARB / IPA as well as of those in flight. Therefore, assuming the proposed ALUCP Amendment is fully implemented by the local land use jurisdictions (and not subject to any overrules), the proposed project may indirectly influence future land use development patterns near March ARB / IPA by enabling development in some locations (to the extent that such development is consistent with local agency general plans) and constraining development in other locations.

The need to analyze this locational shift or “displacement” of future development as part of the environmental impact analysis for adoption of an ALUCP stems from the California Supreme Court’s 2007 *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* decision. Among other things, in its decision, the Court found that “...placing a ban on development in one area of a jurisdiction may have the consequence, notwithstanding existing zoning or land use planning, of displacing development to other areas of the jurisdiction.” While an ALUCP does not and need not determine where the displaced development would move to—as such determinations would be speculative, particularly when ALUCs have no authority by which to make such a decision—the extent of the conflict that results in the displacement must be analyzed.

Of additional relevance, although compatibility policies in the proposed ALUCP Amendment may influence future land use development patterns within the AIA, the proposed ALUCP Amendment would not increase levels of development above those projected within the general plans adopted by the affected local agencies. The environmental effects of development proposed in the adopted general plans have already been adequately analyzed in environmental documentation previously certified by the respective local agencies and policies and / or mitigation measures have been adopted that would reduce those environmental effects.² Additionally, any future development proposals would be subject to CEQA, ensuring that potential impacts are studied, disclosed, and mitigated, as appropriate. Any attempt to evaluate environmental impacts of future development patterns beyond assessing the extent of locational displacement would be speculative given the many details that would need to be known about those patterns or specific development proposals.

² Riverside County General Plan, 2015. Riverside County General Plan Update Environmental Impact Report (SCH# 2009041065); City of Moreno Valley General Plan 2040, 2025; Revised Final Program Environmental Impact Report City of Moreno Valley General Plan 2040, 2026 (SCH# 2020039022); City of Perris General Plan 2030, 2004; Environmental Impact Report City of Perris General Plan 2030, 2005 (SCH# 2004031135); City of Riverside General Plan 2025, 2007; City of Riverside General Plan 2025 and Supporting Documents General Plan Program Environmental Impact Report (SCH# 2004021108), 2007; Phase 1 General Plan Update, 2021; Housing and Public Safety Element Updates and Environmental Justice Policies Environmental Impact Report (SCH# 2021040089), 2021; Master Environmental Impact Report of the General Plan of the March Joint Powers Authority, 1999 (SCH# 97071095); and General Plan of the March Joint Powers Authority, 1999.

March ARB / IPA Land Use Compatibility Plan Amendment

For the reasons stated above, most environmental categories would not be significantly affected by the proposed project to the extent of having an identifiable impact. This finding of no significant impact is further supported by the fact that state law requires a local agency to amend its general plan and any applicable specific plan to be consistent with the ALUCP. (CGC §65302.3) Therefore, any conflicts identified would be alleviated by the local agency amending the applicable plan to be consistent with the ALUCP or, alternatively, overruling the ALUC by adopting findings pursuant to Public Utilities Code section 21676. These actions are the responsibility and purview of the local agency, not the ALUC.

Exhibit 2: Proposed ALUCP Amendment Compatibility Map (Map MA-1) with changes from 2014 ALUCP Compatibility Map noted

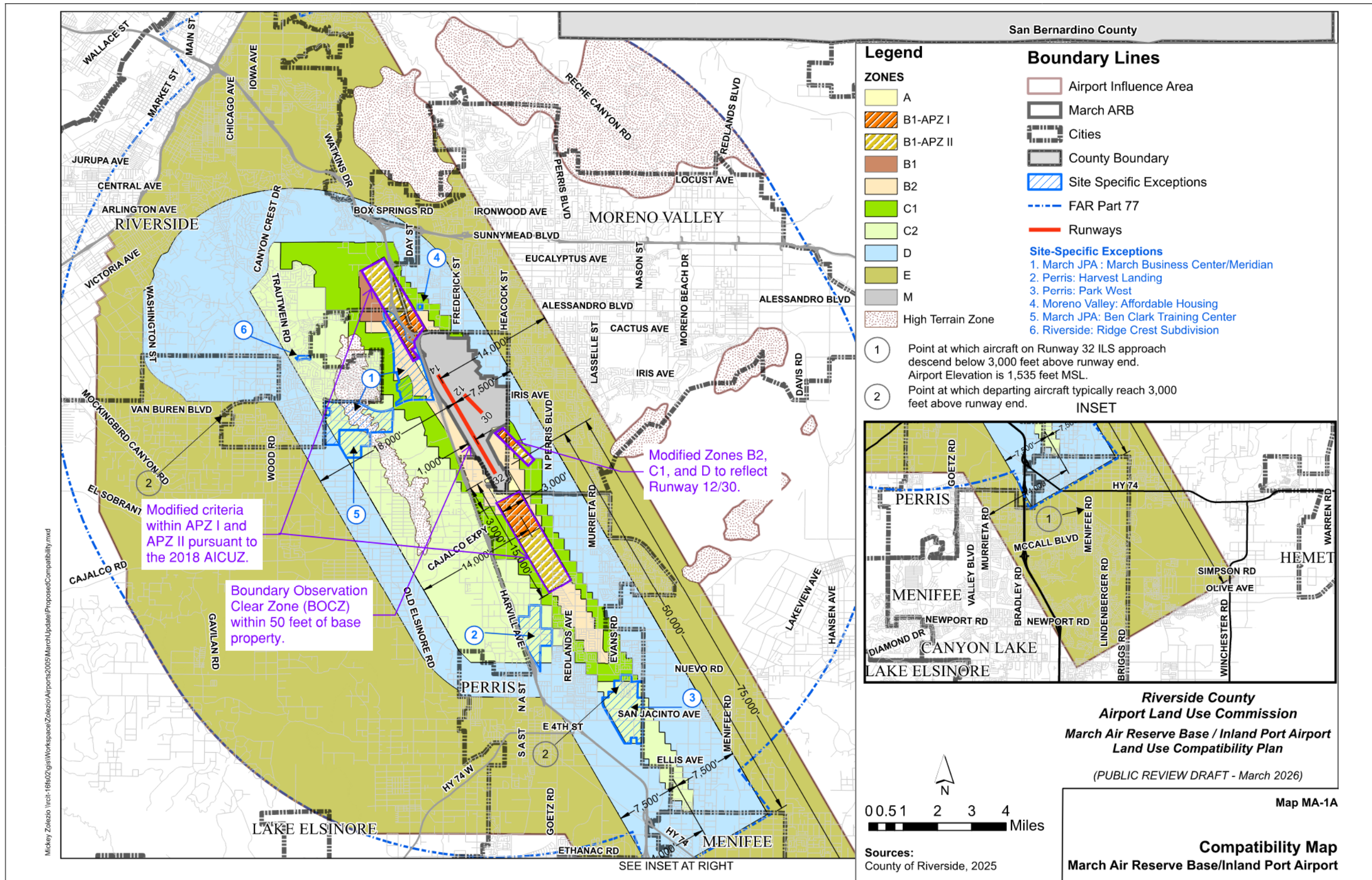
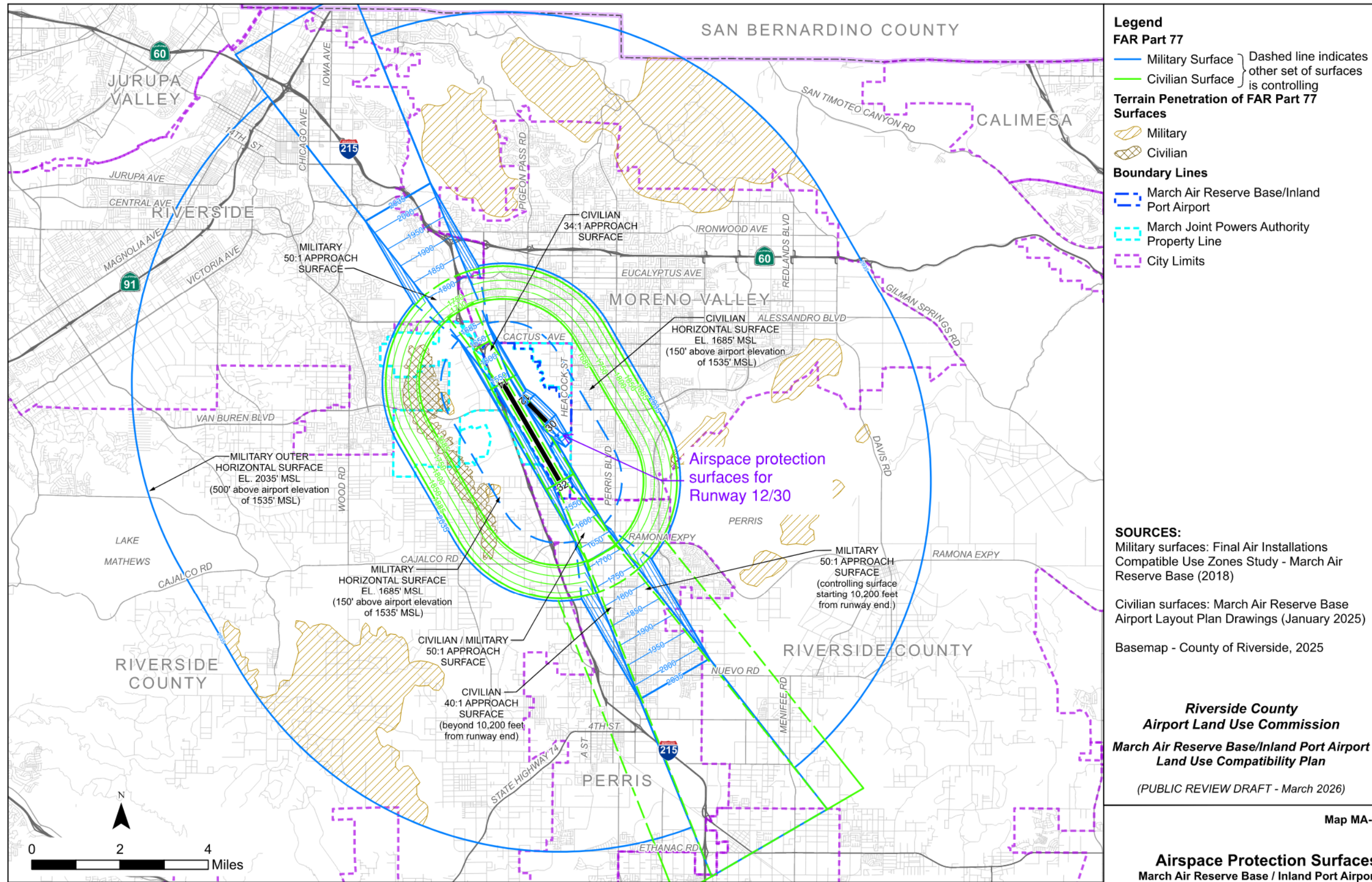


Exhibit 3: Proposed ALUCP Amendment Airspace Protection Map (Map MA-2) with changes from 2014 ALUCP Airspace Protection Surfaces noted



3.0 Impact Analysis

3.1 AESTHETICS

Background in 2014 EIR

The 2014 EIR described visual resources within the AIA, noting that scenic vistas and scenic resources are present within the AIA based on the area it covers. For example, State Route (SR)-74, which has been designated by the California Department of Transportation as an eligible State Scenic Highway, is located in the southern portion of the AIA. Impacts to these types of resources generally occur through development that removes or substantially degrades / damages a scenic resource, adversely impacts the existing visual character or quality of the environment, or adds a substantial and adverse amount of light or glare.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impact to aesthetics. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to aesthetic resources, as summarized in **Table 3.1-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to visual resources and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.1-1: Adopted Mitigation / Policies for Aesthetic Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures 4.4.1A, 4.4.2A, 4.4.2B, 4.4.2C, and 4.4.2D, Riverside County Ordinance No. 655, Land Use Element policies (LU) 2.1, 4.1, 8.1, 8.3, 8.4, 11.1, 13.1 through 13.8, 16.1, 17.1, 17.3, 17.6, 19.4, 21.2, 22.10, 22.11, 26.1, 26.3, 26.10, and 26.11, and Multipurpose Open Space Element policies (OS) 21.1 and 22.1 through 22.5.
City of Moreno Valley	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures A1 through A6, through adherence to policies 7.7.1 through 7.7.5, and through attainment of Objective 2-10.
City of Perris	Impacts of the General Plan were considered to be less than significant with no additional mitigation required. Development-related impacts to visual resources are also addressed in Goal III, Policy III.A, and implementation measures III.A.1 through III.A.2 of the General Plan's Open Space Element, and Goal VII, Policy VII.A, and implementation measure VII.A.1 of the Conservation Element.
City of Riverside	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measure MM Aes 1. Development-related impacts to visual resources are also addressed in Objective LU-3 and policies LU-3.1 through LU-3.2, Objective LU-13 and policy LU-13.5, Objective LU-29 and policies LU-29.1 through LU-29.3, and Objective LU-54 and policy LU-54.2 of the General Plan's Land Use Element; and Objective OS-1, Objective OS-2 and policies OS-2.2 through OS-2.5, and Objective OS-4 of the Open Space and Conservation Element.
March JPA	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through implementation of Land Use Element policies 1.4, 2.1, 4.1 through 4.8, 8.1, 8.2, and 9.4; Transportation Element policies 1.2 and 2.8; Noise/Air Quality Element policies 1.4 and 3.1; and Resource Management Element policies 3.1, 3.2, 5.1, 7.3, 7.4, 9.1, 9.7, and 10.1 through 10.5.

SOURCES: City of Moreno Valley General Plan, 2006; Environmental Impact Report City of Moreno Valley General Plan, 2006 (SCH# 200091075); City of Perris General Plan 2030, Conservation Element, 2005; City of Perris General Plan 2030, Open Space Element, 2006; Environmental Impact Report City of Perris General Plan 2030, 2004 (SCH# 2004031135); City of Riverside General Plan 2025, 2007; City of Riverside General Plan Environmental Impact Report, 2007 (SCH# 2004021108); Riverside County General Plan, 2003; and Riverside County General Plan Final Program Environmental Impact Report, 2003 (SCH# 2002051143.); Master Environmental Impact Report for the General Plan of the March Joint Powers Authority, 1999 (SCH# 97071095); and General Plan of the March Joint Powers Authority, 1999.

Source: March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to aesthetic resources, as summarized in **Table 3.1-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately

March ARB / IPA Land Use Compatibility Plan Amendment

predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.1-2: Adopted Mitigation / Policies for Aesthetic Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable though partially addressed with mitigation measures 4.41A, 4.4.2A-4.4.2E and policies: LU 2.1, LU 4.1, LU 8.1, LU 8.3-8.4, LU 11.1, LU 13.1-13.8, LU 16.1, LU 16.3, LU 17.1, LU 17.3, LU 17.6, LU 19.4, LU 21.2, LU 22.10, LU 22.11, LU 26.1, LU 26.3, and LU 26.10 of the Land Use Element and OS 21.1 and OS 22.1-22.5 of the Open Space Element.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered less than significant with no mitigation required and implementation of Goal ORSC-2 and policy OSRC. 2-1 to 2-8 and LU.2-2 from the Open Space and Resource Conservation and Land Use Elements respectively.
City of Perris	Please see the information provided above in Table 3.1-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.1-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.1-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Riverside County General Plan, 2015, Riverside County Land Use Element, 2024, Riverside County General Plan Update Environmental Impact Report (SCH# 2009041065); City of Moreno Valley General Plan 2040, 2025; Revised Final Program Environmental Impact Report City of Moreno Valley General Plan 2040, 2026 (SCH # 2020039022); City of Perris General Plan 2030, 2004; Environmental Impact Report City of Perris General Plan 2030, 2005 (SCH# 2004031135); City of Perris General Plan 2030, Open Space Element, 2006; City of Perris General Plan, Conservation Element, 2005; City of Riverside General Plan 2025, 2007 as amended; City of Riverside General Plan 2025 and Supporting Documents General Plan Program Environmental Impact Report (SCH# 2004021108), 2007; City of Riverside Phase 1 General Plan Update, 2021; Housing and Public Safety Element Updates and Environmental Justice Policies Environmental Impact Report (SCH# 2021040089), 2021; Master Environmental Impact Report of the General Plan of the March Joint Powers Authority, 1999 (SCH# 97071095); and General Plan of the March Joint Powers Authority, 1999.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Background in 2014 EIR

The 2014 EIR described the existing land uses within the AIA, noting that it contains existing urbanized areas with a variety of residential, commercial, and industrial land uses, as well as pockets of undeveloped open space which are largely designated for urban development. Agricultural lands are scattered throughout the AIA with the nearest being immediately south of March ARB, within the City of Perris. No forest or timberlands are located within the immediate vicinity of the March ARB; however, it is possible that in the outer reaches of the AIA there may be areas that meet the criteria to be considered forestland.

The 2014 EIR further noted that the California Farmland Monitoring and Mapping Program (FMMP) identified areas of land located to the south, east, southeast, and southwest of March ARB / IPA that are designated as Prime Farmland and / or Farmland of Statewide Importance. The majority of land surrounding March ARB / IPA is designated as Urban and Built-up Land.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to agriculture or forestry resources. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA with the exception of the March JPA which has no agricultural lands within its planning area, committed to mitigate development-related impacts to agricultural resources, as summarized in **Table 3.2-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to agricultural and forestry resources and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.2-1: Adopted Mitigation / Policies for Agricultural Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered to be significant and unavoidable, though partially addressed through adherence to Land Use Element policies LU 16.1, LU 16.2, and LU 16.4 through LU 16.11, and Multipurpose Open Space Element policies OS 7.1 through 7.5.
City of Moreno Valley	Impacts to agricultural resources were considered to be significant and unavoidable. However, potential development-related impacts to these resources are addressed through Objective 4.1, and policy 4.1.1 of the General Plan.
City of Perris	No impacts to agricultural resources were identified in the EIR for the City of Perris General Plan. However, potential development-related impacts to these resources are addressed through implementation measures 1.A.1 and 1.A.2 of the General Plan's Conservation Element.
City of Riverside	Impacts to agricultural resources were considered to be significant and unavoidable in the EIR for the City of Riverside General Plan. However, potential development-related impacts to these resources are addressed through Objective OS-3, and policies OS-3.1 through OS-3.12
March JPA	Due to the absence of agricultural lands within the March JPA planning area, the Master EIR did not identify impacts to agriculture or forest resources as a result of the General Plan. Similarly, the General Plan does not identify any policies related to the protection of agricultural resources.

SOURCES: Ibid, Findings of Fact and Statement of Overriding Considerations for the City of Riverside General Plan, 2007.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to agriculture and forestry resources, as summarized in **Table 3.2-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly result in any conversion of farmland to non-agricultural use or forest land to non-forest use and would not result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.2-2: Adopted Mitigation / Policies for Agriculture and Forestry Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Please see the information provided above in Table 3.2-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered significant and unavoidable with no feasible mitigation available. Policies that relate to agriculture and forestry include Open Space and Resource Conservation Element policies OSRC.1-1 and OSRC.1-6.
City of Perris	Please see the information provided above in Table 3.2-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.2-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.2-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Same as Table 3.1-2.

3.3 AIR QUALITY

Background in 2014 EIR

The 2014 EIR described the existing air quality within the AIA, noting that the AIA is located within the South Coast Air Basin which exceeds federal standards for ozone and particulate matter (PM₁₀ and PM_{2.5}). The 2014 EIR further states that control measures, strategies, and regulatory framework have been implemented to reduce air pollutant emissions, emissions associated with mobile sources, and to decrease energy demand and air pollutant emissions associated with energy sources. These strategies have been implemented to preserve and enhance air quality within the South Coast Air Basin.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the ALUCP would not generate any air pollutant emissions and therefore, the 2014 ALUCP did not result in any direct impacts to air quality. The 2014 ALUCP also does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to air quality, as summarized in **Table 3.3-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to air quality and no mitigation was required.

Table 3.3-1: Adopted Mitigation / Policies for Air Quality Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures 4.5.1A, 4.5.1B, and 4.5.1C and Air Quality Element policies (AQ) 2.1 through 2.4, 3.1 through 3.4, 4.1 through 4.10, 5.1 through 5.3, 10.1 through 10.4, 11.1 through 11.4, 12.1 through 12.5, 13.1 through 13.3, 14.1 through 14.4, and 17.1 through 17.5.
City of Moreno Valley	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures AQ1 through AQ10, through adherence to policies 5.4.1, 5.7.2, 5.9.1, and 6.7.1 through 6.7.5, and through implementation of Programs 5-9 and 5-21.
City of Perris	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures AQ-1 through AQ-7. Potential impacts to air quality are also addressed through Goal XI, Policy XI.B, and implementation measures XI.B.1 through XI.B.9 of the General Plan Conservation Element.
City of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures MM Air 1 through MM Air 12. Development-related impacts to air quality are also addressed in the objective and policies outlined in the Riverside General Plan 2025 Air Quality Element.
March JPA	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures 1 through 5 for construction emissions, Measures 1 and 2 for operation emissions. Similarly, potential development-related air quality impacts are addressed through implementation of Transportation Element policies 2.1, 2.2, 3.6, 4.3, 5.1 through 5.3, 7.1, 7.2, 7.5, 8.1, 8.2, 8.5 through 8.9, 9.1 through 9.5, and 13.3.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

The proposed ALUCP Amendment must comply with the Federal Clean Air Act (CAA). To comply with the CAA, the proposed impacts to air quality must conform to the conditions of the applicable State implementation Plan (SIP), also known as General Conformity. The CEQA thresholds and requirements act as an equivalent to the EPA's *de minimis* thresholds for California projects. If a project's net emissions are less than the thresholds, then the project is considered to be too small to adversely affect the air quality status of the area and is automatically considered to conform with the applicable SIP.

The AIA is located within the South Coast Air Quality Management District (District). The area is in non-attainment for 8-hour ozone and PM2.5 (annual and 24-hour). The County is in maintenance for Particulate Matter (PM) 10, Carbon Monoxide, and Nitrogen Dioxide. The District has adopted Air Quality Plans for 8-hour ozone, PM2.5, PM10, Carbon Monoxide and Nitrogen Dioxide (South Coast Air Quality Management District, 2025).

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment that would result in air emissions. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

March ARB / IPA Land Use Compatibility Plan Amendment

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to air quality, as summarized in **Table 3.3-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not generate any air pollutant emissions and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.3-2: Adopted Mitigation / Policies for Air Quality

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable though partially addressed through Mitigation Measures 4.5.1A - 4.5.1C and Air Quality Element policies AQ 1.1 - 1.11; AQ 2.1-2.4; AQ 3.1-3.4; AQ 4.1-4.10, AQ 5.1-5.3; AQ 10.1-10.4, AQ 11.1-11.4, AQ 12.1-12.5, AQ 13.1-13.3, AQ 14.1-14.4; AQ 17.2-17.5; and Land Use Element policies LU 11.1 through LU 11.5.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered significant and unavoidable though partially addressed through Mitigation Measures AQ-1 to AQ-5 and policies C.4-2, C.5-1, C.5-3 to C.5-5 of the Circulation Element.
City of Perris	Impacts of the General Plan 2030 were considered significant and unavoidable though partially addressed through Mitigation Measures AQ-1 to AQ-7 and Goal XI, Policy XI.B, and implementation measures XI.B.1 through XI.B.9 of the General Plan Conservation Element.
City of Riverside	Please see the information provided above in Table 3.3-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Impacts of the City of Riverside Phase 1 General Plan Update were considered significant and unavoidable though partially addressed through Mitigation Measures AQ-1 to AQ-3.
March JPA	Please see the information provided above in Table 3.3-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Same as Table 3.1-2.

3.4 BIOLOGICAL RESOURCES

Background

The 2014 EIR described biological resources within the AIA, noting that the AIA covers an expansive area that is home to a number of biological resources which include sensitive and special-status plant and animal species, as well as waters and wetlands that are under the federal or state jurisdiction. For example, biological resources within Riverside County and the AIA are protected under a variety of policies included in each jurisdiction's general plan. The Riverside County Habitat Conservation Agency has implemented two local habitat conservation plans to protect biological resources.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to biological resources. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and certain projects would also be subject to additional permitting requirements established by other laws (i.e., federal Clean Water Act, state Endangered Species Acts). Any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to biological resources, as summarized in **Table 3.4-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to biological resources and no mitigation was required.

Table 3.4-1: Adopted Mitigation / Policies for Biological Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures 4.6.1A, 4.6.1B, 4.6.1C, 4.6.3A, 4.6.4B, 4.6.6B, 4.6.7B, 4.6.7C, 4.6.7D, and 4.6.7E, and Multipurpose Open Space Element policies (OS) 5.1 through 5.7, 6.1, 6.2, 8.1, 9.3, 9.4, 17.1 through 17.3, 18.1, and 18.2.
City of Moreno Valley	Impacts of the General Plan were considered mitigated to a less-than-significant level through Mitigation Measures B1 through B4, and through adherence to Objective 7.4 and policies 7.4.1 through 7.4.5 of the General Plan.
City of Perris	Adoption and implementation of the General Plan 2030 was determined to have a less-than-significant impact to biological resources. Potential impacts to biological resources are also addressed in Goal II, Policy II.A, and implementation measures II.A.1 through II.A.3; Goal III, Policy III.A, and implementation measures III.A.1 through III.A.2 of the General Plan's Conservation Element.
City of Riverside	Impacts of the General Plan were considered mitigated to a less-than-significant level through Mitigation Measure MM Bio 1, and through adherence to Objective OS-5 and policies OS-5.1 through OS-5.4, Objective OS-6 and policies OS-6.1 through OS-6.4 of the General Plan's Open Space and Conservation Element.
March JPA	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through implementation of measures 1 through 5 for the SKR Management Area, and specific mitigation for Burrowing Owl and Least Bell's vireo. Potential development-related impacts to biological resources are also addressed through Land Use Element policies 8.2, 8.4, and 8.5; and Resource Management Element policies 3.1, 5.1, 5.3 through 5.6, 9.1, 9.2, and 9.4 through 9.7.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to biological resources, as summarized in **Table 3.4-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect biological resources or result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.4-2: Adopted Mitigation / Policies for Biological Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable though partially addressed through Mitigation Measures 4.6.1A - 4.6.1C; 4.6.2A, 4.6.3A, 4.6.4A-4.6.4B; 4.6.5A - 4.6.5B; 4.6.6A – B; 4.6.7A-4.6.7E and Multipurpose Open Space Element policies OS 5.1-5.7, OS 6.1-6.2, OS 8.1, OS 9.3-9.4, OS 17.1-17.3, OS 18.1-18.2.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered significant and unavoidable though partially addressed through Mitigation Measures BIO-1 to BIO-2. Biological resources are also address in Open Space Resource Conservation Element policies OSRC.1-8 through OSRC.1-13.
City of Perris	Please see the information provided above in Table 3.4-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.4-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.4-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Same as Table 3.1-2.

3.5 CULTURAL RESOURCES

Background

The 2014 EIR described the potential cultural resources within the AIA, noting that the AIA has the potential to contain a wide variety of cultural resources. For example, cultural resources include, but are not limited to, portions of Victoria Boulevard in the City of Riverside, and the March Field Historic District, both of which are listed on the National Register of Historic Places. Unknown cultural resources in the AIA could include undiscovered archaeological and paleontological resources, as well as human remains buried outside of formal cemeteries.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to cultural resources. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Certain projects may be subject to additional requirements established by other laws, such as the National Historic Preservation Act, which further environmental protection objectives. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA has committed to mitigate development-related impacts to cultural resources, as summarized in **Table 3.5-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to cultural resources and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.5-1: Adopted Mitigation / Policies for Cultural Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered mitigated to a less-than-significant level through Mitigation Measures 4.7.1A, 4.7.1B, and 4.7.1C, and through adherence to Multipurpose Open Space Element policies (OS) 19.2 through 19.10.
City of Moreno Valley	Impacts of General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measure C1. Potential impacts to cultural resources are also addressed through adherence to Objective 7.6 and policies 7.6.1 through 7.6.5 of the General Plan's Goals and Objectives Chapter.
City of Perris	Adoption and implementation of the General Plan 2030 EIR was determined to have a less-than-significant impact to cultural resources. These types of resources are also addressed through adherence to Goal IV, Policy IV.A, and implementation measures IV.A.1 through IV.A.7 of the General Plan's Conservation Element.
City of Riverside	Impacts of General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures MM Cultural 1 through MM Cultural 6. Potential impacts to cultural resources are also addressed through the objectives and policies of the General Plan's Historic Preservation Element.
March JPA	Impacts to cultural resources were considered less-than-significant through adherence to Land Use Element policies 4.2, 4.3, 8.2, 8.4, 9.1, 9.3, and 9.4; and Resource Management Element policies 3.1, 7.1 through 7.6, 10.3.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

The Riverside County *Map My County* did not identify any historic districts within the proposed project area; however sensitive paleontological areas are identified within the limits of the proposed ALUCP Amendment project area classified as High Sensitivity (Hb) and Low Potential (L). No designated tribal lands are located within the AIA (Riverside County, 2025b).

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to cultural resources, as summarized in **Table 3.5-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect an archaeological or historic resource or disturb any human remains and would not result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.5-2: Adopted Mitigation / Policies for Cultural Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Please see the information provided above in Table 3.5-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered significant and unavoidable though partially addressed through Mitigation Measures CUL-1 to CUL-11. Potential impacts associated with these types of issues are also addressed by Open Space and Resource Conservation Element policy OSRC.2-8.
City of Perris	Please see the information provided above in Table 3.5-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.5-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Impacts of the City of Riverside Phase 1 General Plan Update were considered less than significant with implementation of Mitigation Measures CUL-1 to CUL-9.
March JPA	Please see the information provided above in Table 3.5-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Same as Table 3.1-2.

3.6 ENERGY

Summary of Findings in the 2014 EIR

The 2014 EIR did not include an in-depth analysis of energy resources as the topic area was not afforded stand-alone treatment in Appendix G of the CEQA Guidelines at the time of the 2014 EIR's preparation and certification.

Analysis of Proposed ALUCP Amendment

Impacts related to energy generally occur through wasteful, inefficient, or unnecessary consumption or conflict with a state or local renewable energy plan. The proposed ALUCP Amendment includes a new policy related to energy, (MA2.5(e)), which requires a solar glare hazard analysis for new solar energy facilities. This policy aims to prevent solar installations from creating glare that could create an airspace hazard to aircraft. The policy does not promote nor restrict the development of facilities within the AIA but rather requires modifications so that they do not create glare impacts to aircraft.

Here, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts related to energy, as summarized in **Table 3.6-1**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

The proposed ALUCP Amendment does not propose any new development, construction, or physical change to the environment that would directly or indirectly result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with a local plan for renewable energy or energy efficiency. As such, the proposed ALUCP Amendment would not result in potentially significant impacts related to energy.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.6-1: Adopted Mitigation / Policies for Energy

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts of the General Plan were considered less than significant. Impacts related to energy were considered less than significant with Mitigation Measures 4.8.1A-4.8.1B and Policies OS 10.1-10.2, OS 11.1-11.3, OS 12.1-12.4, OS 16.1-16.5, and OS 16.7-16.10 of the Open Space and Conservation. Energy is also addressed in policies AQ 8.5 through AQ 8.9 of the Air quality Element.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by policies OSRC.3-1 to OSRC.3-4 of the Open Space and Resource Conservation Element.
City of Perris	Energy efficiency is addressed in Goal VIII, Policy VIII.C, and implementation measures VIII.C.1 through VIII.C.5 and Goal X, Policy X.A and implementation measures X.A.1 through X.A.3, Policy X.B and implementation measures X.B.1 through X.B.3, Policy X.C and implementation measures X.C.1 through X.C.2 of the General Plan's Conservation Element.
City of Riverside	Potential impacts associated with these types of issues are also addressed by Objective OS-8 and policies OS-8.1 to OS-8.6; Objective OS-9 and policies OS-9.1 to OS-9.3 of the Open Space and Conservation Element and Public Facilities and Infrastructure Element policies PF-6.1 through PF-6.5.
March JPA	Potential impacts associated with these types of issues are addressed in Transportation Element Goal 8, Noise and Air Quality Element policies 7.1 through 7.5, Resource Management Element policies 4.1 through 4.3.

Sources: Same as Table 3.1-2. City of Riverside Open Space and Conservation Element, 2012.

3.7 GEOLOGY AND SOILS

Background

The 2014 EIR described the existing geology, soils, and seismicity within the AIA, noting that the AIA encompasses a portion of northwestern Riverside County, located within the Peninsular Range geomorphic province. The peninsular range is bound on the west by the Pacific Ocean and on the east by the Colorado Desert. This region is considered to be seismically active. Active faults near the AIA include the San Jacinto, Elsinore, and San Andreas faults. Each of these faults has designated Alquist-Priolo Fault Zones as required by the Alquist-Priolo Earthquake Fault Zoning Act. Soil types vary within the AIA.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that 2014 ALUCP would not result in any direct impacts to geology, soils, and seismicity. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to geology and soils, as summarized in **Table 3.7-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to geology and soils and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.7-1: Adopted Mitigation / Policies for Geology and Soils Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered mitigated to a less-than-significant level through Mitigation Measures 4.10.1A, 4.10.2A, 4.10.2B, 4.10.2C, 4.10.3A, 4.10.3B, 4.10.7A, 4.10.8A, 4.10.9A, 4.10.9B, and 4.10.9C, and through adherence to Land Use Element policies (LU) 11.1c, 11.1e, and 11.1f, and Safety Element policies (S) 2.1 through 2.4, 3.1 through 3.14, 7.7, 7.8, 7.9, 7.11 through 7.13, 7.16, and 7.19.
City of Moreno Valley	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures GS1 and GS2, and through adherence to policies 6.1.1 and 6.1.2.
City of Perris	The General Plan 2030 was determined to have a less-than-significant impact related to geology, soils, and seismicity. These types of issues are also addressed through adherence to Goal I, Policy I.E, and implementation measures 1.E.1 through 1.E.8 of the General Plan's Safety Element.
City of Riverside	Impacts of the General Plan were considered mitigated to a less-than-significant level through Mitigation Measure MM Geo 1. Potential impacts related to geology, soils, and seismicity are also addressed through adherence to Objective PS-1 and policies PS-1.1 through PS-1.6.
March JPA	Impacts of the General Plan were considered mitigated to a less-than-significant level through adherence to Land Use Element policies 8.1 and 8.4, Noise/Air Quality Element policies 9.1 and 9.3; Resource Management Policies 3.1 through 3.7, 5.5, and 10.3; and Safety/Risk Management policies 1.1 through 1.4, 2.1, 2.2, 6.1, and 8.11.

SOURCES: Ibid; City of Perris General Plan 2030, Safety Element, 2005.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to geology and soils, as summarized in **Table 3.7-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect geology and soils and would not result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.7-2: Adopted Mitigation / Policies for Geology and Soils

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts of the General Plan were considered less than significant with Mitigation Measures 4.10.1A, 4.10.2A-4.10.2C, 4.10.3A-4.10.3B, 4.10.7A, 4.10.8A and Safety Element policies S 2.1-2.8, S 3.1-S 3.7, S 3.11-3.14, S 7.7-7.9, S 7.11, S 7.13, S 7.16, S 7.19; and Land Use Element policies LU 11.1c, LU 11.1e, and LU 11.1f.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update to geology and soils were considered less than significant. Impacts to paleontological resources were considered less than significant with Mitigation Measure PAL-1. Potential impacts associated with these types of issues are also addressed by Safety Element Goal S-1 and policies S.1-1 through S.1-5.
City of Perris	Please see the information provided above in Table 3.7-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Implementation of the General Plan 2030 was determined to have a less than significant impact on Geology and Soils through adherence to Safety Element Goal S-7, policies S-7.1 through S-7.5.
City of Riverside	Please see the information provided above in Table 3.7-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Impacts of the City of Riverside Phase 1 General Plan Update on paleontological resources were considered less than significant with Mitigation Measures PAL-1 to PAL-3. Seismicity is also addressed in policy PSE-1 in the Public Safety Element.
March JPA	Please see the information provided above in Table 3.7-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: Same as Table 3.1-2; City of Perris General Plan 2030, Safety Element, 2021. City of Riverside Public Safety Element, 2021.

3.8 GREENHOUSE GAS EMISSIONS

Background

The 2014 EIR described that the greenhouse gas (GHG) emissions associated with human activities are contributing to changes in the global climate; however, the 2014 EIR further explained that it is not possible to link particular changes to the environment of California to GHGs emitted from a particular source or location. The 2014 EIR stated that it is often possible to quantify the amount of GHGs that would be emitted either directly from project sources, or indirectly from other sources, such as production of electricity; however, that quantity cannot be tied to a particular adverse effect on the environment of California associated with climate change.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts associated with GHG emissions. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. Further, the County and surrounding jurisdictions have adopted policies and / or mitigation measures to reduce GHG emissions. Riverside County has updated its General Plan to include a Climate Action Plan.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. The 2014 EIR also concluded that certain projects may also be subject to additional requirements established by other laws, such as California's Global Warming Solutions Act of 2006 (AB32), which furthers environmental protection objectives. These indirect impacts would only be considered to be significant if there were a net, substantial increase in GHGs due to the change in the development pattern. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to greenhouse gas emissions, as summarized in **Table 3.8-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts associated with GHG emissions and no mitigation was required.

Table 3.8-1: Adopted Mitigation / Policies for Greenhouse Gas Emissions Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Though the County of Riverside General Plan does not contain goals or policies specific to greenhouse gases, it does address air pollutants that are classified as greenhouse gases that can be emitted by stationary and mobile sources. This includes policies AQ 3.1 through AQ 3.4 and policies AQ 4.1 through AQ 4.10.
City of Moreno Valley	Though the City of Moreno Valley's General Plan does not contain goals or policies specific to greenhouse gases, it does address air pollutants that are classified as greenhouse gases that can be emitted by stationary and mobile sources. This includes Objective 6.7 and policies 6.7.1 through 6.7.6.
City of Perris	The generation of greenhouse gas emissions from development-related activities is addressed in Goal XI, Policy XI.B, and implementation measures XI.B.1 through XI.B.9 of the General Plan's Conservation Element.
City of Riverside	Global warming and greenhouse gas emissions are addressed with Objective AQ-8 and policies AQ-8.1 through AQ-8.4 and AQ-8.10 through AQ-8.15 of the General Plan's Air Quality Element.
March JPA	Though the March JPA's General Plan does not contain goals or policies specific to greenhouse gases, the Master EIR does address air pollutants that are classified as greenhouse gases that can be emitted by stationary and mobile sources through implementation of construction mitigation measures 1 and 2, and operation mitigation measures 1 and 2.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Riverside County and the cities of Perris, Moreno Valley, and Riverside have adopted Climate Action Plans to address global climate change and reduce greenhouse gas emissions at the community level. Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts associated with GHG emissions, as summarized in **Table 3.8-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly generate GHG emissions or result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.8-2: Adopted Mitigation / Policies for Greenhouse Gas Emissions

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Greenhouse gas reductions are addressed in the following General Plan policies: Air Quality Element: AQ 3.4, AQ 10.4, AQ 12.1-AQ 12.4, AQ 14.1, AQ 14.3; Circulation Element: C 1.2, C 1.3, C 1.7, C 4.1-C 4.9, C 9.1, C 10.1, C 11.1-C 11.3, C 11.7, C 12.1-C 12.5, C 13.1-C 13.4, C 13.7, C 13.8, C 15.1-C 15.3, C 15.5, C 15.6, C 16.1-16.4, C 17.1- C 17.4, C 18.1, C 20.14; Healthy Communities Element: HC 2.1, HC 6.1, HC 7.1, HC 13.2; Land Use Element: LU 11.5, LU 13.3, LU 13.4, LU 13.7, LU 28.5; and Multipurpose Open Space Element: OS 16.3, OS 16.8.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update associated with greenhouse gas emissions were considered less than significant with Mitigation Measures GHG-1 to GHG-2.
City of Perris	Please see the information provided above in Table 3.8-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Impacts associated with greenhouse gas emissions were considered significant and unavoidable though partially addressed through Mitigation Measures GHG-1 to GHG-3. Greenhouse gas emissions are also addressed in policies AQ 8.5 through AQ 8.9 of the Air Quality Element.
March JPA	Please see the information provided above in Table 3.8-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; Riverside County Air Quality Element, 2018; City of Perris General Plan 2030, Safety Element, 2021. City of Riverside Public Safety Element, 2021.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Background

The 2014 EIR described safety hazards related to aircraft activity. For example, the 2014 ALUCP contains compatibility criteria by which safety hazards related to future land use and aircraft activity would be managed. These compatibility criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and non-residential intensities in areas surrounding March ARB / IPA. The 2014 ALUCP regulates the height of new structures, trees, and other objects that may penetrate the navigable airspace, reducing the risk of aircraft accidents.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct increase in exposure to hazards and hazardous materials. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts associated with hazards and hazardous materials, as summarized in in **Table 3.9-1**.

The 2014 EIR determined that the 2014 ALUCP would not result in potentially significant impacts associated with hazards and hazardous materials and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.9-1: Adopted Mitigation / Policies for Hazards and Hazardous Materials Referenced in 2014 EIR.

Jurisdiction	Mitigation Measures/Policies
County of Riverside	The General Plan was determined to have a less-than-significant impact related to hazards and hazardous materials. Potential impacts associated with these types of issues are also addressed by policy S 6.1 and policies S 7.1 through S 7.6.
City of Moreno Valley	The General Plan was determined to have a less-than-significant impact related to hazards and hazardous materials. Potential impacts associated with these types of issues are also addressed by Objective 6.10 and policies 6.10.1 and 6.10.2, Objective 6.11 and policies 6.11.1 through 6.11.5, and Objective 6.12 and policy 6.12.1 of the General Plan.
City of Perris	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures recommended. This issue is also addressed through adherence to Goal I, Policy I.D, and implementation measures I.D.1 through I.D.3, and Policy I.F of the General Plan's Safety Element.
City of Riverside	Impacts of General Plan were considered to be less than significant, and would be further reduced through implementation of Mitigation Measures MM Haz 1, MM Haz 2, and MM Haz 3. This issue is also addressed through Objective PS-3 and policies PS-3.1 through PS-3.5, Objective PS-4 and policies PS-4.1 through PS-4.17, and Objective PS-10 and policies PS-10.1 through PS-10.9 of the General Plan's Public Safety Element.
March JPA	Impacts of the General Plan were considered mitigated to less-than-significant levels through implementation of Land Use Element policies 1.9, 6.2, 6.3, 6.4, 7.6, 7.7, 8.3, 8.4 and 15.1; Transportation Element policies 2.5, 2.6, 4.1, 13.1, 13.6 and 13.8; and Resource Management policies 2.1, 2.2, 2.4, 6.4, and 9.8.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

The California Department of Toxic Substances Control EnviroStor database was reviewed to identify the presence of hazardous materials sites compiled pursuant to Government Code § 65962.5. There are several hazardous materials sites located within the AIA (CA Department of Toxic Substances Control, 2025). However, similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment includes land use compatibility policies that prohibit or restrict land uses that manufacture, process, and / or store bulk quantities of hazardous materials within the AIA. Thus, the proposed ALUCP Amendment would not directly or indirectly create or result in a significant hazard to the public or the environment.

Pursuant to the State Aeronautics Act, the purpose of the proposed ALUCP Amendment is to minimize the public's exposure to excessive noise and safety hazards within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP Amendment would have a beneficial impact by limiting the intensity of new development within the CZs and APZs, thereby reducing the exposure of people to Airport-related safety hazards, including aircraft accidents.

March ARB / IPA Land Use Compatibility Plan Amendment

The proposed ALUCP Amendment uses the aircraft accident risk data and safety compatibility concepts provided in the California Airport Land Use Planning Handbook (Caltrans, 2011) to establish airport land use compatibility zones to include areas exposed to significant safety hazards. The proposed ALUCP Amendment also establishes safety criteria and policies that limit concentrations of people within the compatibility zones. The purpose of the policies is to minimize the risks and potential consequences associated with an off-airport aircraft accident or emergency landing. The policies consider the risks both to people and property in the vicinity of the Airport and to people on board the aircraft. The proposed ALUCP Amendment imposes more restrictive criteria on development for parcels within the CZs and APZs for that would reduce potential hazards for those working therein.

The risks of an aircraft accident occurrence are further reduced by maintenance of airspace protection policies that limit the height of structures, trees, and other objects that might penetrate the Airport's airspace as defined by Code of Federal Regulations (CFR), Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. The airspace protection policies also restrict land use features that may generate other airspace hazards to flight including, but not limited to, visual hazards (i.e., smoke, dust, steam, etc.), electronic hazards that may disrupt aircraft communications or navigation, and wildlife hazards (i.e., uses which would attract hazardous wildlife to Airport environs). The proposed ALUCP Amendment adds the airspace zones for Runway 12\30 and imposes more restrictive criteria on development for parcels within the CZ and APZs thereby reducing the potential hazard to the surrounding community. Therefore, the adoption and implementation of the proposed ALUCP Amendment would not result in a safety hazard or excessive noise for people residing or working in the project area.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts associated with hazards and hazardous materials, as summarized in **Table 3.9-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly result in increased exposure to hazards or hazardous materials through transport, emissions, interference with emergency or evacuation plans, or exposure to wildfire and would not result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.9-2: Adopted Mitigation / Policies for Hazards and Hazardous Materials

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Please see the information provided above in Table 3.9-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update associated with hazards and hazardous materials were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by Safety Element policies S.1-23 through S.1-25.
City of Perris	The General Plan EIR concluded that impacts associated with hazards and hazardous materials were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by Safety Element Goal S-1 and policies S-1.1 through S-1.2; Goal S-2 and policies S-2.1 through S-2.5; Goal S-3 and policies S-3.1 through S-3.5; and Goal S-6 and policies S-6.1 through 6.3.
City of Riverside	Impacts associated with hazards and hazardous materials were considered less than significant with Mitigation Measure HAZ-1. Potential impacts associated with these types of issues are also addressed by Public Safety Element policy PSE-2.
March JPA	Please see the information provided above in Table 3.9-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris Safety Element, 2022.

3.10 HYDROLOGY AND WATER QUALITY

Background

The 2014 EIR described existing hydrology and water quality within the AIA, noting that the AIA is located within the San Jacinto watershed subbasin, part of the larger Santa Ana Basin. For example, the San Jacinto River is located within the AIA and is the most significant drainage feature in the watershed. The San Jacinto River drains approximately 540 square miles to the Railroad Canyon Reservoir, which discharges into Lake Elsinore, and ultimately drains into a tributary of the Santa Ana River. The Railroad Canyon Reservoir and Lake Elsinore have been identified as having water quality problems.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to hydrology and water quality. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. The County and surrounding jurisdictions have adopted policies and / or mitigation measures to preserve and enhance water quality, groundwater recharge, and existing drainage patterns in their jurisdictions.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Certain projects may be subject to additional permitting requirements enforced by other agencies, such as the Regional Water Quality Control Board for the Santa Ana Region and the Federal Emergency Management Agency, which further environmental protection objectives. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to hydrology and water quality, as summarized in **Table 3.10-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to hydrology and water quality, and no mitigation was required.

Table 3.10-1: Adopted Mitigation / Policies for Hydrology and Water Quality Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, 4.9.2D, 4.17.1A, 4.17.1B, 4.17.1C, 4.17.1D, 4.17.1E, 4.17.2A, 4.17.3A, 4.17.4A, 4.17.4B, 4.17.4C, 4.17.5A, 4.17.5B, 4.17.5C, 4.17.5D, and 4.17.5E, and Multipurpose Open Space Element (OS) policies 1.1 through 1.3, 2.1 through 2.5, 3.1 through 3.3, 4.1 through 4.7, 5.1 through 5.3, 5.5, 6.3, and 17.2; and Safety Element policies 4.1 through 4.6, 4.9 through 4.11, and 4.17 through 4.22. Potential impacts associated with flooding are also addressed through compliance with the National Flood Insurance Program Reform Act of 1994, the Cobey-Alquist Flood Plain Management Act, and Federal Executive Order 11988.
City of Moreno Valley	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures HW1, HW2, and HW3, and through adherence to policies 5.4.2, 6.2.5, and 7.2.2 of the General Plan.
City of Perris	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures recommended. This issue is also addressed through adherence to Goal VI, Policy VI.A, and implementation measures VI.A.1 through VI.A.6 of the General Plan's Conservation Element.
City of Riverside	Impacts of the General Plan were considered to have a significant and unavoidable impact on hydrology and water quality, with no specific mitigation measures identified. Issues of hydrology and water quality are also addressed through Objective OS-10 and policies OS-10.1 through OS-10.11 of the General Plan's Open Space and Conservation Element.
March JPA	Impacts of the General Plan were considered to have a less-than-significant impact to hydrology and water quality through implementation of Land Use Element policies 4.2, 8.4, 13.1 through 13.3, 14.1, 14.3, and 17.1 through 17.7; Resource Management Element policies 1.1 through 1.8, 2.1 through 2.6, and 5.1; and Safety/Risk Management Element policies 1.4, 3.1 through 3.4, 3.6, and 3.7.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to hydrology and water quality, as summarized in **Table 3.10-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be

March ARB / IPA Land Use Compatibility Plan Amendment

accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly violate water quality standards or waste discharge requirements, degrade surface or ground water quality, affect groundwater supplies; substantially alter drainage patterns; risk release of pollutants due to flooding, seiche, or tsunami; conflict with water quality control plan or sustainable groundwater management plan; and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.10-2: Adopted Mitigation / Policies for Hydrology and Water Quality

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to Water Resources were considered significant and unavoidable though partially addressed through Mitigation Measures 4.9.1A-4.9.1D; 4.9.2A-4.9.2D; 4.17.1A-4.17.1E; 4.17.2A; 4.17.3A; 4.17.4A-4.17.4C; 4.17.5A-4.17.5E and policies OS 1.1-1.3, OS 2.1-2.5, S 3.1-3.3, OS 4.1-4.7, OS 5.1-5.3, OS 5.5, OS 6.3 of the Multipurpose Open Space Element; policies LU 5.3, LU 17.2 and LU 28.1 of the Land Use Element; and policies S 4.1-4.6, S 4.9-4.12, and S 4.17-23 of the Safety Element.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update to Hydrology and Water Quality were considered less than significant with no mitigation required. Potential impacts associated with these issues are also addressed by policies OSRC.1-5, OSRC.1-9; OSRC.1-18 through OSRC.1-23.
City of Perris	Please see the information provided above in Table 3.10-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Potential impacts associated with these types of issues are also addressed by Goal S-4, Policies S-4.1 through S-4.5; Goal S-8, policies S-8.1 through S-8.4 of the Safety Element.
City of Riverside	Please see the information provided above in Table 3.10-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Potential impacts associated with these types of issues are also addressed by Open Space and Conservation Element Objective OS-9 and policies OS-9.1 to OS-9.3.
March JPA	Please see the information provided above in Table 3.10-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris Safety Element, 2022.

3.11 LAND USE AND PLANNING

Background

The 2014 EIR described existing land use and planning conditions within the AIA. The analysis addresses the potential impacts of the 2014 ALUCP on allowable land uses within the AIA for March ARB / IPA. This land use analysis, which relies upon the displacement analysis provided in the 2014 EIR (Appendix B), considers the existing local and regional land use plans and regulations, and assesses the types of land uses that would be impermissible following implementation of the 2014 ALUCP. The Land Use and Planning section presents the potential non-residential development displacement for each affected jurisdiction. Residential development is discussed in the Population and Housing section.

Summary of Findings in the 2014 EIR

The 2014 ALUCP would limit the location and distribution of future land uses in the AIA to minimize potential noise impacts and safety concerns. The 2014 EIR determined that the 2014 ALUCP would result in the incompatibility of select non-residential land uses, thus conflicting with applicable general plans, specific plans, and underlying zoning designations. It would also result in the displacement of future non-residential development as a result of intensity limits established in the 2014 ALUCP. The 2014 EIR concluded that a maximum of 98,910,889 square feet of new development or redevelopment could be displaced across the impacted area within the AIA.

However, the 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP would also not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. The 2014 ALUCP further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts associated with existing land uses and communities, as summarized in **Table 3.11-1**.

The 2014 EIR concluded that the calculation for maximum non-residential displacement is considered significantly overstated in that it assumes the maximum allowable floor area ratio (FAR), as identified by each jurisdiction, for development potential. Using an average development FAR would dramatically reduce the displacement potential. Furthermore, some of the non-residential development assumed to be displaced could be accommodated in other areas of the AIA. Nonetheless, the EIR concluded that the non-residential displacement was a potentially significant impact and recommended implementing mitigation measure LU-1: Amendment of General and Specific Plans, which would reduce the impact to less than significant. However, because the measure requires action by Riverside County, March JPA, and the cities of Moreno Valley, Perris, and Riverside, and is under the control of those jurisdictions, Riverside County ALUC cannot commit to its implementation. Therefore, the 2014 EIR concluded that the potential impacts to land use and planning would remain significant and unavoidable.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.11-1: Adopted Mitigation / Policies for Land Use and Planning Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan on existing land uses and communities were considered to be reduced to a less-than-significant level through adherence to Land Use Element policies LU 1.1 through LU 1.4, LU 2.1, LU 3.1 through 3.5, LU 6.1, LU 6.3 through 6.5, LU 17.4, LU 22.6, and LU 26.10.
City of Moreno Valley	The General Plan EIR concluded that adoption of the General Plan would have “no significant impact” on land use planning. The General Plan itself addresses potential development-related impacts to existing land uses and communities through implementation of Goal 2.1, Objective 2.1, policies 2.2.13, 2.2.14, 2.2.16, Objective 2.3 and policies 2.3.1 through 2.3.5, and Objective 2.10 and policy 2.10.1.
City of Perris	The General Plan EIR concluded that adoption of the General Plan would have significant and unavoidable impacts on land use planning, with no specific mitigation measures recommended. The General Plan itself addresses potential development-related impacts to existing land uses and communities through implementation of Goal 5 and policies 5.1 through 5.5, of the Housing Element.
City of Riverside	The General Plan EIR concluded that adoption of the General Plan would have “no significant impact” on land use planning. The General Plan itself addresses potential development-related impacts to existing land uses and communities through implementation of Objective LU-8 and policies LU-8.1 through LU-8.4, Objective LU-30 and policies LU-30.1 through LU-30.9, Objective LU-33 and policies LU-33.1 and LU-33.2, Objective LU-38 and policies LU-38.1 and LU-38.2, Objective LU-42 and policies LU-42.1 through LU-42.3, Objective LU-43 and policies LU-43.1 and LU-43.2, Objective LU-53 and policies LU-53.1 through LU-53.5, Objective LU-54 and policies LU-54.1 through LU-54.3, Objective LU-75 and policies LU-75.2 through LU-75.4, and Objective LU-85 and policies LU-85.1 through LU-85.4.
March JPA	The Master EIR concluded that adoption of the General Plan would have a less-than-significant land use impact through implementation of Transportation Element policies 1.3, 2.2, 3.2, 3.6, 5.1 through 5.3, 6.3, 8.8, 9.2, 9.3 13.5 through 13.8, and 14.4; Noise/Air Quality Element, noise section goals 1 and 2 and policies 3.1, 3.4, and 3.5, and air quality section policies 1.1, 1.5, 2.1 through 2.3, 3.1, 3.2, 6.6, 7.3, and 8.2; Resource Management Element policies 1.1, 3.1, 5.4, 7.5, 9.1, and 9.8; and Safety/Risk Management Element policies 3.3, 3.4, 3.6, 5.3, 7.1, and 7.2.

SOURCES: *Ibid*; City of Perris General Plan 2030, Housing Element, 2010.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

The project area for the proposed ALUCP Amendment includes the following land use designations as shown on **Exhibits 4A-4E**.

- March Joint Powers Authority, County of Riverside³: Business Park, Industrial, and Park / Recreation / Open Space, Aviation, and Mixed Use.
- City of Moreno Valley: Business Park / Light Industrial and Commercial. Properties are also within Specific Plan No. 208.
- City of Perris: Perris Valley Commerce Center Specific Plan, Residential 6,000.
- City of Riverside: Open Space / Natural Resources, Business / Office Park, Commercial.

³ As of July 1, 2025 the County of Riverside has taken over land use authority for JPA property.

Exhibit 4A: Riverside County Planned Land Use

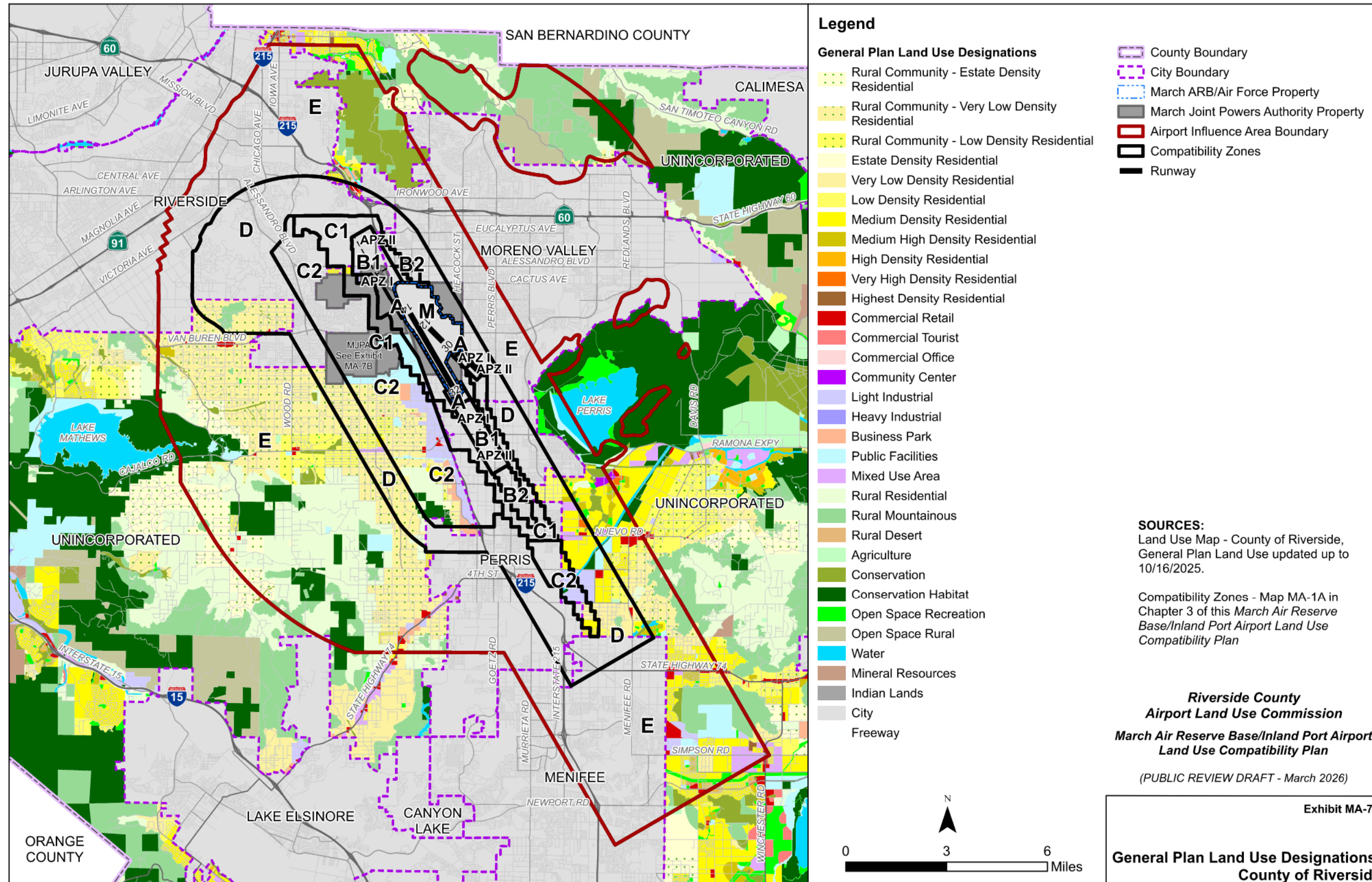


Exhibit 4B: March JPA Planned Land Use

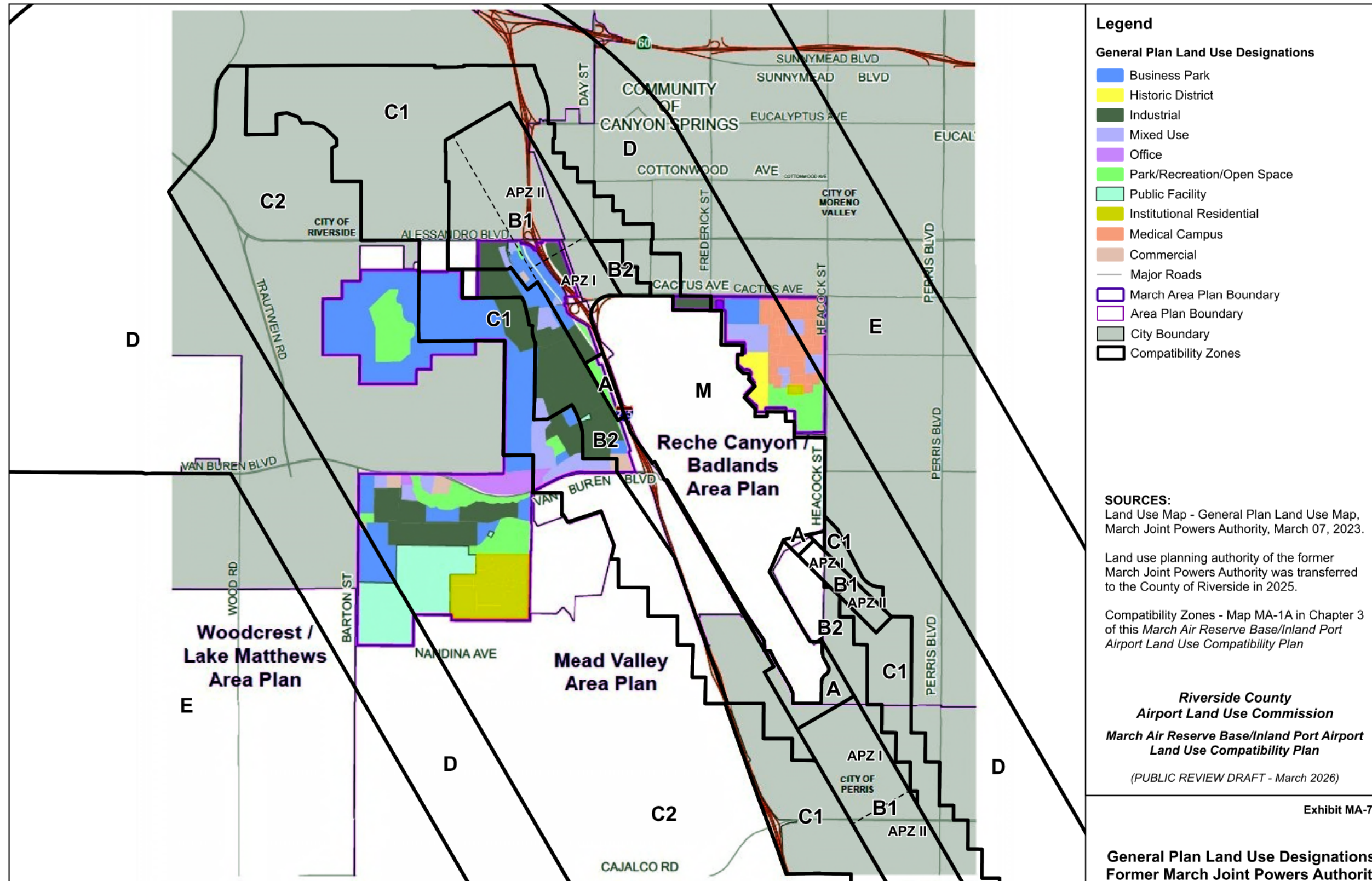


Exhibit 4C: City of Moreno Valley Planned Land Use

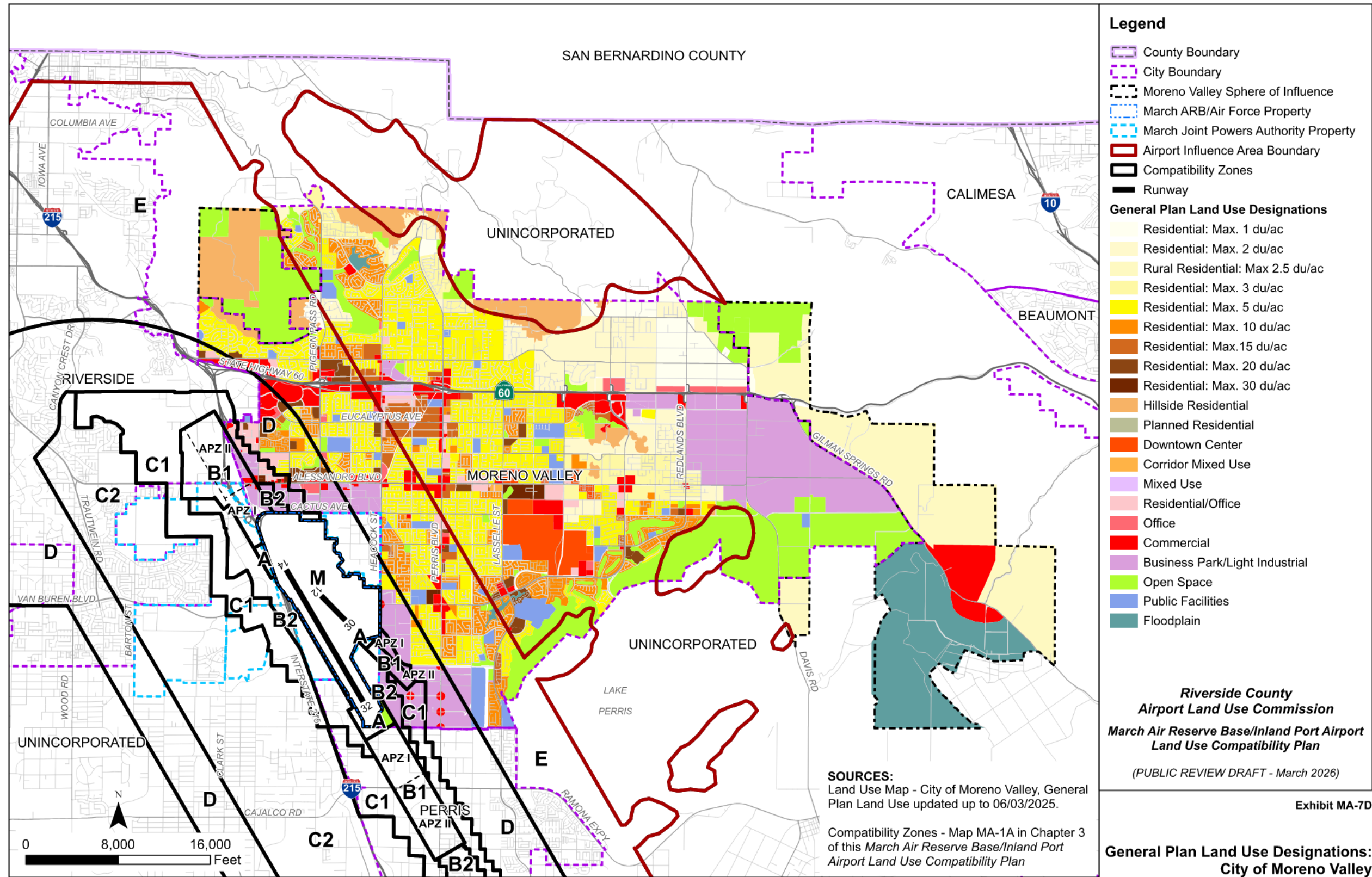


Exhibit 4D: City of Perris Planned Land Use

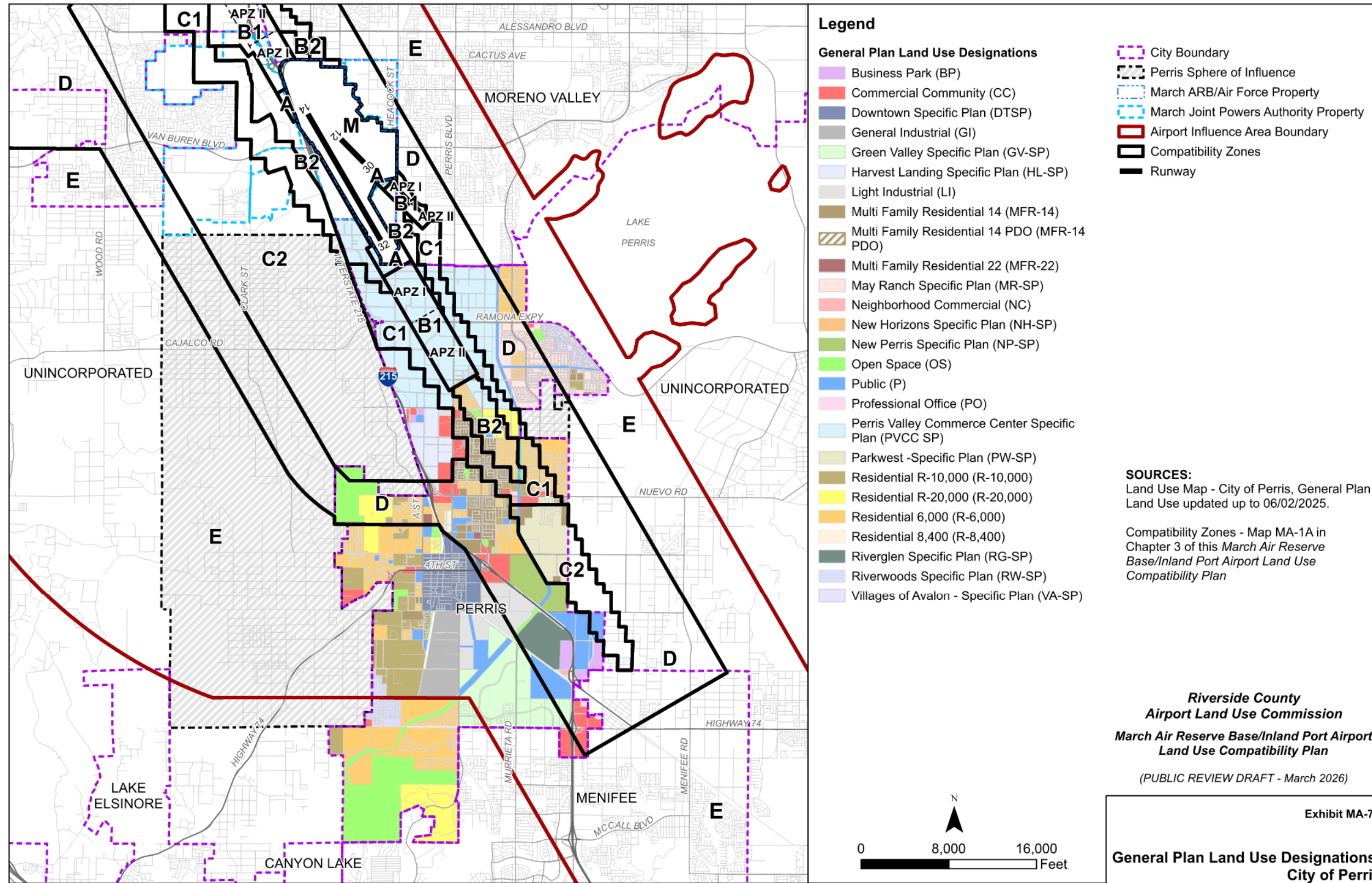
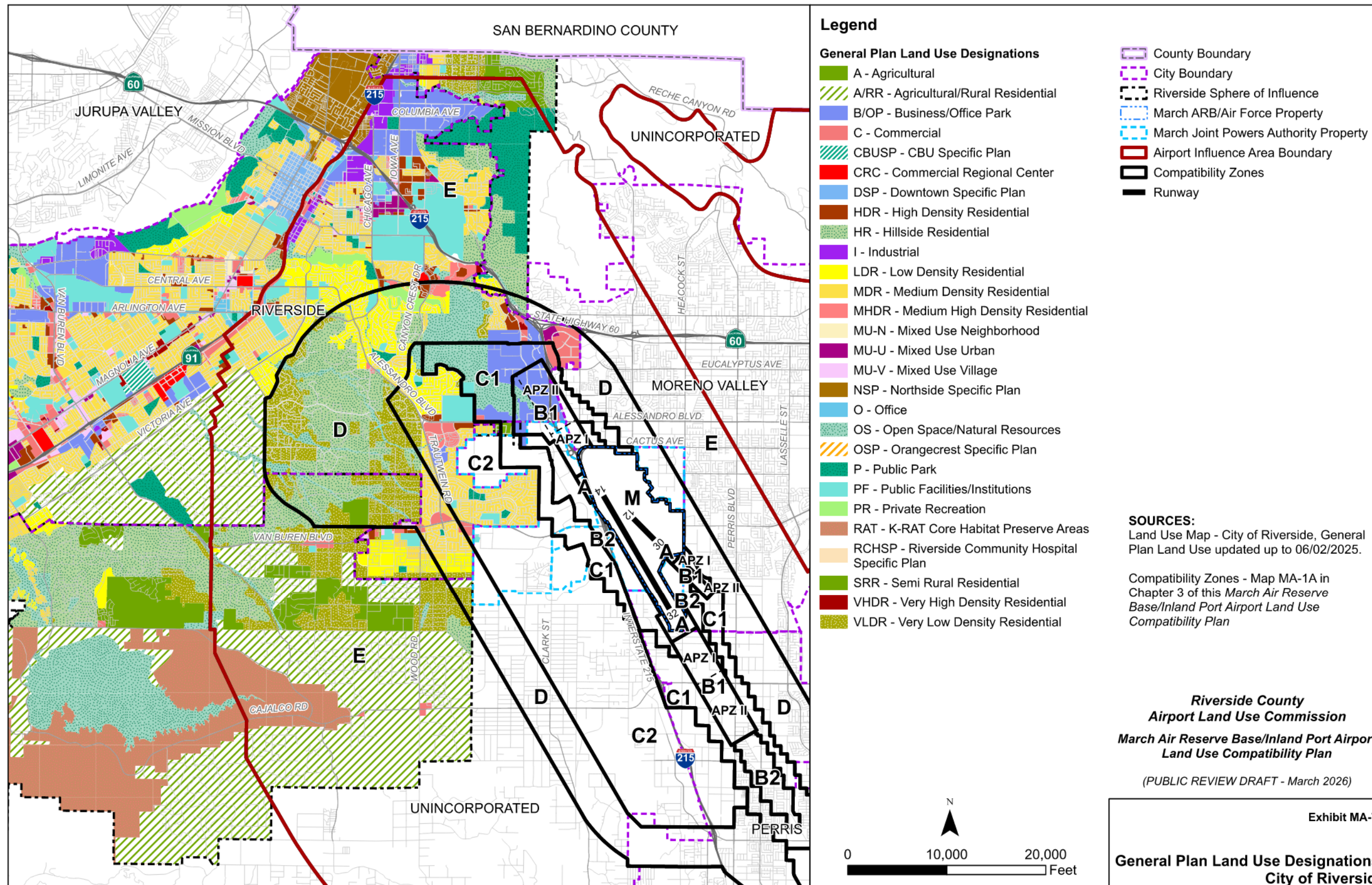


Exhibit 4E: City of Riverside Planned Land Use



March ARB / IPA Land Use Compatibility Plan Amendment

The AIA for the proposed ALUCP Amendment also includes land within the City of Menifee; however, the proposed ALUCP Amendment would not alter the existing compatibility criteria applicable within that jurisdiction. In other words, the proposed ALUCP Amendment would not revise the existing ALUCP criteria in a manner that affects land within the City of Menifee.

State law requires each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the AIA, to modify its general plan and any affected specific plans to be consistent with the ALUCP. (CGC §65302.3). The law says that the local agency must take this action within 180 days of ALUCP adoption or amendment. The only other course of action available to local agencies is to overrule the ALUC by, among other things, a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. (PUC ¶§21676(b).)

A general plan does not need to be identical with an ALUCP in order to be consistent with it. To meet the consistency test, a general plan must do two things:

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

The County of Riverside and the cities of Menifee, Moreno Valley, Perris, and Riverside are the local agencies having land use jurisdiction in the March ARB / IPA AIA.⁴ As such, if the proposed ALUCP Amendment is adopted by the Riverside County ALUC, affected agencies will be required to review their general plans and / or implementing ordinances and amend them as necessary to be consistent with the proposed ALUCP Amendment, or to take action to overrule the ALUC. No lands within the City of Menifee will be affected by the proposed ALUCP Amendment. Lands within the County of Riverside are only those that were previously under March JPA.

The general plan consistency review detailed below focuses on two types of inconsistencies:

1. Adopted general plan policies pertaining to airport land use compatibility planning that either directly conflict or need to be amended to reflect changes in the proposed ALUCP Amendment policies and maps; and
2. Land use designations in the adopted general plan land use map or zoning map that conflict with the proposed ALUCP Amendment criteria. Land use designations that reflect existing land uses and densities do not constitute conflicts.

General Plan Policies - Summary

Exhibit 5 summarizes the airport land use compatibility measures currently adopted by the previously mentioned agencies.

The Riverside County General Plan includes policies addressing land use compatibility within the AIA, consistency of the General Plan with the applicable ALUCP, ensuring that no structures or activities encroach upon or affect the use of navigable airspace, and noise.

⁴ The AIA includes lands within City of Menifee; however, the proposed Amendment's revisions and refinements to the existing ALUCP would not result in the potential for development displacement within Menifee. This is because the compatibility zones and policies applicable to land within Menifee's jurisdiction remain unchanged. .

March ARB / IPA Land Use Compatibility Plan Amendment

The City of Riverside General Plan includes policies addressing land use; developing, defining, implementing and protecting airport influence zones; limiting encroachment of uses that could impact airport operations; minimizing adverse effects of airport-related noise through proper land use planning; and ensuring the viability of March ARB / IPA.

The City of Moreno Valley General Plan includes policies addressing the requirement that new development be compatible with standards for land use, density, and intensity specified in the ALUCP; minimizing airport safety hazards; and protecting occupants of existing and new buildings from exposure to excessive noise within areas of aircraft overflight.

The City of Perris General Plan includes policies addressing land use compatibility, the use of the State of California Noise / Land Use Compatibility Criteria to determine land use compatibility for new development and reducing / avoiding impacts from air traffic on new noise-sensitive land uses.

The March JPA General Plan includes policies addressing land use designations and zoning, planning for compatible land uses within the aircraft noise impact contours depicted in the 2018 AICUZ, preserving the airfield from incompatible land use encroachment, minimizing negative effects on air quality, the environment, and adjacent land uses and jurisdictions, promoting, preserving, and protecting the joint use of the aviation field by the U.S. Air Force Reserves and civilian aviation, protecting from excessive and unwanted noise, and reducing the possible risk of airport-related hazards.

General Plan Policy - Findings

None of the existing general plan policies addressing airport land use compatibility matters conflict with the proposed ALUCP Amendment policies for the areas within their land use authority at this time.

The cities have received determinations of consistency with the 2014 ALUCP for their general plans and / or implementation ordinances. The proposed ALUCP Amendment would not require changes in land use designations.

The County of Riverside did not submit its General Plan to the ALUC for an official review of its consistency with the 2014 ALUCP. Therefore, discretionary projects within unincorporated areas of March ARB / IPA AIA remain subject to the ALUC review.

Nevertheless, Riverside County and the associated jurisdictions would need to amend or supplement their general plans and / or other implementing ordinances to reflect the proposed ALUCP Amendment for March ARB / IPA in the event it is adopted by the Riverside County ALUC. To achieve consistency with the proposed ALUCP Amendment, the agencies would be required to:

- Reference the new ALUCP by name and adoption date to specify the applicable plan to be implemented locally.
- Specify how the new ALUCP policies and criteria will be implemented locally.

While amending the general plan will require some effort by the staff, this effect is procedural.

**Exhibit 5: Airport Land Use Compatibility Measures for March Air Reserve Base / Inland Port
Airport (Proposed ALUCP Amendment Exhibit MA-6B)**

<p>COUNTY OF RIVERSIDE</p> <p>General Plan (2015)</p> <ul style="list-style-type: none"> ▪ <i>Land Use Element</i> <ul style="list-style-type: none"> ➤ Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts. (Policy LU 15.1) ➤ Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan’s Airport Influence Area section for the airport in question. (Policy LU 15.2) ➤ Review all subsequent amendments to any airport land use compatibility plan and either amend the General Plan to be consistent with the compatibility plan or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3). (Policy LU 15.3) ➤ Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law. (Policy LU 15.4) ➤ If the General Plan has not been found consistent with the applicable ALUCP, and the County of Riverside has not overruled the ALUC, refer all actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law. (Policy LU 15.5) ➤ If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations or permits to the ALUC for an advisory review if: <ul style="list-style-type: none"> < There is a question as to the purpose, intent or interpretation of an ALUCP; or < Assistance is needed in airport land use matters (Policy LU 15.6) ➤ Allow the use of development clustering and / or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan (Policy LU 15.7) ➤ In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports. (Policy LU 15.8) ➤ Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (Policy LU 15.9) ▪ <i>Circulation Element</i> <ul style="list-style-type: none"> ➤ Promote coordinated long-range planning between Riverside County airport authorities, businesses and the public to meet the County of Riverside and the region’s aviation needs. (Policy C 14.1) 	<ul style="list-style-type: none"> ➤ Apply a variety of land use planning techniques to maintain the viability of Riverside County’s airports. (Policy C 14.2) ➤ Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by the Federal Aviation Administration regulations. (Policy C 14.3) <ul style="list-style-type: none"> ▪ <i>Noise Element</i> <ul style="list-style-type: none"> ➤ Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (Policy N 1.2) ➤ New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 and summarized in the Policy Area section of the affected Area Plan. (Policy N 7.1) ➤ Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans. (Policy N 7.2) ➤ Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1, as well as in the applicable Area Plan’s Airport Influence Area section. (Policy N 7.3) ➤ Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan’s Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria. (Policy N 7.4) ➤ Condition that prospective purchasers or end users of property be notified of overflight, sight, and sound of routine aircraft operations by all effective means, including: <ul style="list-style-type: none"> < Requiring new residential subdivisions that are located within the 60 CNEL contour or are subject to overflight, sight, and sound of aircraft from any airport, to have such information included in the State of California Final Subdivision Public Report < Requiring that Declaration and Notification of Aircraft Noise and Environmental Impacts be recorded and made available to prospective purchasers or end users of property located within the 60 CNEL noise contour for any airport or air station or is subject to routine aircraft overflight. (Policy N 19.3)
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March ARB / IPA Land Use Compatibility Plan Amendment

CITY OF RIVERSIDE

General Plan (2007)

- *Land Use and Urban Design Element*
 - Avoid land use / transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base / March Inland Port, Riverside Municipal and Flabob Airports. (Objective LU-22)
 - Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port. (Policy LU-22.1)
 - Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB / MIP, Riverside Municipal and Flabob Airports and in implementing the new Airport Land Use Compatibility Plan. (Policy LU-22.2)
 - Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and / or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise. (Policy LU-22.3)
 - Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside. (Policy LU-22.4)
 - Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base / Inland Port Airport as noted in the Public Safety Element for consistency with all applicable land use compatibility plan policies adopted by the Riverside County ALUC and the City of Riverside, to the fullest extent the City finds feasible. (Policy LU-22.5)
 - Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base / March Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3). (Policy LU-22.6)
 - Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base / Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670. (Policy LU-22.7)
 - The City may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the ALUC under Airport Land Use Law in the following circumstances:
 - < Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan or its provisions; or
 - < Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters; or
 - < ALUC Request: The ALUC requests that certain types be voluntarily submitted for review. These actions are identified in the ALUCP as "major land use action." (Policy LU-22.8)
- *Circulation and Community Mobility Element*
 - All development proposals within an airport influence area and subject to ALUC review will also be submitted to the manager of the affected airport for comment. (Policy LU-22.9)
 - Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development. (Policy CCM-11.1)
 - Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, and the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations. (Policy CCM-11.2)
 - Support continued development of MARB / MIP. (Policy CCM-11.4)
 - Coordinate public and local transit with planning for air transportation. (Policy CCM-11.5)
 - Ensure environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable. (Policy CCM-11.7)
- *Noise Element*
 - Minimize the adverse effects of airport-related noise through proper land use planning. (Objective N-2)
 - Ensure that new development can be made compatible with the noise environment by using noise / land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. (Policy N-2.1)
 - Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft. (Policy N-2.3)
 - Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City. (Policy N-2.4)
 - Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development. (Policy N-2.5)
 - Ensure the viability of March Air Reserve Base / March Inland Port. (Objective N-3)
 - Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base / March Inland Port in accordance with the Riverside County 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. (Policy N-3.1)

March ARB / IPA Land Use Compatibility Plan Amendment

CITY OF RIVERSIDE (continued)

- Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise / land use guidelines and City land use plans that are consistent with ALUC policies. (Policy N-3.2)
- Carefully consider planned future operations of the March Air Reserve Base and March Inland Port in land use decisions for properties located within the airport-influenced area. (Policy N-3.3)

City of Riverside Ordinance No. 7413

- This ordinance amends, adds, and deletes certain chapters of Title 19 of the Riverside Municipal Code in furtherance of complying with the 2014 MARB ALUCP. The chapters are related to land uses, base zones, and the ALUC.

CITY OF MORENO VALLEY

General Plan (2021)

- **Land Use and Community Character Element**
 - Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. (Policy LLC.1-11)
- **Economic Development Element**
 - Foster the expansion of airport-related businesses around the MARB, including businesses active in components / systems manufacturing; aircraft maintenance, repair and overhaul uses; aircraft restoration; aircraft testing; aircraft sales; corporate aviation departments; and fixed-base operations. (Policy E.1-7)
- **Circulation Element**
 - The City will coordinate with MARB and ALUC staff to ensure that Heacock Street within the Clear Zone is consistent with future land use plans adopted by the March Air Reserve Base and / or the Airport Land Use Commission. (Policy C.2-13)
- **Safety Element**
 - Minimize airport safety hazards and promote compatibility with airport operations. (Goal S-4)
 - Minimize hazards from flight operations in Moreno Valley through consistency with the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan. (Policy S.4-1)
 - Review all projects within the March Air Reserve Base / Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan. (Policy S.4-2)
 - Minimize the potential for development adjacent to the March Air Reserve Base / Inland Port Airport to adversely affect airport operations such as by reducing the potential for bird strikes, and electromagnetic interference, and glare. (Policy S.4-3)

- Coordinate with the March Air Reserve Base, the March Joint Powers Authority, and the March Inland Port Airport Authority to ensure that roadways are designed to safely accommodate airport vehicles and that airport-related traffic is routed to minimize hazards to or conflicts with Moreno Valley residents and businesses. (Policy S.4-4)
 - Update applicable site development standards in Zoning Code to incorporate measures for landscape design and maintenance on properties immediately adjacent to the MARB so as to reduce the potential for bird strikes. Standards should address planting palette, water features and maintenance practices. (Action S.4-A)
- **Noise Element**
 - Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight. (Policy N.1-1)
 - Apply the community noise compatibility standards to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base / Inland Port ALUC Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan. (Policy N.1-3)

CITY OF PERRIS

General Plan (as amended through 2022)

- **Noise Element (amended August 2016)**
 - Future land uses compatible with projected noise environments. (Goal I – Land Use Siting)
 - The State of California Noise / Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. (Policy I.A)
 - Future land uses compatible with noise from air traffic. (Goal IV – Air Traffic Noise)
 - 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.
- **Land Use Element (amended August 2016)**
 - Protection from natural or man-made disasters. (Goal V)
 - Restrict development in areas at risk of damage due to disasters. (Policy V.A)
 - Ensure land use compatibility near March Air Reserve Base / Inland Port (ARB / IP) by implementing the policies of the 2014 March ARB / IP Airport Land Use Compatibility Plan. (Policy V.B)
- **Circulation Element (amended August 2022)**
 - An efficient and convenient aviation system to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace. (Goal VI)
 - Recognize and support policies contained in the March Air Cargo Port General Plan. (Policy VI.A)

Data Compiled by Mead & Hunt, 2025

Analysis of Potential Additional Non-Residential Displacement

A displacement analysis was prepared to analyze incremental change in displacement quantities of non-residential land uses that would be attributable to the proposed ALUCP Amendment as compared to the 2014 ALUCP. A summary of the displacement is included below; the detailed analysis is included as **Attachment A**. In order to estimate the potential for the proposed amendment's displacement, two scenarios were evaluated: (1) All Affected Parcels – Developed and Undeveloped and (2) Vacant Parcels Only.

Based on a review of the proposed amendment, a total of ten (10) parcels (totaling 206.36 acres) in the City of Moreno Valley would be subject to reduced development potential in relation to levels permitted by the 2014 ALUCP as a result of the proposed amendment's inclusion of the APZs for Runway 12/30 (the secondary runway) (see Exhibit 6). The off-airport portions of the APZs southeasterly of Runway 12/30 are located within Compatibility Zones B2 and C1 of the 2014 ALUCP, except for a 0.73-acre area currently in Compatibility Zone D. The intensity of new development in Compatibility Zones B2 and C1 is limited to 100 persons per acre by the 2014 ALUCP. With the proposed amendment, development intensity would be limited to 25 persons per acre in APZ I and 50 persons per acre in APZ II.

The proposed amendment's CZ, where no human occupancy is permitted, and a portion of APZ 1 are located on property owned by the March Inland Port Airport Authority (MIPAA). This property is within the civilian portion of the airport and is designated for aviation-related use. The ALUC has no jurisdiction over airport operations. As this property is designated for aviation-related uses, the ALUC has no authority and no displacement would occur.

While the configuration of parcels in the area affected by the proposed amendment is based on a standard grid pattern, the alignment and dimensions of the APZs are based upon the alignment of Runway 12/30. Therefore, the APZs extend through the affected parcels in a diagonal orientation. As a result, no single parcel would be completely within the APZs.

City of Moreno Valley

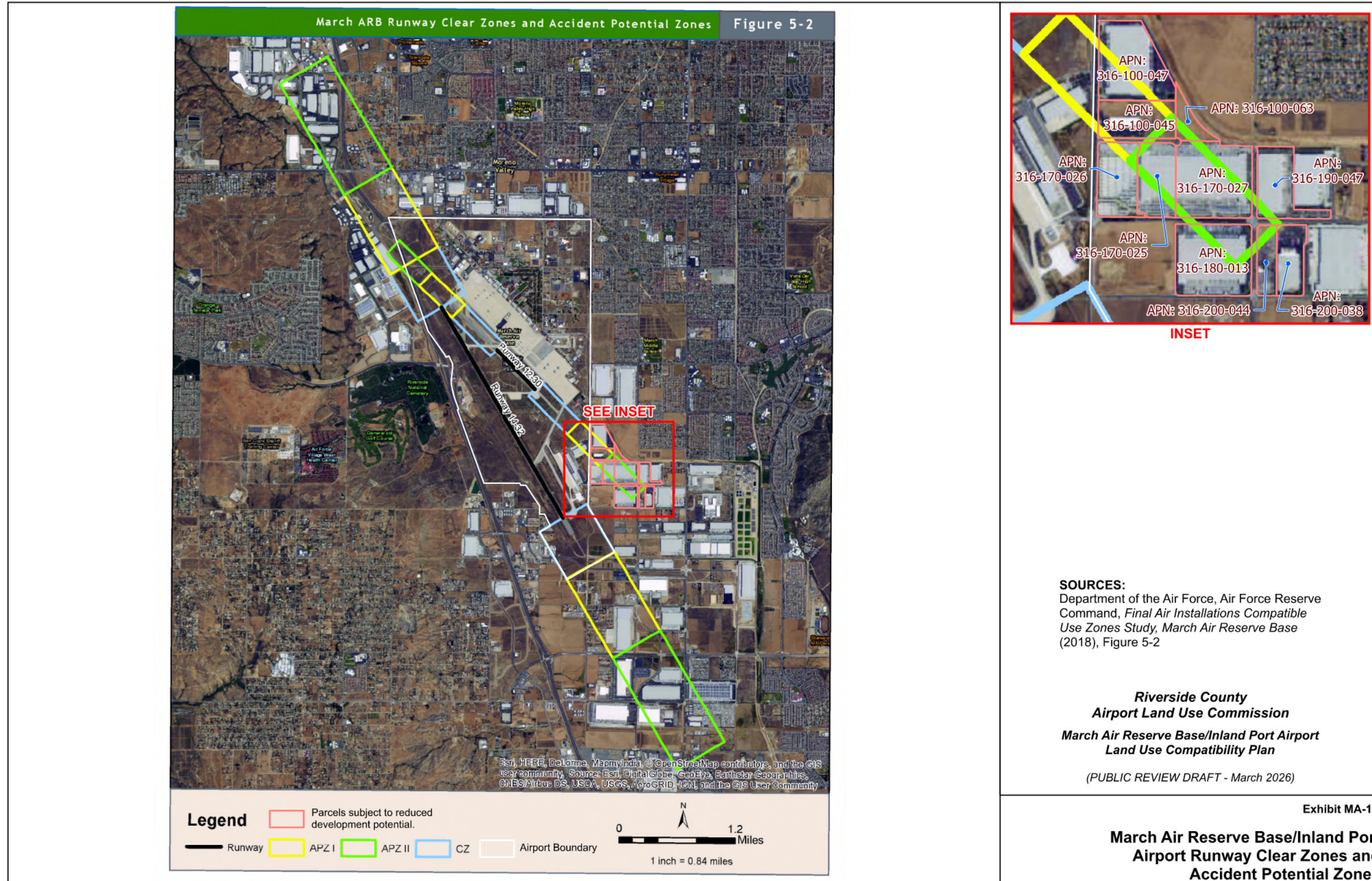
The parcels in the City affected by the proposed ALUCP Amendment's inclusion of the APZs for Runway 12/30 are entirely located within Specific Plan No. 208⁵, which was originally adopted in 1989. The Specific Plan provides for primarily industrial uses and is depicted on the City's General Plan as Business Park / Light Industrial.

The maximum allowable Floor Area Ratio (FAR) of 1.0, based on General Plan in effect at the time of the preparation of the 2014 ALUCP, was used. The 2014 EIR also examined levels of displacement based on an average Citywide non-residential buildout FAR of 0.3, rather than the maximum FAR of 1.0.

For the proposed ALUCP Amendment's "All Affected Parcels – Developed and Undeveloped" scenario, the maximum allowable square footage of industrial development on any given parcel would be calculated as follows: $200 \times [(acreage \text{ in APZ I} \times 25) + (acreage \text{ in APZ II} \times 50) + (acreage \text{ in B2 and / or C1} \times 100)]$. (Note: For the one parcel with acreage in Compatibility Zone D, the formula is $\{200 \times [acreage \text{ in APZ II} \times 50]\} + \{43,560 \times acreage \text{ in D}\}$, as this remaining acreage was assumed to be able to be developed at 1.0 FAR.)

⁵ Specific Plan No. 208 depicts a Commercial designation for a semi-circle of land covering the northeast and southeast corners of the intersection of Heacock Street and Cardinal Avenue. However, there is no Commercial use on either corner. There is an industrial building on the northeast corner, while the southeast corner accommodates a parking area.

Exhibit 6: Exhibit MA-1B from the ALUCP Amendment showing parcels affected by March Air Reserve Base/Inland Port Airport Runway Clear Zones and Accident Potential Zones



March ARB / IPA Land Use Compatibility Plan Amendment

The difference between the square footage permitted by the 2014 ALUCP and the square footage permitted by the proposed ALUCP Amendment pursuant to the above formula constitutes the theoretical potential added displacement on the affected parcel. This was then summed over all 10 affected parcels to determine a total potential added industrial square footage displacement for the City: 942,699 square feet on the 206.36 affected acres. This constitutes 20.6% of the potential industrial square footage for these parcels pursuant to the 2014 ALUCP as shown in **Table 3.11-2**. However, this level of displacement is theoretical, since it assumes that the entire area is vacant and, as shown on **Exhibit 6**, most of the affected parcels are not vacant.

For the proposed ALUCP Amendment’s “Vacant Parcels Only” scenario, aerial imagery from the *Map My County* Riverside County Geographic Information System was reviewed. As of 2020, all but one of the 10 affected parcels in the City were developed or had an existing use. The one parcel remaining in an undeveloped state was Assessor’s Parcel Number 316-100-063 (6.61-acres). Two additional parcels (specifically, APNs 316-170-026 and 316-200-044, 19.46 acres and 8.9 acres, respectively) are in use as extensive parking areas (presumably for employees of businesses in the buildings on adjacent properties, or for trucks and trailers associated with those businesses). If only those affected parcels without structural buildings are considered, the added potential displacement from the proposed ALUCP Amendment is 57,400 square feet, 8.2% of the potential allowable square footage of industrial development pursuant to the 2014 ALUCP as shown in **Table 3.11-2**. This is the more realistic displacement scenario for purposes of this analysis because it is focused on the most immediately available development opportunities (vacant land). There is no additional displacement if these three parcels are developed for warehouses only, or if they continue to be in use as parking areas.

Table 3.11-2: City of Moreno Valley Jurisdiction Displacement Summary

Displacement Scenario	Acreage	Maximum FAR	Average FAR	Maximum Development Potential (sf)		Additional Displacement Potential (sf)	Percent of Allowable Development
				2014 ALUCP	2026 ALUCP Amendment		
All Affected Parcels – Developed and Undeveloped	206.36	1.0	0.3	4,574,133	3,631,434	942,699	20.6%
Vacant Parcels Only	34.97	1.0	0.3	699,400	642,000	57,400	8.2%

Reduction of Allowable Single-Acre Intensities in Accident Potential Zones

A second change in the proposed amendment is the reduction in single-acre intensities in the APZs. The 2014 ALUCP limited average intensities to a maximum of 25 persons per acre in APZ I and 50 persons per acre in APZ II but allowed for single-acre intensities of up to 100 persons as long as the average intensities limitations were met. In 2016, following adoption of the 2014 ALUCP, the Riverside County ALUC was advised by the U.S. Air Force (Acting Base Civil Engineer at March Air Reserve Base) that the single-acre allowance was not in keeping with “current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015, which addresses Air Force policies on Land Use Compatibility IAW DoDI (Department of Defense Instruction) 4165.57, March 12, 2015.” It was agreed that the 2014 ALUCP would have to be amended to reduce allowable single-acre intensities within the APZs to match the AFI / DoDI limitations of not more than 25 per acre in APZ I and not more than 50 per acre in APZ II. In evaluating

March ARB / IPA Land Use Compatibility Plan Amendment

projects during the interim period, projects that met the 2014 criteria were allowed to proceed, but the applicants were required to enter covenants with the Base agreeing to abide by the occupancy limitations of 25 persons in any given acre if in APZ I and / or 50 persons in any given acre if in APZ II.

Since displacement is calculated based on average intensity, there is not a numerical displacement attributable to the reduction in allowable single-acre intensities. However, it is recognized that this reduction will make design of large industrial projects more challenging. For properties in APZ I, the maximum industrial square footage (based on one person per 200 square feet of building area) on any given acre of land would be limited to 5,000 square feet (12,500 square feet for standard warehousing based on one person per 500 square feet). For properties in APZ II, the maximum square footage on any given acre would be limited to 10,000 square feet (25,000 square feet for standard warehousing).

Significance of Environmental Impacts

The proposed amendment's potential added non-residential displacement levels are not considered significant for the following reasons:

1. The 2014 EIR concluded that the ALUCP would result in significant and unavoidable land use and planning impacts attributable to the potential displacement of non-residential development. The 2014 EIR identified one mitigation measure (LU-1) to address and offset the potential displacement; implementation of that mitigation measure was not under the control and authority of the ALUC but rather needed to be administered by the local land use jurisdictions. The proposed amendment to the 2014 ALUCP that is the subject of this analysis would result neither in a new significant environmental effect nor a substantial increase in the severity of the previously identified significant effect associated with the potential displacement of non-residential development. The proposed amendment would affect a discrete number of parcels in a defined geographic area; and, as discussed above and summarized below, many of those parcels already are occupied by existing land uses. Additionally, the previously adopted mitigation framework would continue to apply. In closing, the incremental change in the potential displacement of non-residential development does not necessitate the preparation of a supplemental or subsequent EIR.
2. No individual parcel affected by the proposed amendment would be located entirely within APZ I or APZ II. As such, each affected parcel could accommodate (or already accommodates) some amount of non-residential development, as contemplated by the existing land use planning framework applicable to each parcel.
3. Only 10 parcels with a total area of 206.36 acres would be located partially in more restrictive Compatibility Zones than those established in the 2014 ALUCP and evaluated in the 2014 EIR. Seven of the ten parcels are developed with structures of high value and three others are in use as parking areas for adjacent or nearby warehouses. As the ALUC does not have jurisdiction over existing land uses, the developed parcels would not be directly impacted by the proposed amendment absent redevelopment seeking to increase on-site development intensities.
4. Seven of the ten parcels in the City of Moreno Valley affected by the proposed amendment are already developed with industrial buildings. While three of these seven parcels would theoretically be subject to added displacement exceeding 30 percent of their development potential pursuant to the 2014 ALUCP, should site redevelopment opportunities be pursued by the parcel owners, all three have assessed structural values exceeding \$10 million dollars. As noted above, the ALUC has no jurisdiction over existing land uses. Unless there is a change in the use of the existing buildings on these parcels sufficient to require new permitting from the City, those uses can

March ARB / IPA Land Use Compatibility Plan Amendment

continue indefinitely. It would be rare to demolish structures of such high value, as such the estimated displacement quantities are considered highly theoretical and speculative.

5. The potential added displacement for the three vacant parcels in the City of Moreno Valley amounts to less than 10% of the square footage permitted by the 2014 ALUCP in each case. These three parcels also already are in use as parking areas, indicating that the characterization of the parcels as vacant is conservative.
6. The potential added displacement, measured in square feet of building area, would be less than the amounts indicated in this analysis if building use is limited to warehousing.

3.12 MINERAL RESOURCES

Background

The 2014 EIR described mineral resources within the AIA, noting there are areas in the State of California that may contain significant mineral resources. For example, Riverside County has extensive deposits of clay, limestone, iron, sand, and aggregates. The area within the AIA is classified as MRZ-3, an area of undetermined mineral resource significance.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to mineral resources. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to mineral resources, as summarized in **Table 3.12-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to mineral resources and no mitigation was required.

Table 3.12-1: Adopted Mitigation / Policies for Mineral Resources Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures identified. This issue is also addressed through adherence to policies OS 14.1 through OS 14.6 of the General Plan’s Multipurpose Open Space Element.
City of Moreno Valley	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures identified. No policies associated with mineral resources are identified in the General Plan.
City of Perris	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures identified. No policies associated with mineral resources are identified in the General Plan.
City of Riverside	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures identified. This issue is also addressed through adherence to policy OS-1.3 of the General Plan’s Open Space and Conservation Element.
March JPA	Impacts of the General Plan on mineral resources were considered less-than-significant through implementation of Land Use Element policies 3.1 and 8.4; and Resource Management Element policies 3.1, 3.3, 3.8, and 4.1 through 4.3.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

March ARB / IPA Land Use Compatibility Plan Amendment

Analysis of Proposed ALUCP Amendment

California Department of Conservation records were reviewed to identify the location of known mineral resources. The nearest known mineral resource is a sand and gravel open pit (Markham Materials Site), which is located more than 1.5 miles southwest of the Airport and outside of the proposed ALUCP Amendment project area (California Department of Conservation, 2025d). Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction, except for the cities of Moreno Valley and Perris, within the AIA has committed to mitigate development-related impacts to mineral resources, as summarized in **Table 3.12-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect mineral resources and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.12-2: Adopted Mitigation / Policies for Mineral Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts were considered less than significant with no mitigation measures and implementation of Land Use Element policies LU 21.1-21.5 and Multipurpose Open Space Element policies OS 14.1-14.6.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered less than significant with no mitigation required. No policies associated with mineral resources are identified in the General Plan.
City of Perris	No impacts were identified in the General Plan EIR. No policies associated with mineral resources are identified in the General Plan.
City of Riverside	Please see the information provided above in Table 3.12-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.12-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris Safety Element, 2022.

3.13 NOISE

Background

The 2014 EIR described noise sources within the AIA, noting that there are various noise sources, including March ARB, Interstate 215, State Routes 60 and 74, Amtrak and Metrolink rail lines, Union Pacific and Burlington Northern Santa Fe rail lines, and the Perris Valley Airport. Each jurisdiction within the AIA also has major roadways which produce varying levels of traffic noise during peak hours.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts from noise or result in increased levels of noise. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. However, the 2014 ALUCP would result in a beneficial impact by reducing the exposure of people to aircraft-related noise within the AIA. This is achieved through policies that discourage the development of new, noise-sensitive land uses such as residences, schools, hospitals, convalescent homes, and places of worship within the 65 dB CNEL. The 2014 ALUCP would also require these new types of uses to provide noise attenuation to achieve interior noise levels of 40 dB CNEL or less.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts on noise levels and to mitigate the impacts of noise on noise-sensitive uses, as summarized in **Table 3.13-1**.

The 2014 EIR stated that the ALUC has no jurisdiction over March ARB / IPA operations, including the types of aircraft operating at the facility, the hours of operation, or the flight procedures and patterns utilized by aircraft. The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts from noise. On the contrary, the 2014 ALUCP incorporates criteria that require noise-sensitive uses to be designed in such a manner as to reduce interior noise levels. The development of new noise-sensitive land uses within areas subject to noise levels exceeding 65 dB CNEL would be prohibited in the absence of an overrule by the legislative body of the applicable land use jurisdiction.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.13-1: Adopted Mitigation / Policies for Noise Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were mitigated to a less-than-significant level through Mitigation Measures 4.13.1A, 4.13.1B, 4.13.2A, 4.13.2B, 4.13.2C, 4.13.2D, 4.13.3A, 4.13.3B, 4.13.3C, 4.13.4A, and 4.13.4B, and through adherence to Noise Element policies (N) 1.1 through 1.8, 2.1 through 2.3, 3.1 through 3.7, 4.1 through 4.8, 6.1 through 6.4, 7.4, 8.1 through 8.7, 10.1 through 10.5, 11.1, 11.2, 12.1 through 12.4, and 13.1 through 13.9.
City of Moreno Valley	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures N1 through N10, through adherence to policies 6.3.1, 6.3.2, 6.3.3, 6.3.5, 6.3.6, 6.5.1, and 6.5.2, and through implementation of Program 6-3.
City of Perris	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures recommended. Noise associated with mobile and stationary noise sources are also addressed through adherence to Goal I, Policy I.A, and implementation measures I.A.1 through I.A.5, Goal II, Policy II.A, and implementation measures II.A.1 through II.A.5, Goal III, Policy III.A, and implementation measures III.A.1 through III.A.4, Goal IV, Policy IV.A, and implementation measures IV.A.1 and IV.A.2, and Goal V, Policy V.A, and implementation measure V.A.1 of the General Plan's Noise Element.
City of Riverside	Impacts of the General Plan were considered significant and unavoidable, though partially addressed through Mitigation Measures MM Noise 1 through MM Noise 4. Potential noise impacts are also addressed through adherence to Objective N-1 and policies N-1.1 through N-1.8, Objective N-2 and policies N-2.1 through N-2.5, Objective N-3 and policies N-3.1 through N-3.4, and Objective N-4 and policies N-4.1 through N-4.5 of the General Plan's Noise Element.
March JPA	Impacts of the General Plan were considered less-than-significant through implementation of short term mitigation measures 1 through 4 and long term mitigation measures 1 through 5. Potential noise impacts were also addressed through adherence to Land Use Element policies 1.9 and 6.4; Transportation Element policies 2.8 and 13.6; and Safety/Risk Management Element policy 7.1 of the General Plan.

SOURCES: *Ibid*; City of Perris General Plan 2030, Noise Element, 2005.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Neither the ALUC nor the ALUCP exercise control or jurisdiction over the operation of aircraft or the noise produced by that activity. State law explicitly denies the ALUC authority over such matters. Pursuant to the State Aeronautics Act, one purpose of the ALUCP is to minimize the public's exposure to aircraft noise within the Airport vicinity. Therefore, adoption and implementation of the proposed ALUCP Amendment would not generate new sources of aviation-related noise or expose people residing and working in the vicinity of March ARB / IPA to excessive noise.

The noise contours were one of four compatibility factors used to establish the compatibility zones for the 2014 ALUCP. The 2014 ALUCP established criteria that reduce the potential exposure of people to excessive aircraft-related noise by limiting residential densities (dwelling units per acre) and other noise-sensitive land uses in locations exposed to noise levels in excess of 60 dB CNEL or higher. The proposed ALUCP Amendment does not propose any modification to the noise contours and does not change these criteria or allow greater intensity of use in such locations.

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the

March ARB / IPA Land Use Compatibility Plan Amendment

environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related noise impacts, as summarized in **Table 3.13-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the noise impacts associated with such development.

Therefore, the proposed ALUCP Amendment does not modify the noise contours nor include any changes to noise policies that would directly or indirectly allow greater intensity of use in such locations or expose people residing or working in the area to excessive noise levels and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.13-2: Adopted Mitigation / Policies for Noise

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to Noise were considered less than significant with Mitigation Measures 4.13.1A-4.13.1B, 4.13.2A-4.13.2D, 4.13.3A-4.13.3C, 4.13.4A-4.13.4B and Policies N 1.1-1.8, N 2.1-2.3, N 3.1-3.7, N 4.1-4.8, N 6.1-6.4, N 8.1-8.7, N 10.1-10.5, N 11.1-11.2, and N 12.1-12.4.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered significant and unavoidable though partially addressed with Mitigation Measures NOS-1 to NOS-2. Potential impacts associated with these issues are also addressed by policies N.1-1 through N.1-7 and N.2-1 through N.2-5.
City of Perris	Please see the information provided above in Table 3.13-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.13-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Impacts of the City of Riverside Phase 1 General Plan Update to noise were considered significant and unavoidable though partially addressed with Mitigation Measures NOI-1 to NOI-3.
March JPA	Please see the information provided above in Table 3.13-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2.

3.14 POPULATION AND HOUSING

Background

The 2014 EIR described that the purpose of the ALUCP is to provide for orderly growth and compatible land uses within the vicinity of March ARB / IPA. The 2014 EIR analysis addressed the potential impacts of the 2014 ALUCP on allowable residential land uses within the AIA for March ARB / IPA. This analysis, which relied upon the displacement analysis provided in of the 2014 EIR (Appendix B), considered the existing local and regional land use plans and regulations, and assessed the types of residential land uses that would be impermissible following implementation of the 2014 ALUCP. The Population and Housing section presented the potential residential development displacement for each affected jurisdiction. Non-residential development was discussed in the Land Use and Planning section.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that implementation of the 2014 ALUCP would result in the potential displacement of future residential development as a result of density limits established within the 2014 ALUCP's compatibility zones. The EIR concluded that the cities of Moreno Valley and Perris were shown to have a surplus of housing units available to meet their respective Regional Housing Needs Allocation (RHNA) goals, even when the potential displacement of future units associated with the 2014 ALUCP was considered. For Riverside County and the City of Riverside, both of which had deficits in meeting their RHNA goals, the 2014 ALUCP would result in only minor residential displacement and would have a less than significant impact on each jurisdiction's abilities to meet their RHNA targets.

More broadly, the 2014 EIR concluded that implementation of the 2014 ALUCP would displace a maximum total of 5,077 housing units, or 38 percent of the total development potential across the impacted area within the AIA. The 2014 EIR concluded that the calculation for maximum displacement is considered significantly overstated in that it assumes the maximum allowable density, as identified by each jurisdiction, for development potential. Using an average density would dramatically reduce the displacement potential. Furthermore, some of the residential development assumed to be displaced could be accommodated in other areas of the AIA.

The 2014 EIR determined that the ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to population and housing, as summarized in **Table 3.14-1**.

The EIR concluded that each affected jurisdiction would be able to accommodate its projected housing needs, even after implementation of the 2014 ALUCP compatibility criteria, and that other locations within and beyond the AIA could conceivably accommodate displaced housing. Therefore, the 2014 EIR would not result in potentially significant impacts to population and housing and no mitigation was required.

Table 3.14-1: Adopted Mitigation / Policies for Population and Housing Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Policies adopted to address population and housing include LU 3.1 through LU 3.5, and LU 5.1 through LU 5.4 of the General Plan Land Use Element.
City of Moreno Valley	The General Plan EIR found "no significant impact" on population and housing. Potential impacts associated with development-related displacement and population growth are partially addressed through implementation of Goal 2.4, Objective 2.2 and policies 2.2.12 and 2.2.13, Goals 8.1 through 8.8, Objective 8.1, Objective 8.2 and policy 8.2.1, Objective 8.3 and policy 8.3.1, and Objective 8.7 and policy 8.7.1.
City of Perris	The General Plan EIR found that impacts from the adoption of the General Plan were considered to be significant and unavoidable, with no specific mitigation measures recommended. Potential impacts to population and housing are partially addressed through implementation of Goal 1 and policies 1.1 through 1.5, Goal 2 and policies 2.1 through 2.6, Goal 3 and policies 3.1 through 3.4, Goal 5 and policies 5.1 through 5.5 and Goal 7 and policy 7.1 of the Housing Element.
City of Riverside	The General Plan EIR found that adoption of the General Plan would have a significant and unavoidable impact on population and housing, with no specific mitigation measures identified. Potential impacts to population and housing are partially addressed through implementation of Objective LU-8 and policies LU-8.1 through LU-8.4, Objective LU-10 and policies LU-10.1 through LU-10.5 of the Land Use Element.
March JPA	Impacts to population and housing were found to be less-than-significant with implementation of Land Use Element policies 1.1, 1.2, 1.5, 3.1, 4.7, 5.1, 5.3, 5.5, 5.6, 7.6, and 9.2; Transportation Element policies 1.3, 1.7, 2.1, 5.1, 8.6, 10.1, 12.2, and 15.1; Noise/Air Quality Element, noise policies 1.2 and 1.4, and air quality policies 2.1, 2.2, and 2.3; and Safety/Risk Management Element policy 7.2.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

The proposed ALUCP Amendment does not propose any changes to the density criteria included in the 2014 ALUCP and as such, implementation would not result in residential displacement. Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to population and housing, as summarized in **Table 3.14-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

March ARB / IPA Land Use Compatibility Plan Amendment

Therefore, the proposed ALUCP Amendment would not directly or indirectly induce population growth or displacement of housing units and / or numbers of people and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.14-2: Adopted Mitigation / Policies for Population and Housing

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to Population and Housing were considered less than significant with no mitigation required and implementation of the goals and policies in the Housing Element.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update to Population and Housing were considered less than significant with no mitigation required. The General Plan Land Use and Community Character Element Policies includes policies related to housing.
City of Perris	The General Plan EIR concluded that impacts to Population and Housing would be significant and unavoidable with no mitigation measures identified. Potential impacts to population and housing are partially addressed through implementation of Housing Element Goal 1 and policies 1.1 through 1.6; Goal 2 and policies 2.1 through 2.5; Goal 3 and policies 3.1 through 3.5; and Goal 4 and policies 4.1 through 4.7.
City of Riverside	The General Plan EIR concluded that impacts to Population and Housing would be significant and unavoidable with no mitigation measures identified. Policies adopted to address population and housing include policies HE-1 through HE-6 of the Housing Element.
March JPA	Please see the information provided above in Table 3.14-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2. City of Riverside Housing Element, sixth cycle 2021-2029.

3.15 PUBLIC SERVICES

Background

The 2014 EIR described the potential impacts to public services including fire, police, school, local, regional, and state parks and recreation facilities, and a number of other public facilities. The 2014 EIR described the land use plans applicable to the AIA and the public services and public service providers encompassed by the AIA. The displacement analysis was presented and analyzed as it related to displacement of allowable public service, governmental, or other institutional uses, the loss of which would conflict with the goals and policies of the affected jurisdictions.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that implementation of the 2014 ALUCP would result in the incompatibility of select public service, governmental, or institutional land uses allowed in a variety of land use designations, thus conflicting with applicable general plans, specific plans, and underlying zoning designations. It would also result in the displacement of future public service development as a result of intensity limits established within the 2014 ALUCP's compatibility zones. The 2014 EIR showed that a maximum of 10,485,292 square feet of new development or redevelopment could be displaced across the impacted area within the AIA.

However, the 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed. The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to public services, as summarized in **Table 3.15-1**.

The 2014 EIR concluded that with respect to the potential displacement of allowable public service uses, the calculation for maximum displacement is considered significantly overstated in that it assumes the maximum allowable FAR, as identified by each jurisdiction, for development potential. Given that (at average development FARs) the 2014 ALUCP would not result in the displacement of allowable public service uses, and that specifically prohibited uses could be accommodated within other portions of the AIA, the 2014 EIR concluded that potential impacts associated with conflicts between the public service goals, policies, and land use designations of affected jurisdictions and the criteria established in the 2014 ALUCP were considered less than significant.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.15-1: Adopted Mitigation / Policies for Public Services Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were mitigated to a less-than-significant level through Mitigation Measures 4.15.2A, 4.15.2B, 4.15.2C, 4.15.2D, 4.15.3A, 4.15.3B, 4.15.3C, 4.15.3D, 4.15.3E, 4.15.3F, 4.15.4A, 4.15.6A, 4.15.7A, and 4.15.7B, and through adherence to Land Use Element (LU) policies 5.1, 5.2, and 9.1, Multipurpose Open Space Element (OS) policies 3.1 and 3.2, and Safety Element (S) policies 5.2, and 5.4 through 5.9.
City of Moreno Valley	Impacts upon public services and utilities were considered to be mitigated to a less-than-significant level through "mitigation measures identified throughout the EIR." Development-related impacts to public services are also addressed in Objective 2.6 and policy 2.6.1, Objective 2.14 and policies 2.14.1 through 2.14.3, Objective 2.15 and policy 2.15.1, Objective 2.16 and policies 2.16.1 through 2.16.2, Objective 2.17 and policy 2.17.1, and Objective 4.2 and policies 4.2.1 through 4.2.18.
City of Perris	Impacts of the General Plan were considered to be less-than-significant, with no specific mitigation measures recommended. Development-related impacts to public services are also addressed in Goal II and policies II.A and II.B, and implementation measures II.A.1 through II.A.5, and II.B.1 of the General Plan Land Use Element.
City of Riverside	Impacts of the General Plan were considered to be mitigated to a less-than-significant level through Mitigation Measures MM PS 1 and MM PS 2.
March JPA	Impacts of the General Plan were considered mitigated to a less-than-significant level through adherence to project mitigation measures 1 and 2, as well as implementation of Land Use Element policies 1.3, 3.1 through 3.4, 10.1 through 10.4, 11.1, 11.2, 12.1 through 12.4, 13.1, 13.3, 14.2, 15.2, 16.4, 16.5, and 17.1 through 17.6; Transportation Element policy 3.7; and Resource Management Element policies 1.4 through 1.6, 2.3 through 2.5, 4.1 through 4.3, 6.2, and 6.3.

SOURCES: *Ibid*; City of Perris General Plan 2030, Land Use Element, 2005.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to public services, as summarized in **Table 3.15-2**. Critically, any indirect effect that may arise from shifts in future development patterns would be uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

March ARB / IPA Land Use Compatibility Plan Amendment

The policies in the proposed ALUCP Amendment are not more restrictive as they relate to public services. Therefore, the proposed ALUCP Amendment would not directly or indirectly impact public services and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.15-2: Adopted Mitigation / Policies for Public Services

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to Public Services were considered less than significant with Mitigation Measures 4.15.2A - 4.15.2D, 4.15.3A - 4.15.3F, 4.15.4A, 4.15.6A, 4.15.7A-4.15.7B, and Policies S 5.2 and S 5.4-5.10 in the Safety Element, policies LU 5.1-5.2, LU 9.1 in the Land Use Element, and policy OS 3.1-3.2 in the Multipurpose Open Space Element.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by Goal PPS-1 and policies PPS.1-1 through PPS.1-12, Goal PPS-2 and policies PPS.2-1 through PPS.2-5 and Goal PPS-3 and policies PPS.3-1 through PPS.3-10 of the Parks and Public Services Element and Goal ORSC-2 and policies OSRC. 2-1 to 2-8 of the Open Space Element.
City of Perris	The General Plan EIR concluded that impacts to Public Services were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by policy PSE-4 of the Safety Element.
City of Riverside	Please see the information provided above in Table 3.15-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.15-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris General Plan Safety Element, 2022.

3.16 RECREATION

Background

The 2014 EIR described that a number of local, regional, and state recreation areas are located within the AIA.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to recreation. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Certain projects may also be subject to additional requirements established by other laws, such as the Quimby Act, which furthers environmental protection objectives. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to recreation, as summarized in **Table 3.16-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to recreation and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.16-1: Adopted Mitigation / Policies for Recreation Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered to be reduced to a less-than-significant level through adherence to Land Use Element (LU) policies 19.1 through 19.3, and 19.5, and Multipurpose Open Space Element (OS) policies 20.3, 20.5, and 20.6.
City of Moreno Valley	Impacts of the General Plan on recreation facilities were found to be less than significant. Development-related impacts to recreational facilities are addressed through implementation of policy 2.14.3, Goal 4.2, Objective 4.2 and policies 4.2.7 and 4.2.17.
City of Perris	Impacts of the General Plan were considered to be less-than-significant, with no specific mitigation measures recommended. Development-related impacts to recreation facilities are partially addressed through implementation of Goal I, Policy I.A, and implementation measures I.A.1 through I.A.4 of the Open Space Element.
City of Riverside	Impacts of the General Plan were significant and unavoidable, which would be partially addressed through Mitigation Measures MM Rec 1 and MM Rec 2. Development-related impacts to recreation facilities are also partially addressed through implementation of Objective PR-1 and policies PR-1.1 through PR-1.6 of the Parks and Recreation Element.
March JPA	Impacts of the General Plan on recreation facilities were considered less than significant. General Plan policies that address potential impacts to recreation facilities include Land Use Element policies 1.7, 1.8, and 9.3; Transportation Element policies 12.3 through 12.5; and Resource Management Element policies 8.1 through 8.4, 9.3 through 9.5, and 10.3.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

No recreational land uses are identified within the proposed ALUCP Amendment project area. Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to recreation, as summarized in **Table 3.16-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect parks or recreational facilities and would not result in impacts beyond those addressed in the 2014 EIR.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.16-2: Adopted Mitigation / Policies for Recreation

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Please see the information provided above in Table 3.16-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update to Public Services and Recreation were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed in Goal PPS-1 and policies PPS.1-1 through PPS.1-12 of the Parks and Public Services Element.
City of Perris	Please see the information provided above in Table 3.16-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
City of Riverside	Please see the information provided above in Table 3.16-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.
March JPA	Please see the information provided above in Table 3.16-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris General Plan Safety Element, 2022.

3.17 TRANSPORTATION

Background

The 2014 EIR described the major transportation services located within the AIA, including Interstate 215 and State Routes 60 and 74, rail transportation provided by Amtrak and Metrolink, freight railroads, and freight terminals.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impacts to transportation. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development is subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts related to transportation and traffic, as summarized in **Table 3.17-1**. The ALUCP also does not affect or influence aeronautical operations and will not result in any change to air traffic patterns associated with March ARB / IPA.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts related to transportation and traffic and that no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.17-1: Adopted Mitigation / Policies for Transportation and Traffic Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered significant and unavoidable, and were partially addressed through Mitigation Measures 4.16.1A, 4.16.1B, and 4.16.1C, and Circulation Element (C) policies C 1.1 through 1.7, 2.1, 2.3, 2.6, 2.7, 3.2, 3.5, 3.6, 3.10, 3.20, 4.1 through 4.10, 6.1 through 6.7, 7.1 through 7.6, 8.4 through 8.6, 8.8, 9.1, 9.2, 10.1, 11.1 through 11.7, 12.1 through 12.6, 13.1 through 13.7, 14.2, 15.1, 15.2, 16.1, 16.2, 16.5, 17.2, 18.2, 18.3, 19.1, 21.1 through 21.5, 21.8, 21.9, 22.1, 22.2, 23.1, 23.2, and 25.1.
City of Moreno Valley	Impacts of the General Plan were considered significant and unavoidable, and were partially addressed through Mitigation Measure TR-1. Development-related impacts to transportation and traffic are also partially addressed through implementation of Objective 5.1 and policies 5.1.1 through 5.1.6, Objective 5.2 and policies 5.2.1 through 5.2.4, Objective 5.3 and policies 5.3.1 through 5.3.9, Objective 5.4 and policies 5.4.1 through 5.4.9, Objective 5.5 and policies 5.5.1 through 5.5.11, Objective 5.6 and policies 5.6.1 and 5.6.2, Objective 5.7 and policies 5.7.1 and 5.7.2, and Objective 5.9 and policies 5.9.1 through 5.9.4.
City of Perris	Impacts of the General Plan were considered significant and unavoidable, with no specific mitigation measures recommended. Potential impacts related to transportation and traffic are also partially addressed through implementation of Goal I, Policy I.A, and implementation measures I.A.1 through I.A.6, Goal II, Policy II.A, and implementation measure II.A.1, Policy II.B, and implementation measures II.B.1 through II.B.4, Goal IV, Policy IV.A, and implementation measures IV.A.1 through IV.A.7, Goal VIII and policies VIII.A, VIII.B, implementation measure VIII.B.1, Policy VIII.C, and implementation measure VIII.C.1 of the Circulation Element.
City of Riverside	Impacts of the General Plan were considered significant and unavoidable, and were partially addressed through Mitigation Measure MM Trans 1. Potential impacts related to transportation and traffic are also partially addressed through implementation of Objective CCM-1 and policies CCM-1.1 through CCM-1.4, Objective CCM-2 and policies CCM-2.1 through CCM-2.15, Objective CCM-5 and policies CCM-5.1 through CCM-5.7, Objective CCM-6 and policies CCM-6.1 and CCM-6.2, Objective CCM-10 and policies CCM-10.1 through CCM-10.13, and Objective CCM-13 and policies CCM-13.1 through CCM-13.5.
March JPA	Impacts of the General Plan were considered less-than-significant with implementation of a proposed Transportation Plan, and through adherence to Land Use Element policies 1.3, 3.1 through 3.5, 6.1, 7.1 through 7.5, 10.1 through 10.3, 12.2, and 12.3; Noise/Air Quality Element, noise section policies 2.1, 2.4, 3.4, 3.5, and 3.9, and air quality section policies 1.1, 1.3 through 1.5, 3.1 through 3.5, 4.1, 4.2, 5.3, 6.1 through 6.4, 6.6, and 6.7; and Safety/Risk Management Element policies 7.1 through 7.3, and 8.5.

SOURCES: *Ibid*; City of Perris General Plan 2030, Circulation Element, 2008.

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in

March ARB / IPA Land Use Compatibility Plan Amendment

other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to transportation, as summarized in **Table 3.17-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly affect transportation and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.17-2: Adopted Mitigation / Policies for Transportation

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to Transportation and Circulation were considered significant and unavoidable though partially addressed through Mitigation Measures 4.16.1A-4.16.1C and Policies C.1.1-1.7, C 2.1-2.8, C 3.2, C 3.5-3.6, C 3.10, C 3.20, C 4.1-4.10, C 6.1-6.7, C 7.1-7.8, C 8.4-8.6, C 8.8, C 9.1-9.2, C 10.1, C 11.1-11.7, C 12.1-12.6, C 13.1-13.7, C 14.1-14.3, C 15.1-15.5, C 16.1-16.7, C17.1-17.4, C 18.1-18.3, C 21.1-21.5, C 21.8-21.9, C 21.11-21.13, C 22.1-22.9, C 23.1-23.2, and C 25.1 of the Circulation Element; and Land Use Element policies LU 13.1 through LU 13.7.
City of Moreno Valley	Impacts of the MoVal 2040: Moreno Valley General Plan Update to Transportation were considered significant and unavoidable though partially addressed through Goal C.1 and policies C.1-1 through C.1-3; Goal C.2 and policies C.2-1 through C.2-12; Goal C.3 and policies C.3-1 through C.3-13; Goal C.4 and policies C.4-1 through C.4-5; and Goal C.5 and policies C.5-1 through C.5-5 of the Circulation Element and Goal S-2 and policies S.2-1 through S.2-9 in the Public Safety Element.
City of Perris	The General Plan EIR concluded that impacts to Transportation were considered significant and unavoidable though partially addressed through implementation of Goal I, policy I.A, and implementation measures I.A.1 through I.A.6, policy I.B, and implementation measure I.B.1, policy I.C, Policy I.D, Goal II, policy II.A, and implementation measure II.A.1, policy II.B, and implementation measure II.B.1 through II.B.4, Goal IV, policy IV.A, and implementation measures IV.A.1 through IV.A.7, Goal VIII and policies VIII.A, VIII.B, implementation measure VIII.B.1, policy VIII.C, and implementation measure VIII.C.1 of the Circulation Element; and Goal S-2, and policies S-2.1 through S-2.5 of the Safey Element.
City of Riverside	<p>Please see the information provided above in Table 3.17-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions.</p> <p>The General Plan EIR concluded that impacts to Transportation were considered significant and unavoidable though partially addressed through Mitigation Measures Trans 1 to Trans 2 and Mitigation Measure TRA-1 in the City of Riverside Phase 1 General Plan Update EIR and policies CCM-1.1 to 1.4; CCM2.1 to 2.4; CCM-5.1 to 5.7; CM-7.1 to 7.5; CCM-8.1 to 8.6; CCM-9.1 to 9.9 of the Circulation and Community Mobility Element.</p>

March ARB / IPA Land Use Compatibility Plan Amendment

March JPA

Please see the information provided above in Table 3.17-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris General Plan Safety Element, 2022; City of Perris General Plan, Circulation Element, 2022.

3.18 TRIBAL CULTURAL RESOURCES

Summary of Findings in the 2014 EIR

The 2014 EIR did not include an in-depth analysis of tribal cultural resources as the topic area was not afforded stand-alone treatment in Appendix G of the CEQA Guidelines at the time of the 2014 EIR's preparation and certification.

Analysis of Proposed ALUCP Amendment

The Riverside County ALUC has no authority over federal, state, or tribal lands or land use actions proposed by federal or state agencies or Native American tribes within the AIA. Lands controlled (i.e., owned, leased, or in trust) by federal or state agencies or by Native American tribes are not subject to the provisions of the state ALUC / ALUCP statutes or the proposed ALUCP Amendment. The criteria contained within the proposed ALUCP Amendment are based on recommendations set forth by the U.S. Air Force and the California Airport Land Use Planning Handbook.

The proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to tribal cultural resources, as summarized in **Table 3.18-1**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment does not propose any new development, construction, or physical change to the environment that would directly or indirectly cause a substantial adverse change in the significance of a tribal cultural resource. As such, the proposed ALUCP Amendment would not result in potentially significant impacts to tribal cultural resources.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.18-1: Adopted Mitigation / Policies for Tribal Cultural Resources

Jurisdiction	Mitigation Measures / Policies
County of Riverside	The County of Riverside General Plan indicates that under the Land Use Element, Policy LU 37.1, the County of Riverside will continue to work with Tribal authorities to implement existing intergovernmental agreements with regard to land use regulatory authority over lands within Indian reservation boundaries. Under Policy LU 37.4, the County will work with Tribes to seek compatibility between Riverside County and Tribal land use plans and policies. LU 37.5 states that all new development proposals concerning Fee Lands should be consistent with the surrounding County of Riverside and Tribal land use plans and policies and be transmitted to the appropriate Tribe for comments as part of the review process.
City of Moreno Valley	The Moreno Valley General Plan states “The City consults with Native American tribes with traditional and cultural affiliations to the planning area.” However, there are no policies that specifically state consultation with Tribes is required.
City of Perris	The City of Perris General Plan indicates that under the Conservation Element, compliance with Section 106 is carried out by federal agencies through consultation with the State Historic Preservation Officer and in the case of projects involving tribal lands, with the tribal representative. There is no specific policy stating that consultation with Tribes is required.
City of Riverside	Impacts to Tribal Cultural Resources in the City of Riverside Phase 1 General Plan Update were considered less than significant with Mitigation Measures CUL-2 to CUL-9 and TCR-1 to TCR-2. The City of Riverside General Plan indicates that under the Historic Preservation Element, Policy HP-4.3 the City shall work with the appropriate tribe to identify and address, in a culturally appropriate manner, cultural resources and tribal sacred sites through the development review process.
March JPA	The March JPA General Plan does not mention tribal cultural resources.

Sources: See Table 3.1-2.

3.19 UTILITIES AND SERVICE SYSTEMS

Background

The 2014 EIR described the water and wastewater collection and treatment services within the AIA, noting that these services include several water districts. The Regional Water Quality Control Board (RWQCB) is responsible for the protection of beneficial uses and the water quality of water resources within the northwestern portion of Riverside County. RWQCB administers the NPDES storm water permitting program and regulates storm water in the AIA.

Summary of Findings in the 2014 EIR

The 2014 EIR determined that the 2014 ALUCP would not result in any direct impact to utilities and service systems. The 2014 ALUCP did not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The 2014 ALUCP also would not increase levels of development within the AIA above those projected for these areas in local planning documents, the environmental effects of which were already analyzed.

The 2014 EIR further determined that the 2014 ALUCP may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and restricting in others. However, any future development would be subject to CEQA and any indirect effect that may arise from shifts in future development patterns would be uncertain. Certain projects may be subject to additional permitting requirements enforced by other agencies such as the RWQCB for the Santa Ana Region, which further environmental protection objectives. Further, through the general plan adoption process, the 2014 EIR noted that each jurisdiction within the AIA committed to mitigate development-related impacts to utilities and service systems, as summarized in **Table 3.19-1**.

The 2014 EIR concluded that the 2014 ALUCP would not result in potentially significant impacts to utilities and service systems, and no mitigation was required.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.19-1: Adopted Mitigation / Policies for Utilities and Service Systems Referenced in the 2014 EIR

Jurisdiction	Mitigation Measures/Policies
County of Riverside	Impacts of the General Plan were considered to be reduced to less-than-significant levels through implementation of Mitigation Measures 4.15.3A through 4.15.3F, and policies LU 5.1, LU 5.2, and LU 9.1 of the Land Use Element, and policy OS 3.1 of the Open Space Element.
City of Moreno Valley	Impacts upon public services and utilities were considered to be mitigated to a less-than-significant level through "mitigation measures identified throughout the EIR." Potential impacts to utilities and service systems are also addressed through implementation of Goal 2.5, Objective 2.11 and policy 2.11.1, Objective 2.12 and policy 2.12.1, Objective 2.13 and policies 2.13.1 through 2.13.4, and policy 2.14.3 of the General Plan.
City of Perris	Impacts of the General Plan were considered less-than-significant, with no specific mitigation measures recommended. Potential development-related impacts to utilities and service systems are also partially addressed through implementation of Goal II, Policy II.A, and implementation measures II.A.1 through II.A.5 of the Land Use Element; Goal V, Policy V.A, and implementation measures V.A.1 through V.A.3, and Goal VI, Policy VI.A, and implementation measures VI.A.1 through VI.A.6 of the Conservation Element.
City of Riverside	Development pursuant to the General Plan was projected to result in significant and unavoidable impacts on landfills, which would be partially addressed through Mitigation Measure MM UTL 4. Impacts to water supply, wastewater treatment, and electric power supply were considered to be mitigated to a less-than-significant level through Mitigation Measures MM UTL 1, MM UTL 2, and MM UTL 3, respectively. Impacts to utilities and service systems are also partially addressed through implementation of Objective PF-1 and policies PF-1.1 through PF-1.7, Objective PF-2 and policies PF-2.1 and PF-2.2, Objective PF-3 and policies PF-3.1 through PF-3.4, Objective PF-4 and policies PF-4.1 through PF-4.3, and Objective PF-5 and policies PF-5.1 through PF-5.4 of the Public Facilities and Infrastructure Element.
March JPA	Impacts of the General Plan were considered less-than-significant with implementation of project mitigation measures 1 and 2, and adherence to Land Use Element policies 1.3, 3.1 through 3.4, 10.1 through 10.4, 11.1, 11.2, 12.1 through 12.4, 13.1, 13.3, 14.2, 15.2, 16.4, 16.5, and 17.1 through 17.6; Transportation Element policy 3.7; and Resource Management Element policies 1.4 through 1.6, 2.3 through 2.5, 4.1 through 4.3, 6.2, and 6.3.

SOURCES: *Ibid.*

Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Environmental Impact Report (EIR) (SCH #2013071042)

Analysis of Proposed ALUCP Amendment

Similar to the 2014 ALUCP, the proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan

March ARB / IPA Land Use Compatibility Plan Amendment

adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to utilities and service systems, as summarized in **Table 3.19-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly result in development that exceeds the capacity of existing utility systems or requires new utilities that would cause significant environmental effects, or conflicts with federal, state, or local regulations and would not result in impacts beyond those addressed in the 2014 EIR.

Table 3.19-2: Adopted Mitigation / Policies for Utilities and Service Systems

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Impacts to utilities and service systems were considered less than significant with implementation of mitigation measures 4.15.3A to 4.15.3F and policies LU 5.1, LU 5.2, and LU 9.1 of the Land Use Element, and policies OS 3.1 and 3.2 of the Multipurpose Open Space Element.
City of Moreno Valley	Impacts were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed by Open Space and Resource Conservation Element policies OSRC.3-4 through OSRC.3-8; and OSRC.4-1 through OSRC.4-6.
City of Perris	The General Plan EIR concluded that impacts to utilities and service systems were considered less than significant with no mitigation required. Potential impacts associated with these types of issues are also addressed in Conservation Element Goal V, Policy V.A, and implementation measures V.A.1 through V.A.3, and Goal VI, Policy VI.A, and implementation measures VI.A.1 through VI.A.6 of the Conservation Element.
City of Riverside	Please see the information provided above in Table 3.19-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes except for the following additions. Policies PF-6.1 through PF-6.5; PF-7.1 through PF-7.9; and PF-8.1 through PF-8.3 of the Public Facilities and Infrastructure Element.
March JPA	Please see the information provided above in Table 3.19-1; there have been no changes to the local planning rubric since the certification of the 2014 EIR that necessitate changes.

Sources: See Table 3.1-2; City of Perris General Plan Safety Element, 2022; City of Perris General Plan, Circulation Element, 2022;

3.20 WILDFIRE

Summary of Findings in the 2014 EIR

The 2014 EIR did not include an in-depth analysis of wildfire hazards as the topic area was not afforded stand-alone treatment in Appendix G of the CEQA Guidelines at the time of the 2014 EIR's preparation and certification.

Analysis of Proposed ALUCP Amendment

A Strategic Fire Plan was prepared in 2024 for the County of Riverside by the California Department of Forestry and Fire Protection and the Riverside County Fire Department. The proposed ALUCP Amendment does not directly conflict with or impair implementation of the adopted emergency plan. Additionally, the areas proposed for changes in Airport Compatibility Zones and/or more restrictive single-acre intensities are not located in or near state responsibility areas or very high fire hazard severity zones. These changes are proposed in order to reduce exposure of people or structures to significant risks in the event of an aircraft accident. The proposed ALUCP Amendment is regulatory in nature; it does not propose or directly enable any new development, construction, or physical change to existing land uses or the environment. The proposed ALUCP Amendment also would not increase levels of development in any area within the AIA above those projected for these areas in local planning documents (e.g., general plans), the environmental effects of which were already adequately analyzed in certified environmental documentation.

The proposed ALUCP Amendment may indirectly influence future land use development patterns in the vicinity of March ARB / IPA by facilitating development in some locations and constraining development in other locations. Any future development would be subject to CEQA, ensuring that potential impacts are studied, disclosed and mitigated where feasible, as well as other legislative and regulatory protections for the environment established via federal, state and local laws. For example, through the general plan adoption process, each jurisdiction within the AIA has committed to mitigate development-related impacts to wildfire, as summarized in **Table 3.20-2**. Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts associated with such development.

Therefore, the proposed ALUCP Amendment would not directly or indirectly impair an adopted emergency response or evacuation plan, exacerbate wildfire risks, or expose people or structures to significant risks. As such, the proposed ALUCP Amendment would not result in potentially significant impacts related to wildfire.

March ARB / IPA Land Use Compatibility Plan Amendment

Table 3.20-1: Adopted Mitigation / Policies for Wildfire

Jurisdiction	Mitigation Measures / Policies
County of Riverside	Policies related to wildfire include policies S 4.1 through S 4.12 of the Public Safety Element and Land Use Element policy LU 7.8.
City of Moreno Valley	Policies related to wildfire include S.1-12 through S.1-20 and S.2-1 through S.2-9 of the Safety Element.
City of Perris	Policies related to wildfire include Goal S-1 and policies S.1-12 through S.1-20; Goal S-2 and policies S.2-1 through S.2-9 of the Safety Element Goal S-5, Policies S-5.1 through S-5.13 of the Safety Element.
City of Riverside	Policies related to wildfire include policies PSE-1 and PSE4 of the Public Safety Element.
March JPA	Policies related to wildfire include policies 4.1 through 4.7 of the Safety and Risk Management Element.

Sources: See Table 3.1-2; City of Perris General Plan Safety Element, 2022.

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ATTACHMENT A

Displacement Analysis Technical Paper in Support of the
CEQA Addendum to the March ARB / IPA ALUCP EIR

(May 2026)

**DISPLACEMENT ANALYSIS TECHNICAL PAPER
IN SUPPORT OF THE CEQA ADDENDUM
TO THE MARCH ARB/IPA ALUCP EIR**

*Prepared by Riverside County ALUC Staff,
in association with Mead & Hunt, Inc.*

(May 2026)

Introduction

This technical paper summarizes the methodology for and presents the findings of the analysis prepared to estimate the potential for displaced development attributable to the proposed amendment to the March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (ALUCP) previously adopted by the Riverside County Airport Land Use Commission (ALUC) in 2014.

Land Use Limitations Created by Incorporation of Safety Zones for the Secondary Runway

The proposed amendment would incorporate the Clear Zone (CZ) and Accident Potential Zones (APZs) southeasterly of Runway 12-30, as shown on **Exhibit 1**. Ten parcels (nine within Compatibility Zones B2 and/or C1 of the 2014 ALUCP, and one within Compatibility Zone D) would be either partially or predominantly located within one or both APZs (APZ I and APZ II). Future development within the portions of those parcels within those zones would be subject to greater restrictions on the types of allowable land uses. Table MA-3 of the proposed amendment lists those uses that are not permissible in the APZs.¹

Analysis of Potential Additional Nonresidential Displacement

The ALUCP's certified 2014 EIR (SCH #2013071042) included an analysis of potential displacement that could result from its adoption. For purposes of evaluating the proposed amendment, an additional displacement analysis has been prepared in order to estimate the incremental change in displacement quantities that would be attributable to the proposed

¹ The portions of those parcels currently located in Compatibility Zone C1 presently are not subject to a limit on the number of stories that a building may have. Properties in Compatibility Zone B2 are subject to a limit of three aboveground habitable floors. New buildings are limited to one aboveground habitable floor in APZ-I and two aboveground habitable floors in APZ-II.

Restaurants are permitted in Compatibility Zones B2 and C1, provided there is compliance with the 100 person per acre intensity limit in those zones, but they are prohibited in the APZs. Hotels and motels are permitted in Compatibility Zone C1, but prohibited in the APZs (and in Compatibility Zone B2).

Aboveground bulk storage of hazardous materials is discouraged in Compatibility Zones B2 and C1, but manufacturing and/or storage of hazardous materials is prohibited in the APZs.

amendment as compared to the displacement quantities previously estimated and disclosed in the 2014 EIR. In order to estimate the potential for the proposed amendment's displacement, two scenarios were evaluated: (1) "All Affected Parcels – Developed and Undeveloped," and (2) "Vacant Parcels Only." The first scenario provides a worst-case, arguably speculative estimate of potential displacement as it ignores existing development on the subject parcels, even though the ALUC has no jurisdiction over existing development and adoption of the proposed amendment would have no effect on the continued use of the parcels in their existing condition. The second scenario provides a more realistic estimate of potential displacement as it accounts for existing land uses on the subject parcels and focuses on vacant parcels where future development is more reasonably foreseeable and would be subject to application of the proposed amendment.

Based on a review of the proposed amendment, a total of ten (10) parcels (totaling 206.36 acres) in the City of Moreno Valley would be subject to reduced development potential in relation to levels permitted by the 2014 ALUCP as a result of the proposed amendment's inclusion of the APZs for Runway 12/30 (the secondary runway) (see **Exhibit 1**).² The off-airport portions of the APZs southeasterly of Runway 12/30 are located within Compatibility Zones B2 and C1 of the 2014 ALUCP, except for a 0.73-acre area currently in Compatibility Zone D. The intensity of new development in Compatibility Zones B2 and C1 is limited to 100 persons per acre by the 2014 ALUCP. With the proposed amendment, development intensity would be limited to 25 persons per acre in APZ I and 50 persons per acre in APZ II.

The proposed amendment's CZ, where no human occupancy is permitted, and a portion of APZ 1 are located on property owned by the March Inland Port Airport Authority (MIPAA). This property is within the civilian portion of the airport and is designated for aviation-related use. The ALUC has no jurisdiction over airport operations. As this property is designated for aviation-related uses, the ALUC has no authority and no displacement would occur.

While the configuration of parcels in the area affected by the proposed amendment is based on a standard grid pattern, the alignment and dimensions of the APZs are based upon the alignment of Runway 12/30. Therefore, the APZs extend through the affected parcels in a diagonal orientation. As a result, no single parcel would be completely within the APZs.

City of Moreno Valley

The parcels in the City affected by the proposed amendment's inclusion of the APZs for Runway 12/30 are entirely located within Specific Plan No. 208, which was originally adopted in

² ALUC staff obtained information from Geographic Information Systems (GIS) personnel within the Riverside County Department of Information Technology to determine the area that would be within APZ-I and/or APZ-II and the area that would remain in the existing 2014 ALUCP's Compatibility Zones for each parcel.

1989. The Specific Plan provides for primarily industrial uses and is depicted on the City's General Plan as Business Park/Light Industrial.³

The displacement analysis included in the 2014 EIR (Appendix B) found that Compatibility Zones B2 and C1 impacted 625.9 acres designated Business Park, 41.5 acres designated Commercial, and 11.5 acres designated Light Industrial in the City of Moreno Valley (Appendix B, Table MV-3, Column B). The maximum displacement potential within Compatibility Zones B2 and C1, based on the maximum allowable Floor Area Ratio (FAR) of 1.0, was identified as approximately 18,793,277 square feet in the 2014 EIR (Appendix B, Table MV-3, Column K, Rows 8 through 14), of which 16,575,413 square feet were within the three General Plan designations cited above (Appendix B, Table MV-3, Column K, Rows 8 through 12). However, the 2014 EIR also found that, based on the City's average FAR of 0.3 (which translates as 13,068 square feet of building area per acre), there would be zero displacement in the portions of Compatibility Zones B2 and C1 within the Business Park and Light Industrial designations, with displacement limited to 293,364 square feet in the Commercial designation and 8,794 square feet in the Office designation (Appendix B, Table MV-3, Column L). (None of the properties within the Office designation are within the area affected by this proposed amendment.)

For purposes of assessing the impacts of the proposed amendment, the City's General Plan continues to allow a maximum FAR of 1.0 for properties designated Industrial or Business Park. The average intensity limit in Compatibility Zones B2 and C1 is 100 persons per acre. Based on an assumption of 200 square feet per person in an industrial building (maximum occupancy level for manufacturing, also 50 percent of maximum occupancy for office uses pursuant to the Building Code in effect in 2004), this would allow for an average of 20,000 square feet of building area per acre (approximate FAR of 0.46). This 20,000 is then multiplied by the acreage of the parcel to derive the theoretical baseline square footage of industrial building area that could potentially be developed on that parcel. (Note: Since intensity is not limited in Compatibility Zone D, its baseline level is 43,560 square feet of building area per acre in accordance with the General Plan maximum FAR of 1.0.)

"All Affected Parcels – Developed and Undeveloped"

As discussed above, the proposed amendment would change the compatibility zone boundaries on ten parcels in the City of Moreno Valley. Nine of the ten parcels previously were subject to a reduction in development potential (nonresidential displacement) as a result of the 2014 ALUCP's adoption. Based on the maximum allowable FAR of 1.0, the General Plan in effect

³ A small area covering the northeast and southeast corners of the intersection of Heacock Street and Cardinal Avenue is designated Commercial on the General Plan. The area's Specific Plan designation is "Industrial Support Areas," but since it allows for commercial uses, this designation was determined to be "Commercial" for General Plan purposes. To date, there is no Commercial use in this area; rather, there is an industrial building on the northeast corner and the southeast corner accommodates a parking area. Based on the character of existing development in the vicinity, this analysis assumes that this conceptual "dot" of Commercial / Industrial Support Areas dating back to the adoption of the Specific Plan in 1989 will not be developed for that purpose.

at the time of the preparation of the 2014 ALUCP would have allowed up to 8,989,042 square feet of industrial buildings on these ten parcels. With the adoption of the 2014 ALUCP placing nine of the parcels into either Compatibility Zone B2 or C1 or a combination of the two, the allowable square footage was reduced to 4,574,133 square feet, for a displacement level of 4,414,909 square feet, 49.11% of the maximum development potential pursuant to the General Plan.

Maximum Allowable FAR Analysis. The maximum allowable square footage of industrial development on any given parcel is calculated as follows: $200 \times [(acreage \text{ in APZ I} \times 25) + (acreage \text{ in APZ II} \times 50) + (acreage \text{ in B2 and/or C1} \times 100)]$. (Note: For the one parcel with acreage in Compatibility Zone D, the formula is $\{200 \times [acreage \text{ in APZ II} \times 50]\} + \{43,560 \times acreage \text{ in D}\}$, as this remaining acreage was assumed to be able to be developed at 1.0 FAR.)

The difference between the square footage permitted by the ALUCP and the square footage permitted by the proposed amendment pursuant to the above formula constitutes the theoretical potential added displacement on the affected parcel. This was then summed over all ten affected parcels to determine the total potential added industrial square footage displacement for the City: 942,699 square feet on the 206.36 affected acres. This constitutes 20.61% of the potential allowable industrial square footage for these parcels pursuant to the 2014 ALUCP and 21.22% of the displacement of industrial square footage for these parcels that resulted from the 2014 ALUCP. The potential additional displacement of 942,699 square feet for the ten affected parcels would be 5.02% of the total Citywide maximum displacement level identified in the 2014 EIR. **Table 1** summarizes the potential displacement for the City of Moreno Valley, while **Table 2** provides a parcel-specific breakdown.

Table 1: City of Moreno Valley: All Affected Parcels – Developed and Undeveloped

General Plan					
Designation	Acreage	Maximum FAR	Average FAR	Maximum Development Potential (sf)	Average Development Potential (sf)
Industrial (SP208)	206.36	1.0	0.3	8,989,042	2,696,712
2014 ALUCP					
ALUCP Zone*	Acreage	Intensity Limit (people /acre)	Occupancy Level (min. sf/person)	Maximum Development Potential (sf)	Maximum Displacement Potential (sf)
B2/C1	187.39	100	200	3,747,800	N/A
D	18.97	Not limited	200	826,333	N/A
Total				4,574,133	4,414,909
2026 ALUCP Amendment					
ALUCP Zone*	Acreage	Intensity Limit (people /acre)	Occupancy Level (min. sf/person)	Maximum Development Potential (sf)	Additional Displacement Potential (sf)
B1-APZ I	27.44	25	200	137,200	N/A
B1-APZ II	51.38	50	200	513,700	N/A
B2/C1	109.30	100	200	2,186,000	N/A
D	18.24	Not limited	200	794,534	N/A
Total				3,631,434	942,699

* As noted in the analysis, no single parcel would be entirely within the APZs or Clear Zones. Each parcel would include land within its current Compatibility Zone - B2, C1, and/or D. Neither the maximum development potential nor the displacement potential could be calculated for any given parcel without considering the portions of the parcel that would remain in its current Compatibility Zone. The proposed amendment does not amend average or single-acre intensity limits outside the APZs.

Table 2: City of Moreno Valley: All Affected Parcels – Developed and Undeveloped by Parcel

Parcels	316-100-045	316-100-047	316-100-063	316-170-025	316-170-026	316-170-027	316-180-013	316-190-047	316-200-038	316-200-044	Totals
Parcel Acreage	18.69	31.88	6.61	17.91	19.46	36.32	34.97	18.97	12.65	8.90	206.36
Parcel Improvements	Building	Building	Parking	Building	Parking	Building	Building	Building	Building	Parking	N/A
2014 ALUCP: SF Allowed/Displaced											
Pre-2014 Max. Bldg. SF per GP	814,136	1,388,693	287,932	780,160	847,678	1,582,099	1,523,293	826,333	551,034	387,684	8,989,042
Pre-2014 Avg. Bldg. SF at 0.3 FAR	244,241	416,608	86,379	234,048	254,303	474,630	456,988	257,900	165,310	116,305	2,696,712
2014 Compatibility Zone(s)	C1	C1	C1	C1	B2 (18.82); C1 (0.64)	C1	C1	D	C1	C1	N/A
2014 Average Intensity Limit B2/C1	100	100	100	100	100/100	100	100	Not limited	100	100	N/A
Max. Ind. Bldg. SF per 2014 ALUCP	373,800	637,600	132,200	358,200	389,200	726,400	699,400	826,333	253,000	178,000	4,574,133
2014 Reduction in Max. SF (Disp.)	440,336	751,093	155,732	421,960	458,478	855,699	823,893	0	298,034	209,684	4,414,909
2026 ALUCP Amendment: Acreages by Zone											
2026 Amdt: Acreage in B1-APZ I	15.39	9.79	0	0.28	1.98	0	0	0	0	0	27.44
2026 Amdt.: Acreage in B1-APZ II	1.61	0	1.07	10.52	0.34	26.47	9.27	0.73	0.01	1.36	51.38
2026 Amdt.: Acreage in B2/C1	1.69	22.09	5.54	7.11	B2 (16.73); C1 (0.41)	9.85	25.70	0	12.64	7.54	B2 (16.73) C1 (92.57)
2026 Amdt.: Acreage in D	0	0	0	0	0	0	0	18.24	0	0	18.24
Industrial/Manufacturing Use											
2026 Amdt.: Max. SF in B1-APZ I	76,950	48,950	0	1,400	9,900	0	0	0	0	0	137,200
2026 Amdt.: Max. SF in B1-APZ II	16,100	0	10,700	105,200	3,400	264,700	92,700	7,300	0	13,600	513,700
2026 Amdt.: Max. SF in B2/C1	33,800	441,800	110,800	142,200	342,800	197,000	514,000	0	252,800	150,800	2,186,000
2026 Amdt.: Max. SF in D	0	0	0	0	0	0	0	794,534	0	0	794,534
Max. Ind. Bldg. SF per 2026 Amdt.	126,850	490,750	121,500	248,800	356,100	461,700	606,700	801,834	252,800	164,400	3,631,434
2026 Reduction in Max. SF (Disp.)	246,950	146,850	10,700	109,400	33,100	264,700	92,700	24,499	200	13,600	942,699
% of Allowable 2014 SF Disp. 2026	66.06%	23.03%	8.09%	30.54%	8.50%	36.44%	13.25%	2.96%	0.08%	7.64%	20.61%
Warehousing Use											
2026 Amdt.: Max. SF in B1-APZ I	192,375	122,375	0	3,500	24,750	0	0	0	0	0	343,000
2026 Amdt.: Max. SF in B1-APZ II	40,250	0	26,750	263,000	8,500	661,750	231,750	18,250	250	34,000	1,284,500

2026 Amdt.: Max. SF in B2/C1	73,616	962,240	241,322	309,711	746,618	429,066	1,119,492	0	550,598	328,442	4,761,105
2026 Amdt.: Max. SF in D	0	0	0	0	0	0	0	794,534	0	0	794,534
Max. Warehousing SF per 2026 Amdt.	306,241	1,084,615	268,072	576,211	779,868	1,090,816	1,351,242	812,784	550,848	362,442	7,183,139
2026 Reduction in Max. SF (Disp.)	67,559	0	0	0	0	0	0	13,549	0	0	81,108
% of Allowable 2014 SF Disp. 2026	18.07%	0	0	0	0	0	0	1.64%	0	0	1.77%

Of note, this level of displacement is theoretical, since it assumes that the entire area is vacant and, as shown on **Exhibit 1**, most of the affected parcels are not vacant. Seven have existing structures and three are used as parking areas for adjacent or nearby warehouses. Relatedly, all three of the parcels in the City with potential added displacement exceeding 30 percent of their 2014 ALUCP development potential (Assessor's Parcel Numbers [APN] 316-100-045, 316-170-025, and 316-170-027) have assessed structural values of \$10 million or greater. It would be rare to demolish structures of such high value. This is relevant because the ALUC has no jurisdiction over existing land uses. Unless there is a change in the use of the existing buildings on those parcels sufficient to require new permitting from the City, those uses can continue indefinitely.

Average FAR Analysis. The 2014 EIR also examined levels of displacement based on an average Citywide nonresidential buildout FAR of 0.3, rather than the maximum FAR of 1.0. The maximum industrial building square footage allowable pursuant to the proposed amendment would exceed the "average buildout" FAR square footage for eight of the ten parcels; thus, there would be zero displacement potential on these eight parcels if applying the average FAR. The exceptions would be APN 316-100-045 (displacement of 117,641 square feet) and APN 316-170-027 (displacement of 13,030 square feet), for a total potential displacement of 130,671 square feet. This would be additional displacement potential, when compared to the 2014 ALUCP, resulting from the fact that more than two-thirds of the land area of these two parcels would be in an APZ rather than in Compatibility Zone C1.

Warehousing Use. It should also be noted that the above analysis is based upon the use of these parcels for manufacturing and other industrial uses at a potential intensity of one person per 200 square feet of building area. The potential square footage allowance would be greater (and displacement levels smaller) to the extent that the use is limited to warehousing, a use with an assumed maximum intensity level of one person per 500 square feet. The ALUCP also allows for certain types of warehouses that have even lower maximum intensity levels (i.e., higher square footage per occupant assumptions).

Based on the maximum intensity level of one person per 500 square feet for warehouses, the 100 person per acre limit in Compatibility Zones B2 and C1 would allow for 50,000 square feet of building area within an acre. As this would exceed the maximum FAR of 1.0, there is no displacement of warehousing in those Compatibility Zones. Eight of the ten affected parcels in the City could be developed with warehousing square footage that exceeds the limit on industrial square footage based on the 2014 Plan. The only parcels that would be subject to additional displacement from this amendment in the warehousing only scenario would be APN 316-100-045 (due to the large proportion of its area that would be in APZ I) and APN 316-190-047 (as Compatibility Zone D has no limits on intensity). The total additional displacement for warehousing only is 81,108 square feet, 8.69% of additional displacement pursuant to the more general industrial calculations above (see **Table 2**).

“Vacant Parcels Only”

For this displacement scenario, aerial imagery from the “Map My County” Riverside County Geographic Information System was reviewed. As of 2020, all but one of the 10 affected parcels in the City were developed or had an existing use. The one parcel remaining in an undeveloped state was APN 316-100-063. This 6.61-acre parcel could potentially accommodate 132,200 square feet of industrial use pursuant to the 2014 ALUCP, given its location within Compatibility Zone C1. The proposed amendment would shift 1.07 acres of the property into Compatibility Zone B1-APZ II, reducing potential industrial development to 121,500 square feet, for an additional displacement of 10,700 square feet, 8.09% of the potential allowable square footage of industrial development pursuant to the 2014 ALUCP and 6.87% of the displacement of potential industrial square footage that resulted from the 2014 ALUCP. This parcel was approved for use as a commercial trailer parking area in 2020 and has since been improved for that purpose.

Aerial photos indicate that two additional parcels (specifically, APNs 316-170-026 and 316-200-044) are in use as extensive parking areas (presumably for employees of businesses in the buildings on adjacent properties, or for trucks and trailers associated with those businesses).

- APN 316-170-026 is a 19.46-acre property that could potentially accommodate 389,200 square feet of industrial use pursuant to the 2014 ALUCP, given its location within Compatibility Zones B2 (18.82 acres) and C1 (0.64 acre). The proposed amendment would shift 1.98 acres into Compatibility Zone B1-APZ I and 0.34 acre into Compatibility Zone B1-APZ II, reducing potential industrial development to 356,100 square feet, for an additional displacement of 33,100 square feet, 8.5% of the potential allowable square footage of industrial development pursuant to the 2014 ALUCP and 7.24% of the displacement of potential industrial square footage that resulted from the 2014 ALUCP. City officials advise that the use of this parcel as a parking area for an adjacent or nearby warehouse began at least seven years ago.
- APN 316-200-044 is an 8.90-acre property that could potentially accommodate 178,000 square feet of industrial use pursuant to the 2014 ALUCP, given its location within Compatibility Zone C1. The proposed amendment would shift 1.36 acres into Compatibility Zone B1-APZ II, reducing potential industrial development to 164,400 square feet, for an additional displacement of 13,600 square feet, 7.64% of the potential allowable square footage of industrial development pursuant to the 2014 ALUCP and 6.49% of the displacement of potential industrial square footage that resulted from the 2014 ALUCP. City officials advise that the use of this parcel as a parking area for an adjacent or nearby warehouse began at least seven years ago.

To the extent that these properties are providing required parking for industrial and/or warehouse buildings on adjacent or nearby parcels, it is not likely that they would be developed with industrial buildings in the future.

Therefore, if only those affected parcels without structural buildings are considered, the added potential displacement from the proposed amendment is 57,400 square feet. This is the more realistic displacement scenario for purposes of this analysis because it is focused on the most immediately available development opportunities (vacant land). There is no additional displacement if these three parcels are developed for warehouses only, or if they continue to be in use as parking areas.

Table 3 summarizes the potential displacement for the vacant parcels within the City.

Table 3: City of Moreno Valley: Vacant Parcels Only

General Plan					
Designation	Acreage	Maximum FAR	Average FAR	Maximum Development Potential (sf)	Average Development Potential (sf)
Industrial (SP208)	34.97	1.0	0.3	1,523,294	456,987
2014 ALUCP					
ALUCP Zone*	Acreage	Intensity Limit (people /acre)	Occupancy Level (min. sf/person)	Maximum Development Potential (sf)	Maximum Displacement Potential (sf)
B2/C1	34.97	100	200	699,400	823,894
2026 ALUCP Amendment					
ALUCP Zone*	Acreage	Intensity Limit (people /acre)	Occupancy Level (min. sf/person)	Maximum Development Potential (sf)	Additional Displacement Potential (sf)
B1-APZ I	1.98	25	200	9,900	N/A
B1-APZ II	2.77	50	200	27,700	N/A
B2/C1	30.22	100	200	604,400	N/A
Total				642,000	57,400

* As noted in the analysis, no single parcel would be entirely within the APZs or Clear Zones. Each parcel would include land within its current Compatibility Zone - B2, C1, and/or D. Neither the maximum development potential nor the displacement potential could be calculated for any given parcel without considering the portions of the parcel that would remain in its current Compatibility Zone. The proposed amendment does not amend average or single-acre intensity limits outside the APZs.

Reduction of Allowable Single-Acre Intensities in Accident Potential Zones

A second change in the proposed amendment is the reduction in single-acre intensities in the APZs. The 2014 ALUCP limited average intensities to a maximum of 25 persons per acre in APZ I and 50 persons per acre in APZ II, but allowed for single-acre intensities of up to 100 persons as long as the average intensities limitations were met. In 2016, following adoption of the 2014 ALUCP, the Riverside County ALUC was advised by the U.S. Air Force (Acting Base Civil Engineer at March Air Reserve Base) that the single-acre allowance was not in keeping with “current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015 which addresses Air Force policies on Land Use Compatibility IAW DoDI (Department of Defense Instruction) 4165.57, March 12, 2015.” It was agreed that the 2014 ALUCP would have to be amended to reduce allowable single-acre intensities within the APZs to match the AFI/DoDI limitations of not more than 25 per acre in APZ I and not more than 50 per acre in APZ II. In evaluating projects during the interim period, projects that met the 2014 criteria were allowed to proceed, but the applicants were required to enter covenants with the Base agreeing to abide by the occupancy limitations of 25 persons in any given acre if in APZ I and/or 50 persons in any given acre if in APZ II.

Since displacement is calculated based on average intensity, there is not a numerical displacement attributable to the reduction in allowable single-acre intensities. However, it is recognized that this reduction will make design of large industrial projects more challenging. For properties in APZ I, the maximum industrial square footage (based on one person per 200 square feet of building area) on any given acre of land would be limited to 5,000 square feet (12,500 square feet for standard warehousing based on one person per 500 square feet). For properties in APZ II, the maximum square footage on any given acre would be limited to 10,000 square feet (25,000 square feet for standard warehousing).

Significance of Environmental Impacts

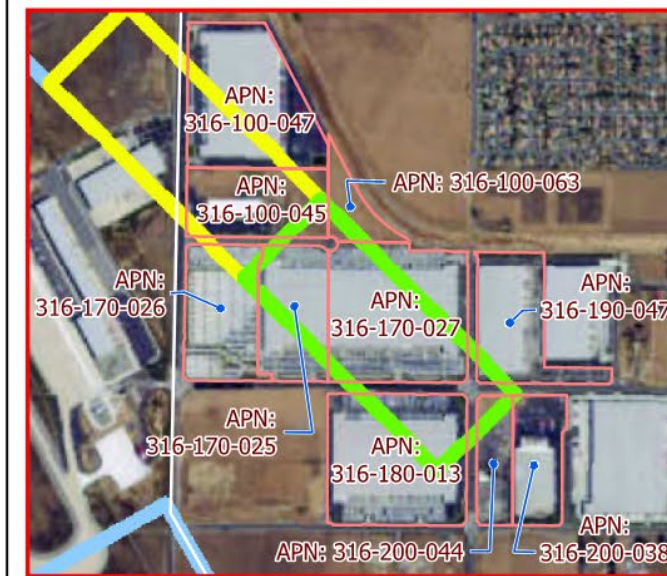
The proposed amendment’s potential added nonresidential displacement levels are not considered significant for the following reasons:

1. The 2014 EIR concluded that the ALUCP would result in significant and unavoidable land use and planning impacts attributable to the potential displacement of nonresidential development. The 2014 EIR identified one mitigation measure (LU-1) to address and offset the potential displacement; implementation of that mitigation measure was not under the control and authority of the ALUC but rather needed to be administered by the local land use jurisdictions. The proposed amendment to the 2014 ALUCP that is the subject of this analysis would result neither in a new significant environmental effect nor a substantial increase in the severity of the previously identified significant effect associated with the potential displacement of nonresidential development. The proposed amendment would affect a discrete number of parcels in a defined geographic area; and, as discussed above and summarized below, many of those parcels already are occupied by existing land uses.

Additionally, the previously adopted mitigation framework would continue to apply. In closing, the incremental change in the potential displacement of nonresidential development does not necessitate the preparation of a supplemental or subsequent EIR.

2. No individual parcel affected by the proposed amendment would be located entirely within APZ 1 or APZ II. As such, each affected parcel could accommodate (or already accommodates) some amount of nonresidential development, as contemplated by the existing land use planning framework applicable to each parcel.
3. Only ten (10) parcels with a total area of 206.36 acres would be located partially in more restrictive compatibility zones than those established in the 2014 ALUCP and evaluated in the 2014 EIR. Seven of the ten parcels are developed with structures of high value and three others are in use as parking areas for adjacent or nearby warehouses. As the ALUC does not have jurisdiction over existing land uses, the developed parcels would not be directly impacted by the proposed amendment absent redevelopment seeking to increase on-site development intensities.
4. Seven of the ten parcels in the City of Moreno Valley affected by the proposed amendment are already developed with industrial buildings. While three of these seven parcels would theoretically be subject to added displacement exceeding 30 percent of their development potential pursuant to the 2014 ALUCP, should site redevelopment opportunities be pursued by the parcel owners, all three have assessed structural values exceeding \$10 million dollars. As noted above, the ALUC has no jurisdiction over existing land uses. Unless there is a change in the use of the existing buildings on these parcels sufficient to require new permitting from the City, those uses can continue indefinitely. It would be rare to demolish structures of such high value, as such the estimated displacement quantities are considered highly theoretical and speculative.
5. The potential added displacement for the three vacant parcels in the City of Moreno Valley amounts to less than ten percent of the square footage permitted by the 2014 ALUCP in each case. These three parcels also already are in use as parking areas, indicating that the characterization of the parcels as vacant is conservative.
6. The potential added displacement for all affected parcels located in the City of Moreno Valley, measured in square feet of building area, would be less than the amounts indicated in this analysis if building use is limited to warehousing.

Exhibit 1: Exhibit MA-1B from the ALUCP Amendment showing parcels affected by March Air Reserve Base/Inland Port Airport Runway Clear Zones and Accident Potential Zones



INSET

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)

Exhibit MA-1B

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

*Replacement for Riverside County ALUCP, Volume 1, Chapter 3, Section MA***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-4s 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 <i>(Military)</i>	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
A <i>Clear Zone (if not on base)</i>	<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 <i>Inner Approach/Departure Zone</i>	<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 <i>High Noise Zone</i>	<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 <i>Primary Approach/Departure Zone</i>	<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 <i>Flight Corridor Zone</i>	<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 <i>Flight Corridor Buffer</i>	<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 <i>Other Airport Environs</i>	<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
 <i>High Terrain Zone</i>	<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				Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Req'd Open Land	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

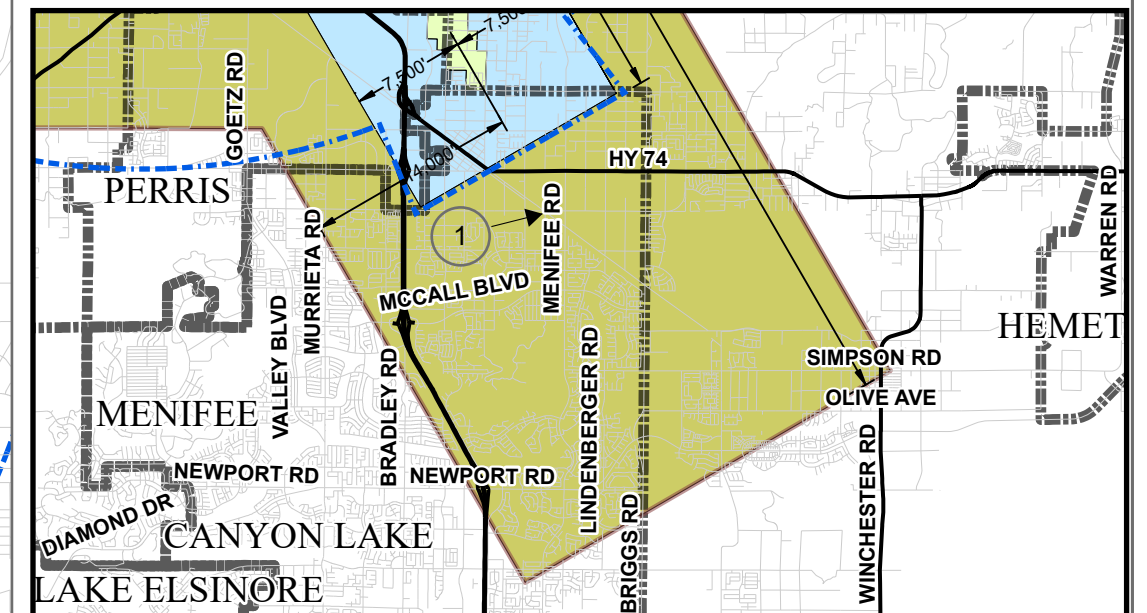
- Airport Influence Area
- March ARB
- Cities
- County Boundary
- Site Specific Exceptions
- FAR Part 77
- Runways

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.

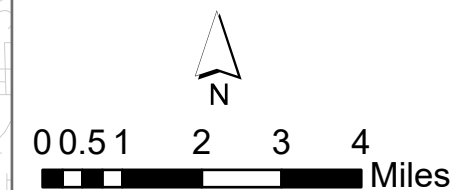
INSET



**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\2005\March\Update\Proposed\Compatibility.mxd

SEE INSET AT RIGHT

March ARB Runway Clear Zones and Accident Potential Zones

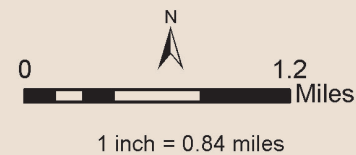
Figure 5-2



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



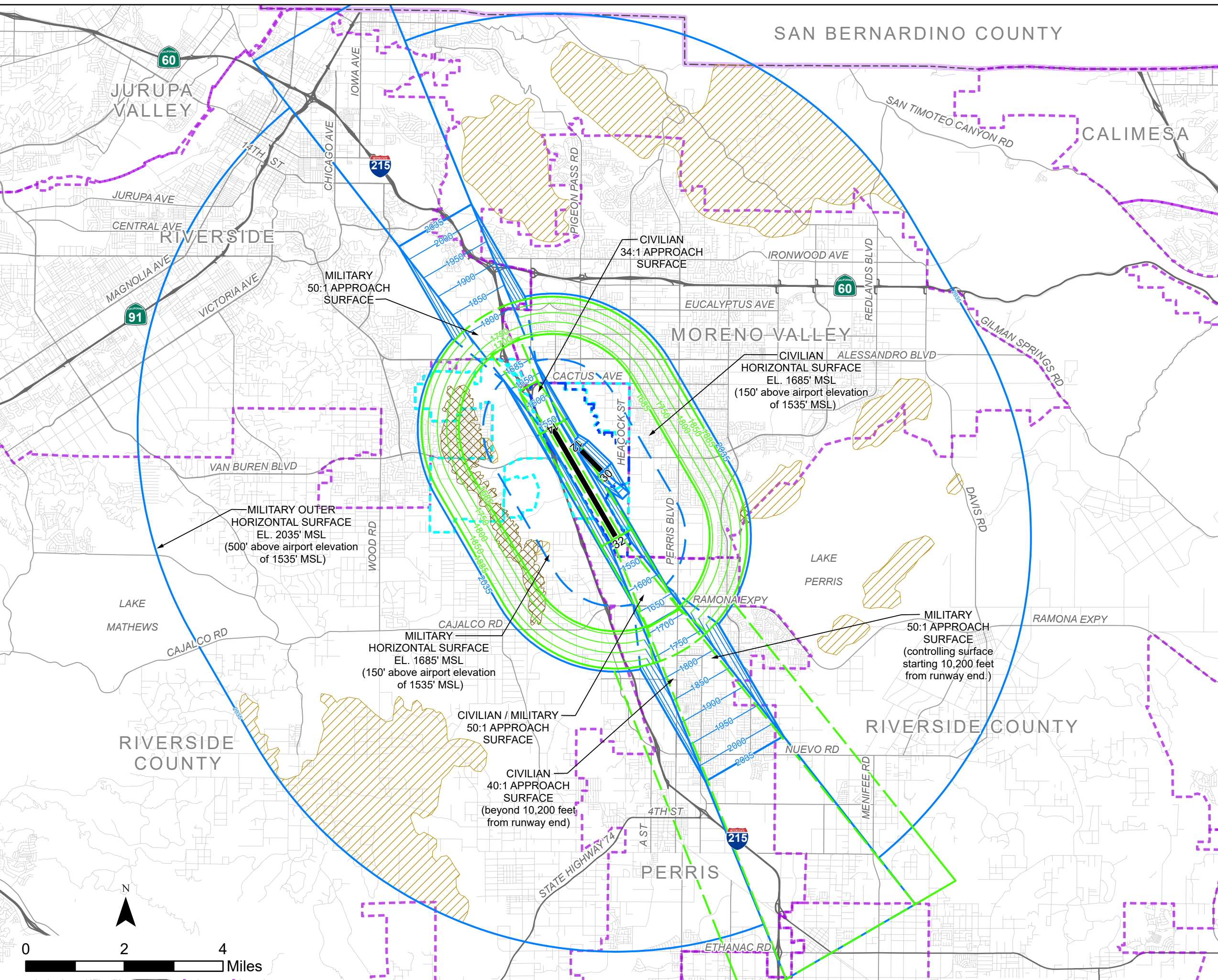
SOURCES:
Department of the Air Force, Air Force Reserve Command, *Final Air Installations Compatible Use Zones Study, March Air Reserve Base* (2018), Figure 5-2

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

(PUBLIC REVIEW DRAFT - March 2026)

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). Subsequently, a portion of the original airfield—specifically a taxiway, apron area, and buildings at the south end of the airport—were conveyed to the March Joint Powers Authority (MJPA) for civilian use and is now managed and operated by the March Inland Port Airport Authority (MIPAA), thus the Inland Port Airport part of the current airport name. A large non-airfield area of the original air base west of Interstate 215 was also conveyed to the MJPA to develop for civilian uses. The runways and remainder of the airport east of the highway remain under Air Force ownership.

ALUC statutes in California Public Utilities Code Section 21675(b) require that airport land use commissions prepare an airport land use compatibility plan (ALUCP) for any military airport within the commission's jurisdiction. Moreover, the code specifies that: "The airport land use compatibility plan shall be consistent with the safety and noise standards in the Air Installation Compatible Use Zone prepared for that military airport." Accordingly, in 2014, the Riverside County ALUC adopted an ALUCP for the military and civilian joint-use airport. This plan was based upon the Air Force's August 2005 *Air Installation Compatible Use Zone* (AICUZ) document then in effect and also took into account the airport's anticipated civilian usage. In 2018, the Air Force prepared a new AICUZ for the military portion of the airport. An ALUC update to the ALUCP consequently became necessary. The resulting policies are presented in Chapter 3 of this ALUCP and the supporting background data is found in this chapter.

AIRPORT PLANNING

Although as stated above, the AICUZ is the primary basis for the March ALUCP, other planning documents also provide relevant information.

In 2023, the County of Riverside sponsored preparation of a *March ARB Compatible Use Study* (MCUS) using a grant from the Department of Defense. The study served as a collaborative planning effort between the county and the air base and also involved the surrounding communities, local and regional

stakeholders, state and federal agencies, and the public. It examined a variety of issues involving the relationship between the air base and surrounding communities beyond the land use compatibility factors with which the ALUC is concerned. Among these other issues were air quality, water quality, stormwater management, wildfires, and air base security. With respect to land use compatibility issues, the MCUS evaluation of noise and safety issues is informative to this ALUCP update.

In October 2024, the MIPAA adopted an Airport Master Plan (AMP) for the civilian portion of the airport. The final document is dated February 2025. The associated January 2025 Airport Layout Plan (ALP) received approval from the Federal Aviation Administration in May 2025. Among other things, the AMP examined the civilian Runway Protection Zones and their differences from the military Clear Zones. Potential future use of the secondary runway, Runway 12/30, was also discussed, but no recommendations were made. The ALP is similar in that it focuses on current and future uses of the civilian area of the airport together with features of the airfield, particularly Runway 14/32, that serve civilian aircraft.

AIRFIELD DESIGN

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 secondary runway (Runway 12/30) was once the primary runway, but its length is now reduced to just over 3,000 feet. Its use had been restricted to light military aircraft (helicopters and Aero Club airplanes) and civilian use was not permitted. As of mid-2025, Runway 12/30 is closed to all traffic as the pavement has not been maintained. The runway has not been formally decommissioned, however, and the 2018 AICUZ makes no note of the current closure status. Rather, the AICUZ documents the usage of this runway as of 2018 and depicts its traffic patterns. These factors suggest that the Air Force is not precluding future reopening of Runway 12/30. In any case, because the ALUCP must be based upon the AICUZ, future use of Runway 12/30 is assumed in this ALUCP. As for the future runway length, no change is proposed in the AICUZ; however, the later MCUS mentions that improvements to Runway 12/30, including possible extension to 5,000 feet or perhaps longer, are contemplated by the Air Force. The future length of this runway is also discussed in the Airport Master Plan, but no recommendations are made.

The 2014 ALUCP did not take into account the noise or safety impacts associated with Runway 12/30 largely because usage of this runway was minimal and the impacts were understood to remain within the air base boundary. The 2018 AICUZ, though, shows impacts extending beyond this boundary, specifically the Accident Potential Zones (APZs) at the southeastern end of this runway. The MCUS analysis of compatibility concerns noted this difference. These APZs are now depicted on Map-MA-1 and included within Chapter 3 compatibility maps. Additionally, Exhibit MA-1 in this background chapter summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

ACTIVITY LEVELS

Military aircraft operations at March ARB have varied greatly over the years depending upon world events and the air base's mission. Compared to the years when March operated as an Air Force Base, aircraft activity levels are now 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. The 2018 AICUZ estimated that by the end of CY 2018 approximately 31,000 military aircraft operations would occur in that year. Newer data for military aircraft operations is not available.

Civilian aircraft operations at the March Inland Port Airport have similarly varied. For four years from 2005 to 2009, DHL used facilities at the airport as an air cargo flight base. From 2018 to mid 2025, Amazon Air did likewise.

For airport land use compatibility planning purposes, the ALUC statutes specify that ALUCPs have a time horizon of at least 20 years. Given the variability of both military and civilian aircraft operations at March ARB/IPA, forecasting activity levels that far into the future is impractical. Neither the AICUZ, the MCUS, nor the AMP provide such forecasts. Noise contours presented in the AICUZ utilize the estimated 2018 military aircraft activity level of 36,137 operations. For future civilian aircraft activity, the AICUZ assumes that the 21,000 operations limit set under the existing Joint Use Agreement between the Department of Defense and the MJPA will be reached at an unspecified date.

The March ARB/IPA ALUCP which the ALUC adopted in 2014 used forecast activity levels of 54,104 military and 21,000 civilian aircraft operations for the noise contours contained in that document. Because the military aircraft operations utilized in the 2018 AICUZ noise contours are lower than those in the 2014 ALUCP and the aircraft fleet mix has changed, the 2018 contours are smaller than those from 2014 in most locations. Although flight tracks depicted in the two documents are slightly different in some places, none of the 2018 AICUZ contours extend significantly beyond the 2014 ALUCP contours. Recognizing the uncertainty of future aircraft operations levels at the airport, especially military operations, for the purposes of this update the ALUC has elected to continue using the contours depicted in the 2014 ALUCP together with small additions reflecting where the 2018 contours are larger. This choice provides a greater degree of long-term noise compatibility assurance and more closely adheres to the statutory 20-year time horizon requirement than would be the case with the 2018 contours.

A summary of available data on current and potential future activity is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

AIRPORT ENVIRONS

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. Lands west of I-215 and northeast of the airport that had once been part of the Air Force Base and then were transferred to the MJPA are as of July 2025 subject to Riverside County's land use jurisdiction.

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, and the cities of Menifee, Moreno Valley, Perris, and Riverside. Also included is a planned land use map for the area previously controlled by the March Joint Powers Authority but which is now under Riverside County control.

EXHIBITS

- *Exhibit MA-1—Airport Features Summary:* Contains a tabular listing of major aeronautical features of the airport relevant to the ALUCP. [Page MA-5]
- *Exhibit MA-2—Future Airport Layout:* This is the FAA-approved Airport Layout Plan referred to above. [Page ff MA-6]
- *Exhibit MA-3—Airport Activity Data Summary:* Provides available data primarily from the 2018 AICUZ showing military and civilian aircraft operations data as of that timeframe. [Page MA-7]
- *Exhibits MA-4A and MA-4B—Noise Impact Area:* Exhibit MA-4A illustrates the airport noise contours as depicted in the 2014 ALUCP. Exhibit MA-4B is from the 2018 AICUZ. [Pages ff MA-8]
- *Exhibits MA-5—Compatibility Factors:* This exhibit is a composite map of the noise, safety, airspace protection, and overflight compatibility factors affecting the overall airport influence area [Page ff MA-8]
- *Exhibit MA-6A—Airport Environs Information:* Provides a summary description of existing and planned land uses for each of the jurisdictions in the airport influence area. [Page MA-9]
- *Exhibit MA-6B—Established Airport Compatibility Measures:* Lists measures adopted in the general plan of each of the affected land use jurisdictions. [Page MA-10]
- *Exhibits MA-7A through MA-7F—General Plan Land Use Designations:* These are maps showing the land use designations of property around the airport as set forth in the current general plans of Riverside County and the cities of Menifee, Moreno Valley, Perris, and Riverside. Also included is a map of the land use designations adopted by the March Joint Powers Authority prior to its dissolution. These designations remain in effect under Riverside County authority. [Page ff MA-12]
- *Exhibit MA-8—Aerial Photo:* Contains a 2025 aerial photograph of the March ARB/IPA environs. [Page ff MA-12]
- *Exhibit MA-9—Properties Affected by March ARB Boundary Observation Clear Zone:* This listing identifies the parcels affected by the Air Base Boundary Observation Clear Zone (BOCZ) requirements defined in the MCUS. See ALUCP Policy MA-2.4(g) for criteria. [Page MA-13]

GENERAL INFORMATION^{a, c}

- *Airport Ownership:* Joint owned per 1997 agreement between US Air Force and March Joint Powers Authority (MJPA) as last amended in 2014
 - Air Force owns airfield and majority of bldg area
 - Civilian aviation facilities managed and operated by March Inland Port Airport Authority (MIPAA), a branch of MJPA
- *Property Size*
 - Air Force: 2,100 acres
 - MIPAA: 360 acres
- *Airport Classification:* Joint Use
- *Airport Elevation:* 1,536 ft. MSL

RUNWAY/TAXIWAY DESIGN^{c, d}**Runway 14/32**

- *Runway Design Code:* D-V (existing); C-IV and protect for D-V (future)
- *Critical Civilian Aircraft:* Boeing 747-400F (existing); Boeing 767-300F (future)
- *Dimensions:* 13,300 ft. long, 200 ft. wide
- *Runway OFA Width:* 800 ft.
- *Pavement Strength* (main landing gear configuration)
 - 65,000 lbs. (single-wheel); 260,000 lbs. (dual-wheel), 175,000 lbs. (single-tandem); 530,000 lbs. (dual-tandem)
- *Effective Gradient:* 0.35%
- *Runway Lighting:*
 - High-Intensity Runway Edge Lighting (HIRL)
 - Precision Approach Path Indicators on both ends
 - Rwy 32 end: 2,400-ft. high-intensity appr. lighting system with centerline sequenced flashers (ALSF1)
- *Runway Markings:* Basic (Rwy 14); Precision (Rwy 32)

Runway 12/30

- *Runway Design Code:* B-I (small)
- *Critical Aircraft:* Small single- and twin-engine piston
- *Dimensions:* 3,061 ft. long, 100 ft. wide
- *Pavement Strength* (main landing gear configuration)
 - 12,500 lbs. (single-wheel)
- *Effective Gradient:* 0.44%
- *Runway Lighting:* None
- *Runway Markings:* Closed
- *Note:* Rwy closed / not maintained as of late 2025

BUILDING AREA^c**Locations**

- *Military facilities:* Northeast side of Rwy 12/30
- *Civilian facilities:* Northeast of Rwy 32 approach end
- *Air Museum:* West of Runway 14/32

Civilian Services^c

- Air Traffic Control Tower (operated by USAF)
- Aviation fuel; major maintenance
- Aircraft parking; executive terminal

TRAFFIC PATTERNS AND APPROACH PROCEDURES^d**Airplane Traffic Patterns**

- *All Runways:* Left traffic
- *Pattern Altitude:*
 - Rectangular 3,000 ft. MSL (1,464 ft. above rwy elev.)
 - Overhead 3,500 ft. (1,965 ft. above runway elev.)

Instrument Approach Procedures^c

(multiple procedures – only procedures with best minimums listed)

- *Runway 32 ILS or LOC:*
 - ILS Straight-in: 200 ft. min. descent ht; ½ mi. vis.
 - LOC Straight-in: 400 ft. min. descent ht; ¾ mi. vis.
 - Circling:
 - 700 ft. min. descent ht; 1 mi. visibility (Cat A)
 - 800 ft. min. descent ht; 1 mi. visibility (Cat B)
 - 800 ft. min. descent ht; 2¼ mi. visibility (Cat C)
 - 1,000 ft. min. descent ht; 3 mi. visibility (Cat D)
 - 1,400 ft. min. descent ht; 3 mi. visibility (Cat E)
- *Runway 14 RNAV (GPS)*
 - Straight-in: 300 ft. min. descent ht; ¾ mi. visibility
 - Circling:
 - 900 ft. min. descent ht; 1¼ mi. visibility (Cat B)
 - 900 ft. min. descent ht; 2½ mi. visibility (Cat C)
 - 1,000 ft. min. descent ht; 3 mi. visibility (Cat D)

Operational Restrictions / Noise Abatement Procedures

- No civil touch-and-go ops permitted

AIRPORT PLANNING DOCUMENTS

- *Joint Use Agreement*
 - Between March JPA and US Air Force
 - Amended March 2014
- *Air Installation Compatible Use Zone (AICUZ) Study*
 - Latest prepared by US Air Force, 2018
- *March ARB Compatible Use Study*
 - Prepared for County of Riverside, 2023
- *Airport Master Plan & Layout Plan*
 - Airport Master Plan for civilian areas adopted by MIPAA, October 2024 with final document dated February 2025.
 - Associated Airport Layout Plan dated January 2025 approved by FAA, May 2025
 - No recent Airport Layout Plan for military areas available

SOURCES:

- ^a March ARB AICUZ, 2018
- ^b March ARB *Compatible Use Study*, 2023
- ^c March Inland Port Airport Authority *Master Plan Update*, 2025
- ^d AirNav, (<https://www.airnav.com/airport/KRIV>), 2025

Data Compiled by Mead & Hunt, 2025

Exhibit MA-1

Airport Features Summary

March Air Reserve Base / Inland Port Airport

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BASED AIRCRAFT ^a

- Based military aircraft operating out of March ARB include airlift, refueling, remotely piloted, and fighter aircraft. Specific based aircraft types as of 2018 are noted in the Runway Use section of this table.
- U.S Customs operates non-military federal aircraft at March ARB. Based aircraft count not available.
- No civilian aircraft based at airport as of 2025.

AIRCRAFT OPERATIONS ^b

	Current	Future
Military Based & Transient	30,270	—
Federal (U.S. Customs)	902	—
Civil	2,944	21,000
<i>Total</i>	<i>34,116</i>	

OPERATIONS BY AIRCRAFT TYPE ^c

	Current	Future
<i>Based Military Aircraft</i>		
C-17	14,078	
F-15	1,216	
KC-135	5,810	
MQ-9	2,272	
Cessna 172 & 182	3,990	
<i>Transient Military Aircraft</i>	<i>2,904</i>	
<i>Military Total</i>	<i>31,172</i>	

TIME OF DAY DISTRIBUTION ^c

	Current	Future
<i>Military Based Aircraft</i>		
Day (7 am to 7 pm)	81%	No
Evening (7 pm to 10 pm)	18%	Change
Night (10 pm to 7 am)	1%	
<i>Military Transient</i>		
Day (7 am to 7 pm)	99%	No
Evening (7 pm to 10 pm)	0%	Change
Night (10 pm to 7 am)	1%	
<i>Federal</i>		
Day (7 am to 7 pm)	94%	No
Evening (7 pm to 10 pm)	6%	Change
Night (10 pm to 7 am)	0%	

FLIGHT TRACK USAGE ^c

- Aircraft operating at March ARB utilize the following flight tracks:
 - Departures in both north and south directions
 - Arrivals from both north and south directions
 - Runway 14/32 radar and visual closed patterns to the west and east of the airfield
 - Runway 12/30 visual closed patterns to the east of the airfield
- Areas overflown by typical flight tracks for Runway 14/32 and Runway 12/30 are depicted in Exhibit MA-5

RUNWAY USE DISTRIBUTION ^c

Operation	Runway	Based							Transients		March JPA	
		729 AS	336/912 ARS	144 FS	163 ATKS	CBP RAU		Aero Club	Aircraft	Helicopter	Aircraft	Helicopter
		C-17	KC-135R	F-15	MQ-9	AS350	PC-12	C-172/-182				
Arrival	14	5%	20%	2%	8%				5%		6%	
	32	95%	80%	98%	92%		90%	5%	95%		94%	
	12					5%	1%			50%		4%
	30					95%	9%	95%		50%		96%
Departure	14	11%	80%	99%	10%				30%		6%	
	32	89%	20%	1%	90%		90%	3%	70%	50%	94%	
	12					5%	1%	5%		50%		4%
	30					95%	9%	92%				96%
Closed Pattern	14				10%							
	32	100%	100%	100%	90%		91%	2%	100%			
	12					5%	1%			50%		
	30					95%	8%	98%		50%		

NOTES

^a Source: March ARB AICUZ (2018) and March JPA.

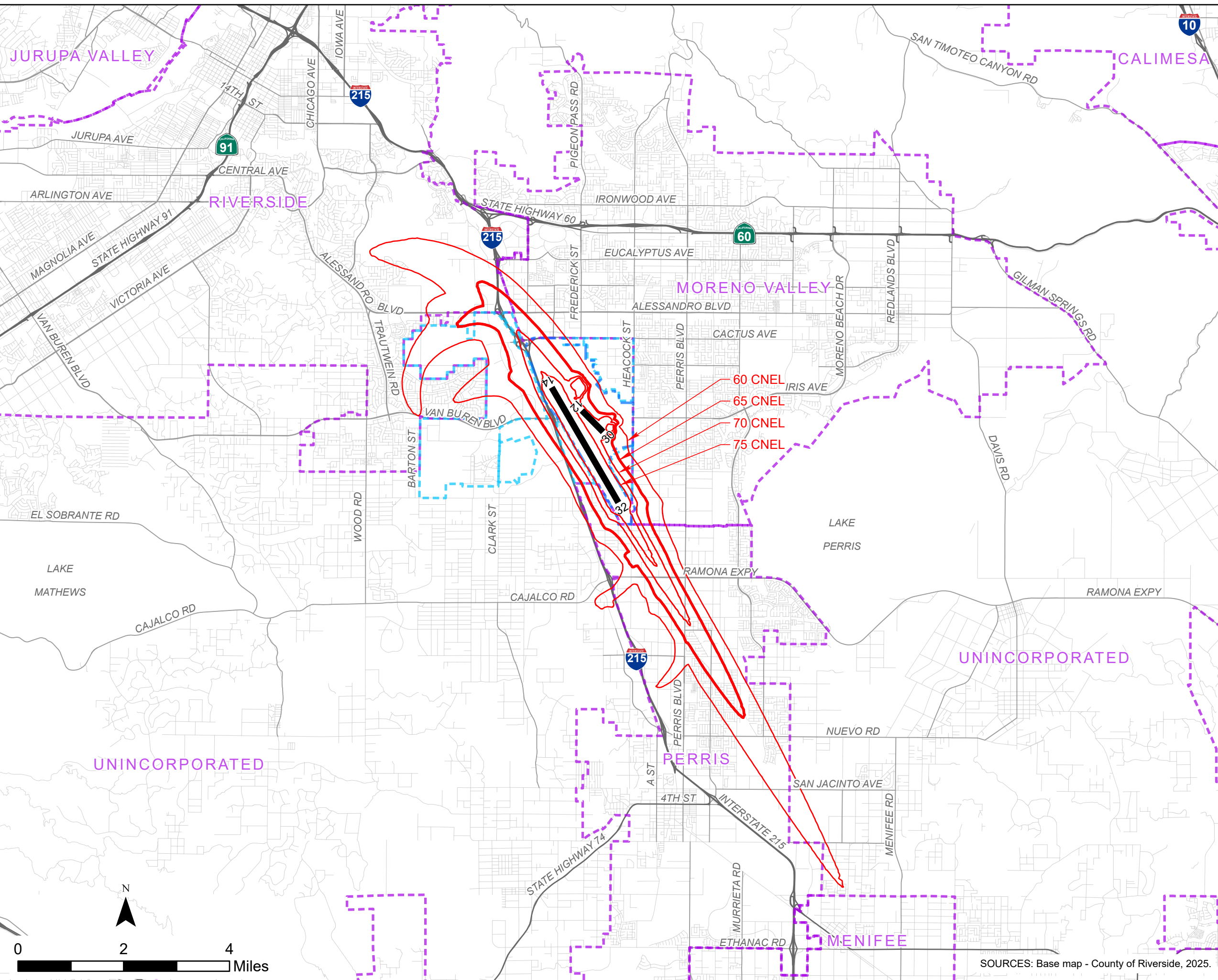
^b Sources: Military operations and federal as projected for 2018 in AICUZ (current data not available); Civil operations as reported by March JPA for FY 2023-24. Future civil operations reflect Joint Use Agreement limit. No future military or federal operations forecasts included in AICUZ.

^c Source: March ARB AICUZ (2018); Civil data not available.

Data Compiled by Mead & Hunt, 2025

Exhibit MA-3
Airport Activity Data Summary
 March Air Reserve Base / Inland Port Airport

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Legend

- 2014 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

- Notes:**
- 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).
 - Source: March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (2014)

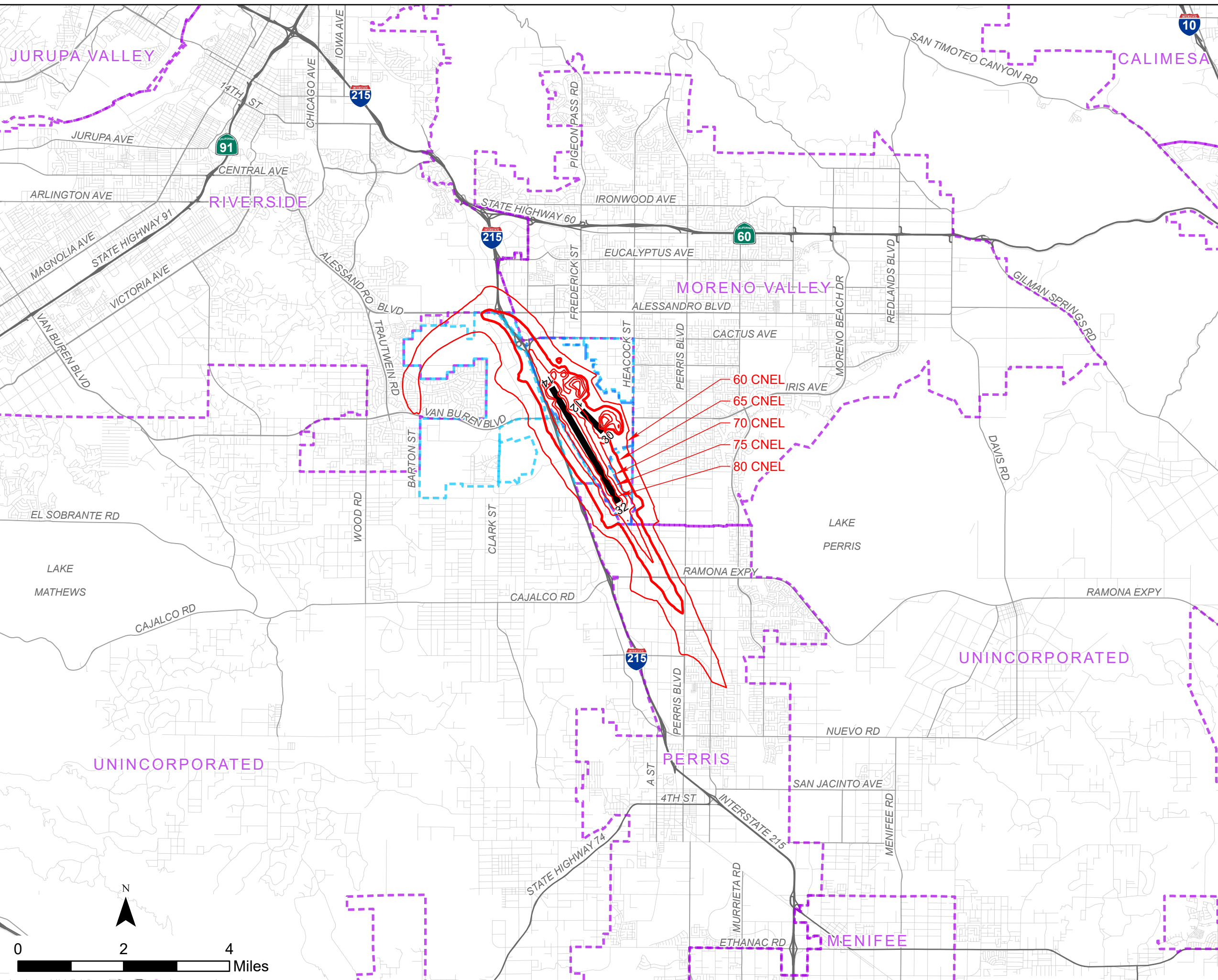
**Riverside County
Airport Land Use Commission
March Air Reserve Base/Inland Port Airport
Land Use Compatibility Plan**

(PUBLIC REVIEW DRAFT - March 2026)

Exhibit MA-4A

**Noise Impact Area - 2014 ALUCP
March Air Reserve Base / Inland Port Airport**

SOURCES: Base map - County of Riverside, 2025.



Legend

- 2018 Noise Contours**
- 60 db CNEL
 - 65 db CNEL
 - 70 db CNEL
 - 75 db CNEL
 - 80 db CNEL
- Projected Activity Level (52,172 operations)

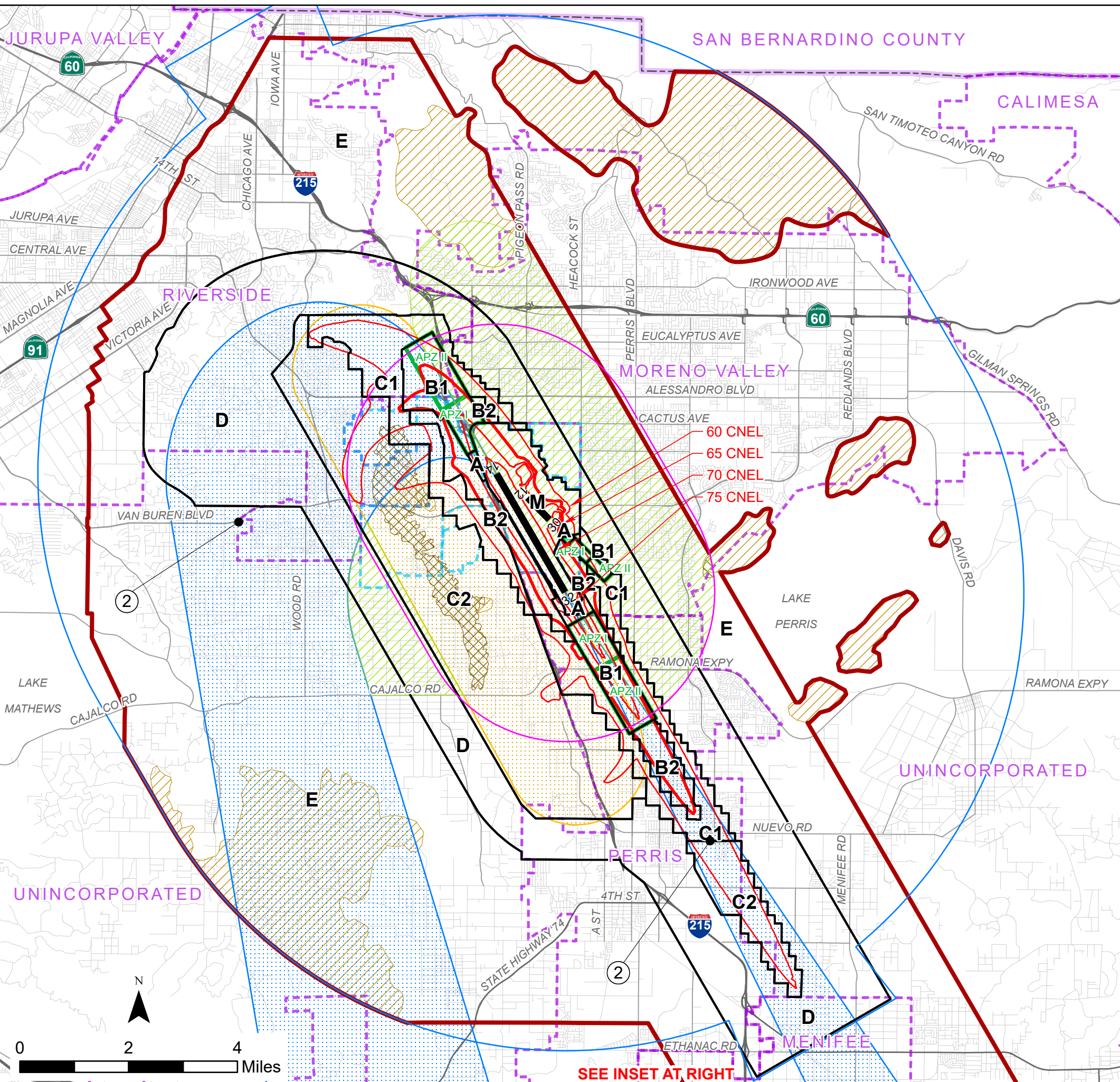
- Boundary Lines**
- March Air Reserve Base/Inland Port Airport
 - March Joint Powers Authority Property Line
 - City Limits

Projected Activity Level	
Annual Operations	52,172
Average Annual Day	143

Notes:

- The total operations includes the 21,000 civil operations maximum allowed under the joint use agreement.
- Source: AIR INSTALLATIONS COMPATIBLE USE ZONES STUDY, MARCH AIR RESERVE BASE, Riverside, California 2018 (2018 AICUZ) Noise Contours based from Figure 4-2, Page 4-6. Based on Annual Aircraft Flight Operations for March ARB 2018 AICUZ, Table 4-2, page 4-7. Noise from 21,000 civilian flight operations are included.

Riverside County
Airport Land Use Commission
March Air Reserve Base/Inland Port Airport
Land Use Compatibility Plan
 (PUBLIC REVIEW DRAFT - March 2026)



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Land Use Compatibility Zones

Noise and Overflight Compatibility Factors

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

- Primary 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)
- Secondary Overflight Area (Remaining near-airport overflights mostly involve these locations)

- Military Outer Horizontal Surface
- Civilian Conical Surface
- Military
- Civilian

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

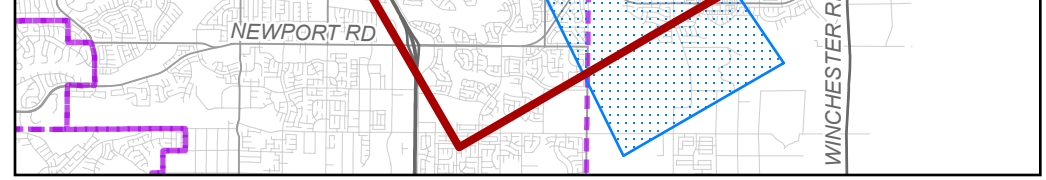
① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

② Point at which departing aircraft typically reach 3,000 feet above runway end.

Notes

Traffic pattern envelopes based upon diagram in 2018 AICUZ study.

INSET



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

(PUBLIC REVIEW DRAFT - March 2026)

SOURCES:
Compatibility Zones - Map MA-1A in Chapter 3 of this March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan
Base map - County of Riverside, 2025.

Exhibit MA-5

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

AIRPORT SITE

- *Location*
 - Northwestern Riverside County
 - 10 miles southeast of central Riverside
 - Situated on high valley floor of Perris Valley

Topography

- Relatively flat in immediate vicinity
- Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
- Terrain greater than 150 feet above the airport elevation (1,538 feet MSL), southwest (Santa Ana Mountains) and southeast (Lakeview Mountains)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- *Riverside County*
 - Airport lies entirely within unincorporated area
- *City of Moreno Valley*
 - Borders airport to the east
- *City of Perris*
 - Borders airport to the south and lies beneath primary airport approach routes
- *City of Riverside*
 - Borders airport to the west-northwest and lies beneath primary airport departure routes

EXISTING AIRPORT AREA LAND USES

- *General Character*
 - Immediate area lies within the former March Joint Powers Authority boundary; primarily developed especially to the northwest
 - Areas west and northwest (City of Riverside), north and east (City of Moreno Valley) mostly suburban residential and commercial uses
 - Southwest area (unincorporated) low-density and semi-rural residential; warehousing
 - South and southeast (City of Perris) primarily warehousing within 2½ miles of airport; suburban residential with interspersed vacant land farther out
- *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

Data Compiled by Mead & Hunt, 2025

PLANNED AIRPORT AREA LAND USES

- *County of Riverside*
 - Southwest: very low density residential, business park and light industrial
- *Former March Joint Powers Authority Land*
 - 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
 - West: Medium residential uses with scattered commercial uses and parks

STATUS OF COMMUNITY PLANS

- *County of Riverside*
 - General Plan adopted by Board of Supervisors October 2003, revised December 2015
 - Riverside County Land Use Map, dated June 29, 2021
- *March Joint Powers Authority*
 - Land use development authority of former JPA territory assumed by County of Riverside in November 2025 except for aviation-related lands which remain under control of March Inland Port Airport Authority
 - Land use development authority assumed by County of Riverside except for airport-related lands remaining under control of March Inland Port Airport Authority
- *City of Riverside*
 - General Plan adopted by City Council November 2007
 - General Plan is currently being updated through 2050; expected to be completed in 2027
 - City of Riverside, Ordinance No. 7413, adopted February 20, 2018
- *City of Moreno Valley*
 - General Plan adopted by City Council June 15, 2021
- *City of Perris*
 - General Plan adopted by City Council April 2005
 - Land Use and Noise elements amended August 2016; Circulation amended August 2022

Exhibit MA-6A

Airport Environs Information

March Air Reserve Base / Inland Port Airport

COUNTY OF RIVERSIDE**General Plan (2015)**

- *Land Use Element*

- Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts. (Policy LU 15.1)
 - Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan's Airport Influence Area section for the airport in question. (Policy LU 15.2)
 - Review all subsequent amendments to any airport land use compatibility plan and either amend the General Plan to be consistent with the compatibility plan or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3). (Policy LU 15.3)
 - Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law. (Policy LU 15.4)
 - If the General Plan has not been found consistent with the applicable Airport Land Use Compatibility Plan (ALUCP), and the County of Riverside has not overruled the ALUC, refer all actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law. (Policy LU 15.5)
 - If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations or permits to the ALUC for an advisory review if:
 - There is a question as to the purpose, intent or interpretation of an ALUCP; or
 - Assistance is needed in airport land use matters (Policy LU 15.6)
 - Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan (Policy LU 15.7)
 - In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports. (Policy LU 15.8)
 - Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (Policy LU 15.9)
- *Circulation Element*
 - Promote coordinated long-range planning between Riverside County airport authorities, businesses and the public to meet the County of Riverside and the region's aviation needs. (Policy C 14.1)
- Apply a variety of land use planning techniques to maintain the viability of Riverside County's airports. (Policy C 14.2)
 - Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by the Federal Aviation Administration regulations. (Policy C 14.3)
- *Noise Element*
 - Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (Policy N 1.2)
 - New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 and summarized in the Policy Area section of the affected Area Plan. (Policy N 7.1)
 - Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans. (Policy N 7.2)
 - Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1, as well as in the applicable Area Plan's Airport Influence Area section. (Policy N 7.3)
 - Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria. (Policy N 7.4)
 - Condition that prospective purchasers or end users of property be notified of overflight, sight, and sound of routine aircraft operations by all effective means, including:
 - Requiring new residential subdivisions that are located within the 60 CNEL contour or are subject to overflight, sight, and sound of aircraft from any airport, to have such information included in the State of California Final Subdivision Public Report
 - Requiring that Declaration and Notification of Aircraft Noise and Environmental Impacts be recorded and made available to prospective purchasers or end users of property located within the 60 CNEL noise contour for any airport or air station or is subject to routine aircraft overflight. (Policy N 19.3)

Exhibit MA-6B**Airport Land Use Compatibility Measures****March Air Reserve Base / Inland Port Airport**

CITY OF RIVERSIDE**General Plan (2007)**

- *Land Use and Urban Design Element*
 - Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports. (Objective LU-22)
 - Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port. (Policy LU-22.1)
 - Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP, Riverside Municipal and Flabob Airports and in implementing the new Airport Land Use Compatibility Plan. (Policy LU-22.2)
 - Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by current or projected airport noise. (Policy LU-22.3)
 - Adopt and utilize an Airport Protection Overlay Zone and the Riverside County Airport Land Use Compatibility Plan as it affects lands within the City of Riverside. (Policy LU-22.4)
 - Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted in the Public Safety Element for consistency with all applicable land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible. (Policy LU-22.5)
 - Review all subsequent amendments that the ALUC may adopt to the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport and either adopt the plan as amended or overrule the ALUC as provided by law (Government Code Section 65302.3). (Policy LU-22.6)
 - Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670. (Policy LU-22.7)
 - The City may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the ALUC under Airport Land Use Law in the following circumstances:
 - Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (ALUCP) or its provisions; or
 - Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters; or
 - ALUC Request: The ALUC requests that certain types be voluntarily submitted for review. These actions are identified in the ALUCP as “major land use action.” (Policy LU-22.8)
- All development proposals within an airport influence area and subject to ALUC review will also be submitted to the manager of the affected airport for comment. (Policy LU-22.9)
- *Circulation and Community Mobility Element*
 - Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development. (Policy CCM-11.1)
 - Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan, and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and all other applicable State and Federal regulations. (Policy CCM-11.2)
 - Support continued development of MARB/MIP. (Policy CCM-11.4)
 - Coordinate public and local transit with planning for air transportation. (Policy CCM-11.5)
 - Ensure environmental impacts such as noise, air quality, pollution, traffic congestion, and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable. (Policy CCM-11.7)
- *Noise Element*
 - Minimize the adverse effects of airport-related noise through proper land use planning. (Objective N-2)
 - Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. (Policy N-2.1)
 - Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft. (Policy N-2.3)
 - Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City. (Policy N-2.4)
 - Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development. (Policy N-2.5)
 - Ensure the viability of March Air Reserve Base/March Inland Port. (Objective N-3)
 - Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port in accordance with the Riverside County 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. (Policy N-3.1)

Exhibit MA-6B (continued)

CITY OF RIVERSIDE (continued)

- Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise/land use guidelines and City land use plans that are consistent with ALUC policies. (Policy N-3.2)
- Carefully consider planned future operations of the March Air Reserve Base and March Inland Port in land use decisions for properties located within the airport-influenced area. (Policy N-3.3)

City of Riverside Ordinance No. 7413

- This ordinance amends, adds, and deletes certain chapters of Title 19 of the Riverside Municipal Code in furtherance of complying with the 2014 MARB ALUCP. The chapters are related to land uses, base zones, and the ALUC.

CITY OF MORENO VALLEY

General Plan (2021)

- **Land Use and Community Character Element**
 - Require that new development be compatible with the standards for land uses, density and intensity specified in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan). (Policy LLC.1-11)
- **Economic Development Element**
 - Foster the expansion of airport-related businesses around the MARB, including businesses active in components/systems manufacturing; aircraft maintenance, repair and overhaul uses; aircraft restoration; aircraft testing; aircraft sales; corporate aviation departments; and fixed-base operations. (Policy E.1-7)
- **Circulation Element**
 - The City will coordinate with MARB and ALUC staff to ensure that Heacock Street within the Clear Zone is consistent with future land use plans adopted by the March Air Reserve Base and/or the Airport Land Use Commission. (Policy C.2-13)
- **Safety Element**
 - Minimize airport safety hazards and promote compatibility with airport operations. (Goal S-4)
 - Minimize hazards from flight operations in Moreno Valley through consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUC Plan). (Policy S.4-1)
 - Review all projects within the March Air Reserve Base/Inland Port Airport Influence Area for conformance with the compatibility criteria outlined in the March ALUC Plan. (Policy S.4-2)
 - Minimize the potential for development adjacent to the March Air Reserve Base/Inland Port Airport to adversely affect airport operations such as by reducing the potential for bird strikes, and electromagnetic interference, and glare. (Policy S.4-3)

Data Compiled by Mead & Hunt, 2025

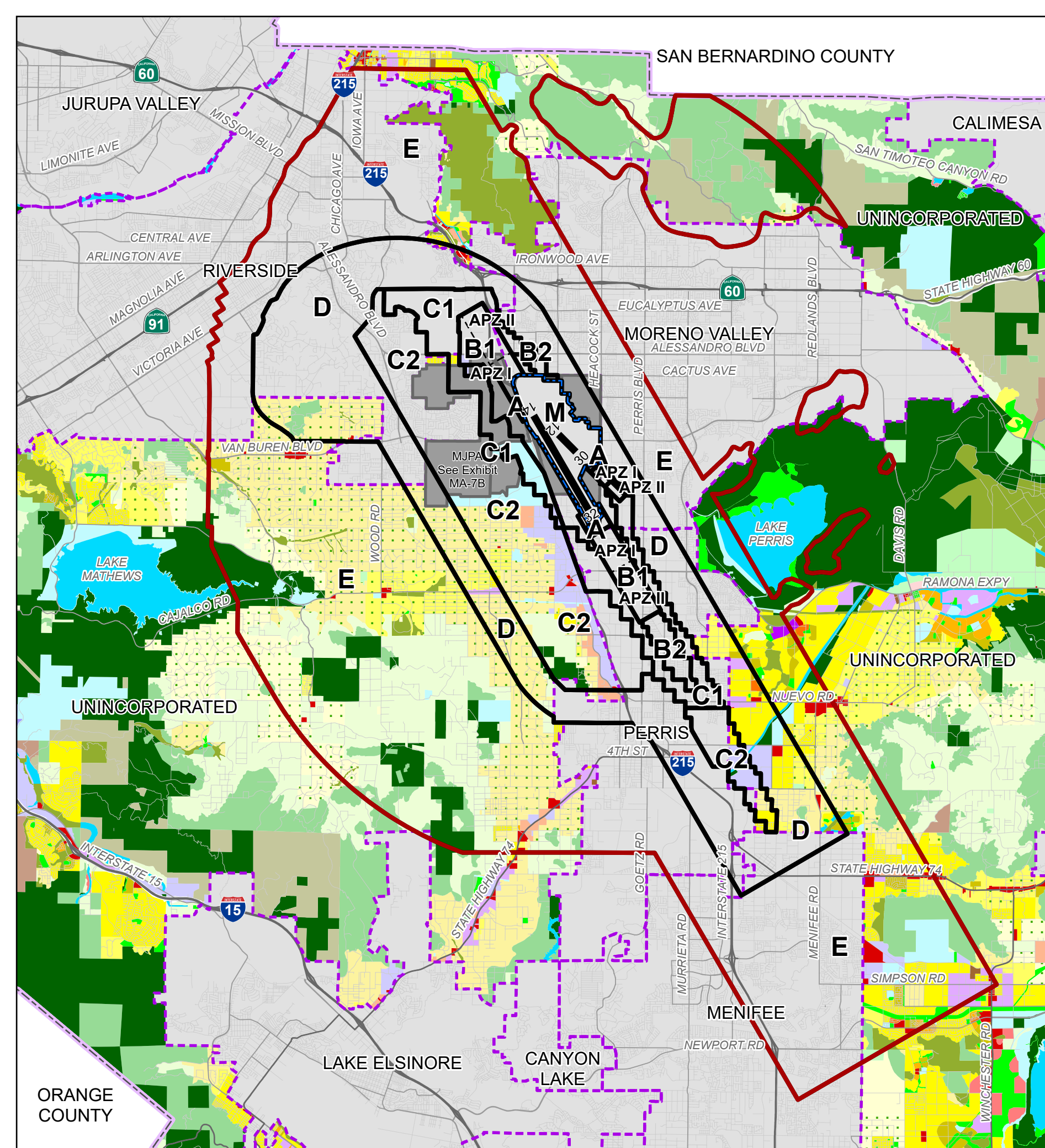
- Coordinate with the March Air Reserve Base, the March Joint Powers Authority, and the March Inland Port Airport Authority to ensure that roadways are designed to safely accommodate airport vehicles and that airport-related traffic is routed to minimize hazards to or conflicts with Moreno Valley residents and businesses. (Policy S.4-4)
- Update applicable site development standards in Zoning Code to incorporate measures for landscape design and maintenance on properties immediately adjacent to the MARB so as to reduce the potential for bird strikes. Standards should address planting palette, water features and maintenance practices. (Action S.4-A)
- **Noise Element**
 - Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight. (Policy N.1-1)
 - Apply the community noise compatibility standards to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port ALUC Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan. (Policy N.1-3)

CITY OF PERRIS

General Plan (as amended through 2022)

- **Noise Element (amended August 2016)**
 - Future land uses compatible with projected noise environments. (Goal I – Land Use Siting)
 - The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. (Policy I.A)
 - Future land uses compatible with noise from air traffic. (Goal IV – Air Traffic Noise)
 - 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.
- **Land Use Element (amended August 2016)**
 - Protection from natural or man-made disasters. (Goal V)
 - Restrict development in areas at risk of damage due to disasters. (Policy V.A)
 - Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land Use Compatibility Plan. (Policy V.B)
- **Circulation Element (amended August 2022)**
 - An efficient and convenient aviation system to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace. (Goal VI)
 - Recognize and support policies contained in the March Air Cargo Port General Plan. (Policy VI.A)

Exhibit MA-6B (continued)



Legend

General Plan Land Use Designations

- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential
- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- 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 Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands
- City
- Freeway

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

SOURCES:
 Land Use Map - County of Riverside, General Plan Land Use updated up to 10/16/2025.

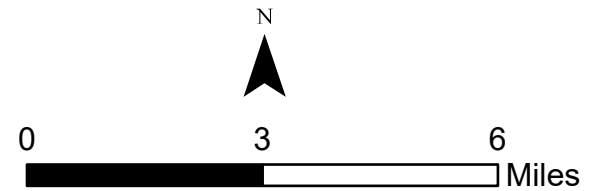
Compatibility Zones - Map MA-1A in Chapter 3 of this *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*

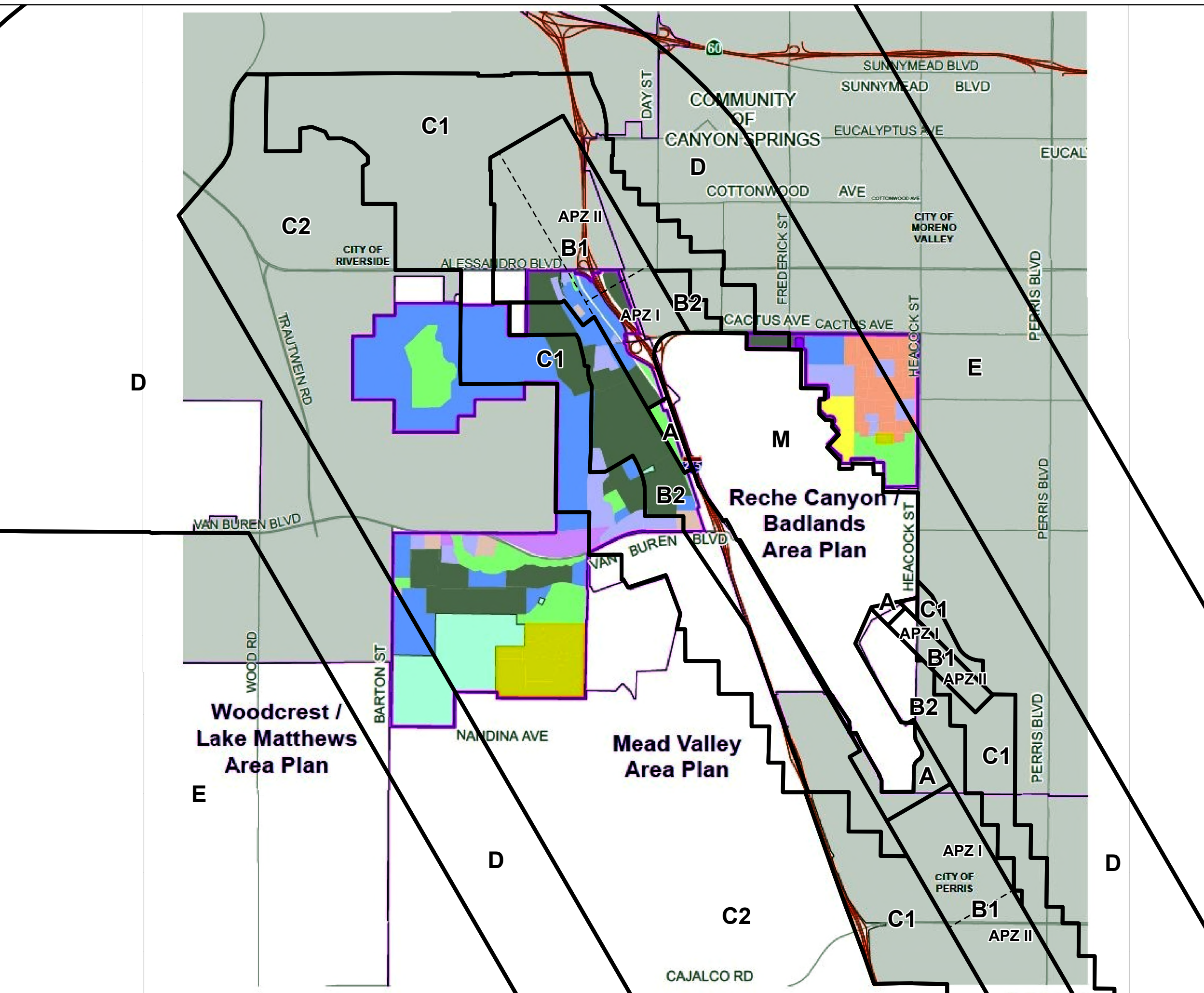
**Riverside County
 Airport Land Use Commission**
*March Air Reserve Base/Inland Port Airport
 Land Use Compatibility Plan*

(PUBLIC REVIEW DRAFT - March 2026)

Exhibit MA-7A

**General Plan Land Use Designations:
 County of Riverside**





- Legend**
- General Plan Land Use Designations**
- Business Park
 - Historic District
 - Industrial
 - Mixed Use
 - Office
 - Park/Recreation/Open Space
 - Public Facility
 - Institutional Residential
 - Medical Campus
 - Commercial
 - Major Roads
 - March Area Plan Boundary
 - Area Plan Boundary
 - City Boundary
 - Compatibility Zones

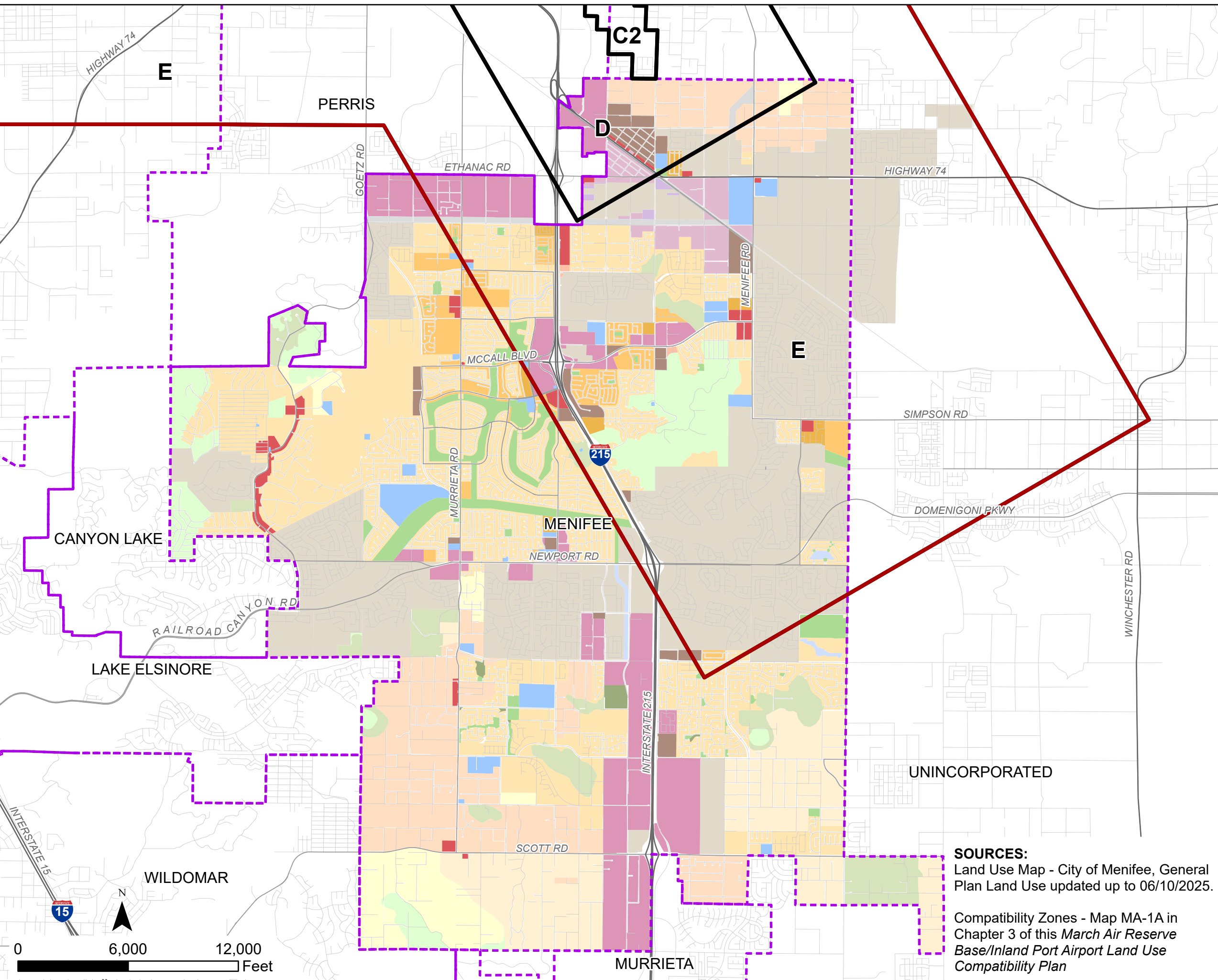
SOURCES:
 Land Use Map - General Plan Land Use Map, March Joint Powers Authority, March 07, 2023.

Land use planning authority of the former March Joint Powers Authority was transferred to the County of Riverside in 2025.

Compatibility Zones - Map MA-1A in Chapter 3 of this March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

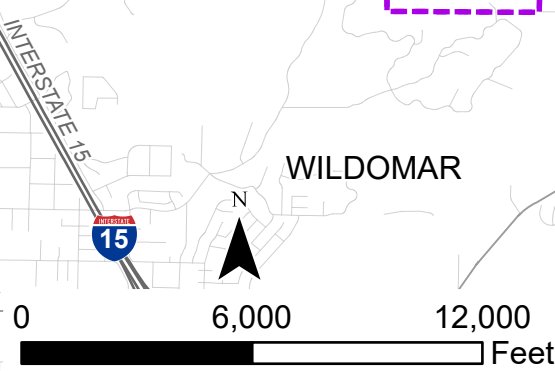
**Riverside County
 Airport Land Use Commission**
**March Air Reserve Base/Inland Port Airport
 Land Use Compatibility Plan**

(PUBLIC REVIEW DRAFT - March 2026)



Legend

- County Boundary
 - City Boundary
 - Airport Influence Area Boundary
 - Compatibility Zones
 - Runway
- General Plan Land Use Designations**
- 2.1-5 du/ac Residential (2.1-5 R)
 - 20.1-24 du/ac Residential (20.1-24 R)
 - 5.1-8 du/ac Residential (5.1-8 R)
 - 8.1-14 du/ac Residential (8.1-14 R)
 - Business Park (BP) 0.25 - 0.60 FAR
 - Commercial Office (CO) 0.25 - 1.0 FAR
 - Commercial Retail (CR) 0.20 - 0.35 FAR
 - Economic Development Corridor (EDC)
 - Heavy Industrial (HI) 0.15 - 0.50 FAR
 - Conservation (OS-C)
 - Recreation (OS-R)
 - Water (OS-W)
 - Public/Quasi Public Facilities (PF)
 - Public Utility Corridor (PUC)
 - Railroad
 - Rural Mountainous 10 ac min (RM)
 - Rural Residential 1 ac min (RR1)
 - Rural Residential 1/2 ac min (RR1/2)
 - Rural Residential 2 ac min (RR2)
 - Rural Residential 5 ac min (RR5)
 - Specific Plan (SP)



SOURCES:
 Land Use Map - City of Menifee, General Plan Land Use updated up to 06/10/2025.









 Compatibility Zones - Map MA-1A in Chapter 3 of this *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*

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






















 (PUBLIC REVIEW DRAFT - March 2026)

SAN BERNARDINO COUNTY

Legend

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

General Plan Land Use Designations

-  Residential: Max. 1 du/ac
-  Residential: Max. 2 du/ac
-  Rural Residential: Max 2.5 du/ac
-  Residential: Max. 3 du/ac
-  Residential: Max. 5 du/ac
-  Residential: Max. 10 du/ac
-  Residential: Max. 15 du/ac
-  Residential: Max. 20 du/ac
-  Residential: Max. 30 du/ac
-  Hillside Residential
-  Planned Residential
-  Downtown Center
-  Corridor Mixed Use
-  Mixed Use
-  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**

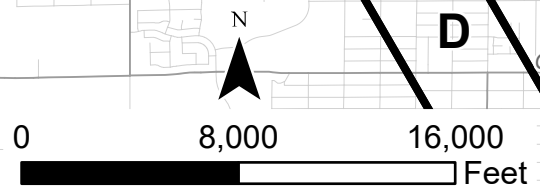
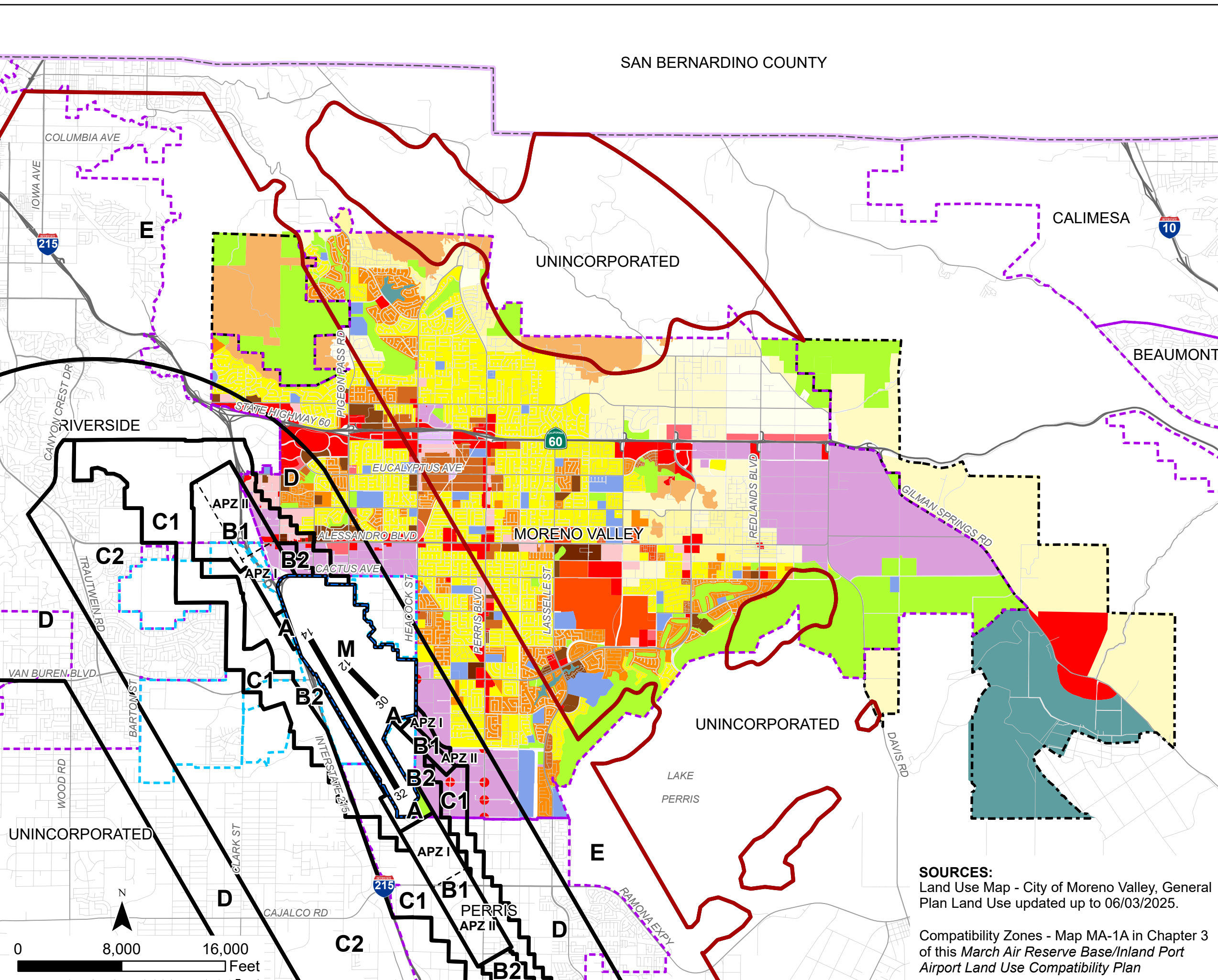
(PUBLIC REVIEW DRAFT - March 2026)

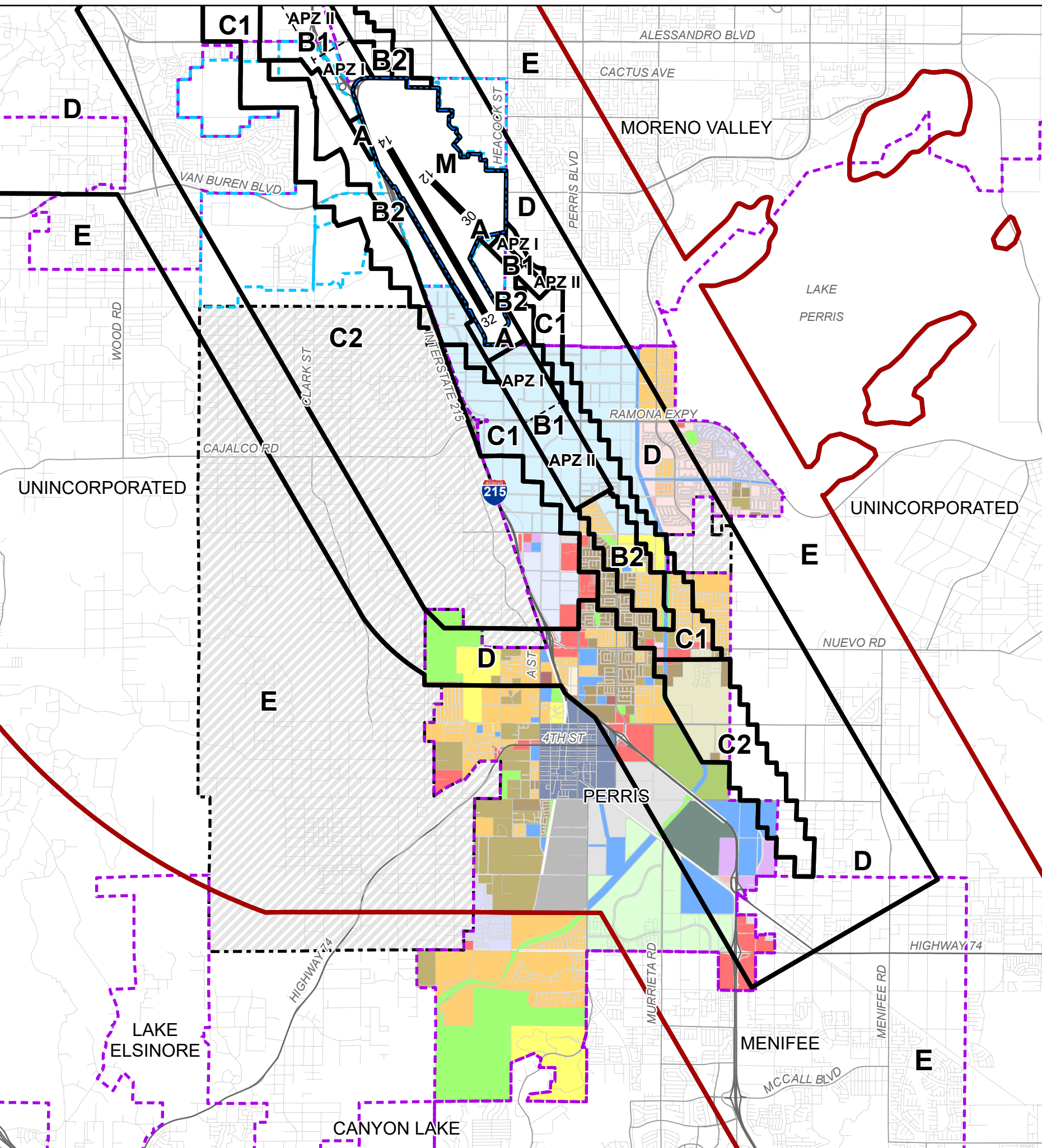
Exhibit MA-7D

**General Plan Land Use Designations:
City of Moreno Valley**

SOURCES:
Land Use Map - City of Moreno Valley, General Plan Land Use updated up to 06/03/2025.

Compatibility Zones - Map MA-1A in Chapter 3 of this March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan





Legend

- General Plan Land Use Designations**
- Business Park (BP)
 - Commercial Community (CC)
 - Downtown Specific Plan (DTSP)
 - General Industrial (GI)
 - Green Valley Specific Plan (GV-SP)
 - Harvest Landing Specific Plan (HL-SP)
 - Light Industrial (LI)
 - Multi Family Residential 14 (MFR-14)
 - Multi Family Residential 14 PDO (MFR-14 PDO)
 - Multi Family Residential 22 (MFR-22)
 - May Ranch Specific Plan (MR-SP)
 - Neighborhood Commercial (NC)
 - New Horizons Specific Plan (NH-SP)
 - New Perris Specific Plan (NP-SP)
 - Open Space (OS)
 - Public (P)
 - Professional Office (PO)
 - Perris Valley Commerce Center Specific Plan (PVCC SP)
 - Parkwest -Specific Plan (PW-SP)
 - Residential R-10,000 (R-10,000)
 - Residential R-20,000 (R-20,000)
 - Residential 6,000 (R-6,000)
 - Residential 8,400 (R-8,400)
 - Riverglen Specific Plan (RG-SP)
 - Riverwoods Specific Plan (RW-SP)
 - Villages of Avalon - Specific Plan (VA-SP)

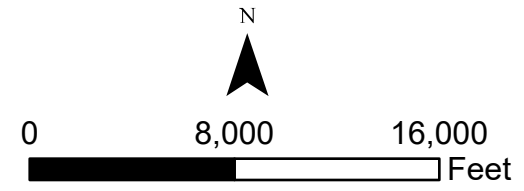
- City Boundary
- Perris Sphere of Influence
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Airport Influence Area Boundary
- Compatibility Zones
- Runway

SOURCES:
 Land Use Map - City of Perris, General Plan Land Use updated up to 06/02/2025.

Compatibility Zones - Map MA-1A in Chapter 3 of this *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*

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

(PUBLIC REVIEW DRAFT - March 2026)



SAN BERNARDINO COUNTY

Legend

General Plan Land Use Designations

- A - Agricultural
- A/RR - Agricultural/Rural Residential
- B/OP - Business/Office Park
- C - Commercial
- CBUSP - CBU Specific Plan
- CRC - Commercial Regional Center
- DSP - Downtown Specific Plan
- HDR - High Density Residential
- HR - Hillside Residential
- I - Industrial
- LDR - Low Density Residential
- MDR - Medium Density Residential
- MHDR - Medium High Density Residential
- MU-N - Mixed Use Neighborhood
- MU-U - Mixed Use Urban
- MU-V - Mixed Use Village
- NSP - Northside Specific Plan
- O - Office
- OS - Open Space/Natural Resources
- OSP - Orangecrest Specific Plan
- P - Public Park
- PF - Public Facilities/Institutions
- PR - Private Recreation
- RAT - K-RAT Core Habitat Preserve Areas
- RCHSP - Riverside Community Hospital Specific Plan
- SRR - Semi Rural Residential
- VHDR - Very High Density Residential
- VLDR - Very Low Density Residential

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

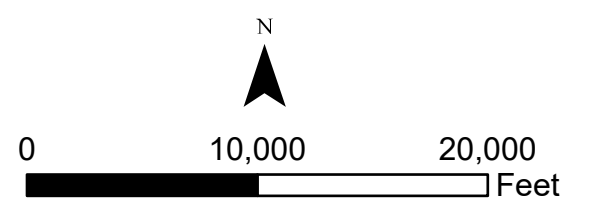
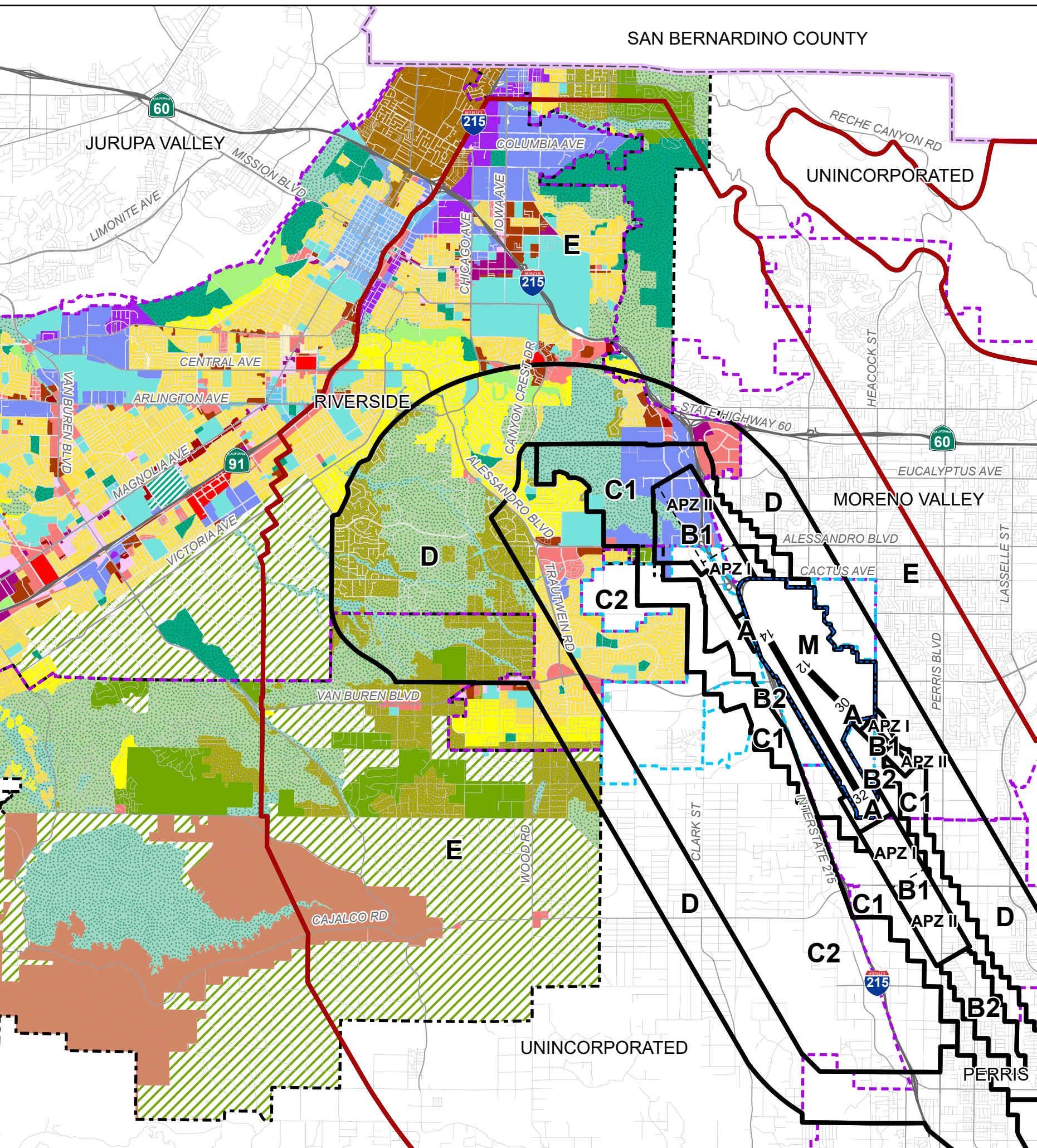
SOURCES:
 Land Use Map - City of Riverside, General Plan Land Use updated up to 06/02/2025.
 Compatibility Zones - Map MA-1A in Chapter 3 of this *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan*

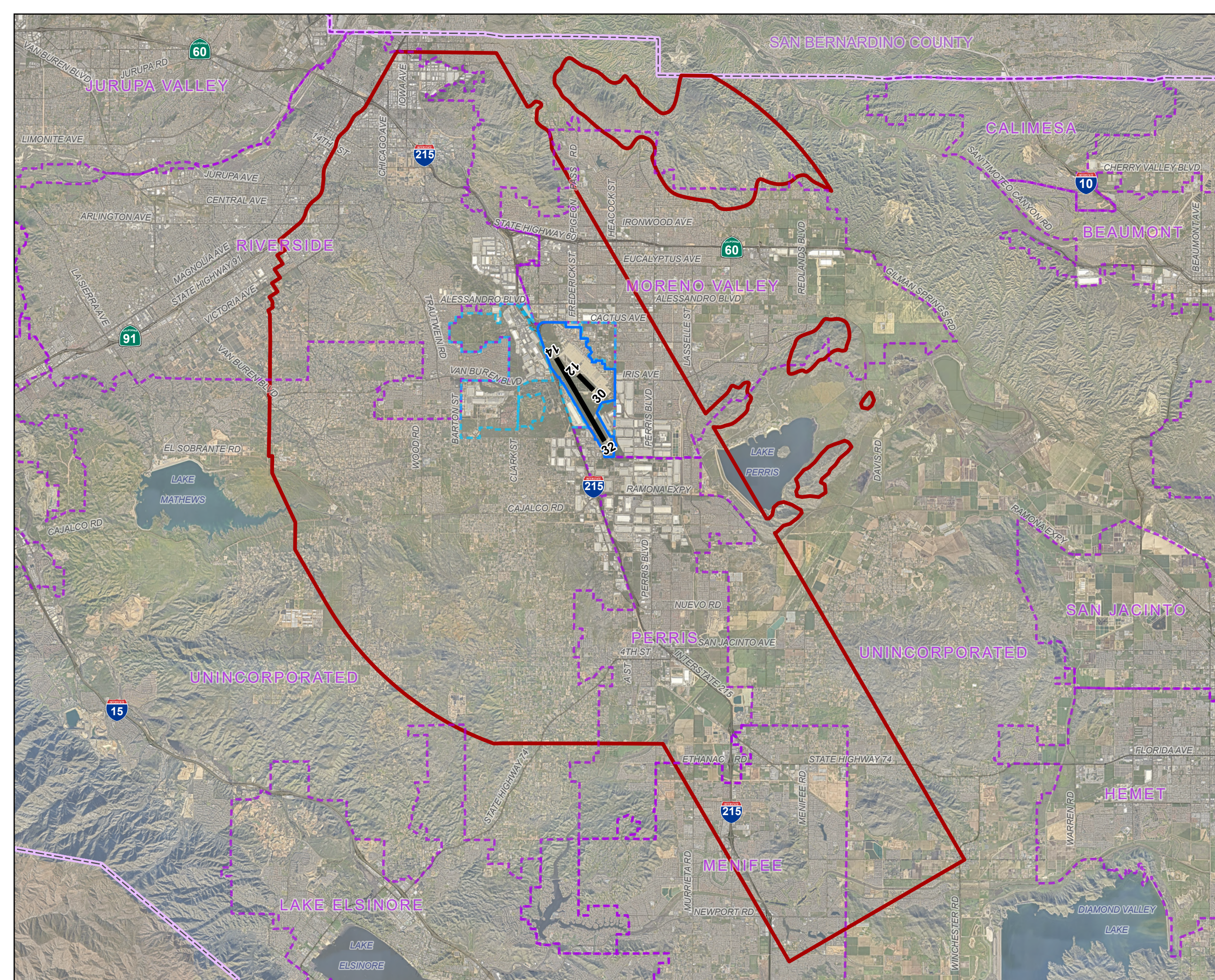
**Riverside County
 Airport Land Use Commission**
**March Air Reserve Base/Inland Port Airport
 Land Use Compatibility Plan**

(PUBLIC REVIEW DRAFT - March 2026)






Exhibit MA-7F

**General Plan Land Use Designations:
 City of Riverside**



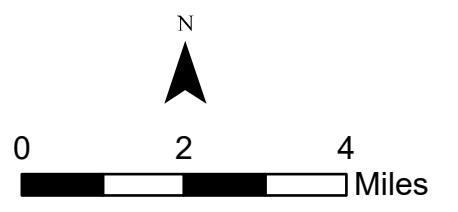


Legend

-  Runway
-  Airport Influence Area Boundary
- Boundary Lines**
-  March Air Reserve Base/Inland Port Airport
-  March Joint Powers Authority Property Line
-  City Limits

SOURCES:
Base Map - County of Riverside, 2025.

Imagery - Nearmap



**Riverside County
Airport Land Use Commission
March Air Reserve Base/Inland Port Airport
Land Use Compatibility Plan**
(PUBLIC REVIEW DRAFT - March 2026)

Assessor's Parcel Number	Ownership	Assessed Use	2026 ALUCP Zone
<i>Caltrans Right-of-Way for Interstate 215 Freeway</i>			
294-070-008	Caltrans	Not Taxed	M & B2
294-070-010			M & B2
294-140-008			B2
297-100-005			B1-APZ I
297-110-005			M & B1-APZ I
297-130-058			M & B1-APZ I
297-160-009			M & B1-APZ I
<i>Parcels Formerly Within Jurisdiction of March Joint Powers Authority</i>			
294-070-012	March JPA	Vacant	B2
294-080-003	Moreno Valley Community Services District	Not Taxed	D & E
294-080-012 *	USA and March JPA	Not Taxed	M & D
294-090-003	Moreno Valley Community Services District	Not Taxed	D
294-140-018	March JPA	Air Museum	B2
294-170-003	March Inland Port Airport Authority	Not Taxed	B2
294-170-010	March Inland Port Airport Authority	Not Taxed	M & B2
294-170-011	March JPA	Not Taxed	B2
294-170-015	March JPA	Warehouse	B2
294-180-041	March JPA	Not Taxed	M, A, & B2
294-180-043	March Inland Port Airport Authority	Not Taxed	B2
294-180-051	March Inland Port Airport Authority	Not Taxed	B2
294-180-052	March Inland Port Airport Authority	Not Taxed	B2
294-180-053	March Inland Port Airport Authority	Not Taxed	B2
294-180-054	March Inland Port Airport Authority	Not Taxed	M & B2
297-150-038	Private	Vacant	C1
297-160-005	Private	Warehouse	M & C1
297-200-004	Private	Warehouse	M & D
297-200-012 *	USA and March JPA	Not Taxed	M & D
<i>Parcels in the City of Perris</i>			
294-180-018	Private	Vacant	A & B2
294-180-055	Private	Warehouse	A & B2
294-200-001	Private	Residence	M, A, & B2
294-200-005	Private	Vacant	A & B2
294-200-006	Private	Vacant	A & B2
294-200-007	Private	Mobile Home	A & B2
294-220-006	USA	Not Taxed	A & B2
294-220-007	USA	Not Taxed	A
294-220-010	Private	Vacant	A & B2

Exhibit MA-9

Parcels Affected by March ARB Boundary Observation Clear Zone

Assessor's Parcel Number	Ownership	Assessed Use	2026 ALUCP Zone
294-220-012	U.S. Army Corps of Engineers	Not Taxed	A
314-153-011	City of Perris	Not Taxed	A
314-153-012	City of Perris	Not Taxed	A
314-153-013	City of Perris	Not Taxed	A
314-153-014	City of Perris	Not Taxed	A
314-153-072	USA	Not Taxed	A & B1-APZ I
314-153-077	Private	Vacant	A

* Assessor's Parcel Numbers 294-080-012 and 297-200-012 are both listed on the Assessor's rolls as being under the ownership of March Joint Powers Authority, but appear to include land within the March Air Reserve Base boundary in addition to land outside the Base proper.

NOTE: No parcels in the City of Moreno Valley are affected, as they are separated from Base property by rights-of-way of Cactus Avenue or Heacock Street. There are two parcels identified by the Riverside County Assessor as owned by Moreno Valley Community Services District that are affected. (See above.) Both parcels are located within the area that was under the jurisdiction of the March Joint Powers Authority, westerly of Heacock Street.

See Policy MA.2.4(g) in Section MA of Chapter 3 in Volume 1, *Policy Document* for criteria affecting development within the parcels listed in this table. Refer to the Riverside County "Map My County" application for a map showing the locations of these parcels (*link to be inserted after the March ARB/IPA Land Use Compatibility Plan is adopted*).

Data Compiled by Riverside County ALUC Staff from 2025 County Assessor's Records

Exhibit MA-9 (continued)

JUNE 16, 2026

REVISIONS TO
MARCH AIR RESERVE BASE / INLAND PORT AIRPORT
LAND USE COMPATIBILITY PLAN
PUBLIC REVIEW DRAFT DATED MARCH 2026

Once the Compatibility Plan is adopted by the Riverside County ALUC, the changes listed here will be made to the document and a final version will be produced.

- **Table MA-2, Basic Compatibility Criteria**—Revise Footnote #5 to read:

In addition to ~~the development conditions listed below~~ the Other Development Conditions listed in this table, Boundary Observation Clear Zone evaluation, in consultation with March ARB personnel, is required as a condition for ALUC approval of proposed development on 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.

Purpose: This wording better reflects the wording in Policy MA-2.4(g) and emphasizes the need for consultation with March ARB personnel prior to development on the affected properties.

- **Map MA-1A, Compatibility Map**—Replace the map included in the Policies chapter of the Public Review Draft with the version attached here. The change better depicts the relationship between the High Terrain Zone and the underlying Compatibility Zones and does not affect the boundaries of any of the zones.

Purpose: The High Terrain Zone is an overlay of the underlying Compatibility Zones and the compatibility criteria for both types of zones apply. The Public Review Draft version of this map looked as though only the High Terrain Zone applies in areas where the zones overlap. The revised version shows the High Terrain Zone as transparent with the underlying color of the Compatibility Zones showing through.

Legend

ZONES

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

Boundary Lines

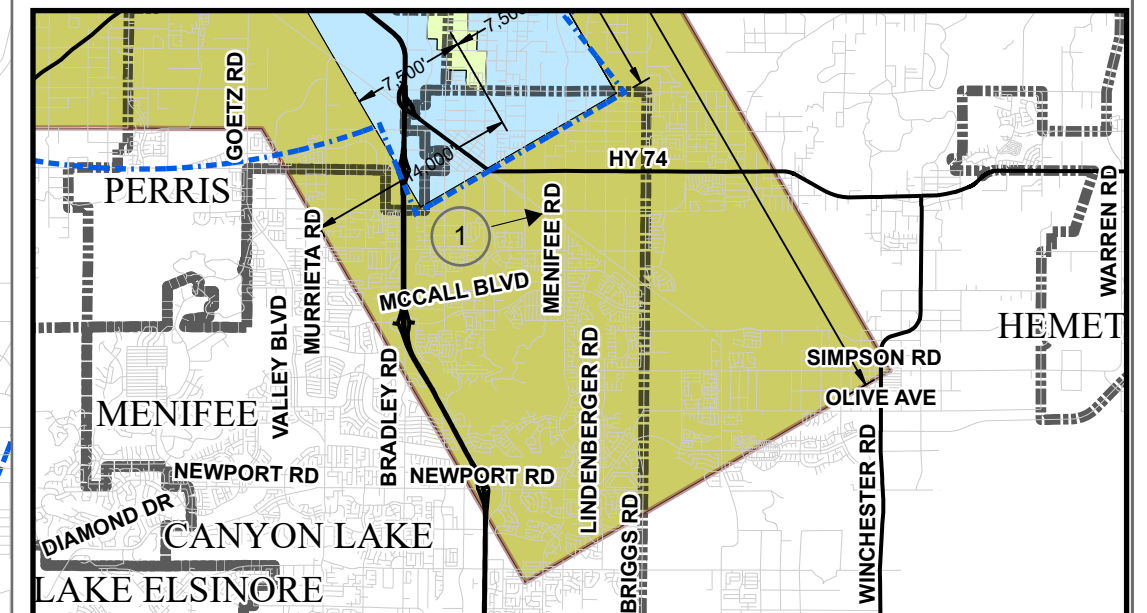
- Airport Influence Area
- March ARB
- Cities
- County Boundary
- Site Specific Exceptions
- FAR Part 77
- Runways

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.

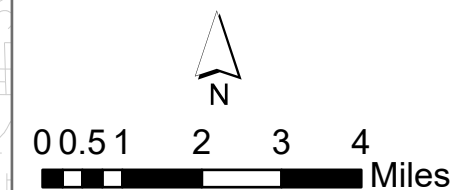
INSET



**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

SEE INSET AT RIGHT

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

5.1 Director's Approvals

- A. During the period of May 16, 2026, through June 15, 2026, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Paul Rull reviewed one non-legislative case and issued determinations of consistency.

ZAP1684MA26 pertains to County of Riverside Case No. PPW240012 (Plot Plan), a proposal to construct a 90-foot mono-pine wireless telecommunications tower within a 40-foot by 40-foot lease area, located at 17925 Iris Avenue. The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA), where non-residential intensity and residential density is not restricted. The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 24,296 feet from the project to the nearest point on the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1,778 feet AMSL. The maximum finished floor elevation is 1,562 feet AMSL and the maximum building height is 90 feet, resulting in a top point elevation of 1,652 feet AMSL. Therefore, review of the buildings for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

ALUC Director Paul Rull issued a determination of consistency for this project on June 4, 2026.

- B. Additionally, as authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Paul Rull reviewed one case and issued a determinations of consistencies.

ZAP1113RG26 pertains to City of Riverside Case No. PC-2026-00427 (Zoning Code Text Amendment), a proposal by the City of Riverside to consider amendments to Title 16 (Buildings and Construction) and Title 19 (Zoning) of the Riverside Municipal Code (RMC), including but not limited to Article VII (Specific Land Use Provisions) are intended to implement an Adaptive Reuse Ordinance establishing regulations and incentives to facilitate the conversion of existing non-residential buildings to residential uses within designated areas of the City. The Adaptive Reuse ordinance shall apply to eligible buildings within Commercial, Office, Residential, Mixed-Use, Industrial (BMP), and applicable Specific Plan land use designations. The proposed amendments also include changes to Title 16 which will provide guidance on alternative building standards for adaptive reuse projects. The proposed amendments do not involve changes in development standards or allowable land uses that would increase residential density or non-residential intensity. Therefore, these amendments have no possibility for having an impact on the safety of air navigation within airport influence areas located within the City of Riverside.

ALUC Director Paul Rull issued a determination of consistency for this project on May 22, 2026.

5.2 Update on March Air Reserve Base Compatible Use Study Implementation Presentation by Special Project Director Simon Housman or his designee.



**AIRPORT LAND USE COMMISSION MEETING
MINUTES
June 11, 2026**

06-11-2026

COMMISSIONERS PRESENT: Micheal Kacsmarky, Maartin Rossow, Richard Stewart, Steve Manos, Steve Sanchez, Michael Lewis, Beth Larock.

COMMISSIONERS ABSENT: Vernon Poole and Michael Geller.

PUBLIC HEARING: CONTINUED ITEM

2.0

3.1 Staff report recommended:
CONTINUANCE OFF CALENDER

Staff recommended at hearing:
**CONSISTENT WITH NEW
AIRPORT MANAGER
CONDITIONS**

ALUC Commission Action:
**CONSISTENT WITH NEW
AIRPORT MANAGER
CONDITIONS**

(Vote: 7-0)

**Motion: Steve Sanchez
Second: Michael Lewis**

**ZAP1022BL25 – Grace Orchard Energy Center, LLC
(Representative: Next Era Energy Resources) –** County of Riverside Case No. CUP03684R01 (Conditional Use Permit. A proposal to construct and operate a 500 megawatt (MW) photovoltaic solar facility with associated electrical substation, maintenance building, inverters, transformers and 36 new transmission line poles on 395-gross acres and 3,310-acres of private land owned by County of Riverside, located at 7990 Megin Avenue. (Airport Compatibility Zones B1, C, D, and E of the Blythe Municipal Airport Influence Area). ALUC Planner: Jackie Vega at (951) 955-0982, or e-

mail at JaVega@rivco.org

3.0 **PUBLIC HEARING: NEW CASES**

March

3.1 Staff report recommended:
CONSISTENT

Staff recommended at hearing:
CONTINUE OFF CALENDER

ALUC Commission Action:
**CONTINUE OFF CALENDER
(Vote: 7-0)**

**Motion: Steve Manos
Second: Micheal Kacsmarky**

**ZAP1683MA26 – Gossett Real Estate Inc.
(Representative: Garrett Gossett)**-City of Perris Case Nos. GPA26-00002 (General Plan Amendment), ZC26-00003 (Zone Change), TPM26-00001 (Tentative Parcel Map), and CUP26-00016 (Conditional Use Permit). A proposal to construct a 167, 240 square foot storage unit facility with office space, two drive-thru restaurants totaling 7,000 square feet, and 6,524 square foot retail building all on separate parcels totaling 10.07-acres, located southerly of Addison Way, northerly of E Nuevo Road, westerly of Evans Road, and easterly of El Nido Avenue. The applicant also proposes to amend the General Plan Land Use designation to change the sites zoning from Community Commercial to Business Park. Lastly, the applicant proposes subdividing 10.07-acres

VIDEO:

1

A video recording of the entire proceedings is available on the ALUC website at www.rcaluc.org. If you have any questions please contact Ana Estrada, ALUC Commission Secretary, at (951) 955-5132 or E-mail at AnaEstrada@rivco.org

**AIRPORT LAND USE COMMISSION MEETING
MINUTES
June 11, 2026**

into four separate parcels. (Airport Compatibility Zones C1 and C2 of the March Air Re-serve Base/Inland Port Airport Influence Area). ALUC Planner: Jackie Vega at (951) 955-0982, or e-mail at JaVega@rivco.org

4.0 PUBLIC HEARING: MISCELLANEOUS ITEMS

- 4.1 Staff report recommended: Consideration of adopting ALUC Resolution No. 2026-01 Concerning Airport Land Use Commission Development Review Fees and establishing a new Schedule of Development Review Fees, as required by Government Code section 66016. All interested parties are invited to attend and comment upon any proposed fee increases. A copy of the proposed budget and data relied upon to calculate reasonable fees based on the cost of providing ALUC services is available for review at ALUC's office located at the Riverside County Administrative Center on the 14th floor by a prescheduled appointment during business hours. Contact Ana Estrada at (951) 955-5132 to schedule an appointment.
- ADOPTION** of Resolution No. 2026-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code.

Staff recommended at hearing: **ADOPTION** of Resolution No. 2026-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code.

ALUC Commission Action: **ADOPTED** Resolution No. 2026-01 and the new Schedule of Development Review Fees in accordance with Section 66016 of the California Government Code
(Vote 7-0)

Motion: Steve Manos
Second: Maartin Rossouw

6.0 APPROVAL OF MINUTES

Steve Manos motioned to approve June 11 Seconded by Maartin Rossouw.
(Vote 7-0)

7.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

NONE

8.0 COMMISSIONER'S COMMENTS

NONE

VIDEO:

2

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