

# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

<b>AGENDA ITEM:</b>	3.2
<b>HEARING DATE:</b>	September 14, 2023
<b>CASE NUMBER:</b>	<u>ZAP1548MA22 – Anton Mission Grove LLC (Representative: Overland Devco)</u>
<b>APPROVING JURISDICTION:</b>	City of Riverside
<b>JURISDICTION CASE NO:</b>	PR-2022-001359 (General Plan Amendment, Specific Plan Amendment, Rezone, Development Plan Review)
<b>LAND USE PLAN:</b>	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
Airport Influence Area:	March Air Reserve Base
Land Use Policy:	Zone C2
Noise Levels:	Below 60 CNEL contour

**MAJOR ISSUES: The proposed project is inconsistent with the following airport land use compatibility criteria:**

- The project's proposed residential density of 35.0 dwelling units per acre in Zone C2 is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre.
- The project's proposed Mixed Use Urban land use designation and zoning as well as the specific plan amendment, allows for a maximum 40.0 dwelling units per acre, which is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre. Additionally, the project is inconsistent with the City's adopted General Plan and Zoning Ordinance.

**RECOMMENDATION:** Staff recommends that the Commission find the proposed General Plan Amendment, Specific Plan Amendment, and Rezone **INCONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, and also find the proposed Development Review **INCONSISTENT**, based on the fact that the project is inconsistent with the required residential density criteria.

**PROJECT DESCRIPTION:** A proposal to construct a multi-family development consisting of 347 multi-family residential units, pool area, leasing office, club area, and fitness center on 9.92 acres. The applicant also proposes amending the site's General Plan land use designation from C-Commercial to MU-U-Mixed Use Urban, and rezoning the site from the site from CR-Commercial

Retail to MU-U-Mixed Use-Urban, and a specific plan amendment to amend the Mission Grove Specific Plan to permit mixed use/multi-family residential units on the project site. The applicant also proposes 40,000 square feet of solar panel area on the building's rooftops and carports.

**PROJECT LOCATION:** The site is located on the northwest corner of Mission Grove Parkway and Mission Village Drive, approximately 17,464 feet northwesterly of the northerly end of Runway 14-32 at March Air Reserve Base.

**BACKGROUND:**

Residential Density: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone C2, which restricts residential density to a maximum of 6.0 dwelling units per acre.

The project proposes 347 multi-family units on 9.92 acres, resulting in a density of 35 dwelling units per acre, which is inconsistent with the Zone C2 residential density criteria maximum of 6.0 dwelling units per acre.

It is important to note that Zone C2 is identified as the Flight Corridor Zone (extended approach/departure zone) where the risk level is considered "moderate" in the ALUC Countywide policies Table 3A Compatibility Zone Factors which includes areas where aircraft: turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude; on departure normally complete transition from takeoff power and flap settings to climb mode and begin turns to en route heading; and on an instrument approach procedure, have descended below about 500 feet AGL. Table 3A indicates "some 10% to 15% of off-runway general aviation accidents near airports occur in this zone".

Based on the safety factors raised above, the intent and purpose of Zone C2 is to restrict residential density in order to limit the potential risk of an off-field aircraft landing. The project's proposed density of 35.0 dwelling units per acre significantly exceeds the maximum allowable residential density for Zone C2 of 6.0 dwelling units per acre.

County Wide Policy 3.3.1 Infill: Countywide Policy 3.3.1 (Infill) allows for greater densities than would otherwise be permitted in Compatibility Zone C2, but caps densities at double the allowable density of the zone. As the maximum density of the zone is 6.0 dwelling units per acre, doubling the density increases the limit from 6.0 to 12.0 dwelling units per acre, which the project's proposed density of 35.0 dwelling units per acre would significantly exceed.

In addition, existing single-family residential communities surrounding the project site (within a 300-foot radius) results in the following densities: TR27289, 4.4 dwelling units per acre; TR27221, 4.6 dwelling units per acre; TR27653-1, 5.48 dwelling units per acre; and TR27653-2, 6.0 dwelling units per acre. The project's proposed density of 35.0 dwelling units per acre is significantly higher than those densities exhibited in the surrounding existing residential communities, and therefore would not meet the Infill policy criteria of "at least 65% of the site's perimeter is bounded by existing uses similar to, or more intensive than those proposed".

Non-Residential Average Intensity: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the site is located within Compatibility Zone C2, where non-residential average intensity is limited to 200 people per acre.

Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan and the Additional Compatibility Policies included in the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the following rates were used to calculate the occupancy for the proposed project:

- Office area – 1 person per 200 square feet,
- Exercise Room area - 1 person per 50 square feet,
- Pool area- 1 person per 50 square feet,
- Pool Deck area - 1 person per 15 square feet, and
- Club area - 1 person per 15 square feet.

The project proposes to construct a 347-unit multi-family development including recreational amenities including 2,963 square feet of leasing office area, 1,001 square feet of pool area, 1,293 square feet of pool deck area, 2,136 square feet of club area, and 2,386 feet of fitness area, accommodating a total occupancy of 311 people, resulting in an average intensity of 31 people per acre, which is consistent with Zone C2 average intensity criterion of 200 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle). Based on the number of parking spaces provided (347 standard vehicles), the total occupancy would be estimated at 521 people for an average intensity of 53 people per acre, which is consistent with the Compatibility Zone C2 average intensity criterion of 200 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, Compatibility Zone C2 limits maximum single-acre intensity to 500 people. There are no risk-reduction design bonuses available, as March Air Reserve Base/Inland Port Airport is primarily utilized by large aircraft weighing more than 12,500 pounds.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would occur around the multi-family residential amenities which includes 2,963 square feet of leasing office area, 1,001 square feet of pool area, 1,293 square feet of pool deck area, 2,136 square feet of club area, and 2,386 feet of fitness area, resulting in a single acre occupancy of 311 people which is consistent with the Compatibility Zone C2 single acre criterion of 500.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located on the building rooftops and carports within Compatibility Zone C2.

#### *Glint and Glare/Reflectivity*

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property. However, potential for temporary after-image ("yellow" level) and potential for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes approximately 40,000 square feet of solar panels on the proposed buildings rooftops and carports. The applicant has submitted two glare studies utilizing the web-based Forge Solar which analyzed 1) panels with a fixed tilt of 5 degrees with no rotation and orientation of 180 degrees with a height of 10 feet, and 2) panels with a fixed tilt of 10 degrees with no rotation and orientation of 180 degrees with a height of 45 feet.

The analysis was based on a 2 mile straight in approach (as per FAA Interim Policy standards) to runways 14 and 32, and also based on the traffic patterns as identified by March Air Reserve Base staff (Runway 12/30 General Aviation, Runway 14/32 General Aviation, Runway 14/32 C-17/KC-135, Runway 14/32 Overhead). The analysis utilized a glide slope approach of 3.0 degrees. No glare would affect the Air Traffic Control Tower.

The analysis concluded that some potential for glare was identified within the Air Force traffic pattern. Evaluation of the Air Force traffic patterns indicates that the panels would result in a low potential for temporary after-image ("green" level glare) or no glare. All times are in standard time.

10-foot tall panels (total 39,047 minutes of "green" level glare):

- Runway 12/30 General Aviation traffic pattern, totaling 2,681 minutes of 'green' level glare, lasting up to 30 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.
- Runway 14/32 General Aviation traffic pattern, totaling 4,308 minutes of 'green' level glare, lasting up to 35 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.
- Runway 14/32 C-17/KC-135 traffic pattern totaling 32,058 minutes of 'green' level glare, lasting up to 120 minutes a day, throughout the year, from 11:00 a.m. to 6:00 p.m.

45-foot tall panels (total 40,044 minutes of "green" level glare):

- Runway 12/30 General Aviation traffic pattern, totaling 2,977 minutes of 'green' level glare, lasting up to 25 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.
- Runway 14/32 General Aviation traffic pattern, totaling 4,296 minutes of 'green' level glare, lasting up to 35 minutes a day, from April to September, from 5:00 p.m. to 6:00 p.m.
- Runway 14/32 C-17/KC-135 traffic pattern totaling 32,771 minutes of 'green' level glare, lasting up to 150 minutes a day, throughout the year, from 11:00 a.m. to 6:00 p.m.

It is important to note that the glare created by the project would range between 39,047 minutes and 40,044 minutes of "green" level glare, which represents less than 15 percent of total day light time.

#### *Electrical and Communication Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal

transmission. There are no radar transmission or receiving facilities within the site.

March Air Reserve Base/United States Air Force Input: Given that the project site is located in Zone C2 westerly of the northerly runway at March Air Reserve Base, the Base staff was notified of the project, and sent plans and the solar glare hazard study for their review. On July 31, 2023, the Air Force provided comments supporting ALUC's recommendation of inconsistency due to concerns with the project's inconsistent density.

Prohibited and Discouraged Uses: The project does not propose any uses specifically prohibited or discouraged in Compatibility Zone C2 (highly noise-sensitive outdoor nonresidential uses), other than the inconsistent density previously mentioned.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being below the 60 CNEL range from aircraft noise. Therefore, no special measures are required to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its northerly terminus is 1,535 feet above mean sea level (AMSL). At a distance of approximately 17,464 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 1,710 feet AMSL. The site's finished floor elevation is 1,595 feet AMSL and proposed building height is 56 feet, resulting in a top point elevation of 1,651 feet AMSL. Therefore, review of the building for height/elevation reasons by the FAA Obstruction Evaluation Service (FAAOES) was not required.

Open Area: None of the Compatibility Zones for the March Air Reserve Base/Inland Port ALUCP require open area specifically.

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 17,464 feet from the runway, and therefore would not be subject to the above requirement.

General Plan Amendment/Specific Plan Amendment/Rezone: The applicant proposes amending the site's General Plan land use designation from C-Commercial to MU-U-Mixed Use Urban, and rezoning the site from the site from CR-Commercial Retail to MU-U-Mixed Use-Urban, and a specific plan amendment to amend the Mission Grove Specific Plan to permit mixed use/multi-family residential units on the project site. The proposed Mixed Use Urban land use designation and zoning as well as the specific plan amendment allows for a maximum 40.0 dwelling units per acre, which is inconsistent with the Zone C2 maximum residential density criteria of 6.0 dwelling units per acre.

The City's adopted General Plan land use element specifically references the importance of the March Air Reserve Base and its goal of limiting conflicting land uses:

- “Residential development within areas close to March and/or potentially impacted by March could lead to increased conflict with the March operations and would have negative consequences for the base in any subsequent round of BRAC review. To ensure that March continues in its military and trade missions which have brought enormous economic benefit to the City and the region as a whole, Riverside will need to ensure that its future land use decisions do not pose potential adverse impacts to ongoing operations at March”.

ALUC staff contends that the project’s proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre could lead to an increased conflict with March operations its economic benefit to the region due to the encroachment of incompatible residential densities potentially affecting BRAC review.

The adopted land use element also contains objectives and policies regarding March Air Reserve Base and airport land use compatibility:

- Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port Airport, Riverside, Municipal Airport, and Flabob Airports.

ALUC staff contends that the project’s proposed 35.0 dwelling units per acre high density land use designation would have an encroaching impact on the long-term viability of the March Air Reserve Base.

- Policy LU-22.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the March Air Reserve Base/Inland Port Airport, Riverside Municipal Airport, and Flabob Airport, and in implementing the new Airport Land Use Compatibility Plan.

ALUC staff contends that the City’s adopted General Plan and Zoning Ordinance contains sufficient guidance and regulations to implement safe and appropriate airport land use compatibility in its projects. In the case of the proposed project, the proposed density of 35.0 dwelling units per acre is inconsistent with what the City adopted in its General Plan and Zoning Ordinance and fails to protect airport influence areas.

- Policy LU-22.3: 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.

ALUC staff contends that the permittance of the project’s 35.0 dwelling units per acre will lead to the gradual eroding of the airport land use compatibility criteria which will pave the way for incompatible intensification of high density in inappropriate airport compatibility zones resulting in the encroachment on the Base.

- Policy LU-22.4: 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.

ALUC staff contends that the City should utilize its adopted General Plan and Zoning

Ordinance in implementing its adopted March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan on the project.

- Policy LU-22.5: Review all proposed projects within the airport influence area 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 airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission and the City of Riverside, to the fullest extent the City finds feasible.

ALUC staff contends that the proposed project's density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre which threatens the public health and safety at the project site in the event of a aircraft off-field landing.

The following sections are from the City's adopted Zoning Ordinance with references to the airport land use compatibility plan (ALUCP):

- Section 19.149 contains an entire section dedicated to the ALUCP. Sub-section 19.149.020 identifies that: "For property located within a compatibility zone and subject to airport land use compatibility plan policies and criteria, land use, density, and intensity limitations of the ALUCP may be more restrictive than what would otherwise be allowed per City zoning designation applicable to the property. In addition to complying with the Zoning requirements of this title, proposed uses and development on property within an airport compatibility zone must be determined to be consistent with, and comply with the compatibility criteria of the applicable compatibility zone and airport land use compatibility plan".

ALUC staff contends that Section 19.149 recognizes that the proposed project is located within an airport compatibility zone which may be more restrictive than otherwise allowed by the City zoning, and it states that the project must be determined to be consistent and comply with the compatibility criteria.

- Section 19.149.030 provides the purpose of the ALUC "is to conduct airport land use compatibility planning. ALUCs 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 public airports".

ALUC staff contends that the project's proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre, and does not protect the public health, safety and welfare by ensuring the orderly expansion of airports.

- Section 19.150.020 is the City's Permitted Land Uses and it states (sub-section 19.150.020.B) "Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan". Specifically, the permitted land use table identifies

multiple-family dwellings in the Mixed Use Urban zone as a permitted use by the City, but it also identifies (via footnote \*\*\*) that the uses are also subject to the ALUCP criteria “where use may be strictly prohibited”.

ALUC staff contends that Section 19.150.020 requires that the project be subject to the airport land use compatibility criteria where use may be strictly prohibited, which the project’s proposed density of 35.0 dwelling units per acre significantly exceeds the Zone C2 maximum density requirement of 6.0 dwelling units per acre.

Therefore, based on the points mentioned above, the proposed general plan amendment, specific plan amendment and rezone would be inconsistent with the airport land use compatibility plan criteria, as well as being inconsistent with the City’s adopted General Plan and Zoning Ordinance.

**CONDITIONS (in the event of an overrule):**

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
  - (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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, 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) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.
  - (f) Other Hazards to flight.



3. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property, and be recorded as a deed notice.
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 detention 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](http://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.

5. March Air Reserve Base 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 radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated to construct a multi-family development consisting of 347 multi-family residential units, pool area, leasing office, club area, and fitness center. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.
7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 5 and 10 degrees and orientation of 180 degrees. Solar panels shall be limited to total square feet, and the locations and coordinates as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “event” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.
  
9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “event” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

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# 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)

# 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**

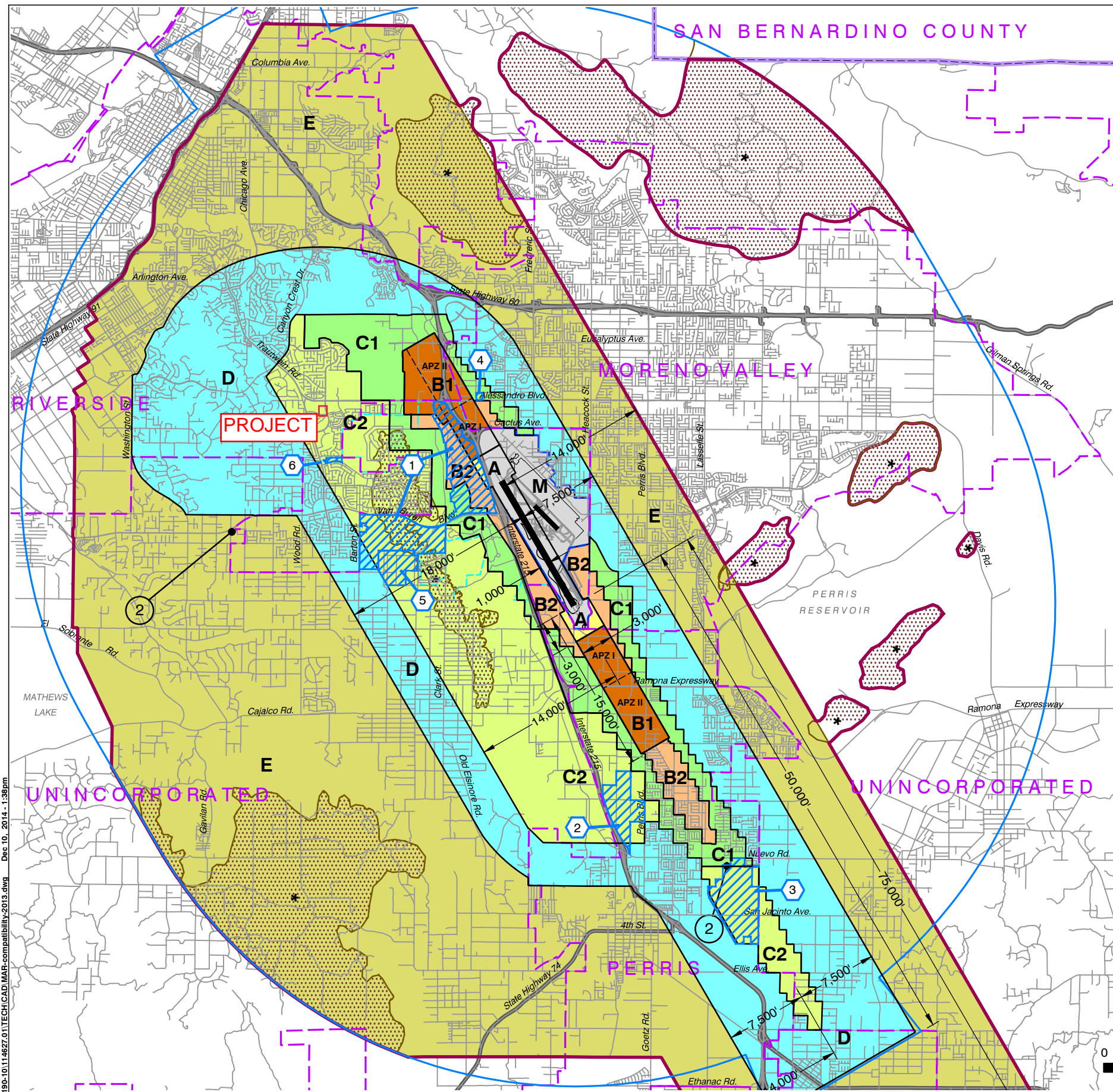
**PROPER MAINTENANCE IS NECESSARY TO AVOID  
BIRD STRIKES**



**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_



**LEGEND**

**Compatibility Zones**

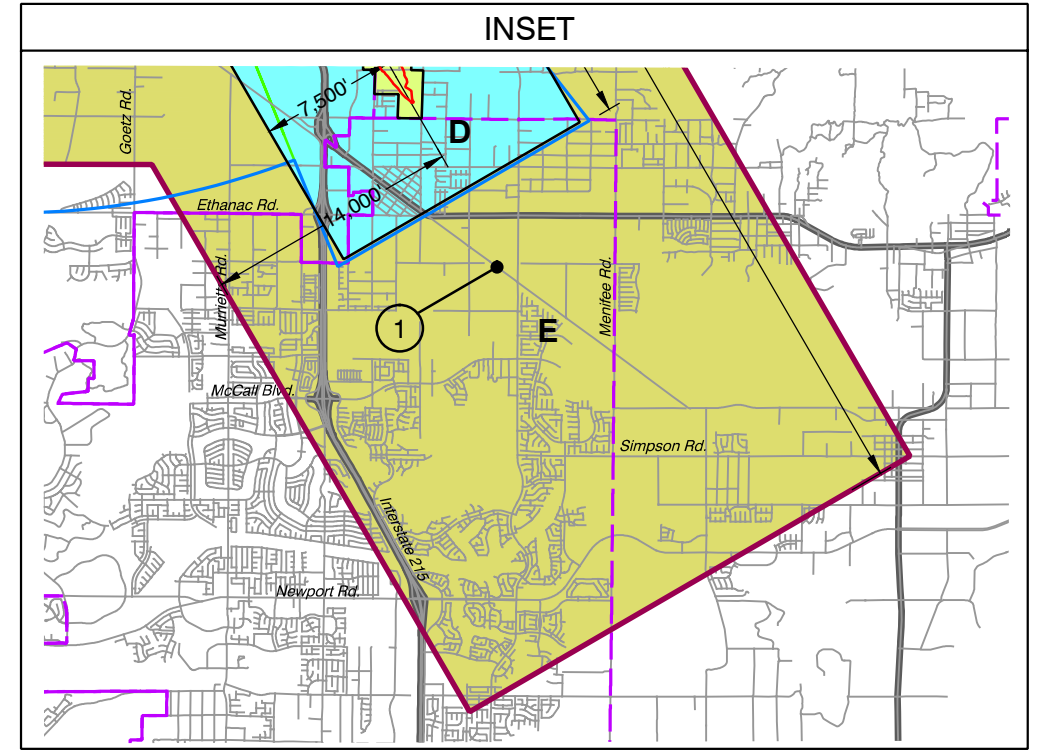
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

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

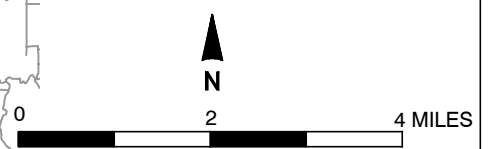
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.

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



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

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



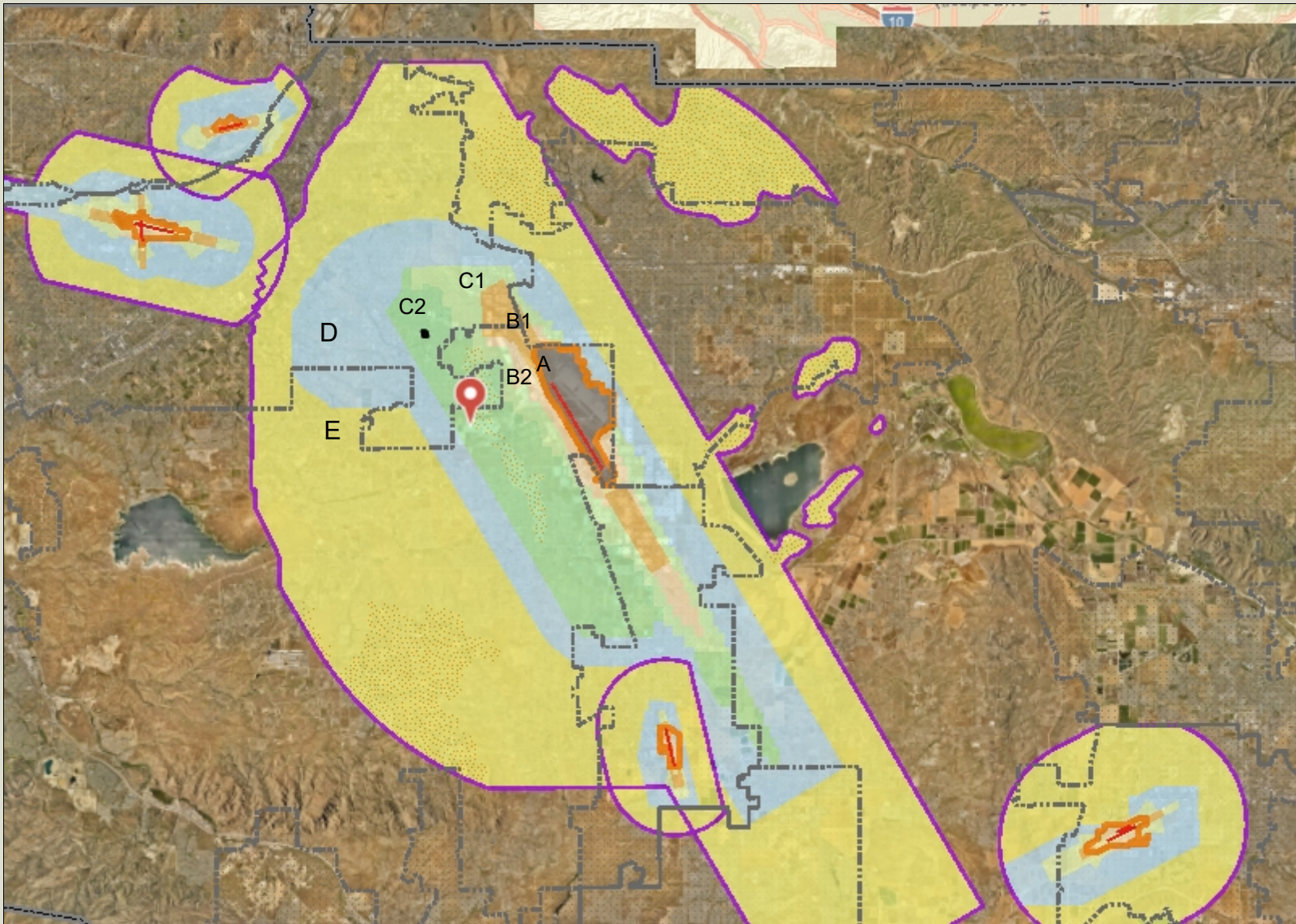
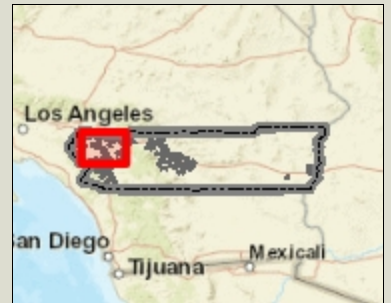
Base map source: County of Riverside 2013

SEE INSET AT RIGHT

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

# Map My County Map



## Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6



**\*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.

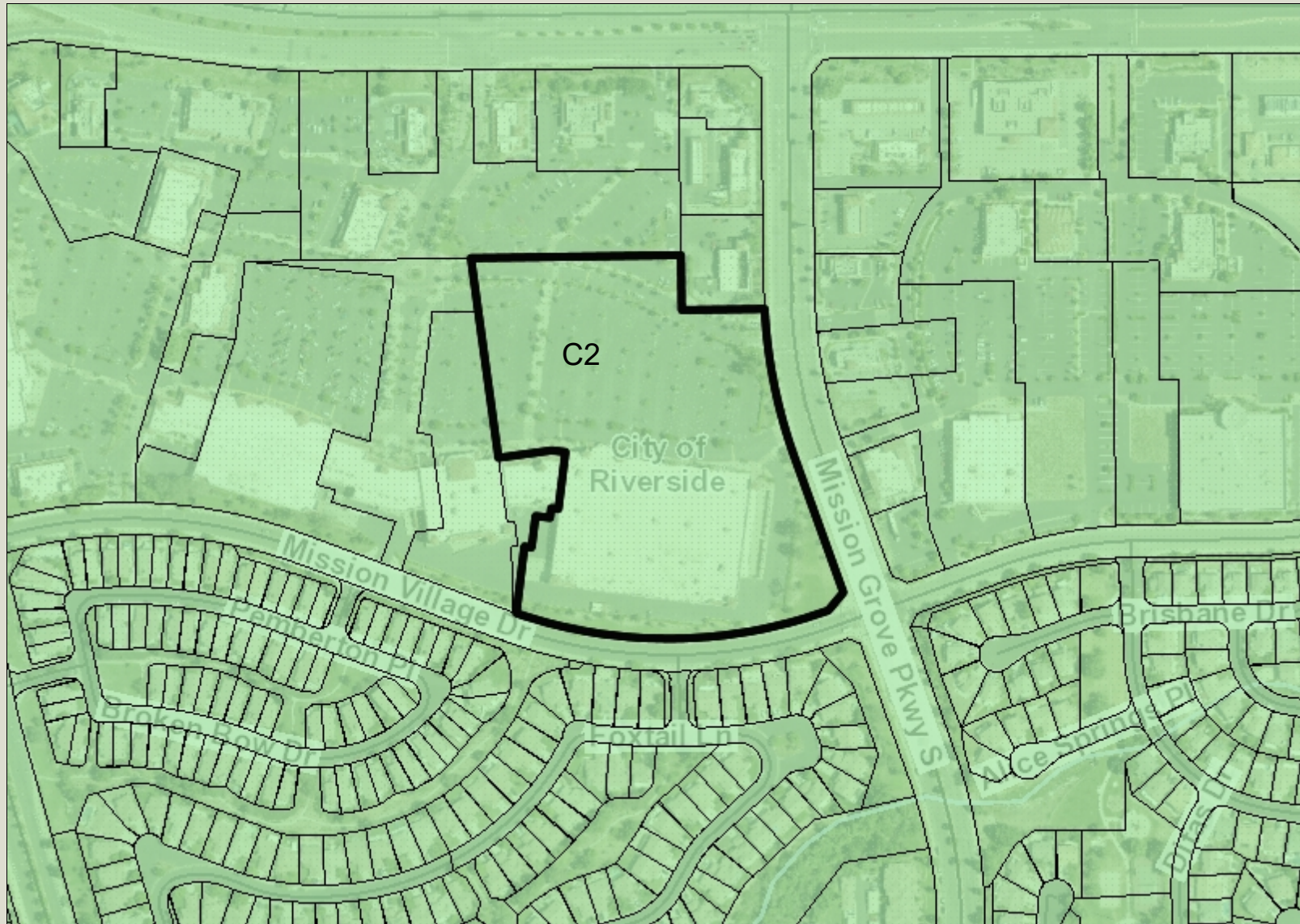
## Notes

0 24,927 Feet

REPORT PRINTED ON: 10/27/2022 12:19:14 PM  
PR 2022-00000 (S, A, RE, S, A, TPM, DR, EIR) Exhibit 12 - Riverside ALC Report

© Riverside County GIS

# Map My County Map



## Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones**
- OTHER COMPATIBILITY ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5



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0 385 770 Feet

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## Notes

# Map My County Map



## Legend

-  Parcels
-  County Centerline Names
-  County Centerlines
-  Blueline Streams
-  City Areas
-  World Street Map



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## Notes

0 385 770 Feet

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# Map My County Map



## Legend

- Blue Line Streams
- City Areas
- World Street Map

## Notes

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0 6,127 12,314 Feet

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# Map My County Map



## Legend

- Blueline Streams
- City Areas
- World Street Map



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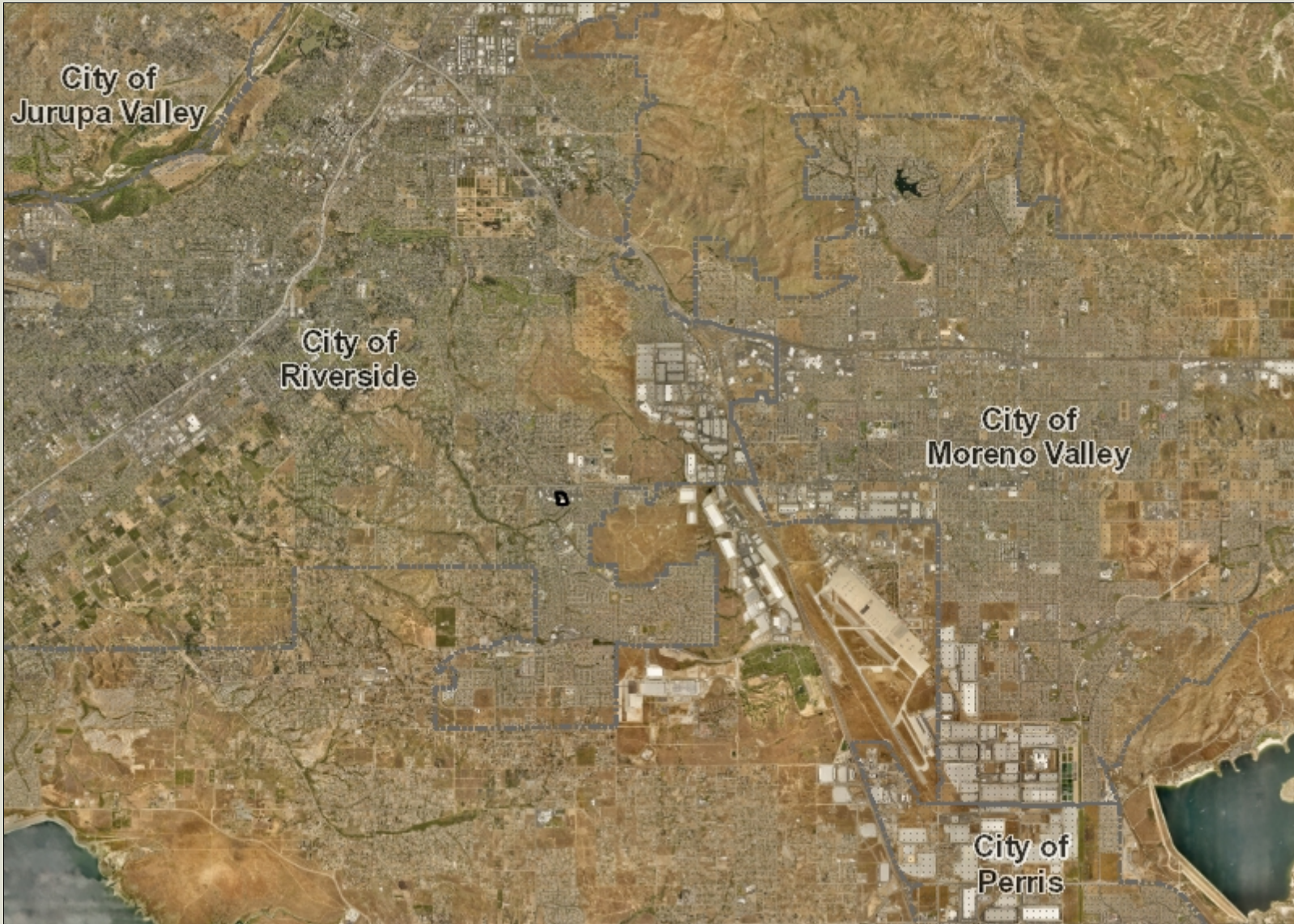
## Notes

0 3,157 Feet



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# Map My County Map



## Legend

-  City Areas
-  World Street Map

## Notes

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0 12, 24,629 Feet

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