

ATTACHMENTS
FOR
ITEM
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**CITY COUNCIL
AGENDA SUBMITTAL**

Meeting Date: February 23, 2016

SUBJECT: **OVERRULE** of Riverside County Airport Land Use Commission (ALUC) decision that the proposed 78-unit single family residential development located on the northwest corner of Murrieta Road and Water Avenue is inconsistent with their Airport Land Use Plan. Applicant: Tom Mungari

REQUESTED ACTION: **ADOPT A RESOLUTION** authorizing staff to begin the process of overruling the Riverside County ALUC inconsistency determination for the project.

CONTACT: Clara Miramontes, Director of Development Services 

BACKGROUND/DISCUSSION:

The proposed 78-unit single family residential development is on 19 acres located on the northwest corner of Murrieta Road and Water Avenue. It is in the March Air Reserve Base (March ARB) Influence Area B2 and C1, and is subject to ALUC review for compliance with their Comprehensive Land Use Plan (see Exhibit D). The site is zoned R-20,000 (see Exhibit C) and within the March ARB Influence Area (see Exhibit D). Code Section 21676.59(a) of the California Public Utilities Code states if the General Plan of a City has not been determined to be fully consistent with the ALUC Compatibility Plan, private development application is subject to ALUC review. As well, a General Plan Amendment or Zone Change requires ALUC review, regardless.

The applicant applied for formal ALUC review and a public hearing was held on January 14, 2016. The project site is located within the Compatibility Zones B2 and C1. Compatibility Zone B2 does not allow any new residential lands uses and Compatibility Zone C1 typically allow residential densities at or below 3.0 dwelling units per acre. Based on acreage of the site the 78 residential lots would result in a density of 3.9 dwelling units per acre. ALUC determined that the proposed project is inconsistent with their provisions for Airport Influence Area B2 and C1.

ALUC determinations may be overruled by a two-thirds vote of the City Council. In order to overrule the ALUC determination, the Council needs to find that this proposal is consistent with the General Plan and provides for the orderly development of the area surrounding public use airports so as to:

- Promote the overall goals and objectives of the California airport noise standards.
- Prevent the creation of new noise and safety problems.
- Protect the public health, safety and welfare by ensuring the orderly expansion of airports.
- Protect the public health, safety and welfare by the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

The proposed site is one of the last large undeveloped parcels for residential development in the area. The site had a previous application for a residential development. The previous project was also determined to be inconsistent by ALUC and the City initiated an overrule. However, the tract map was never completed due to the housing market downturn in 2007. In looking at the surrounding area, there is a newly established residential community "Skylark" that has similar density to the proposed project. The Skylark community was also located in the Compatibility Zones B2 and C1 and the City Council had overruled ALUC inconsistency determining on December 14, 2004. The City of Perris Municipal Code has established standard of insulation against noise for areas in vicinity of airport where the exterior community noise equivalent level exceeds 60 decibel (CNEL). Residential developments such as noise impacted areas shall be designed and constructed so as to isolate them appropriately from interior noise exposures produced by aircraft operations. As well, ALUC has provided recommended conditions of approval if an overrule is approved.

According to the Public Resources Code, the City must provide ALUC and the State Division of Aeronautics with a copy of the Council's intent and draft findings at least 45 days before a final decision is made. Therefore, the City Council is requested to review the findings contained in the draft Resolution and authorize staff to commence the ALUC overrule process. The ALUC overrule process will be done currently with the project entitlement review process by the Planning Commission and City Council.

BUDGET (or FISCAL) IMPACT: Costs for staff preparation of this item are borne by the applicant.

PREPARED BY: Ilene Lundfelt, Associate Planner

City Attorney: N/A
Assistant City Manager: Ron Carr 

Attachments:

1. Resolution
2. Exhibits A through E
3. ALUC Report
4. Site Plan

Public Hearing: February 23, 2016

RESOLUTION NO. XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AUTHORIZING STAFF TO COMMENCE THE PROCESS TO OVERRULE THE RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION'S (ALUC) FINDING OF INCONSISTENCY FOR DEVELOPMENT PLAN REVIEW 15-00012 PLANNED DEVELOPMENT OVERLAY ZONE 15-05197 GENERAL PLAN AMENDMENT 15-0199 ZONE CHANGE 15-05200 AND TENTATIVE TRACT MAP 36797.

WHEREAS, the City of Perris has received an application for Development Plan Review 15-00012, Planned Development Overlay 15-05197, General Plan Amendment 15-0199, Zone Change 15-05200, and Tentative Tract Map 36797, 78-unit single family residential subdivision, located on the northwest corner of Murrieta Road and Water Avenue (see Exhibit A).

WHEREAS, the proposed project known as Perris Estates, is within the March Air Reserve Base Influence Area 2 (see Exhibit D), and is therefore subject to ALUC review as the General Plan of the City has not been determined to be fully consistent with the Airport Land Use Compatibility Plan ("ALUCP") adopted in 2014 by the Riverside County Airport Land Use Commission ("ALUC") for the March Air Reserve Base ("March ARB").

WHEREAS, at the ALUC hearing on January 14, 2016, ALUC found the proposed Development Plan Review 15-00012, Planned Development Overlay 15-05197, General Plan Amendment 15-0199, Zone Change 15-05200, and Tentative Tract Map 36797 to be inconsistent with the 2014 Air Force Air Installation Compatible Use Zone (AICUZ) studies in regards to density of over 3 dwelling units per acre in the C1 zone and no new residential development in the B2 zone, and thus inconsistent with the ALUCP as it is believed that the intent of the State Aeronautics Act allows ALUC to take into consideration the AICUZ studies as part of its determination.

THE CITY COUNCIL OF THE CITY OF PERRIS does further resolve as follows that pursuant to Public Utilities code section 21676(b), the City Council hereby intends to overrule the ALUC decision, based on the following specific findings:

1. The proposed project site is located approximately 4 miles north of the Perris Valley Airport and outside the safety zones and main approach areas.
2. The proposed project site is located approximately 19,200 feet southeasterly of the March ARB runway, and within March Air Reserve Base Influence Area. At a distance approximately 19,200 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof

exceeding 1680 feet AMSL. The proposed grading plan despite a maximum pad elevation of approximately 1439.6 feet AMSL (on lot 1, located closest to the runway) and a maximum proposed building height of 30 feet (per the R-6,000 Zone) for a total maximum elevation of 1469.6 feet AMSL. There for the proposed residences would have a top point elevation below the runway elevation and review by FAA Obstructing Evaluation Service for height/obstruction reason would not be required.

3. Other residential developments with similar densities in the same Compatibility Zones B2 and C1 existing within the surrounding area. Tract Map 32428 "Skylark" that is just south of this project has a density of 3.5 dwelling units per acre. Tract Map 31241 that is north of the project site has a density of 5.1 dwelling units per acre. This tract is approximately 14,800 feet southeasterly of the March ARB runway.

The area surrounding the site does include residential development at varying densities with some vacant properties to the north. Densities in the more rural surrounding areas to the north, east and a portion of the area south are between 1 and 2 dwelling units per acre. The density of the area to the west is approximately 3.43 dwelling units per acre along approximately 670 feet of the site perimeter. The density of the remaining portion of the area to the south is approximately 3.19 dwelling units per acre along approximately 950 feet of the perimeter. In total, the two areas with existing densities greater than 3.0 dwelling units per acre represent approximately 1,620 feet of the total approximated 3,835 foot perimeter or approximately 42% of the perimeter.

4. In connection with adoption of General Plan 2030, and certification of a Final Environmental Impact report for General Plan 2030, the City Council found inconsistencies between the General Plan 2030 land use element and the AICUZ to be significant and unavoidable, and adopted the General plan 2030 upon finding overriding considerations. Thus, the City Council has already recognized that development within the City will not necessarily be consistent with the AICUZ.
 - i. The boundaries of the March Influence Areas within the City of Perris were adopted as part of the Riverside County ALUP in 2014 and the AICUZ studies. The ALUP 2014 influence areas were based largely on a heavily used military installation located in a rural area. Up until that time, much of the airport planning area within the City of Perris was agricultural and large-lot, rural residential

development and the need for more precisely defined Influence Area boundaries were not recognized.

In the 1990s, the Federal Government ceased or reduced military operations at several military bases throughout the United States. The bases were "realigned" for civilian use and/or military reserve uses. Subsequent to the base realignment process in 1996, March Air Force Base (AFB) became March Air Reserve Base (ARB), and portions of the former Air Force base were reserved for use as a commercial airport. The March Joint Powers Authority (JPA) was created to oversee conversion and operation of the commercial airport, March Global Port. Airport Influence Area boundaries around March AFB were adopted by the County of Riverside Airport Land Use Commission (ALUC) in May, 1986, and became part of the County's Airport Land Use Plan (ALUP). The ALUP has not been updated since the base realignment process in the mid-1990s and does not reflect changes in aircraft operations or aircraft types.

5. **City of Perris General Plan 2030 includes the following policies to recognize March ARB and ensure that the ALUP and AICUZ are considered as part of new development review:**
 - i. **Safety Element - Goal I - Reduce risk of damage to property or loss of life due to natural or man-made disasters.**
 - ii. **Safety Element - Policy ID: Aircraft - Consult the Air Installation Compatible Use Zone (AICUZ) Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.**
 - iii. **Safety Element - Implementation Measures -**
 - I.D.1 Participate in March Operations Assurance Task Force to resolve inconsistencies between local land use regulations and AICUZ and ALUP policies.**
 - I.D.2 Continue to notify March Air Reserve Base of new development applications and consider their input prior to making land use decisions.**
6. **According to Table 3-1 of the March Air Reserve Base Installation Compatible Use Zone Study (AICUZ) (2014), the project site is within the March Air Reserve Base's 60-65 DNL Noise Zone.**

ALUC's objective is that interior noise levels from aviation-related sources not exceed 40dBA CNEL. Within compatibility Zone B2, which includes land near the 65 CNEL contour, single-event noise is sufficient to disrupt many land use activities, including indoor activities if windows are open. (Source: County of Riverside Airport Land Use Commission, January 14, 2016, Agenda Item 3.2, Staff Report, p.3)

The proposed residential development would be generally compatible with the project aircraft-related noise levels, subject to mitigation for noise reduction to the residential buildings.

7. The following conditions shall be applied as part of the Overrule by the City, as recommended by ALUC:
 - a. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflections into the sky. Outdoor lighting shall be downward facing.
 - b. The following uses shall be prohibited:
 - i. Any uses 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 take off 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.
 - ii. 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.
 - iii. Any use which would generate excessive smoke or water vapors or which would attract large concentrations of birds, or which may otherwise affect a safe air navigation within the area. (such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflowers, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris centers, fly ash disposal and incinerators.)
 - iv. Any uses which would generate electrical interference

that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- v. Residential care facilities, churches and religious institutions, convalescent and senior home facilities, schools and educational institutions, childcare facilities, and homes for the aged.
 - c. Prior to recordation of the final map, issuance of any building permits, or sale to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowners shall convey and have recorded an aviation easement to the March Inland Port Airport Authority, Contact March Joint powers Authority at (951) 656-7000 for additional information.
 - d. The Notice of Airport in Vicinity shall be provided to all prospective purchasers of the property and tenants and/or lessees of the proposed buildings, and shall be recorded as a deed notice.
 - e. Any proposed detention basins shall be designed so as to provide for a maximum 48-hours detention period following the conclusion of the storm event for the design storm (maybe less, but not more), and to remain totally dry between rainfalls, Vegetation in and around the detention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 - f. 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 waves transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
 - g. The proposed residences must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40dB. The City of Perris shall require an acoustical study to ensure compliance with this requirement.
8. To reduce hazards or aircraft flying near the project site, the following City standard conditions of approval are required per *PMC 16.22 Construction Located near Arterials, Railroads, and Airport*.

- a. An analysis and design report signed by and prepared under the supervision of a qualified architect or engineer shall be submitted with the application for building permits. The report shall comply with the requirements of *Section 16.22.070* and shall identify the noise sources and characteristics, provide the predicted noise spectra, indicate the basis for the prediction (measured or obtained from published data), and quantify the effectiveness of the proposed building construction to ensure that the CNEL standard of forty-five dB is met within the interior living spaces. In the event that the analysis and design report includes a challenge of the AICUZ noise contours for March Air Force Base, it shall also comply with the requirements and procedures for a challenge study.
 - b. **Development Restrictions.** Residential development will be considered acceptable by the city's building official for mitigating interior noise exposures if it incorporates the features described in *Section 16.22.060* of the chapter. Alternative materials and methods of construction may be permitted provided such alternatives are demonstrated to the satisfaction of the city's building official to be equivalent to those described in this chapter.
9. As shown in the above findings, the proposed project is consistent with the public safety purpose stated in the Public Utilities Code.
 10. As shown in the above findings, the proposed project promotes the overall goals and objectives of the California Airport noise standards and prevents the creation of new noise and safety problems.
 11. As shown in the above findings, the proposed project protects the public, health, safety and welfare by minimizing the public's exposure to excessive noise and safety hazards in the area around public airports.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Perris, as follows:

Section 1. The City Council hereby overrules the Airport Land Use Commission's findings of inconsistency based on the findings listed above, and hereby direct staff to begin the required noticing in preparation of a final decision to overrule the ALUC's inconsistency determination regarding the Development Plan Review, General Plan Amendment, Zone Change, Planned Development Overlay.

Section 2. The City Council declares that should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any court of competent jurisdiction, or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences and words of this Resolution shall remain in full force and effect.

Section 3. The Mayor shall sign this Resolution and the City Clerk shall certify to the adoption of this Resolution.

ADOPTED, SIGNED and APPROVED this 23rd day of February 2016.

MAYOR, DARYL R. BUSCH

ATTEST:

City Clerk, Nancy Salazar

- Attachments:**
- Exhibit A: Vicinity Map
 - Exhibit B: Aerial Map
 - Exhibit C: General Plan Map
 - Exhibit D: March ARB Land Use Compatibility Plan
 - Exhibit E: Noise Contour
 - County of Riverside, Airport Land Use Commission Staff Report
January 14, 2016,
 - Site Plan

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF PERRIS)

I, **NANCY SALAZAR**, City Clerk of the City of Perris, do hereby certify that the foregoing Resolution Number ____ was duly adopted by the City Council of the City of Perris at a regular meeting thereof held on the 23rd day of February 2016, by the following vote:

AYES:

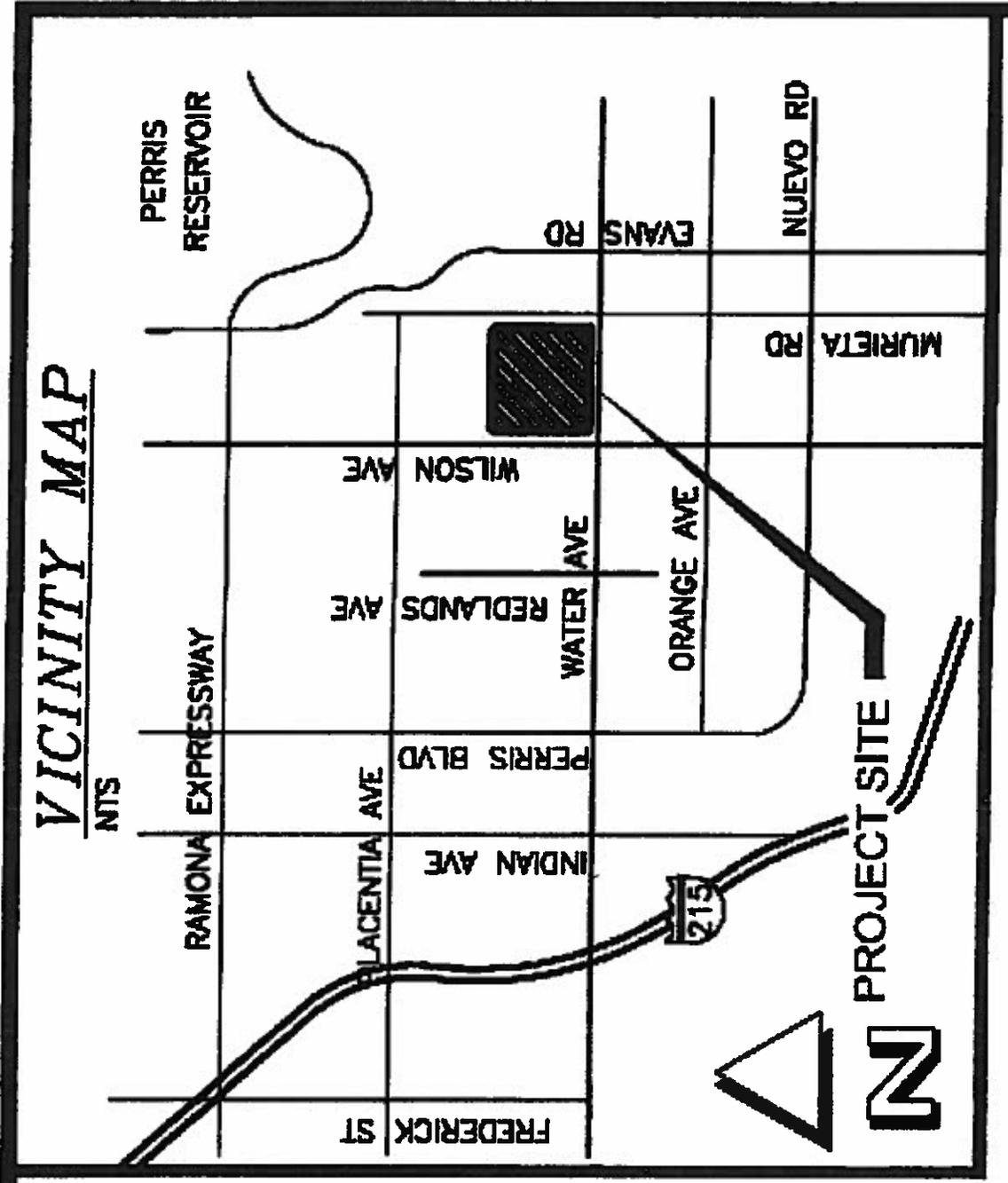
NOES:

ABSTAIN:

ABSENT:

City Clerk, Nancy Salazar

Vicinity Map



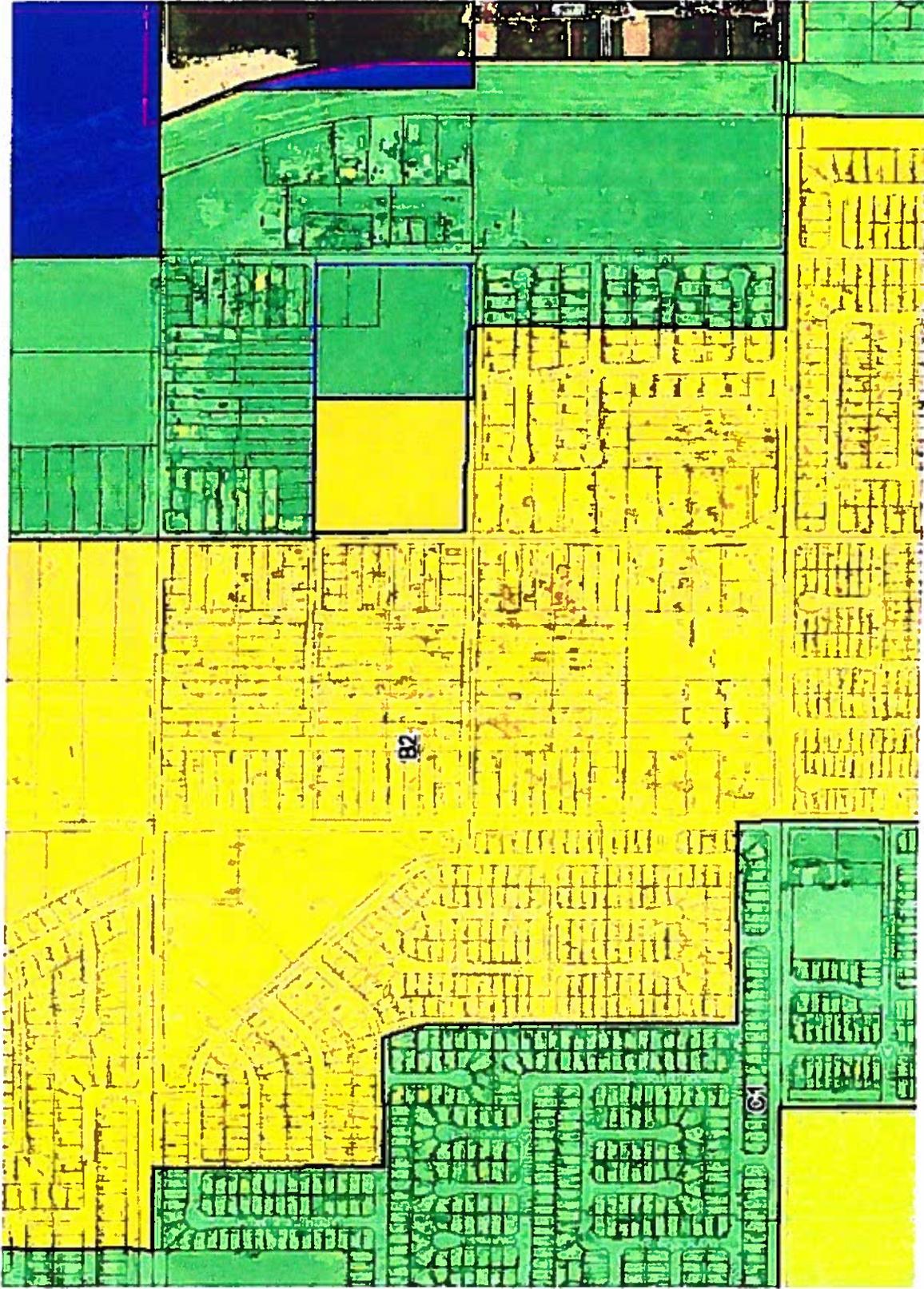
Aerial



General Plan and Zoning Designation

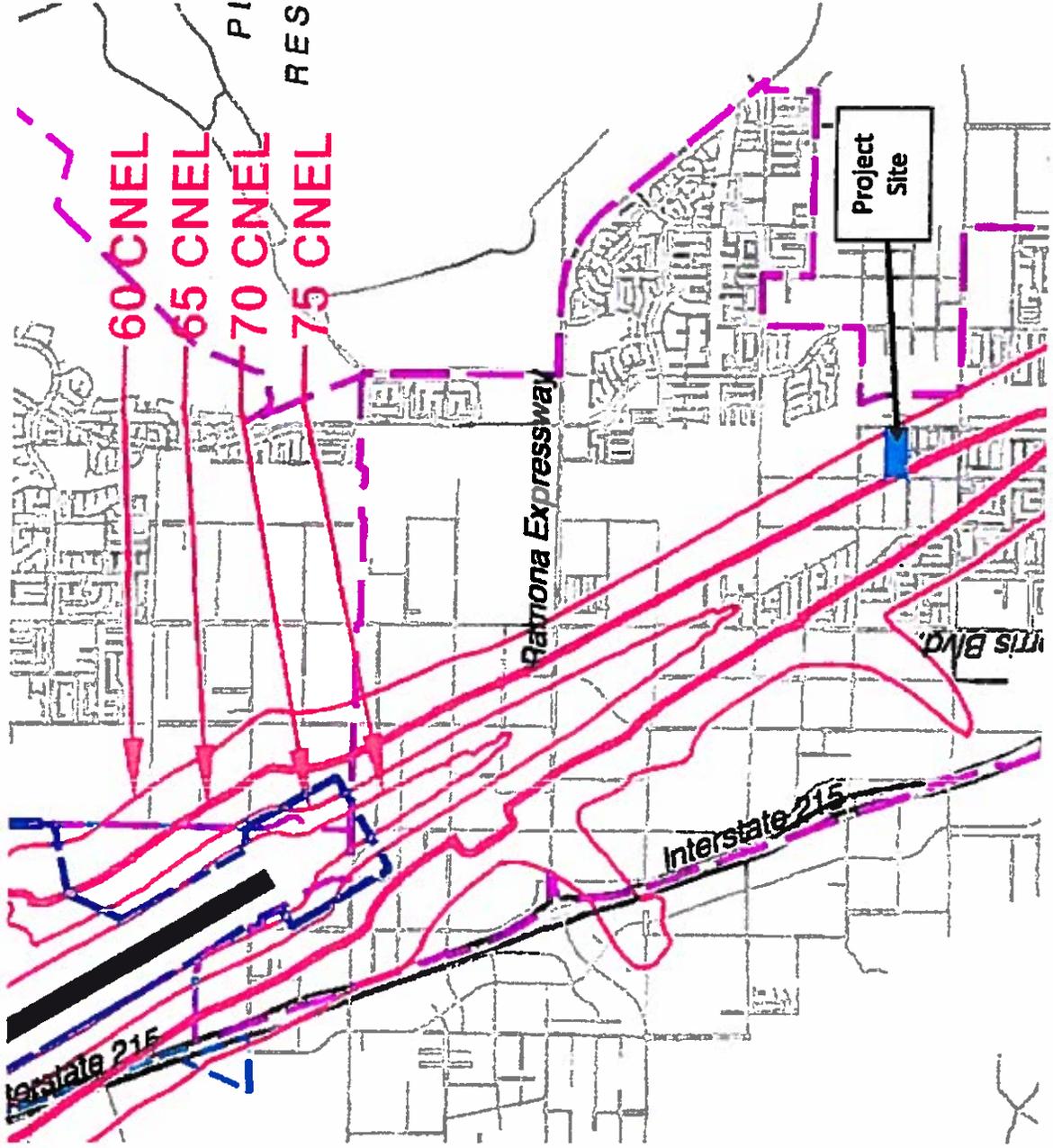


March ARB Airport Land Use Compatibility Plan



**City Council February 23, 2016
Exhibit D
Airport Land Use Compatibility Plan**

Noise Contours



**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: January 14, 2016

CASE NUMBER: ZAP1168MA15 – Sa Refka, LLC (Representative: Nova Homes, Inc.)

APPROVING JURISDICTION: City of Perris

JURISDICTION CASE NO: 15-0199 (General Plan Amendment), 15-05200 (Change of Zone), 15-05197 (Planned Development Overlay), 15-00012 (Development Plan Review), TM 36797 (Tentative Tract Map)

MAJOR ISSUES: The project proposes a residential development within Compatibility Zones B2 and C1. Compatibility Zone B2 prohibits any new residential development, while Compatibility Zone C1 limits residential density to 3.0 dwelling units per acre or less. The project proposes an overall density of approximately 3.90 dwelling units per acre and a density of 3.63 dwelling units per acre within the portion of the project in Compatibility Zone C1. These densities exceed the maximum allowable density criterion for Compatibility Zone C1. The project is partially bordered by existing residential development, but the site is not surrounded sufficiently by existing development that is as dense as the proposed project for infill provisions pursuant to Countywide Policy 3.3.1 to apply.

RECOMMENDATION: Staff recommends a finding of INCONSISTENCY, based on the proposed project adding residential units within Compatibility Zone B2 and exceeding residential density criteria within Compatibility Zone C1.

PROJECT DESCRIPTION: The Tentative Tract Map is a proposal to divide the 18.98-acre net (19.97-acre gross) property into 78 residential lots and 2 common area lots. The General Plan Amendment proposes a change in the General Plan land use designation of the site from R-20,000 to R-10,000. The Change of Zone proposes to change the existing zoning classification of the project site from R-20,000 to R-10,000 with a Planned Development Overlay with R-6,000 development standards. The Development Plan Review proposes the residential and community building designs and locations within the Tentative Tract Map.

PROJECT LOCATION: The site is located northerly of Water Avenue, westerly of Murrieta Road, easterly of Wilson Avenue, and southerly of Placentia Avenue, within the City of Perris, approximately 19,200 feet southeasterly of Runway 14-32 at March Air Reserve Base.

City Council February 23, 2016
Attachment 3
ALUC Report

LAND USE PLAN: 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

- a. Airport Influence Area: **March Air Reserve Base/Inland Port Airport**
- b. Land Use Policy: **Zones B2 and C1**
- c. Noise Levels: **between 60-65 CNEL from aircraft**

BACKGROUND:

Residential Density: The site is located within Compatibility Zones B2 and C1. Compatibility Zone B2 does not allow any new residential land uses and Compatibility Zone C1 typically allows residential densities at or below 3.0 dwelling units per acre. The project has a total existing net acreage of 18.98 acres, but has a gross acreage (including the adjacent half-widths of Wilson Avenue and Murrieta Road) of approximately 19.97 acres. Based on the total gross acreage of the site, the 78 residential lots proposed would result in a density of 3.90 dwelling units per acre, which would not be consistent with the typical residential criteria of 3.0 dwelling units per acre for Compatibility Zone C1. Approximately 10.06 acres are located within Zone B2 and 9.91 acres are located within Zone C1. There are approximately 36 units (35 whole and 2 partial) proposed within Zone C1 which would result in a density of 3.63 dwelling units per acre, which would also not be consistent with the typical residential criteria of 3.0 dwelling units per acre for Compatibility Zone C1.

Infill: Countywide Policy 3.3.1 could be applied in this situation for the portion of the project located within Compatibility Zone C1, as it allows for greater densities than would otherwise be permitted in a Compatibility Zone if the surrounding land uses are similar to or more intense than the proposed project. To qualify for consideration within the March Airport Influence Area, pursuant to Policy 2.1(b), at least 50% of the project site's perimeter must be surrounded by uses similar in intensity than the proposed project, and the project site must be less than 20 acres in area. If qualified, a higher density level - the lesser of either the equivalent intensity to surrounding land uses or double the normally allowable intensity - may be consistent. The portion of the project located within Compatibility Zone B2 would still not be allowed greater density under Countywide Policy 3.3.1, since the maximum of double the allowable density would still be zero.

The area surrounding the site does include residential development at varying densities with some vacant properties to the north. Densities in the more rural surrounding areas to the north, east, and a portion of the area to the south are between 1 and 2 dwelling units per acre. The density of the area to the west is approximately 3.43 dwelling units per acre along approximately 670 feet of the site perimeter. The density of the remaining portion of the area to the south is approximately 3.19 dwelling units per acre along approximately 950 feet of the perimeter. In total, the two areas with existing densities greater than 3.0 dwelling units per acre represent approximately 1,620 feet of the total approximate 3,835 foot perimeter, or approximately 42% of the perimeter. Therefore, the infill provisions (as presently written) would not apply. Even if the infill provisions did apply, a maximum density of 3.28 dwelling units per acre (the combined density of the areas to the west and

south) would be allowed in the Zone C1 area only, in contrast to the project's proposed total density of 3.90 dwelling units per acre and Zone C1 density of 3.63 dwelling units per acre.

Other Special Conditions: Countywide Policy 3.3.6 allows the Commission to find a normally incompatible use to be acceptable "because of terrain, specific location, or other extraordinary factors or circumstances related to the site." In such a situation, the Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. In some cases, projects that did not quite meet the exacting standards for consideration as infill have been judged consistent through use of Policy 3.3.6. In the circumstances of this project, staff has not identified any special conditions that would warrant application of Policy 3.3.6.

Prohibited and Discouraged Uses: The applicant proposes subdivision of land in Compatibility Zone B2, where no residential uses are prohibited.

Noise: The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan depicts the site as being in an area subject to aircraft noise between 60 to 65 dBA CNEL. ALUC's objective is that interior noise levels from aviation-related sources not exceed 40 dBA CNEL. Within Compatibility Zone B2, which includes land near the 65 CNEL contour, single-event noise is sufficient to disrupt many land use activities, including indoor activities if windows are open.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 19,200 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1680 feet AMSL. The proposed grading plan depicts a maximum pad elevation of approximately 1439.6 feet AMSL (on lot 1, located closest to the runway) and a maximum proposed building height of 30 feet (per the R-6,000 zone) for a total maximum elevation of 1469.6 feet AMSL. Therefore, the proposed residences would have a top point elevation below the runway elevation, and review by the FAA Obstruction Evaluation Service for height/obstruction reasons would not be required.

Open Area: Compatibility Zones B2 and C1 do not require land to be set aside as open areas.

CONDITIONS (to be applied if a finding of Consistency is made or if an Overture by the City of Perris occurs):

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 shall be 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, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, 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) Residential care facilities, churches and religious institutions, convalescent and senior home facilities, schools and educational institutions, child care facilities, and homes for the aged.
3. Prior to recordation of the final map, issuance of any building permits, or sale to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be provided to all potential purchasers of the proposed lots and tenants of the homes thereon.
 5. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period that does not exceed 48 hours following the conclusion of the storm event for the design storm and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Any landscaping in and around the detention basin shall not include trees that produce seeds, fruits, or berries.
 6. 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

Staff Report
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transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

- 7. The proposed residences must have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. The City of Perris shall require an acoustical study to ensure compliance with this requirement.**

Y:\AIRPORT CASE FILES\March\ZAP1168MA15\ZAP1168MA15sr.doc

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)

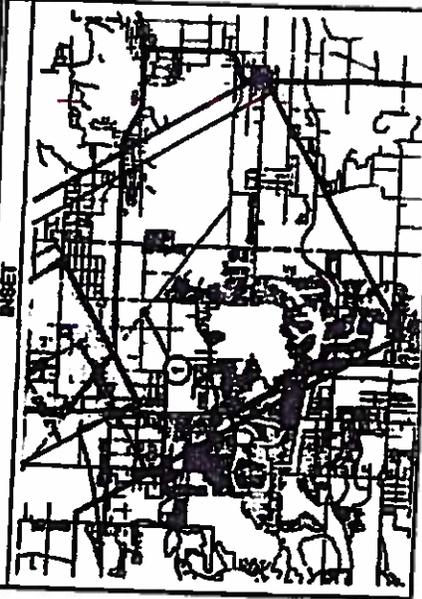
SAN BERNARDINO COUNTY

LEGEND

- Compatibility Zones**
- Airport Influence Area Boundary
 - Zone A
 - Zone B1
 - Zone B2
 - Zone C1
 - Zone C2
 - Zone D
 - Zone E
 - Zone F
 - Zone G
 - Zone H
 - Zone I
 - Zone J
 - Zone K
 - Zone L
 - Zone M
 - Zone N
 - Zone O
 - Zone P
 - Zone Q
 - Zone R
 - Zone S
 - Zone T
 - Zone U
 - Zone V
 - Zone W
 - Zone X
 - Zone Y
 - Zone Z
- Other Symbols**
- City Limits
 - City Limits Extension
 - City Limits Extension (Projecting land use compatibility requirements to development projects)
 - March AFB March Base
 - March Air Reserve Base
 - March Air Property
 - March Air Reserve Activity
 - Property Line
 - County Boundary
 - City Limits
 - Site Specific Exemptions (Projecting land use compatibility requirements to development projects)
 - March AFB March Base
 - March Air Reserve Base
 - March Air Property
 - March Air Reserve Activity
 - Property Line
 - County Boundary
 - City Limits
 - City Limits Extension
 - City Limits Extension (Projecting land use compatibility requirements to development projects)
 - March AFB March Base
 - March Air Reserve Base
 - March Air Property
 - March Air Reserve Activity
 - Property Line
 - County Boundary
 - City Limits
 - City Limits Extension
 - City Limits Extension (Projecting land use compatibility requirements to development projects)

- Boundary Lines**
- March Air Reserve Base
 - March Air Property
 - March Air Reserve Activity
 - Property Line
 - County Boundary
 - City Limits
 - City Limits Extension
 - City Limits Extension (Projecting land use compatibility requirements to development projects)

- ① Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ② Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ③ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ④ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
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- ⑩ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ⑪ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ⑫ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ⑬ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
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- ㊾ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.
- ㊿ Point of which aircraft will fly over all 100 square feet of the airport's runway and taxiway.



Riverside County
 Airport Land Use Commission
 March Air Reserve Base / Inland Port Airport
 Land Use Compatibility Plan
 Adopted November 13, 2019

Map MA-1
Compatibility Map
 March Air Reserve Base / Inland Port Airport

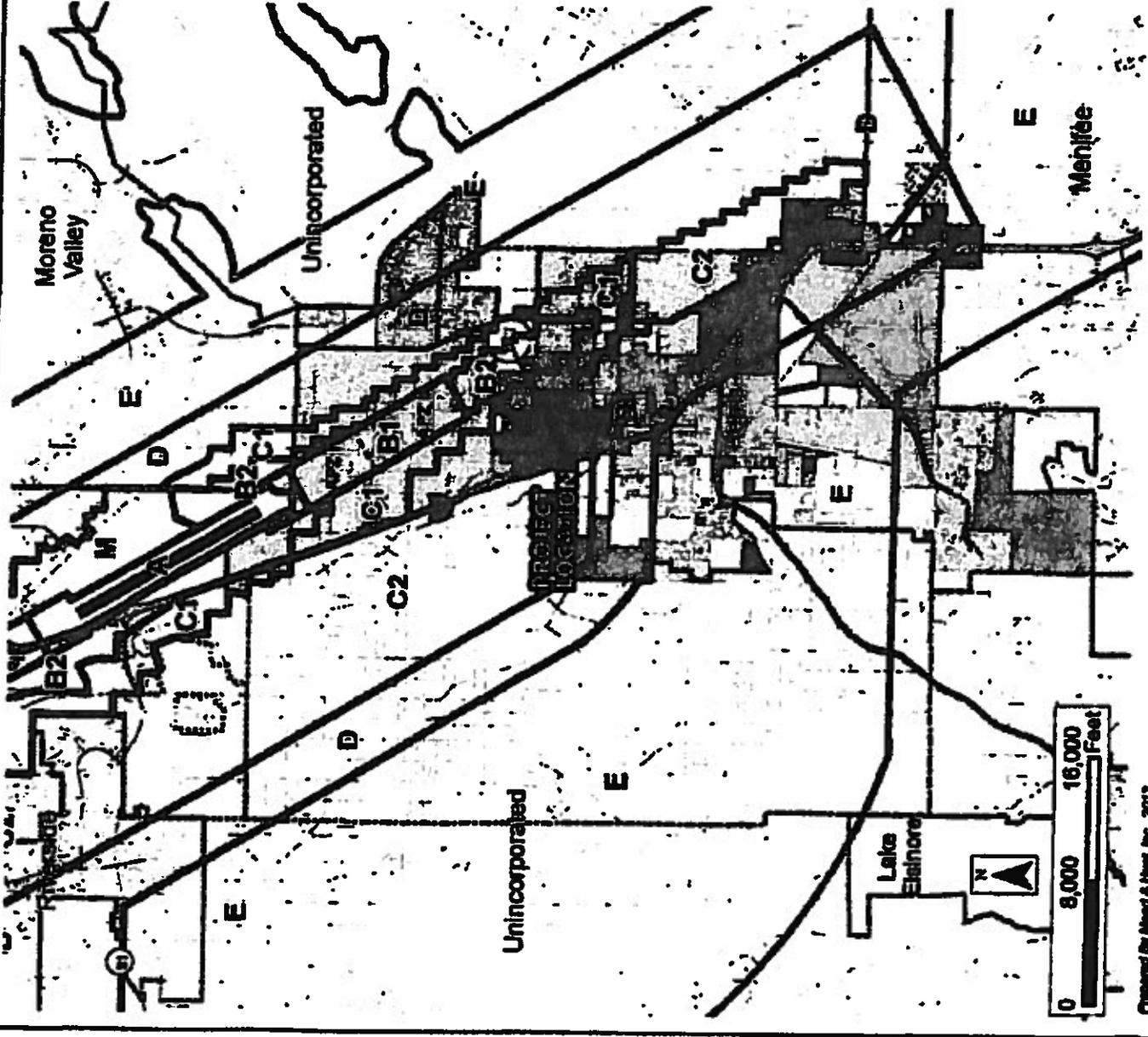
Note:
 All dimensions are measured from
 runway ends and centerline.



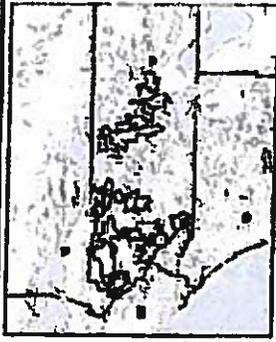
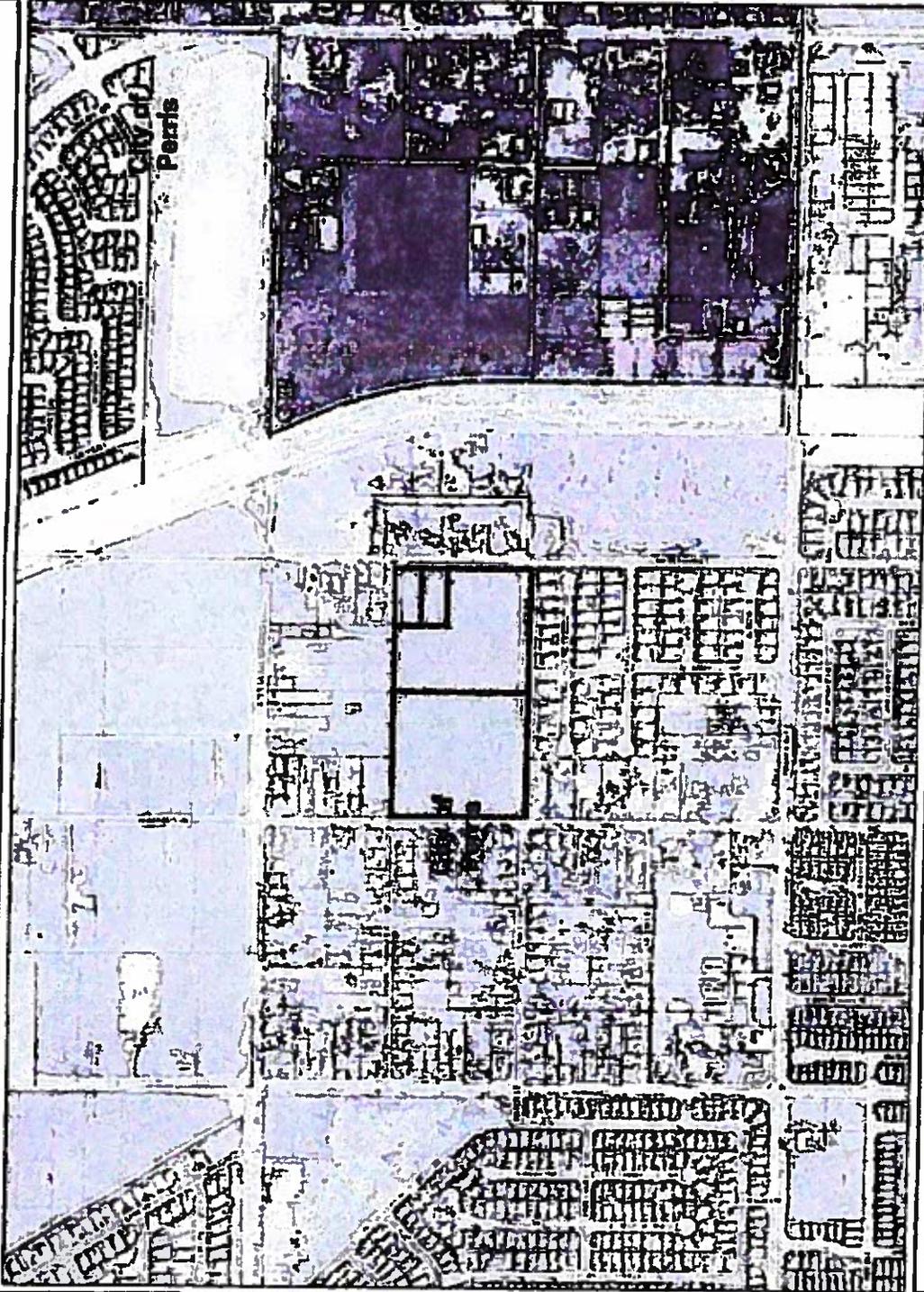
SEE INSET AT RIGHT

Planned Land Use Designations

- INDUSTRIAL**
- GI - General Industrial
- LI - Light Industrial
- BP - Business Park
- COMMERCIAL**
- CC - Community Commercial
- NC - Neighborhood Commercial
- PO - Professional Office
- RESIDENTIAL**
- R-20,000 - Residential 20,000
- R-10,000 - Residential 10,000
- R-6,000 - Residential 6,000
- MFR-14 - Multi-Family Residential 14
- MFR-22 - Multi-Family Residential 22
- SPECIFIC PLAN**
- DTSP - Downtown Specific Plan
- GV SP - Green Valley Specific Plan
- HL SP - Harvest Landing Specific Plan
- MR SP - May Ranch Specific Plan
- NP SP - New Paris Specific Plan
- PVCC SP - Paris Valley Commerce Center Specific Plan
- PVA SP - Parkway Specific Plan
- RO-SP - River Glen Specific Plan
- RVA SP - Riverwoods Specific
- SP - Specific Plan
- VA-SP - Villages of Avon
- OTHER**
- A1 - Light Agricultural
- OS - Open Space
- P - Public Facility



My Map



- Legend**
- Display Parcels
 - City Boundaries
 - Cities
 - roads/anno
 - Highways
 - HWY
 - INTERCHANGE
 - INTERSTATE
 - OFFRAMP
 - ONRAMP
 - USHWY
 - counties
 - cities
 - hydrography/lakes
 - waterbodies
 - Lakes
 - Rivers

Notes

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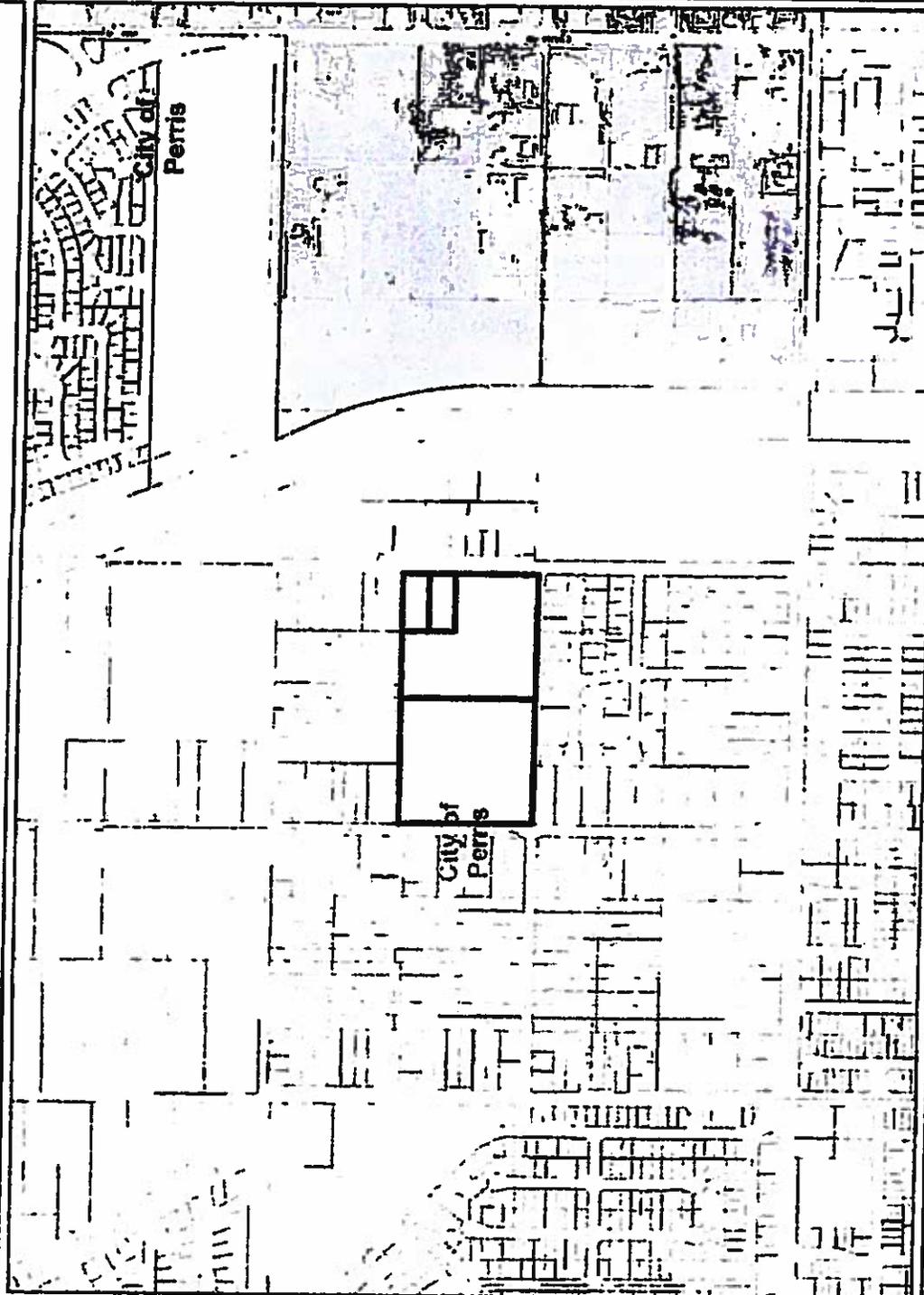
© Riverside County TLMA GIS



0 826 1,650 Feet



My Map



- Legend**
- Display Parcels
 - Airport Compatibility
 - OTHER ZONE
 - A
 - A-EXC1
 - B1
 - B1-APZ1
 - B1-APZ1-EXC1
 - B1-APZ2
 - B1-APZ2-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-EXC8
 - C2-HIGHT
 - C2-HIGHT-EXC1

Notes

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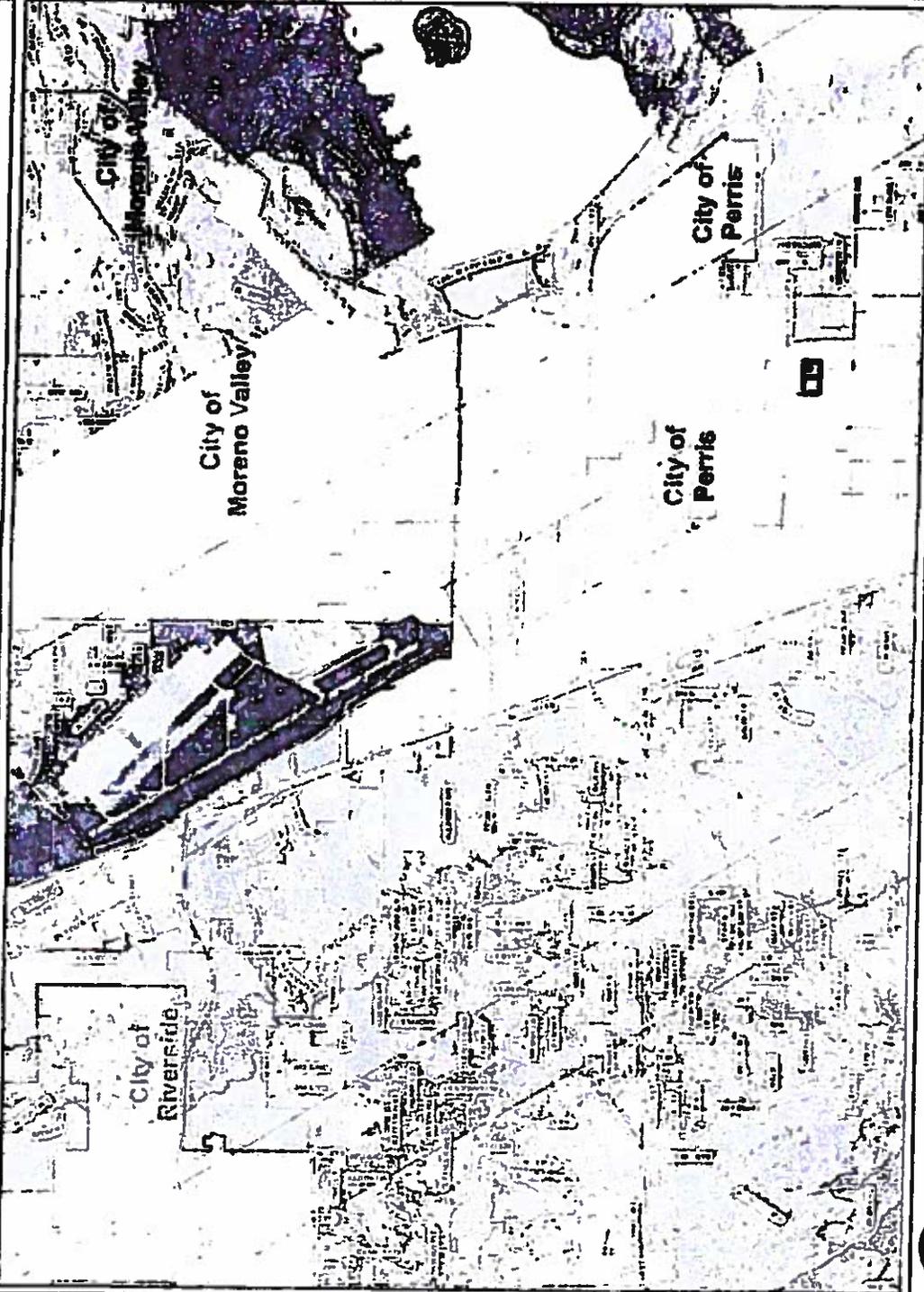
© Riverside County TLMA GIS



0 925 1,850 Feet



My Map



Legend

Airport Compatibility
 OTHER ZONE

<input type="checkbox"/> A	<input type="checkbox"/> A-EXC1	<input type="checkbox"/> B1	<input type="checkbox"/> B1-APZ1	<input type="checkbox"/> B1-APZ1-EXC1	<input type="checkbox"/> B1-APZ2	<input type="checkbox"/> B1-APZ2-EXC1	<input type="checkbox"/> B2	<input type="checkbox"/> B2-EXC1	<input type="checkbox"/> C	<input type="checkbox"/> C1	<input type="checkbox"/> C1-EXC1	<input type="checkbox"/> C1-EXC3	<input type="checkbox"/> C1-EXC4	<input type="checkbox"/> C1-HIGHT	<input type="checkbox"/> C2	<input type="checkbox"/> C2-EXC1	<input type="checkbox"/> C2-EXC2	<input type="checkbox"/> C2-EXC3	<input type="checkbox"/> C2-EXC3	<input type="checkbox"/> C2-EXC3	<input type="checkbox"/> C2-HIGHT	<input type="checkbox"/> C2-HIGHT-EXC1	<input type="checkbox"/> C2-HIGHT-EXC3
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Notes

"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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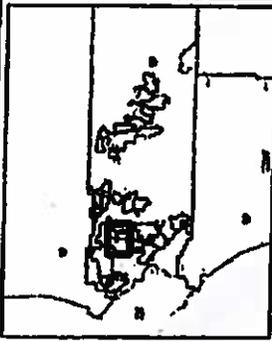
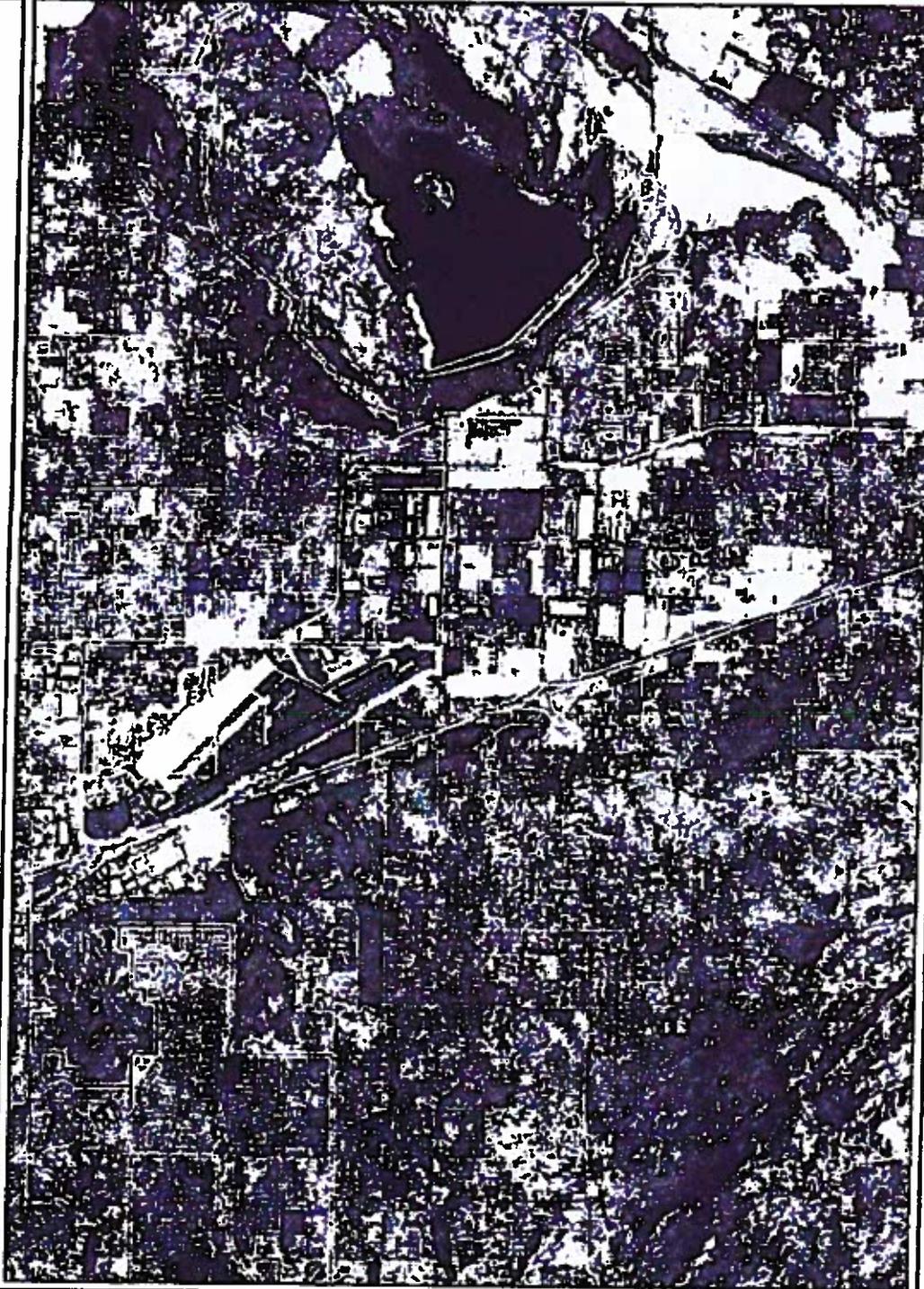
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0 7,400 14,800 Feet



My Map



- Legend**
-  Airports
 -  Runways
 -  Historic Preservation Districts I
 -  City Boundaries

Notes

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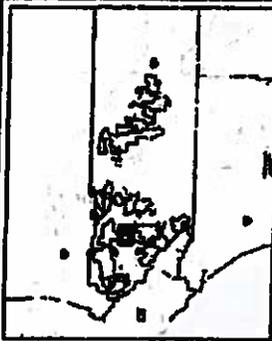
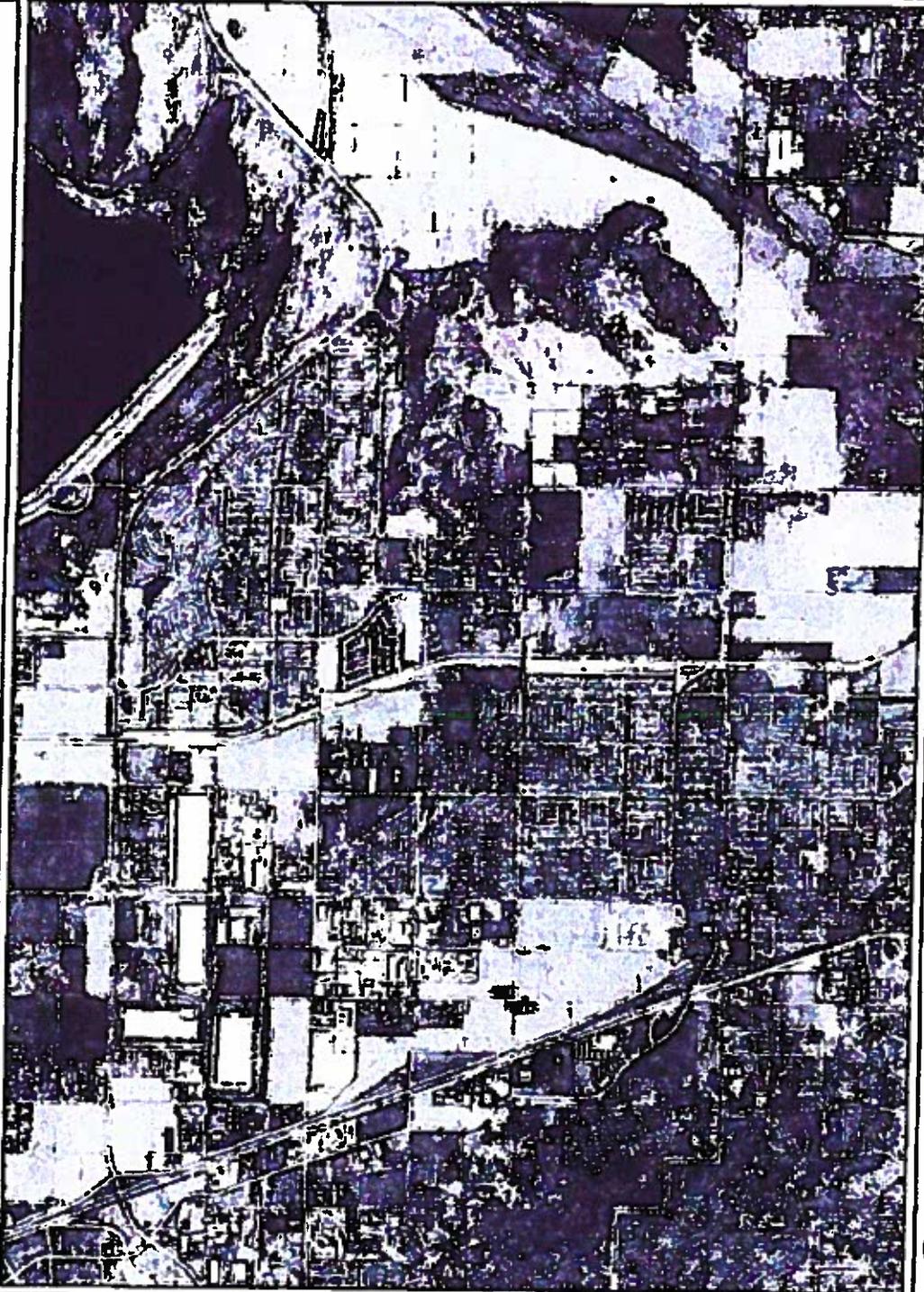
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0 9,523 18,047 Feet



My Map



- Legend**
- Airports
 - Runways
 - Historic Preservation Districts
 - City Boundaries

Notes

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0 4,702 9,403 Feet



My Map



- Legend**
- Alports
 - Runways
 - Historic Preservation Districts
 - City Boundaries

Notes

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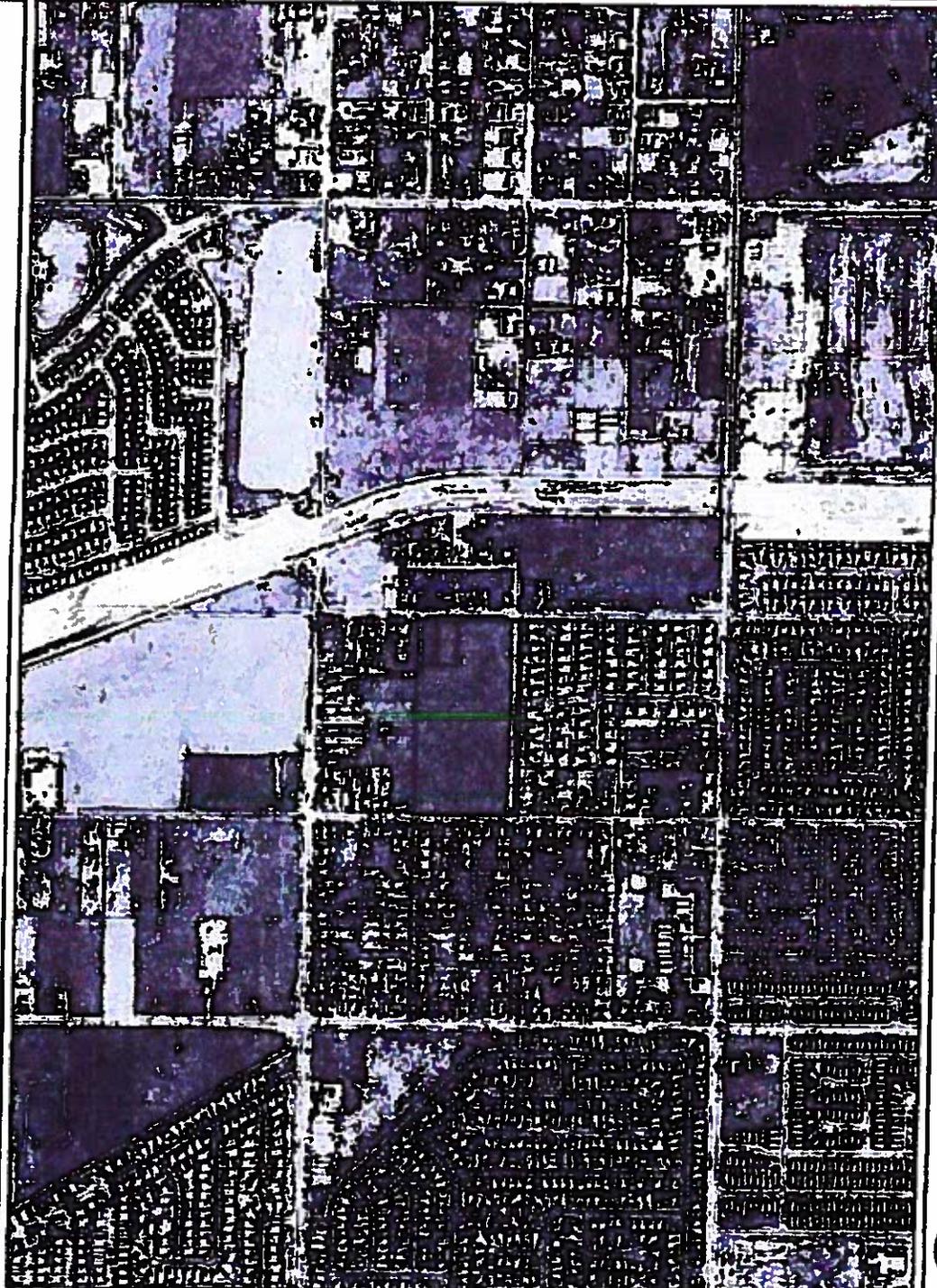
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0 2,381 4,762 Feet



My Map



Legend

- Airports
- Runways
- Historic Preservation Districts
- City Boundaries

Notes

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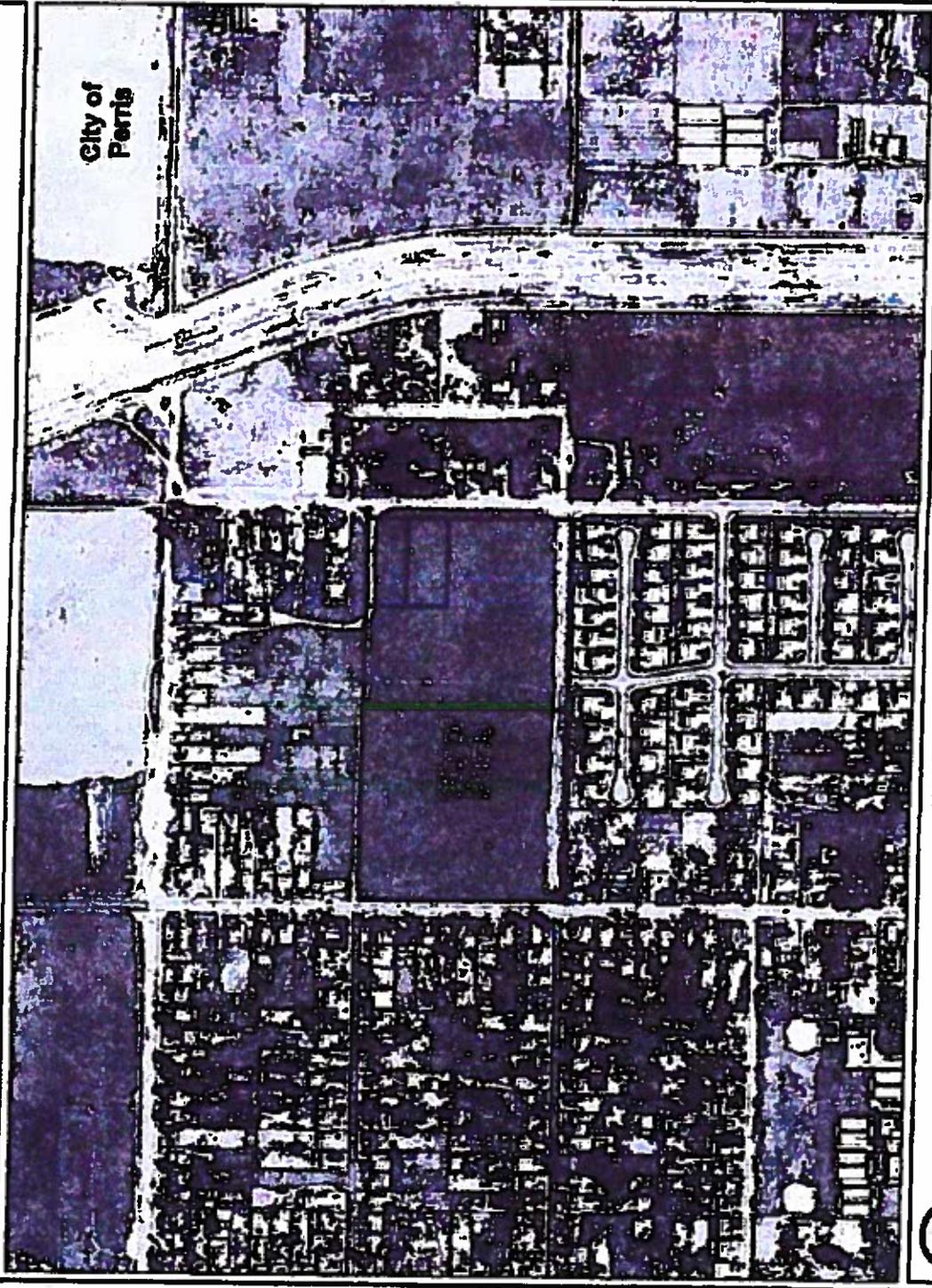
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0 1,100 2,201 Feet

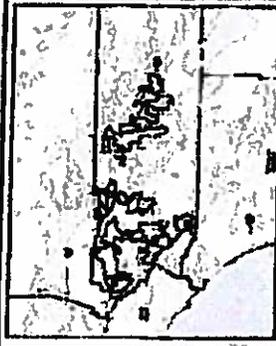


My Map



City of
Perris

- Legend**
-  Airports
 -  Runways
 -  Historic Preservation Districts I
 -  City Boundaries



Notes

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.

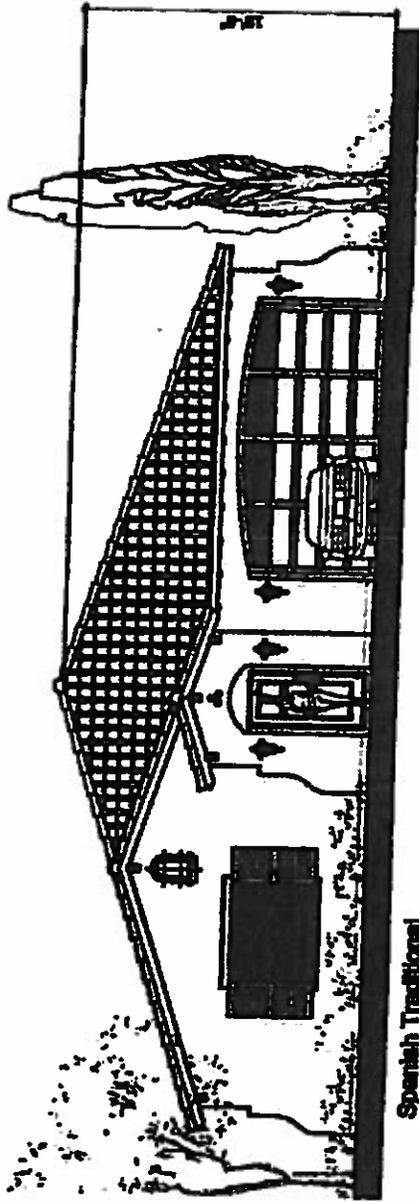
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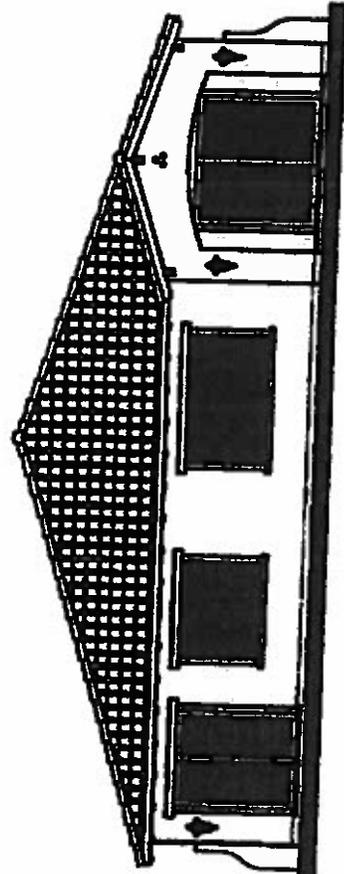
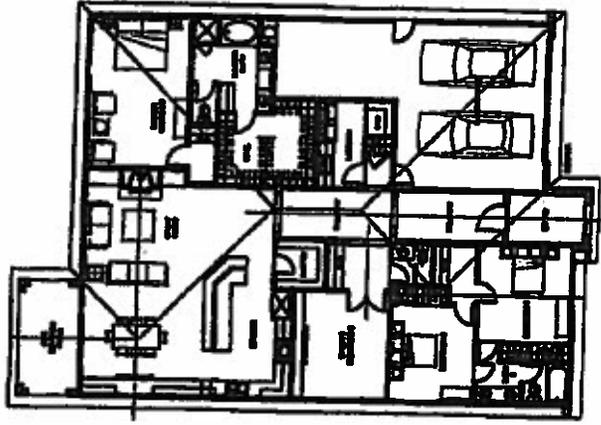


0 500 1,000 Feet

0 500 1,000 Feet



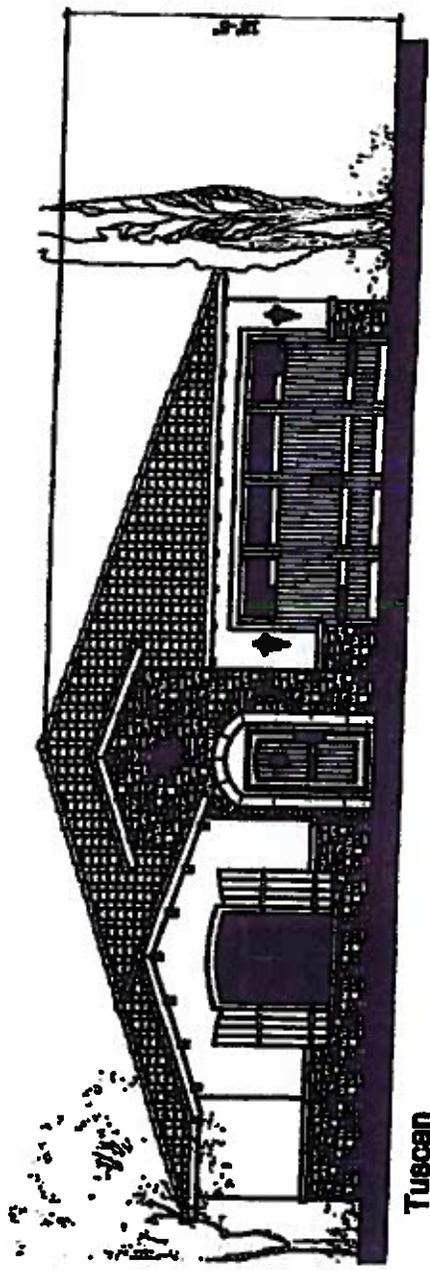
Spanish Traditional
Perris Estates



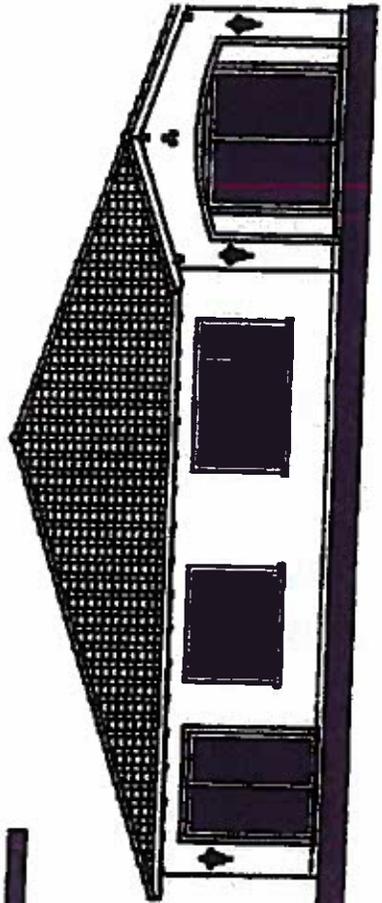
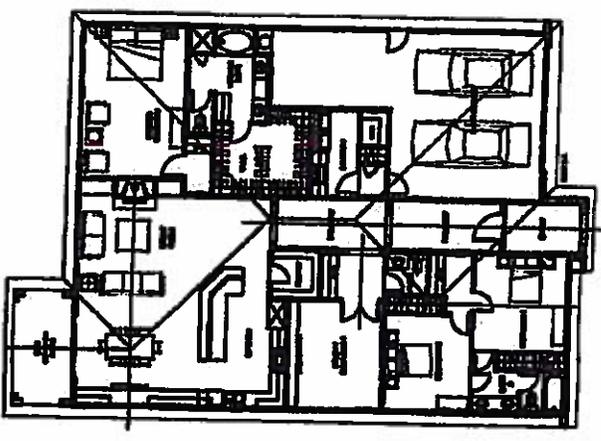
Perris Estates

Plan 1A-2,500 SF

3 Bedroom OPT 4



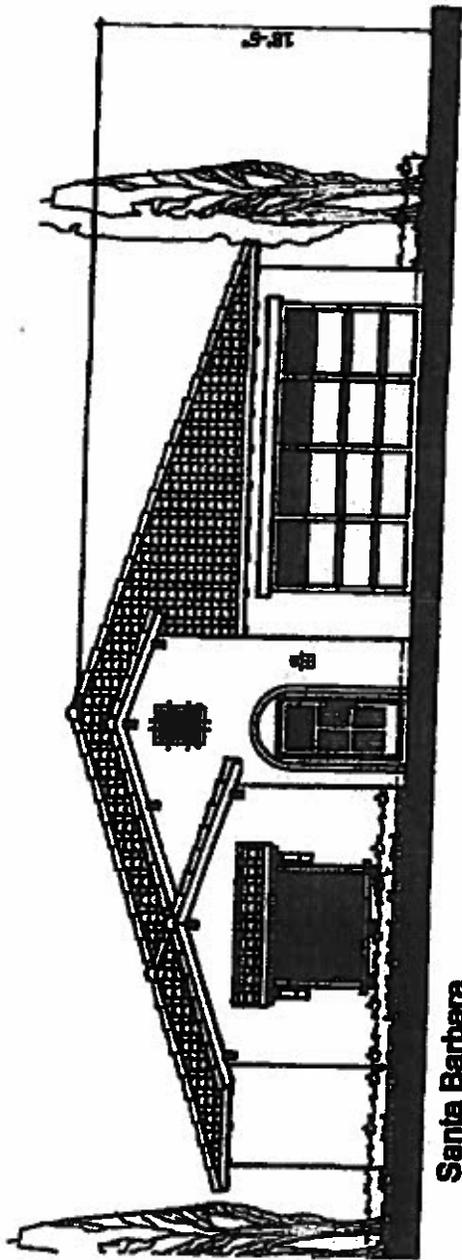
Tuscan
Tuscan Style House
3 Bedrooms
2,500 SF



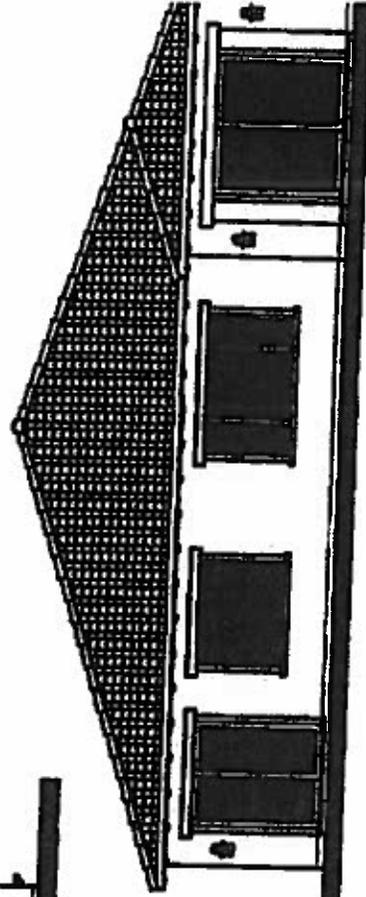
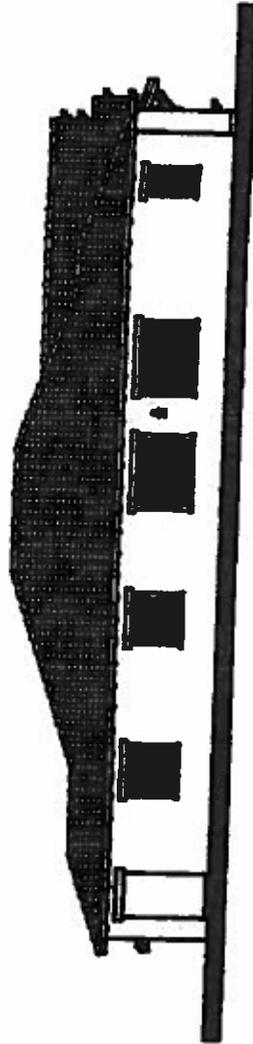
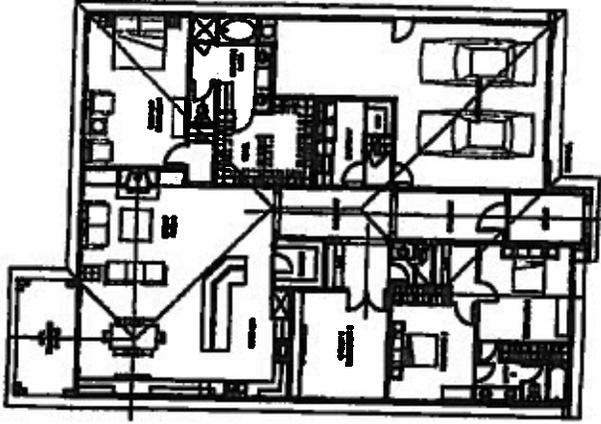
Perris Estates

Plan 1B-2,500 SF

3 Bedroom OPT 4



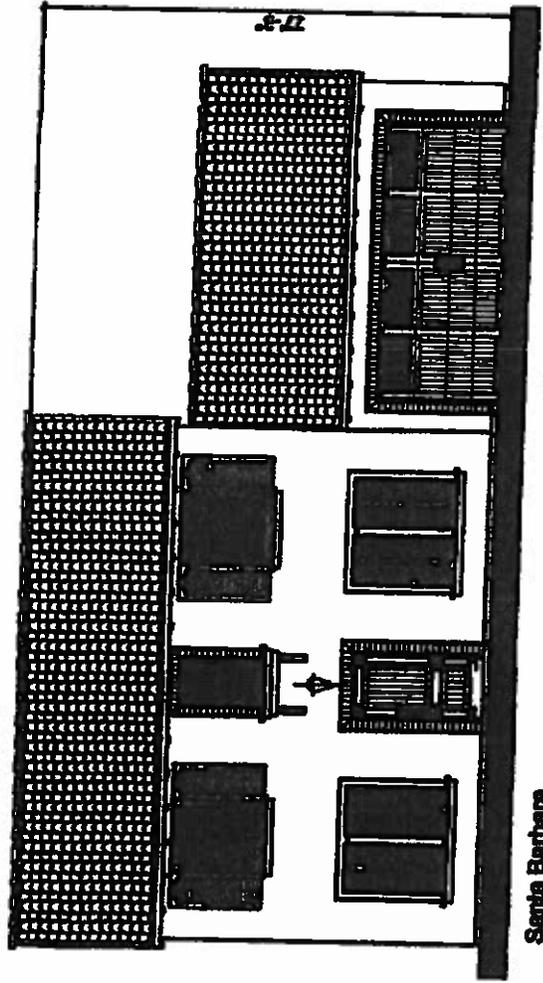
Santa Barbara
ARCHITECTURE
1000 W. SANTA BARBARA AVENUE
SANTA BARBARA, CA 93101
TEL: 805.963.1111
WWW.SANTABARBARAARCHITECTURE.COM



Perris Estates

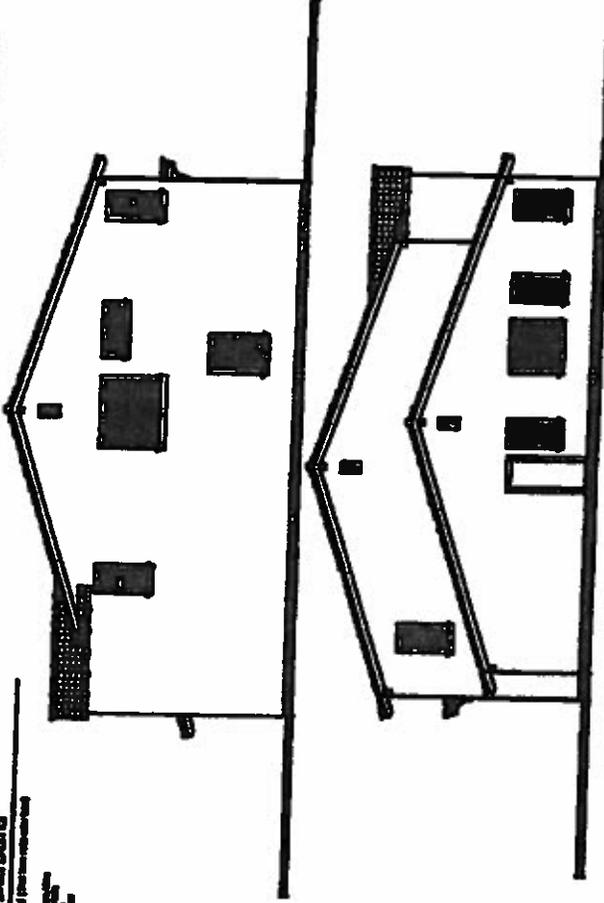
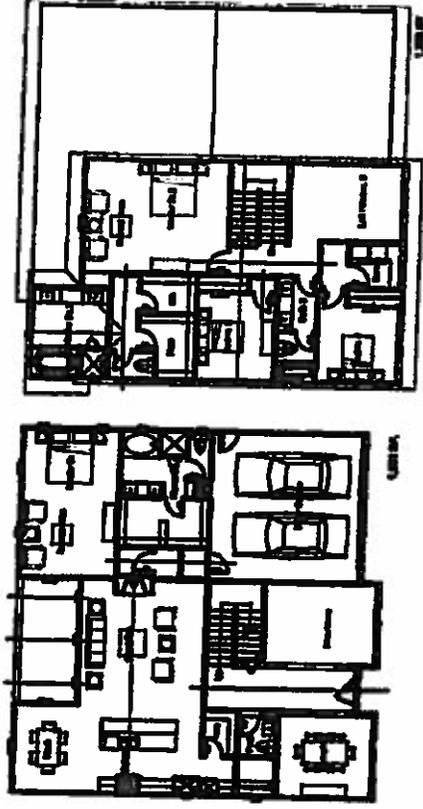
Plan 1C-2,500 SF

3 Bedroom OPT 4



Santa Barbara

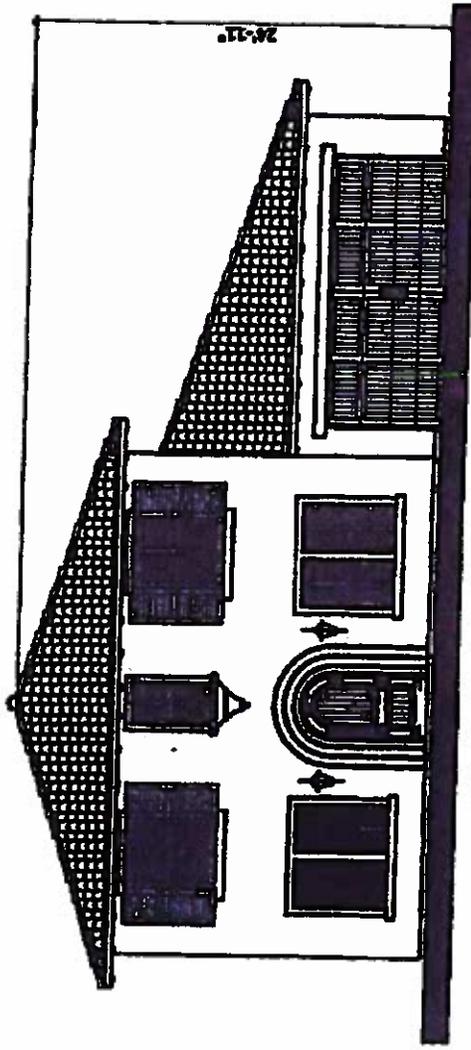
Architectural Firm
 1234 Main Street
 Santa Barbara, CA 93101
 Phone: (805) 555-1234
 Fax: (805) 555-5678
 Email: info@santabarbara.com



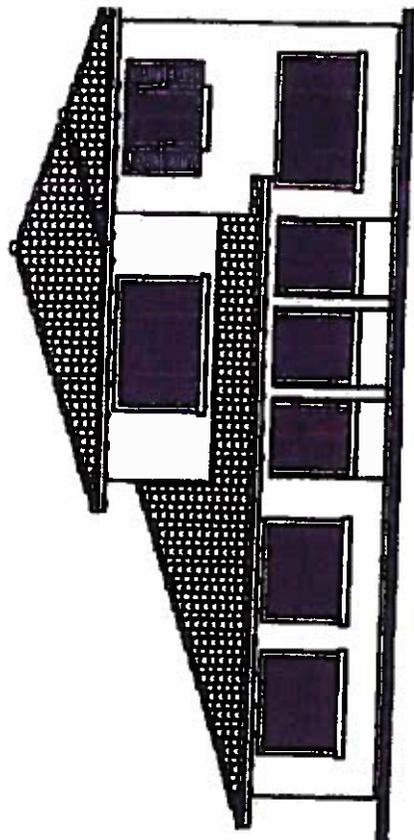
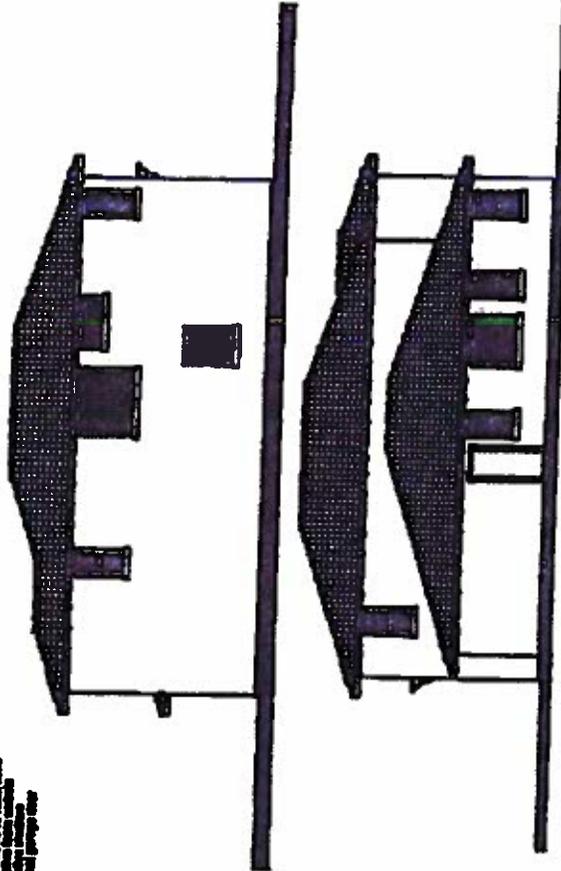
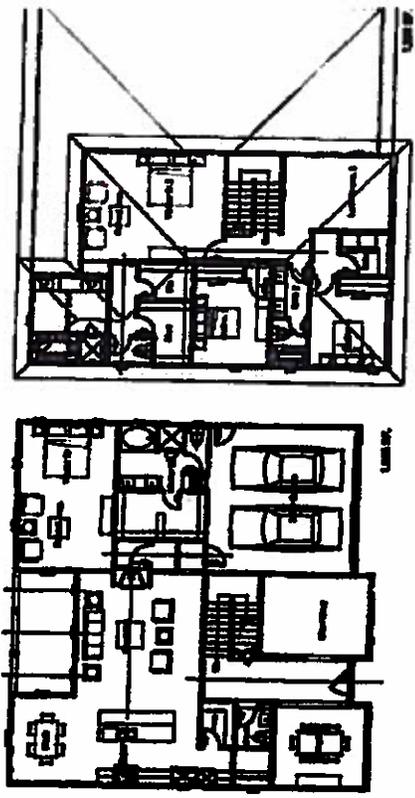
Perris Estates

Plan 2A-3, 149 SF

4 Bedroom OPT 5



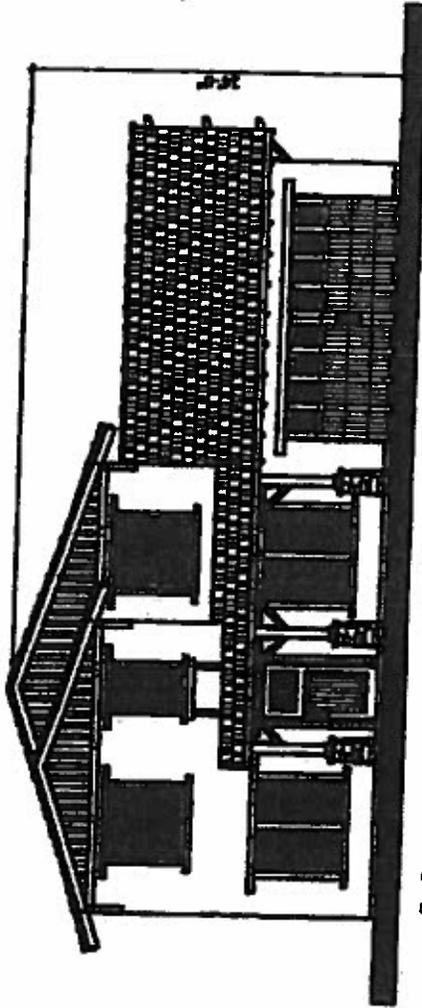
TUSCAN
 Covered front porch (front porch with screen door)
 Covered back porch
 Staircase to second floor
 Staircase to first floor
 Staircase to garage
 Staircase to porch



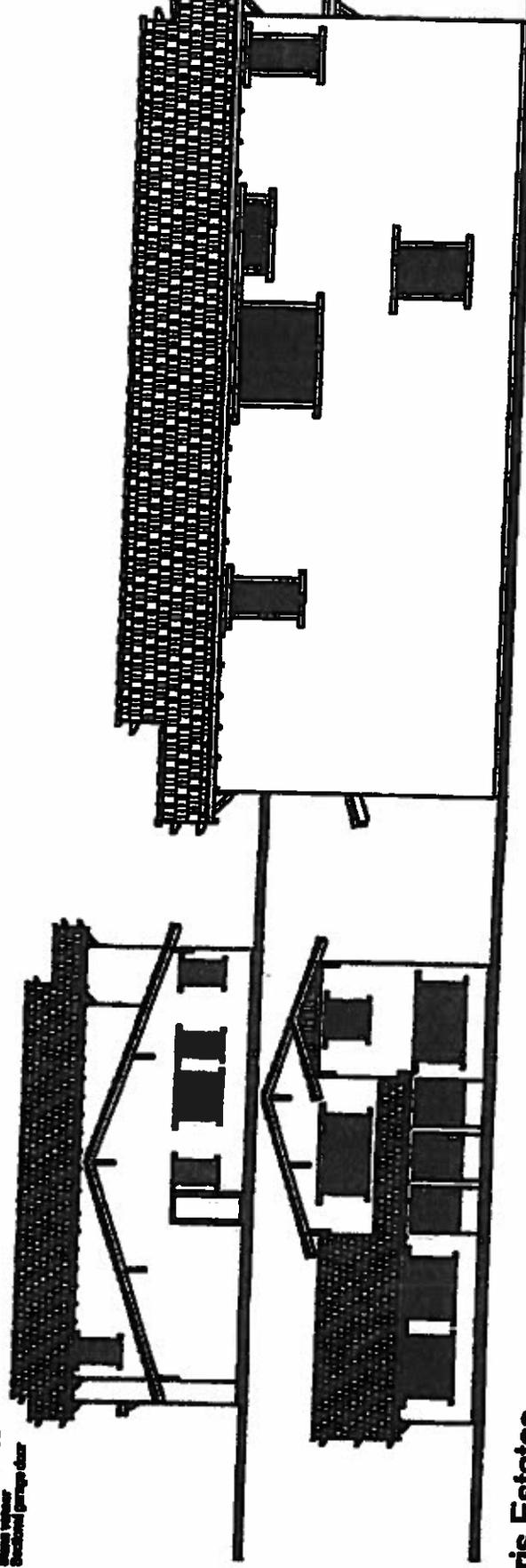
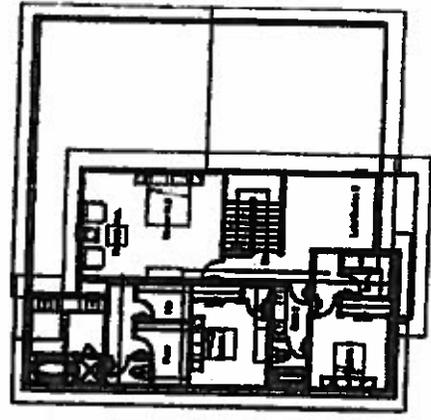
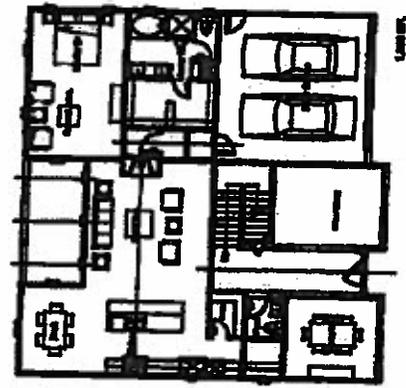
Perris Estates

Plan 2B-3,149 SF

4 Bedroom OPT 5



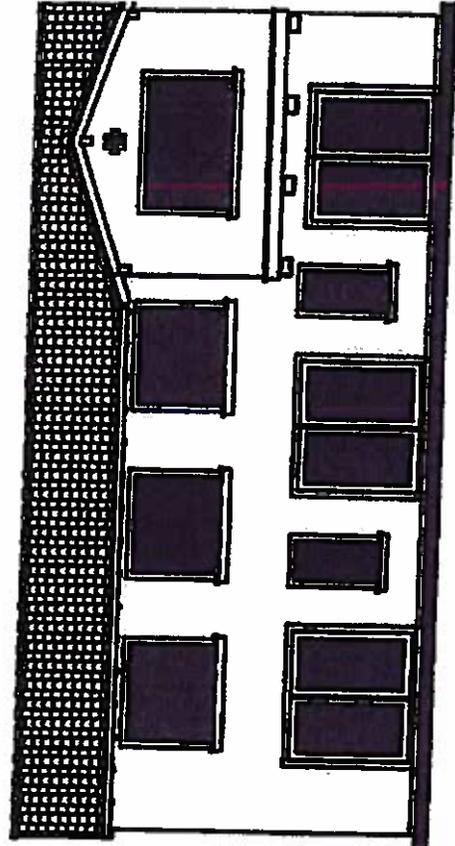
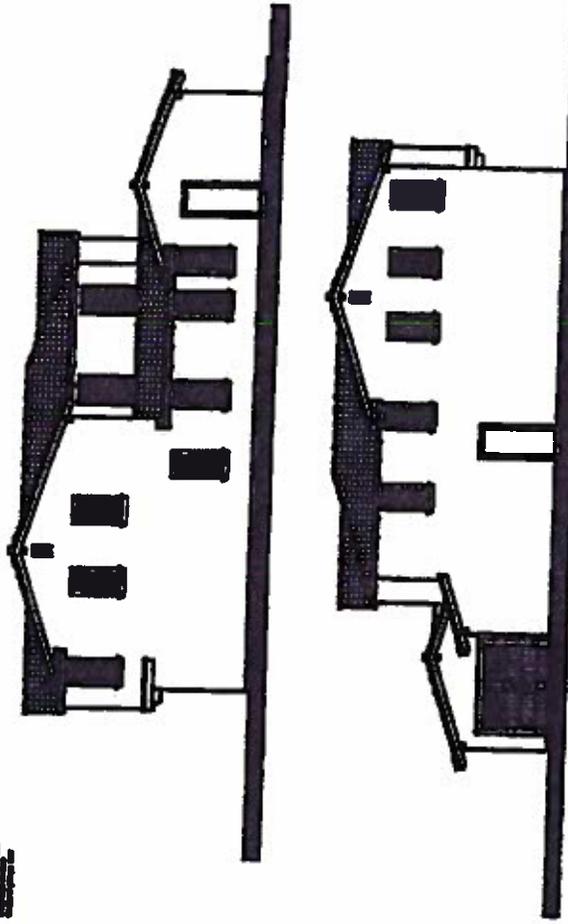
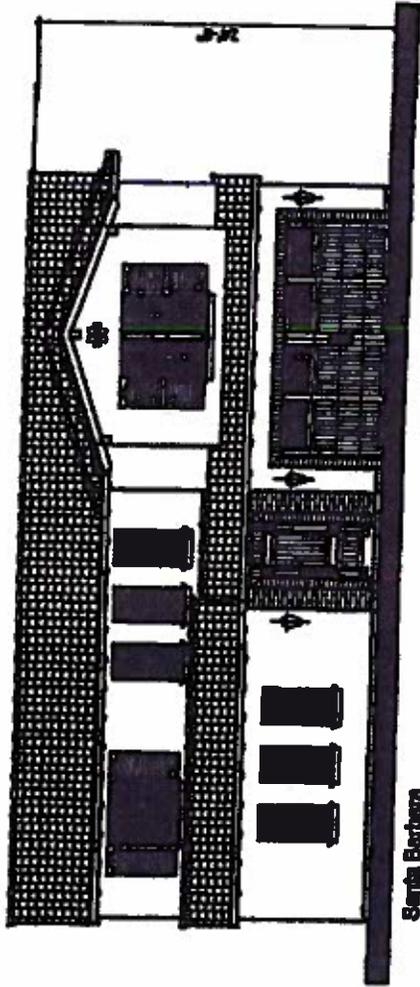
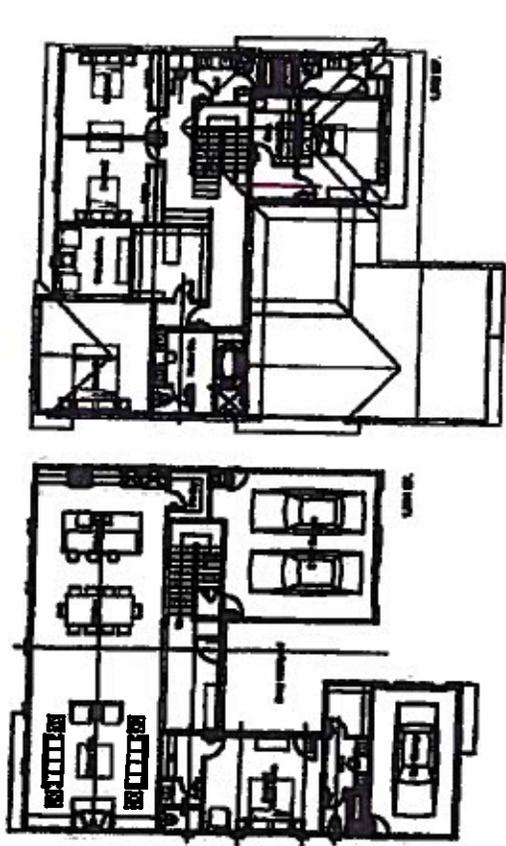
Craftsmen
 Concrete tile floor roof (Both two color)
 Green tubular
 Vinyl windows w/ foam liner
 Fiberglass garage door
 Decorative front porch
 Exposed brick chimney
 Stone veneer
 Sectioned garage door



Perris Estates

Plan 2C-3,149 SF

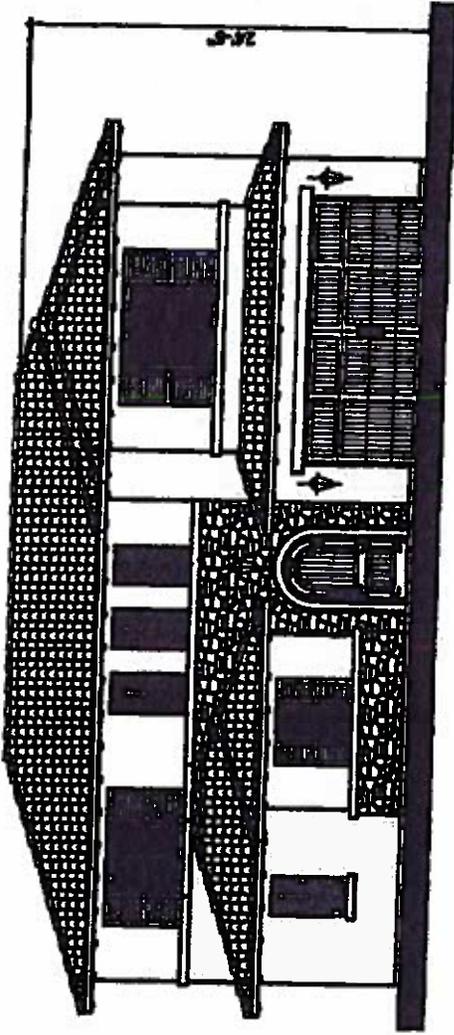
4 Bedroom OPT 5



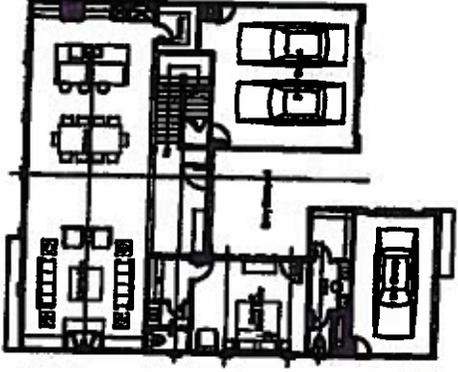
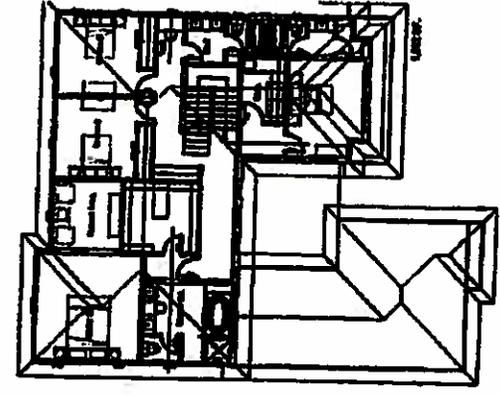
Perris Estates

Plan 3A-3, 3,326 SF

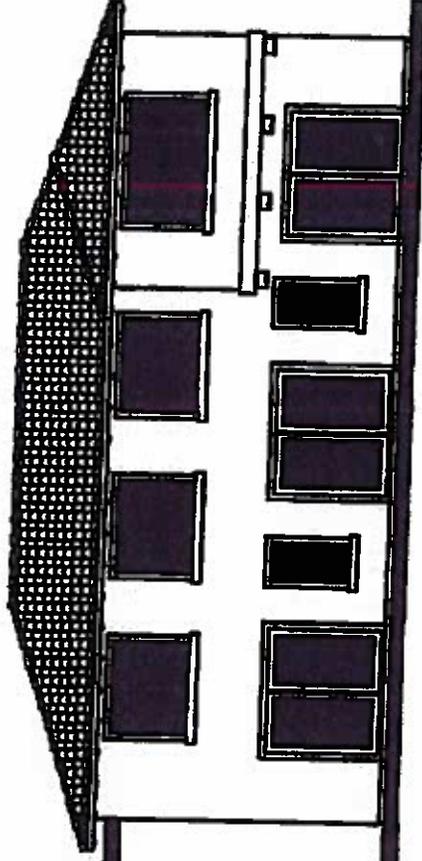
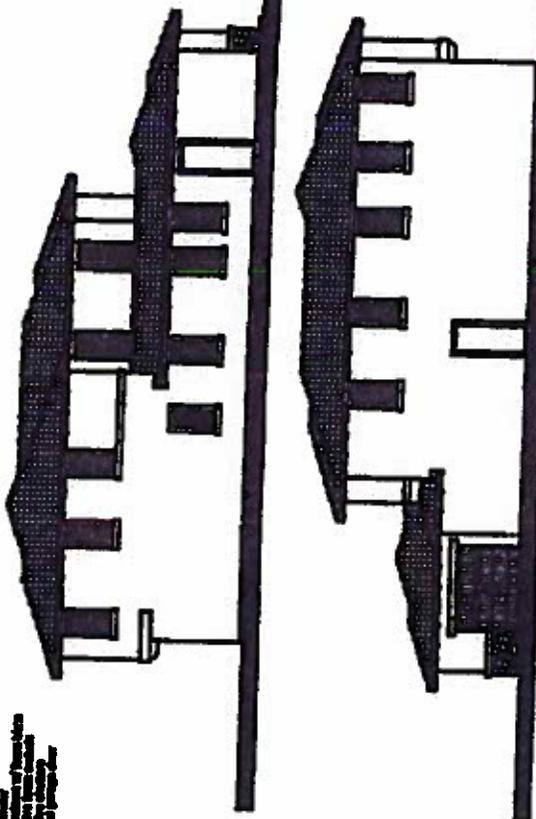
4 Bedroom OPT 5



32'-5"



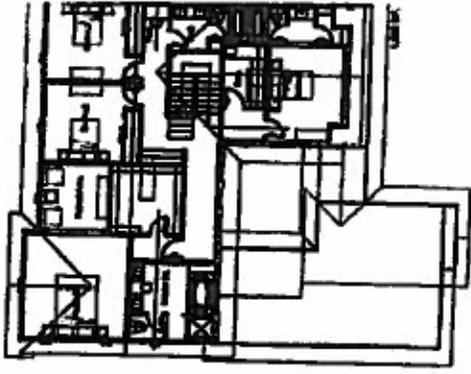
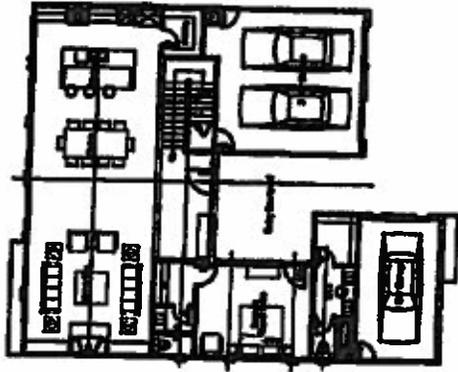
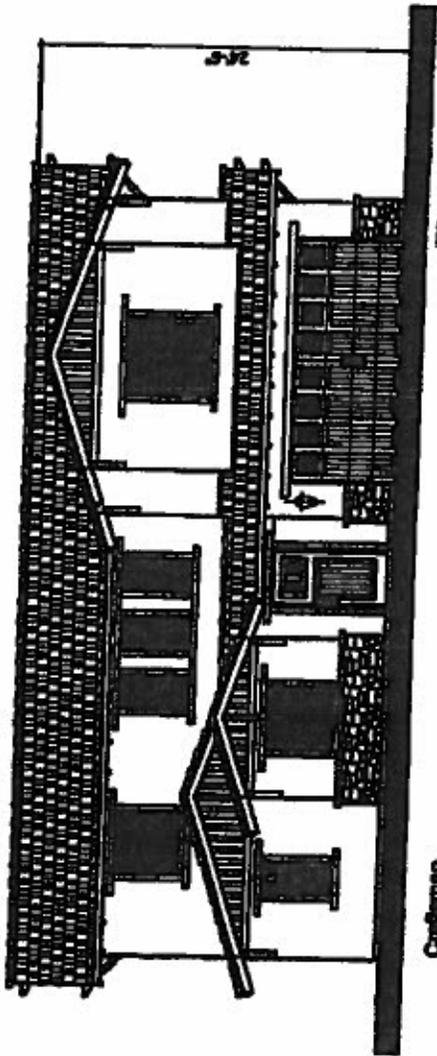
Tuscan
 (Not to scale)
 (Not to scale)



Perris Estates

Plan 3B-3,326 SF

4 Bedroom OPT 5



Craftsman

Concrete flat tile roof (North face only)

Stone chimney

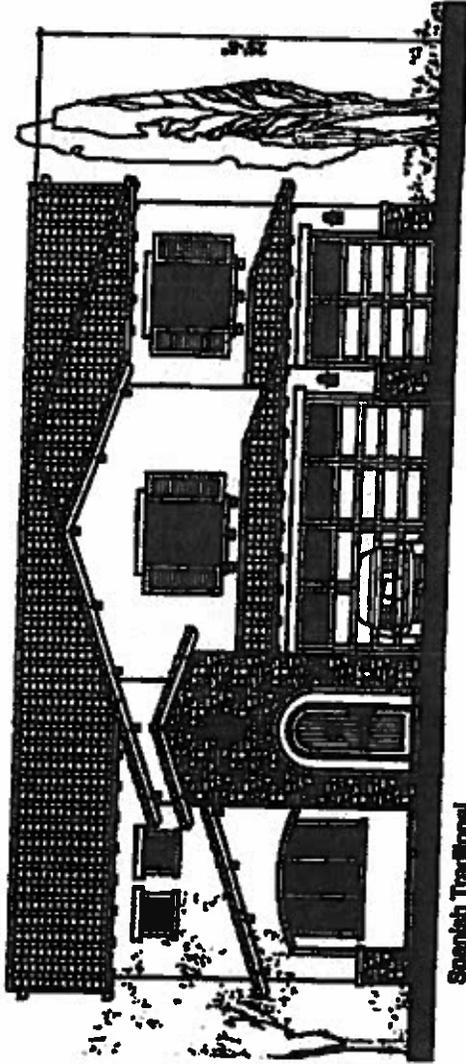
Wood siding

Decorative front porch

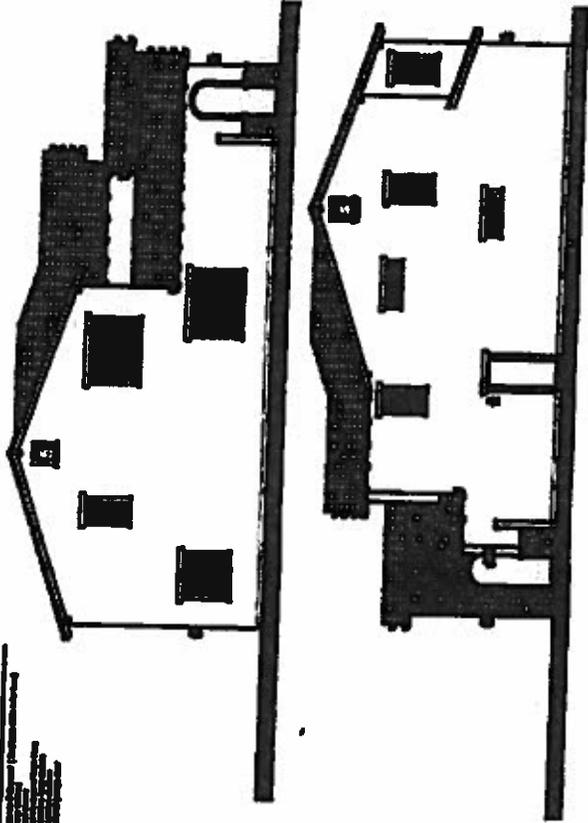
Perris Estates

Plan 3C-3,326 SF

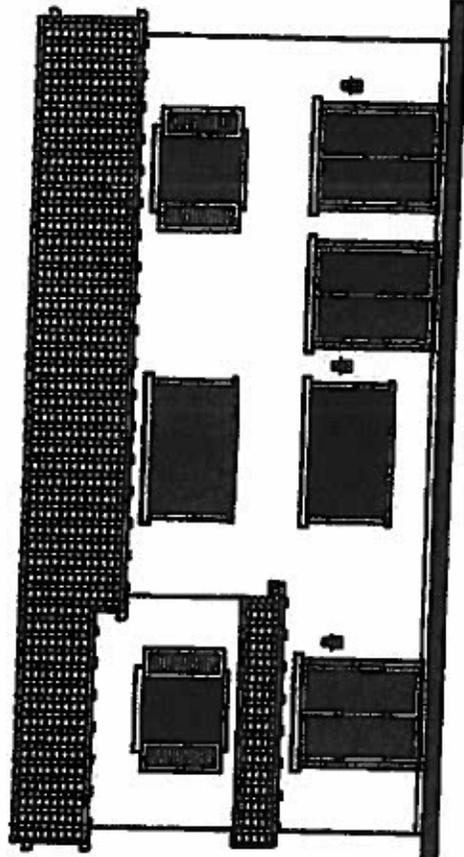
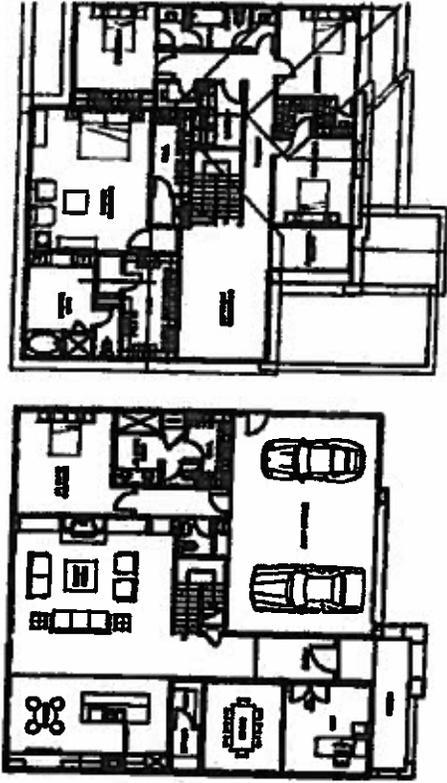
4 Bedroom OPT 5



Spanish Traditional
Perris Estates

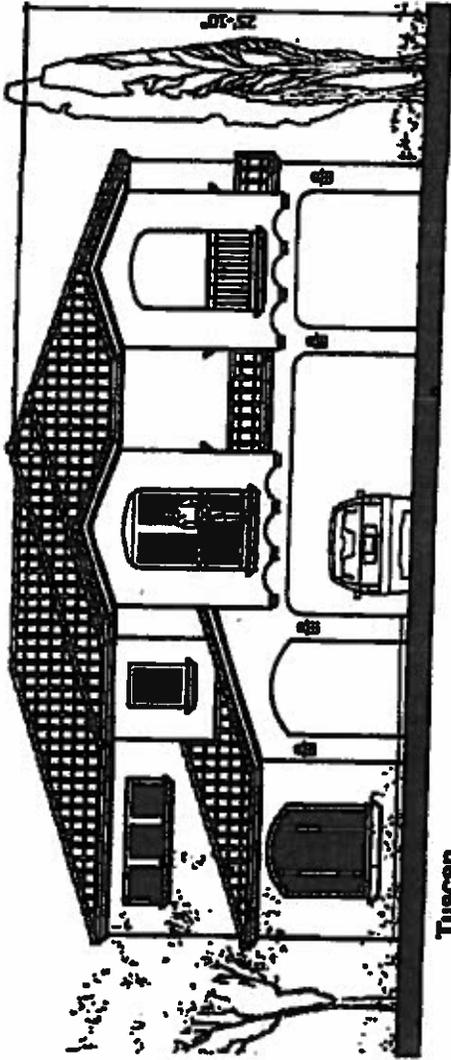


Perris Estates

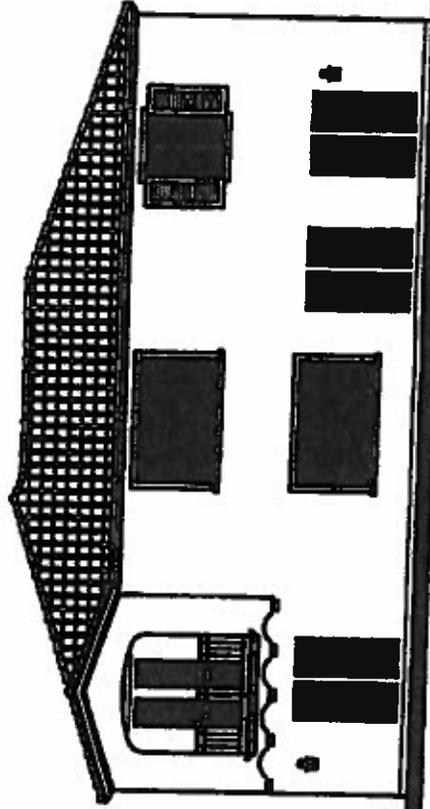
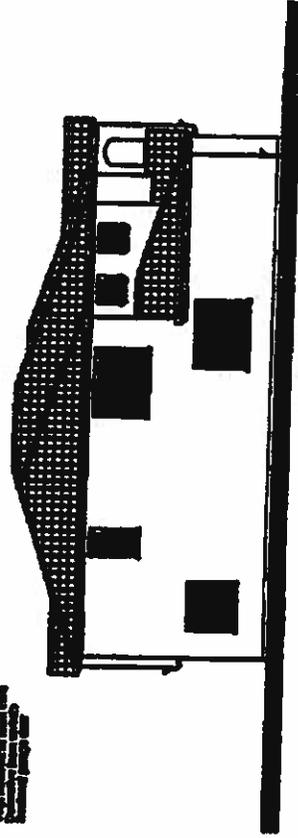
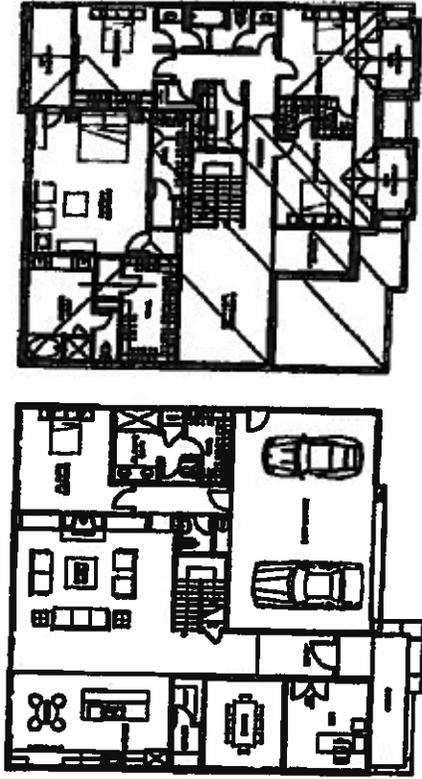


Plan 4A-3,859 SF

5 Bedroom OPT 6



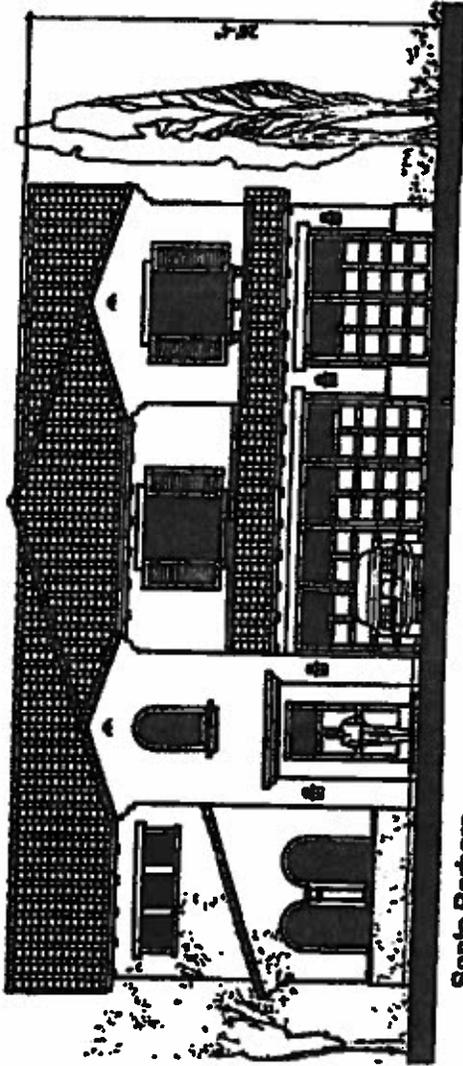
Tuscan
 (As shown with the roof)
 The roof is shown with a grid pattern.



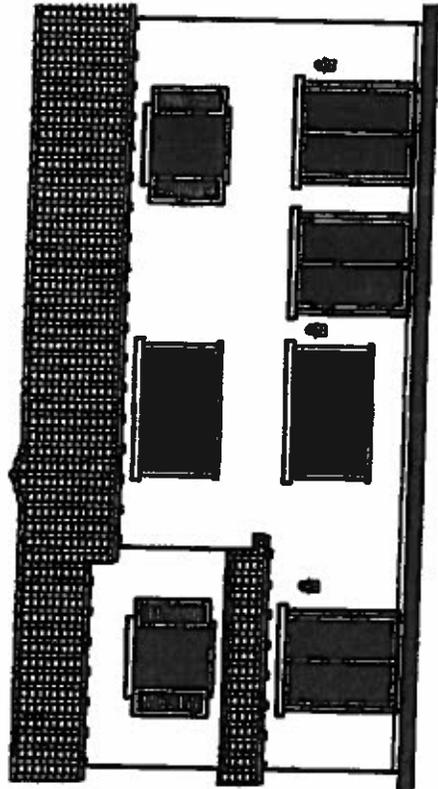
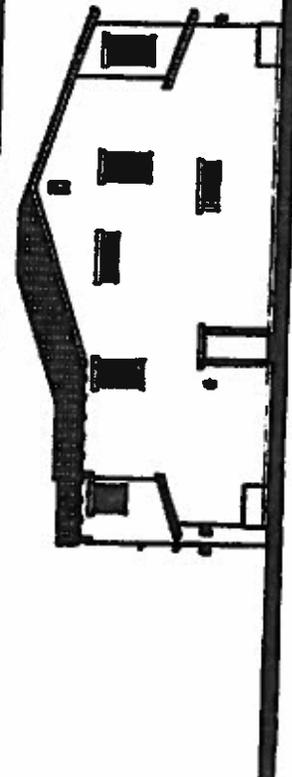
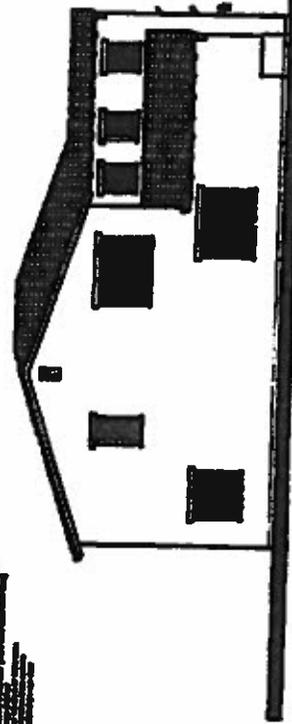
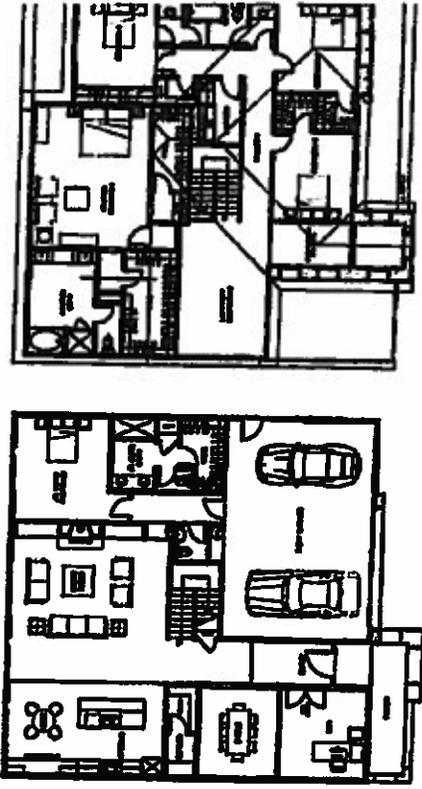
Perris Estates

Plan 4B-3,859 SF

5 Bedroom OPT 6



Santa Barbara
Architectural Firm



Perris Estates

Plan 4C-3,859 SF

5 Bedroom OPT 6

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

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

MA.2 Additional/Specific Compatibility Policies

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

2.1 *Basic Land Use Compatibility Criteria:*

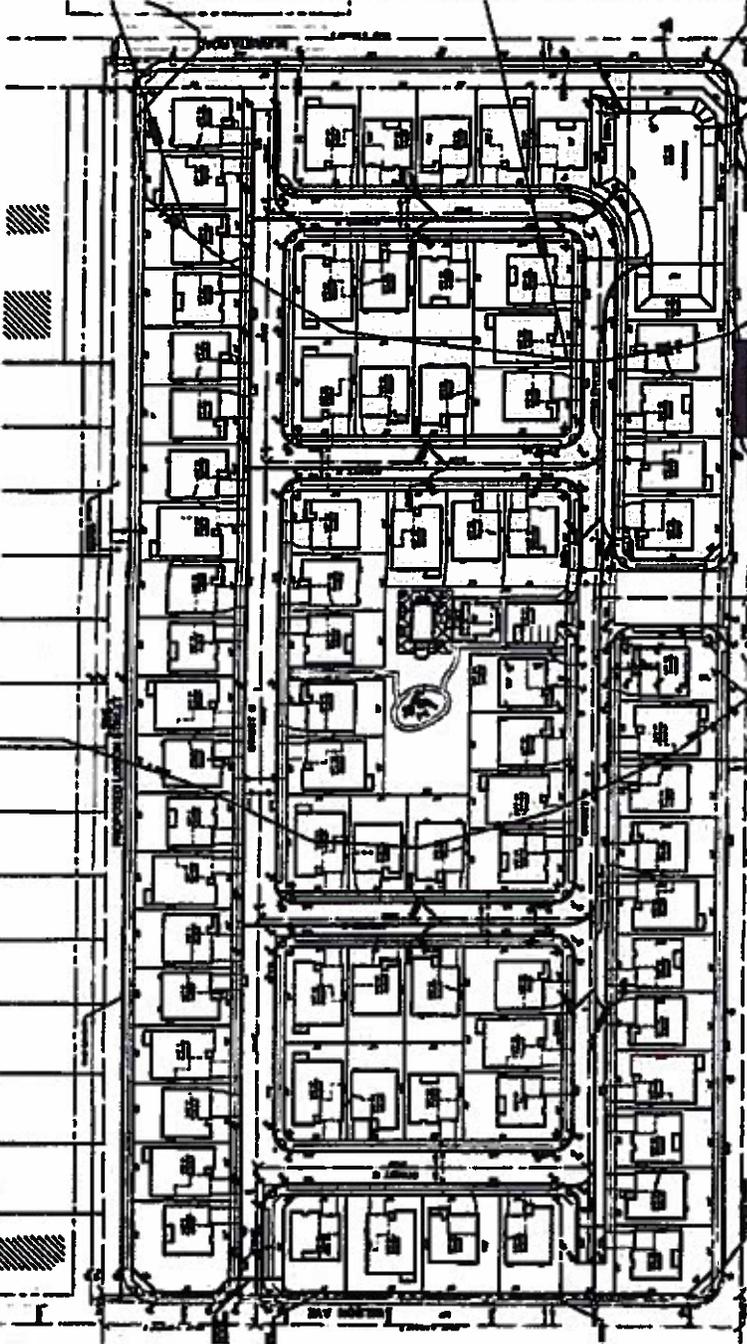
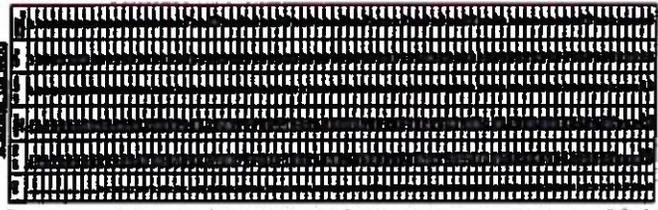
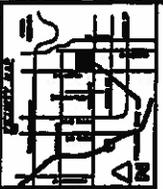
- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving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

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

2.3 *Supporting Compatibility Criteria for Noise:*

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

TENTATIVE TRACT NO. 36797
 ASSessor'S PARCEL NUMBERS: 300-190-001, 002, 003, & 004

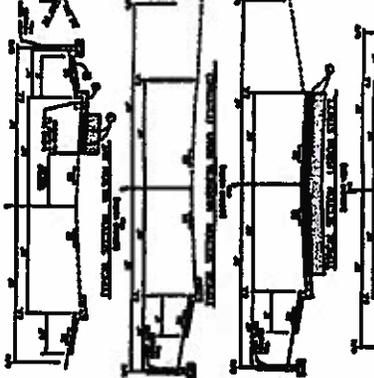
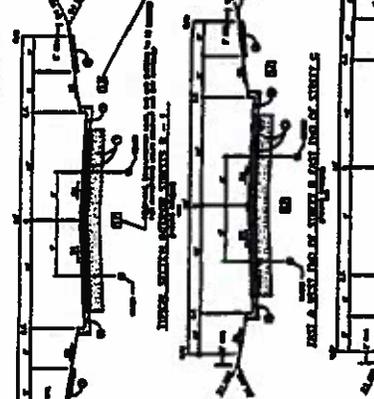


GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. ALL UTILITIES SHALL BE DEPTH MARKED AND PROTECTED PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL MAINTAIN PROPER DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
7. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.
9. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
10. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORD DRAWINGS AND AS-BUILT DRAWINGS.

ABBREVIATIONS

- ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.
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City Council February 23, 2016
 Attachment 4
 Site Plan

	PROJECT NO. 36797 DRAWING NO. SP-01 DATE: 02/15/16
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