



# Exhibits to General Plan Amendment 15-05122

City of Perris  
General Plan

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## Land Use Element

(City Council Adoption - April 26, 2005)

(2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan  
Amendment - City Council Adoption- XXXX, 2016)



within *Special Study Areas* and identify milestones for changing their land use designations to provide a balance among *Community Commercial, Business Park, and Light Industrial* properties

III.A.3 Include funding in municipal budgets necessary to implement sustained, methodical code enforcement in "Planning Area I: North Commercial/Industrial" as a means to promoting private investment

III.A.4 Prepare a City marketing brochure to supplement broker and property owner offerings to businesses considering locating in Perris

III.A.5 Conduct a Comprehensive Fiscal Analysis for possible annexation of Sphere of Influence properties on the westerly edge of Interstate 215 as a means to effect property upgrades in the area

**Goal IV**

Consistency among all planning documents

**Policy IV.A**

The General Plan and the Zoning Code shall be revised and updated to maintain consistency with each other, and with regional plans

**Implementation Measures**

IV.A.1 Change the Zoning Code and Zoning Map to ensure consistency with the Land Use Plan.

**Goal V**

Protection from natural or man-made disasters

**Policy V.A**

Restrict development in areas at risk of damage due to disasters

**Implementation Measures**

V.A.1 Consult hazards maps as part of the review process for all development application

**Policy V.B.**

Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).

**Implementation Measures**

V.B.1. Create and prepare an Airport Overlay Zone (AOZ) to reflect the boundaries and policies of the 2014 March ARB/IP ALUCP.

**Policy V.C**

Ensure land use compatibility within current Air Force Guidance found in the most recent Air Force Instruction (AFI) 32-7063 which addresses Air Force policies on Land use Compatibility IAW DoDI 4165.57

**Implementation Measures**

V.C.1. Circulate all development plans within the Clear Zone and Accident Potential Zones of the March Air Reserve Base/Inland Port Plan to Department of the Air Force, MARCH Air Reserve Base to provide recommendations and guidance on land use compatibility in accordance with the policies of the most recent Air Force Instruction (AFI) 32-7063.



## AIRPORT OVERLAY ZONE

The 2014 March Air Reserve Base/Inland Port (ARB/IP) Airport Land Use Compatibility Plan (ALUCP) delineates airport safety zones and describes the compatible land uses, prohibited land uses, limits to residential density, max average persons per acre, and other development conditions for each safety zone. An Airport Overlay Zone (AOZ) ensures that the policies in the March ARB/IP ALUCP are adhered to when new development projects are brought before the City of Perris. The purpose and intent of the AOZ is to:

- Implement the City's General Plan policies to ensure that all land uses within the AOZ are consistent with the State Aeronautics Act, state law, Federal Aviation Administration regulations, and guidance of the California Airport Land Use Planning Handbook.
- Ensure that land uses and development within the AOZ are compatible with the March ARB/IP ALUCP.
- Prohibit the establishment of new incompatible land uses and further expansion of existing incompatible land uses to avoid or minimize exposure of persons to potential hazards associated with aircraft operations.
- Prohibit development, uses, or any installations or activities that could represent a hazard to aircraft operations.
- Recognize the unique constraints and considerations that apply to properties potentially affected by aircraft operations by establishing

policies and review criteria for land use, development, and properties within the AOZ.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chapter 19.5I) to comply with the 2014 March ARB/IP ALUCP. Decisions about future development reflected in this AOZ section are guided by the objectives formulated for the Policy Document of the 2014 March ARB/IP ALUCP.

### Procedures

**Amendments.** Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed General Plan land use amendments, Zoning Code amendments, and Specific Plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

**Ministerial Approval.** All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

### March ARB/IP ALUCP Safety Zone Delineations

The AOZ is based on the following safety zones:

- ❖ **Zone M (Military)** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the RCALUC have jurisdiction over federal lands.



- ❖ Zone A (Clear Zone) contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.
- ❖ Zone B1 (Inner Approach/Departure Zone) - encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.
- ❖ Zone B2 (High Noise Zone) - is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.
- ❖ Zone C1 (Primary Approach/Departure Zone) - encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.
- ❖ Zone C2 (Flight Corridor Zone) contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of



- the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns
- ❖ Zone D (Flight Corridor Buffer) - is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.
  - ❖ Zone E (Other Airport Environs) - contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.
  - ❖ The High Terrain Zone - serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IP.





Exhibit LU-18: March ARB/IPA Landuse Compatibility Map

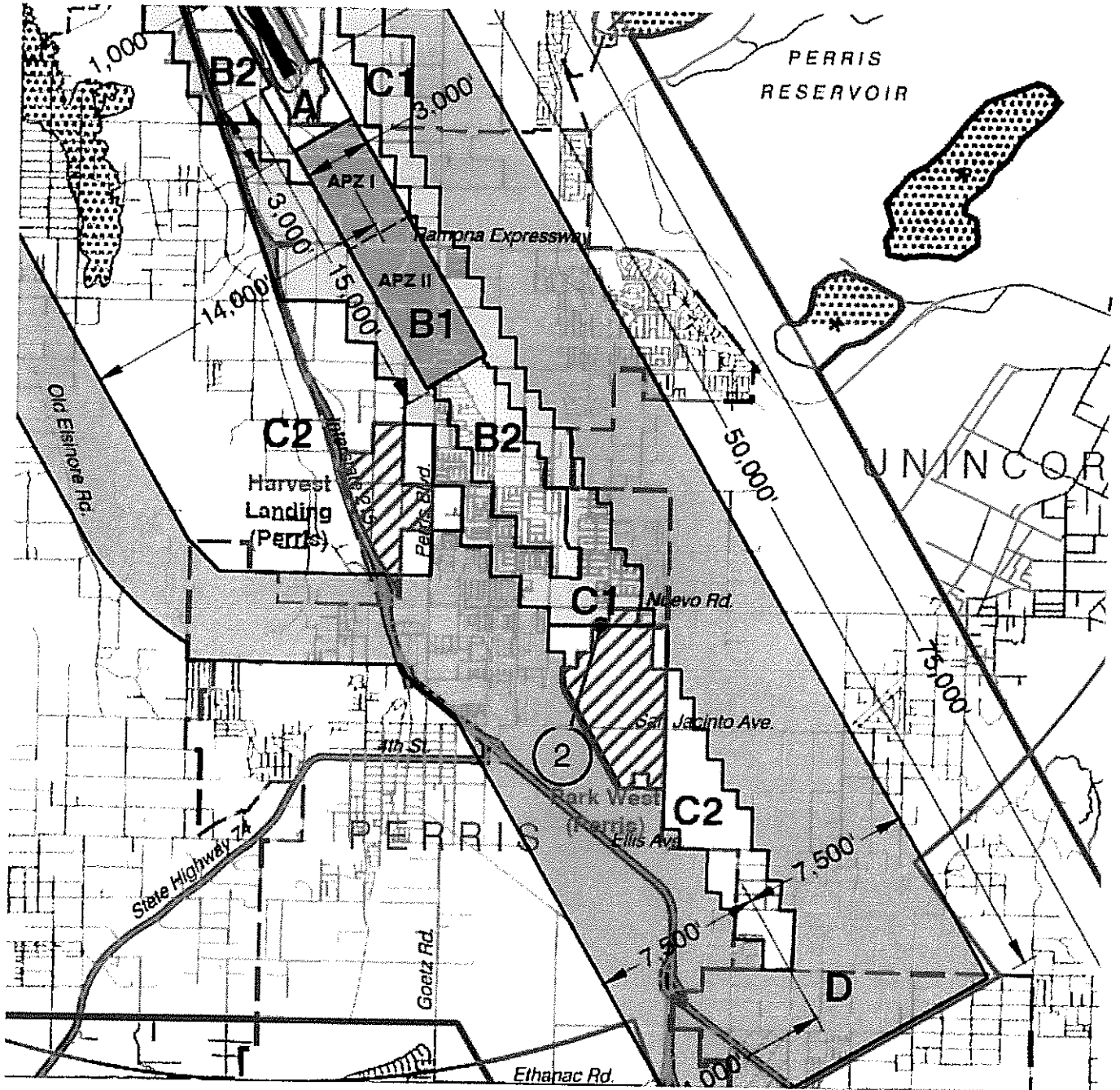




Table LU-32: March ARB/IP ALUCP Basic Compatibility Criteria

Table S-5						
Zone	Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Developmental Conditions <sup>4</sup>
		Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b> <i>(Military)</i>					Federal Lands -No ALUC authority	
<b>A</b> <i>Clear Zone (if not base)<sup>7</sup></i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight <sup>8</sup>	-Electromagnetic radiation notification -Avigation easement dedication and disclosure <sup>4,7</sup>
<b>B1</b> <i>Inner Approach/Departure Zone</i>	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100  100	Max. 50% lot coverage within APZs <sup>12</sup>	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs <sup>11</sup> -Hazardous materials manufacture/storage <sup>14</sup> -Noise sensitive outdoor <sup>15</sup> nonresidential uses -Critical community infrastructure facilities <sup>16</sup> -Hazards to flight <sup>8</sup> -Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup>	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall <sup>19</sup> -Electromagnetic radiation notification <sup>9</sup> -Avigation easement dedication and disclosure <sup>4</sup>
<b>B2</b> <i>High Noise Zone</i>	No new dwellings allowed <sup>10</sup>	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup>





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					<ul style="list-style-type: none"> <li>aboveground habitable floors</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Critical community infrastructure facilities<sup>16</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Aboveground bulk storage for hazardous materials discouraged<sup>14,20</sup></li> <li>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Avigation easement dedication and disclosure<sup>4</sup></li> </ul>
<p><b>C1</b> Primary Approach/Departure Zone</p>	≤ 3.0	100	250	No Req'd	<ul style="list-style-type: none"> <li>-Children's schools, day care centers, libraries</li> <li>-Hospitals, congregate care facilities, places of assembly</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Critical community infrastructure facilities discouraged<sup>16,20</sup></li> <li>-Above ground bulk storage of hazardous materials discouraged<sup>14,20</sup></li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Airspace req'd for objects &gt;70 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<p><b>C2</b> Flight Corridor Zone</p>	≤ 6.0	200	500	No Req'd	<ul style="list-style-type: none"> <li>-Highly noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Children's schools discouraged<sup>20</sup></li> <li>-Airspace review req'd for objects &gt;70 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<p><b>D</b> Flight Corridor Buffer</p>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	<ul style="list-style-type: none"> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged<sup>21</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<p><b>E</b> Other Airport Environs</p>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	<ul style="list-style-type: none"> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Disclosure only<sup>4</sup></li> </ul>



* <i>High Terrain</i>	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight <sup>8</sup> -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall <sup>9</sup> -Aviation easement dedication and disclosure <sup>1</sup>
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NOTES:

Policies referenced here are from the Riverside County Airport Land Use Compatibility Plan adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the Riverside County Airport Land Use Compatibility Plan is available on the Riverside County Airport Land Use Commission website at [www.aluc.org](http://www.aluc.org).

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations, that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume I, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Aviation easement dedications are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in [www.marchjpa.com/docs/forms/aviationeasement.pdf](http://www.marchjpa.com/docs/forms/aviationeasement.pdf).
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.



15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APE I or II, any use listed as "N" – not compatible for that particular APE in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. Beyond the boundaries of the APZs in Zone BI, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.



# Noise Element

(City Council Adoption – August 30, 2005)  
(March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan -  
City Council Adoption – XXXX, 2016)



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The Orange Empire Railway Museum operates a tourist train service that shuttles passengers between the downtown area and the Orange Empire Railway Museum along a spur that begins at an intersection with the main tracks just north of 7th Street and runs southward to the museum south of Mountain Avenue. Service is offered every half-hour between 9 AM and 6 PM on Saturdays and Sundays. Additional service is offered on holidays and by charter on weekdays. A typical train includes a locomotive with 2 to 4 railcars. Individual trolley cars are also part of this tourist service line.

At-grade crossings for the main line operated by BNSF freight service are located at: San Jacinto Avenue, 2nd Street, 4th Street, D Street, Perris Boulevard, and Case/Mapes Road. At-grade rail crossings for the tourist train service occur at 7th Street, 11th Street, and Ellis Avenue.

### March Inland Port Noise Review

Located immediately north of the planning area, the March Inland Port is a joint military/civilian use air transport facility, that includes air cargo freight traffic. This facility is expected to play an increasingly important role in transportation of goods and cargo for the southern California region. Existing flight patterns affect a large portion of Perris, along a path that bisects the planning area in a northwest/southeast alignment. Noise contours above 65 dBA CNEL fall within several existing residential neighborhoods

located east of Perris Boulevard, between Rider Street and Nuevo Road. Noise contours and accident potential zones associated with air traffic projected onto the Perris planning area are shown in ~~Exhibit N-3~~ Exhibit 17 of the Safety Element.

### Perris Valley Airport Noise Review

The privately-operated Perris Valley Airport is a center for skydiving enthusiasts from throughout the western United States and has operated in its present location for many years. Aircraft typically consist of Twin Otter Turbo Prop, 20-passenger planes equipped with jet engines and propellers. On a peak weekend skydiving day, with optimal weather conditions and a day-long stream of skydiving customers, approximately 60 separate flights may occur. There are occasional night flights, according to the facility operator. Use of a DC-9 jet is planned for higher altitude skydiving excursions.

Modeling of 24-hour average noise contours associated with air traffic originating at this facility was not performed as part of this analysis; however, the noise levels measured at monitoring locations NR-11 and NR-12 are indicative of a range of noise levels that occur within the flight paths, for various numbers of minutes, at various times of the day.



~~Exhibit N-3: Noise Contours and Accident Potential Zones for March Inland  
Port~~

Exhibit was deleted



Perris General Plan. The General Plan will have no effect on operations at the Speedway and as a result will not have any effect on noise levels generated at the Speedway. These noise levels could negatively impact existing sensitive land uses located to the south, at the nearest edge of May Ranch.

#### Perris Auto Speedway Impacts on Future Land Uses

The 65 and 60 dBA CNEL noise levels measured from the Speedway fall at distances of 2,040 and 3,628, respectively. New residential development is designated in the Land Use Plan south of Ramona Expressway, within 3,628 feet from the speedway located in the 60 dBA CNEL.

To avoid exposing future homes to significant speedway noise impacts, acoustical studies will be required in conjunction with new development proposals in the 60 dBA CNEL area designated above. The acoustical studies will help identify measures to mitigate exterior and interior noise exposure in accordance with Chapter 16.22 of the Municipal Code and the Noise/Land Use Compatibility Guidelines illustrated in Exhibit N-1.

#### Air Traffic Noise Impacts

New residential development is planned within the flight pattern located south of The Perris Valley Airport, between Goetz Road and Murrieta Avenue, in the southern edge of the planning area. Additional residential development is planned in the downtown area, within the northern flight path for aircraft departing from the Perris Valley Airport. Future homes in both areas would be exposed to overflight noise impacts that could occur up to 60 times a day on peak days.

The Land Use Plan designates considerable land area for residential development within the March Inland Port flight patterns, including land within the 65 dBA and higher CNEL contours, as illustrated in Exhibit N-3. Acoustical studies will be required to identify appropriate site design and building design measures to reduce exterior and interior noise exposure associated with air traffic originating at March Inland Port, to those levels specified in Chapter 16.22 of the Municipal Code and the /Land Use Compatibility Guidelines illustrated in Exhibit N-1.

#### Noise Compatibility between Different Land Uses

There are a number of areas where the Land Use Plan identifies adjoining residential and commercial or industrial uses. The potential for noise incompatibilities will exist along those edges, where the commercial or industrial uses contain exterior operations, such as truck loading areas and large parking lots. In these situations normal business operations could generate substantial noise levels on adjoining residential properties.

Significant noise impacts can be avoided through site design and operational controls that place exterior activities away from residential properties. For example; prohibit exterior operations, including truck loading/ unloading, during more sensitive later night and early morning hours. This issue can be minimized through careful consideration of potential noise impacts during the project site plan process.





# Safety Element

(City Council Adoption – October 25, 2005)  
(March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan -  
City Council Adoption- XXXX, 2016)



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**Table S-4: Hazardous Materials Handlers in Perris**

Name of Business	Location
Cla-Val Co.	24100 Water Road
CDF Station #59	19450 Clark Street
Bruno Farms	233 West Markham Street
A & M Feed and Grain	24941 State Highway 74
Arco Station # 365	280 Old Nuevo Road
Circle K	1070 Indian Circle
Apec Racing	18700 Lake Perris Drive
Dan's Feed and Seed	240 East 4 <sup>th</sup> Street
Exxon Mobile	1675 North Perris Boulevard
Ferrellgas Inc.	801 South D Street
Fredlow, Inc.	1278 West Nance Street
JR Pipeline	1530 Nandina Avenue
Meadowbrook Market	27215 State Highway 74
One Stop Batteries	425 West Rider Street
Shell Oil	4783 Wade Avenue
Union 76	33 West Nuevo Road
Perris Gas & Mart	216 South Perris Boulevard
Perris Valley Cleaners	23711 Rider Street
Winston Tire Co. #175	2055 North Perris Boulevard

**Aircraft Hazards**

The City of Perris has two airports within or near its City limits: 1) March Air Reserve Base/Inland Port Airport (March ARB/IPA), and 2) Perris Valley Airport.

**March ARB/IPA**

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 GlobalPort. The JPA includes members of the Riverside County Board of Supervisors and City Council Members from adjacent cities.

In 1998, the Department of the Air Force completed an Air Installation Compatible Use Zone (AICUZ) study. The objective of the AICUZ is to achieve compatible uses of public and private lands in the vicinity of military airfields. The study completed three important tasks:

- Identification of Accident Potential Zones (APZ) and the Clear Zone (Exhibit S-17);
- Identification of Noise Impact Zones (Exhibit S-17);
- Identification of compatible uses within the above-mentioned zones (Table S-5).



In addition to the AICUZ, Airport Influence Area boundaries around March AFB-ARB/IPA were adopted by the County of Riverside Airport Land Use Commission (ALUC) in May, 1986 (Exhibit S-18), and became part of the County's Airport Land Use Plan (ALUP). In 2005, the Department of the Air Force updated their Air Installation Compatible Use Zone (AICUZ) study. 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. In 2014, the County of Riverside adopted a new Airport Land Use Compatibility Plan (ALUCP), which includes the 2014 March Air Reserve Base/Inland Port Airport ARB/IPA Land Use Compatibility Plan (March ARB/IPA) ALUCP. The March ARB/IPA that influence areas and safety zones are shown in Exhibit S-18. Noise contours have also been updated from the previous 2005 AICUZ study as shown in Exhibit S-17. The landuse compatibility table guidelines are shown on Table S-5.

In 2016, the City of Perris adopted an Airport Overlay Zone (Zoning Code Chapter 19.51) to comply with the 2014 March ARB/IPA ALUCP.

~~Influence Area 1 outlines the area of heaviest air traffic volumes. Noise levels are highest in these zones. High risk and sensitive land uses are prohibited in Influence Area 1, where residential uses are limited to areas not in the actual flight path and areas where aircraft have gained sufficient altitude so that they no longer pose a relative safety threat. At March ARB/IPA, Influence Area 1 is contiguous with the AICUZ Accident Potential Zones 1 and 2, and the Clear Zone.~~

~~An Influence Area 2 encompasses larger land areas, and limits residential development to one dwelling unit per each two and one half acres, and allows agricultural, industrial and commercial uses. The boundaries follow general flight paths, and coincide with areas where aircraft would be turning and applying or reducing power.~~

~~Influence Area 3 is larger than Influence Area 2, and requires aviation easements for all land uses. These aviation easements are designed to offer "constructive notice" to future buyers warning about noise and other real or potential effects caused by airport operations.~~

### **Perris Valley Airport**

Perris is also home to the Perris Valley Airport, a small, private airport that is a premiere location for skydiving and ballooning enthusiasts. The Perris Airport ~~has only an~~ Influence Area 1 is shown in Exhibit S-19.

### **Airport Land Use Planning In Perris**

~~Development in Perris has not conformed to the ALUP or the AICUZ land use and density restrictions. The City is currently a participant in the March Operation Assurance Task Force to resolve the inconsistencies between local development regulation and AICUZ and ALUCP policies.~~

~~Additional information on noise impacts associated with aircraft overflights is included in the Noise Element of the General Plan.~~



Exhibit S-17: March ARB/IPA Noise Contours and Accident Potential Zones

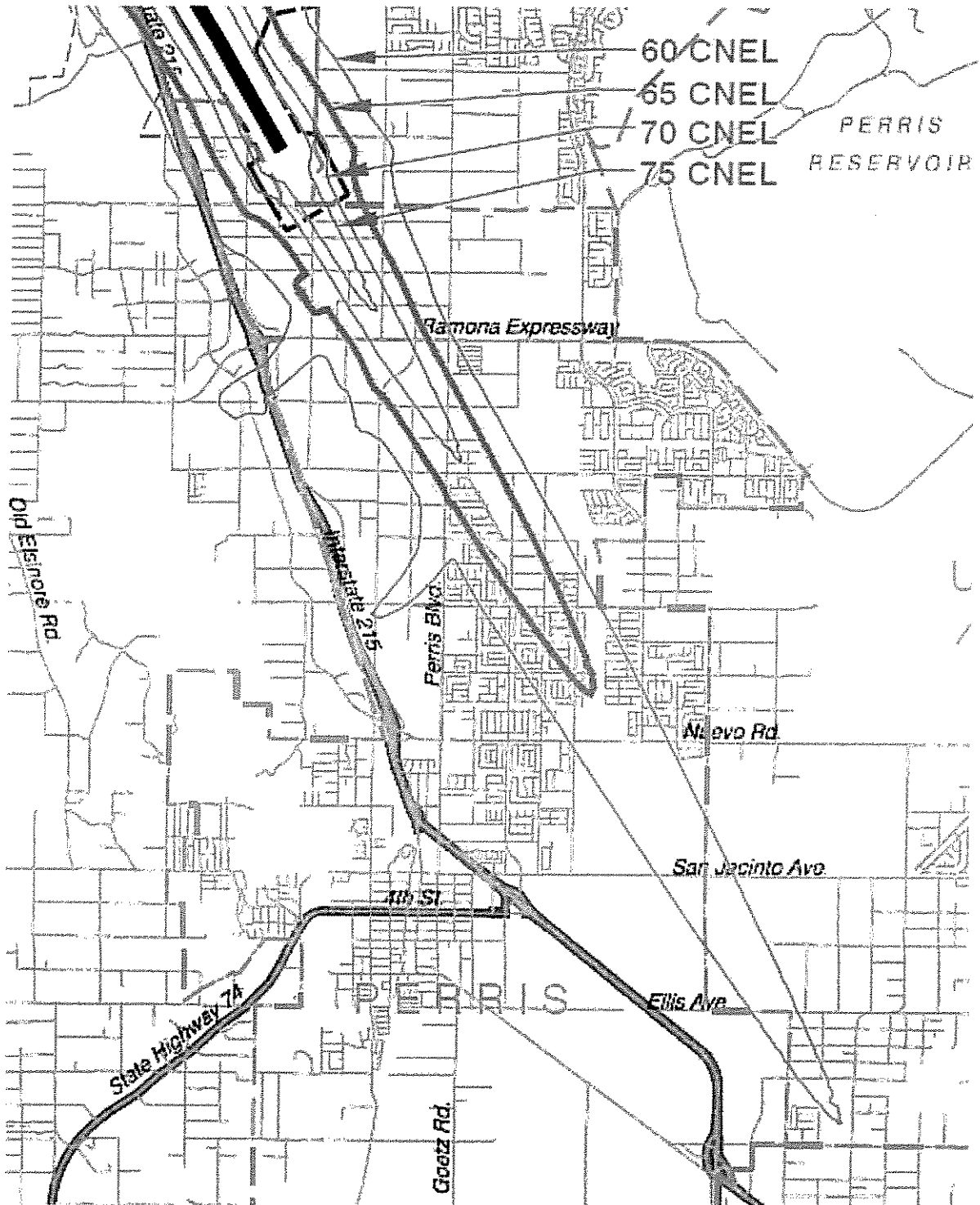
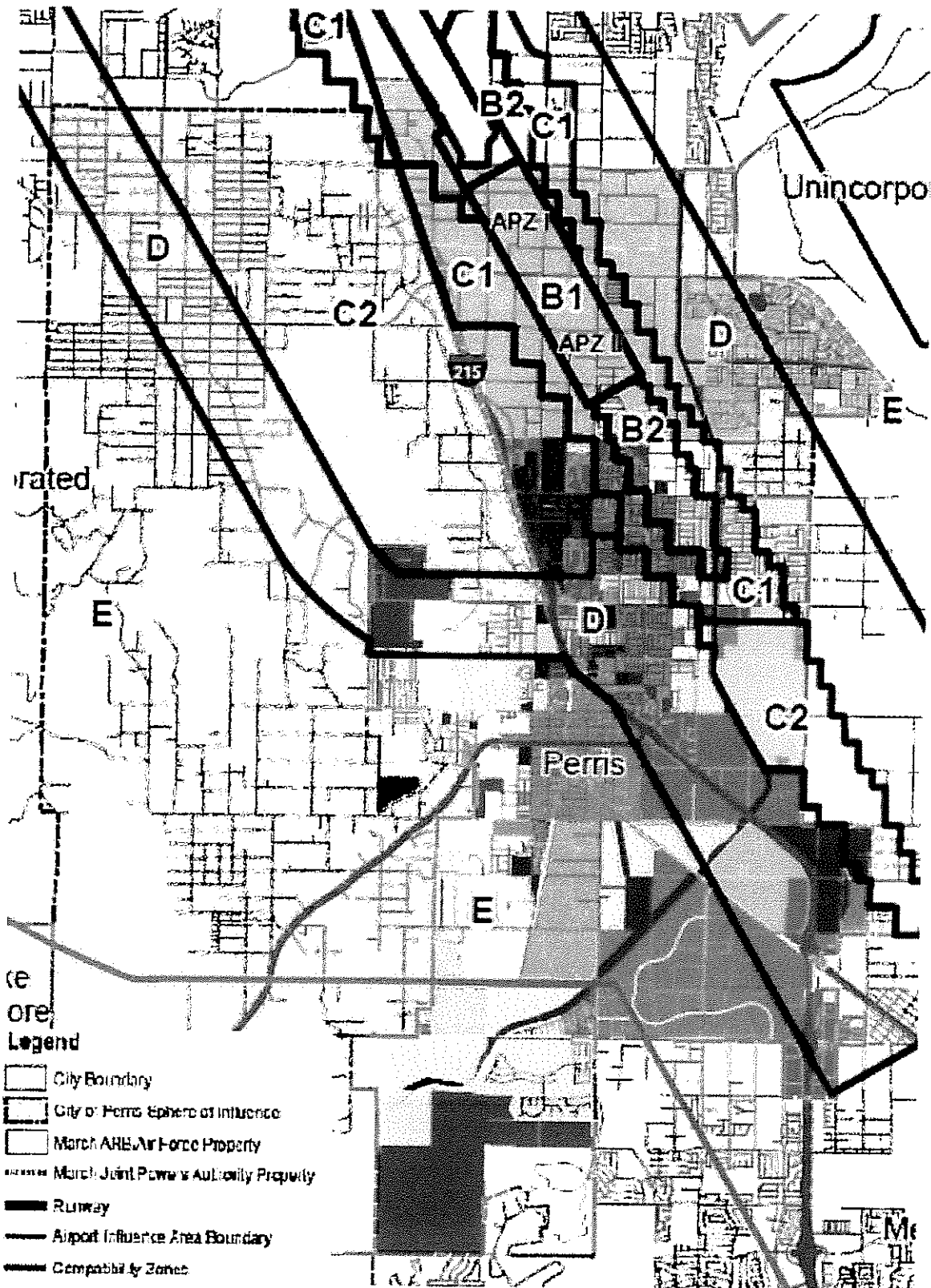




Exhibit S-18: March ARB/IPA Airport Influence Areas and Safety Zones





**Table S-5: March ARB/IPA Land Use Compatibility Guidelines for Development within the Accident Potential Zones and Noise Zones for March Air Reserve Base AICUZ**

SLUCM No.	Land Use Name	APZs			Noise Zones (in dBs)			
		CZ	APZ I	APZ II	65-69	70-74	75-79	80+
10	Residential							
11	Household Units							
11.11	Single units; detached	N	N	Y <sup>1</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N
11.12	Single units; semidetached	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
11.13	Single units; attached row	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
11.21	Two units; side-by-side	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
11.22	Two units; one above the other	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
11.31	Apartments; walk-up	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
11.32	Apartments; elevator	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
12	Group quarters	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
13	Residential hotels	N	N	N	A <sup>11</sup>	B <sup>11</sup>	N	N
14	Mobles home parks or courts	N	N	N	N	N	N	N
15	Transient lodging	N	N	N	A <sup>11</sup>	B <sup>11</sup>	C <sup>11</sup>	N
16	Other residential	N	N	N <sup>1</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N
20	Manufacturing							
21	Food and kindred products; manufacturing	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
22	Textile mill products; manufacturing	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N <sup>2</sup>	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
24	Lumber and wood products (except furniture); manufacturing	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
25	Furniture and fixtures; manufacturing	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
26	Paper and allied products; manufacturing	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
27	Printing, publishing, and allied industries	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
	Land Use		APZs		Noise Zones (in dBs)			





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SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
28	Chemicals and allied products; manufacturing	N	N	N <sup>2</sup>	Y	Y <sup>13</sup>	Y <sup>13</sup>	Y <sup>14</sup>
29	Petroleum refining and related industries	N	N	N	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
30	Manufacturing							
31	Rubber and misc. plastic products; manufacturing	N	N <sup>2</sup>	N <sup>2</sup>	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
32	Stone, clay, and glass products; manufacturing	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
33	Primary metal industries	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
34	Fabricated metal products; manufacturing	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
35	Professional scientific, and controlling instruments; photographic and optical goods; watches and clocks; manufacturing	N	N	N <sup>2</sup>	Y	A	B	N
39	Miscellaneous manufacturing	N	Y <sup>2</sup>	Y <sup>2</sup>	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
40	Transportation, communications, and utilities							
41	Railroad, rapid rail transit, and street railroad transportation	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
42	Motor vehicle transportation	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
43	Aircraft Transportation	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
44	Marine craft transportation	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
45	Highway and street right-of-way	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
46	Automobile parking	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
47	Communications	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
48	Utilities	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
<b>Land Use</b>		<b>APZs</b>			<b>Noise Zones (in dBs)</b>			
SLUCM No.	Name	CZ	APZ I	APZ II	65-69	70-74	75-79	80+
50	Trade							



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51	Wholesale trade	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
52	Retail trade-building materials, hardware, and farm equipment	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
53	Retail trade-general merchandise	N	N <sup>2</sup>	Y <sup>2</sup>	Y	A	B	N
54	Retail trade-food	N	N <sup>2</sup>	Y <sup>2</sup>	Y	A	B	N
55	Retail trade-automotive, marine craft, aircraft, and accessories	N	Y <sup>2</sup>	Y <sup>4</sup>	Y	A	B	N
56	Retail trade-apparel and accessories	N	N <sup>2</sup>	Y <sup>2</sup>	Y	A	B	N
57	Retail trade-furniture, home furnishing, and equipment	N	N <sup>2</sup>	Y <sup>2</sup>	Y	A	B	N
58	Retail trade-eating and drinking establishments	N	N	N <sup>2</sup>	Y	A	B	N
59	Other retail trade	N	N <sup>2</sup>	Y <sup>2</sup>	Y	A	B	N
60	Services							
61	Finance, insurance and real estate services	N	N	Y	Y	A	B	N
62	Personal services	N	N	Y	Y	A	B	N
62.4	Cemeteries	N	Y <sup>7</sup>	N <sup>2</sup>	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup> , 21
63	Business services	N	Y <sup>8</sup>	Y	Y	A	B	N
64	Repair services	N	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
65	Professional services	N	N	Y	Y	A	B	N
65.1	Hospitals, nursing homes	N	N	Y	A <sup>9</sup>	B <sup>9</sup>	N	Y <sup>14</sup>
65.1	Other medical facilities	N	N	N	Y	A	B	N
66	Contract construction services	N	Y <sup>6</sup>	N	Y	A	B	N
67	Governmental services	N	N	N	Y <sup>10</sup>	A <sup>9</sup>	B <sup>9</sup>	N
68	Educational services	N	N	N	A <sup>9</sup>	B <sup>9</sup>	N	N
68	Miscellaneous services	N	N <sup>2</sup>	N	Y	A	B	N
<b>Land Use</b>		<b>APZs</b>			<b>Noise Zones (in dBs)</b>			
<b>SLUCM No.</b>	<b>Name</b>	<b>CZ</b>	<b>APZ I</b>	<b>APZ II</b>	<b>65-69</b>	<b>70-74</b>	<b>75-79</b>	<b>80+</b>
70	Cultural, Entertainment and recreational services							
71	Cultural activities (including churches)	N	N	N <sup>2</sup>	A <sup>9</sup>	B <sup>9</sup>	N	N



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71.2	Nature exhibits	N	Y <sup>2</sup>	Y	Y <sup>*</sup>	N	N	N
72	Public Assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	A	B	N	N
72.11	Outdoor music shell, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y <sup>17</sup>	Y <sup>17</sup>	N	N
73	Amusements	N	N	Y <sup>8</sup>	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y <sup>8,9,10</sup>	Y	Y <sup>8</sup>	A <sup>*</sup>	B <sup>*</sup>	N
75	Resorts and group camps	N	N	N	Y <sup>*</sup>	Y <sup>*</sup>	N	N
76	Parks	N	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>*</sup>	Y <sup>*</sup>	N	N
79	Other cultural entertainment, and recreation	N	Y <sup>9</sup>	Y <sup>9</sup>	Y <sup>*</sup>	Y <sup>*</sup>	N	N
80	Resources production and extraction							
81	Agriculture (except livestock)	Y <sup>16</sup>	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
81.5 to 81.7	Livestock farming and animal breeding	N	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
82	Agriculture-related activities	N	Y <sup>5</sup>	Y	Y <sup>18</sup>	Y <sup>19</sup>	N	N
83	Forestry activities and related services	N <sup>5</sup>	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
84	Fishing activities and related services	N <sup>5</sup>	Y <sup>5</sup>	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y <sup>5</sup>	Y	Y	Y	Y	Y
89	Other resources production and extraction	N	Y <sup>5</sup>	Y	Y	Y	Y	Y

LEGEND

SLUCM – Standard Land Use Coding Manual, U.S. Department of transportation

Y – (Yes) – Land uses and related structures are compatible without restriction.

N – (No) – Land use and related structures are not compatible and should be prohibited.

Y<sup>N</sup> – (yes with restrictions) – Land use and related structures generally compatible; see notes indicated by the superscript.

N<sup>N</sup> – (no with exceptions) – See notes indicated by the superscript.

NLR – Noise Level Reduction (NLR) (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the

design and construction of the structures.

A, B, or C – Land use and related structures generally compatible; measures to achieve NLR for A (DNL 65-69 dB), B (DNL 70-

74dB), C (DNL 75-79 db), need to be incorporated into the design and construction of structures.

A\*, B\*, and C\* – Land use generally compatible with NLR; however, measures to achieve an overall noise level reduction do not

necessarily solve noise difficulties and additional evaluation is warranted. See appropriate notes below.

\* - The designation of these uses as “compatible” in this zone reflects individual Federal agency and program considerations of general

cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, might have different concerns or goals to consider.



**NOTES**

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities might be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any accident potential zone (CZ, APZ I, or APZ II).
3. The placement of structures, buildings, or aboveground utility lines in the CZ is subject to severe restrictions. In a majority of the CZs, these items are prohibited. See Air Force Instruction 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning*, and Air Force Joint Manual 32-8008, *Airfield and Heliport Planning Criteria*, for specific guidance.
4. No passenger terminals and no major aboveground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11. a) Although local conditions might require residential use, it is discouraged in DNL 65-69 dB and strongly discouraged in DNL 70-74 dB. The absence of viable alternative development options should be determined, and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.  
b) Where the community determines the residential uses must be allowed, measures to achieve outdoor-to-indoor noise level reduction (NLR) for DNL 65-69 dB and DNL 70-74 dB should be incorporated into building codes and considered in individual approvals.  
c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near-ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measure which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in DNL 65-69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in DNL 70-74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in DNL 75-79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR as requires for facilities in DNL 65-69 dB range.
19. Residential buildings require the same NLR as requires for facilities in DNL 70-74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.

Land Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
<b>Residential</b>								
Single family detached	N	N	Y <sup>1</sup>	Y <sup>x</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N
All others	N	N	N	Y <sup>x</sup>	A <sup>11</sup>	B <sup>11</sup>	N	N



Land Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
<b>Manufacturing</b>								
Food & kindred products, manufacturing	N	N <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Textile mill products, manufacturing	N	N <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Apparel and other finished products made from fabric	N	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Lumber and wood products, except furniture	N	Y <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Furniture and fixtures	N	Y <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Paper & allied products	N	Y <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Printing, publishing and allied industries	N	Y <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Chemicals and allied products	N	N	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Petroleum refining and related industries	N	N	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Rubber and miscellaneous plastic products	N	N <sup>2</sup>	N <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Stone, clay, and glass products manufacturing	N	N <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Primary metal industries	N	N <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Fabricated metal products	N	N <sup>2</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	N	N	N <sup>2</sup>	Y	Y	A	B	N
Miscellaneous manufacturing	N	Y <sup>2</sup>	Y <sup>2</sup>	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
<b>Transportation, Communication and Utilities</b>								
Railroad, rapid transit and street railroad transportation	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Motor vehicle transportation	N <sup>3</sup>	Y	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Aircraft transportation	N <sup>4</sup>	Y <sup>4</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Marine craft transportation	N <sup>4</sup>	Y <sup>4</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Highway & street right-of-way	N <sup>3</sup>	Y	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Automobile parking	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Communications	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y	A <sup>15</sup>	B <sup>15</sup>	N
Utilities	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>



Land Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
Other transportation; communications and utilities	N <sup>3</sup>	Y <sup>4</sup>	Y	Y	Y	A <sup>13</sup>	B <sup>13</sup>	N
<b>Trade</b>								
Wholesale	N	Y <sup>3</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>14</sup>	Y <sup>14</sup>
Retail—building materials; hardware and farm equipment	N	Y <sup>3</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Retail—general merchandise	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
Retail—food	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
Retail—automotive, marine craft, aircraft, and accessories	N	Y <sup>3</sup>	Y <sup>3</sup>	Y	Y	A	B	N
Retail—apparel and accessories	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
Furniture, home furnishings and equipment	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
Eating, and drinking establishments	N	N	N <sup>2</sup>	Y	Y	A	B	N
Other Retail	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
<b>Services</b>								
Finance, insurance and real estate services	N	N	Y <sup>6</sup>	Y	Y	A	B	N
Personal services	N	N	Y <sup>6</sup>	Y	Y	A	B	N
Cemeteries	N	Y <sup>7</sup>	Y <sup>7</sup>	Y	Y	Y <sup>12</sup>	Y <sup>14</sup>	Y <sup>14, 21</sup>
Business services	N	Y <sup>8</sup>	Y <sup>8</sup>	Y	Y	A	B	N
Repair services	N	Y <sup>3</sup>	Y	Y	Y	Y <sup>12</sup>	Y <sup>13</sup>	Y <sup>14</sup>
Professional services	N	N	Y <sup>6</sup>	Y	Y	A	B	N
Hospitals, nursing homes	N	N	N	Y	A*	B*	N	N
Other medical facilities	N	N	N	Y	Y	A	B	N
Contract construction services	N	Y <sup>6</sup>	Y	Y	Y	A	B	N
Governmental services	N	N	Y <sup>6</sup>	Y	Y*	A*	B*	N
Educational services	N	N	N	Y	A*	B*	N	N
Miscellaneous services	N	N <sup>2</sup>	Y <sup>3</sup>	Y	Y	A	B	N
<b>Cultural, Entertainment and Recreation;</b>								
Cultural activities (including churches)	N	N	N <sup>2</sup>	Y*	A*	B*	N	N
Nature exhibits	N	Y <sup>3</sup>	Y	Y*	Y*	N	N	N
Public Assembly	N	N	N	Y	Y	N	N	N
Auditoriums, concert halls	N	N	N	Y	A	B	N	N



Land Use	Accident Potential			Noise Zones (DNL)				
	Clear Zone	APZ I	APZ II	60-65	65-70	70-75	75-80	80+
Outdoor music shell, amphitheaters	N	N	N	Y*	N	N	N	N
Outdoor sports arenas, spectator sports	N	N	N	Y	Y <sup>17</sup>	Y <sup>17</sup>	N	N
Amusements	N	N	Y <sup>8</sup>	Y	Y	Y	N	N
Recreational activities (including golf courses, riding stables, water recreation)	N	Y <sup>8,9,10</sup>	Y	Y*	Y*	A*	B*	N
Resorts and group camps	N	N	N	Y*	Y*	Y*	N	N
Parks	N	Y <sup>8</sup>	Y <sup>8</sup>	Y*	Y*	Y*	N	N
Other cultural, entertainment and recreation	N	Y <sup>9</sup>	Y <sup>9</sup>	Y*	Y*	Y*	N	N
<b>Resources production and extraction</b>								
Agriculture (except livestock)	Y <sup>16</sup>	Y	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
Livestock farming and animal breeding	N	Y	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
Agriculture related activities	N	Y <sup>3</sup>	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	N	N
Forestry activities and related services	N <sup>3</sup>	Y	Y	Y	Y <sup>18</sup>	Y <sup>19</sup>	Y <sup>20</sup>	Y <sup>20,21</sup>
Fishing activities and related services	N <sup>3</sup>	Y <sup>3</sup>	Y	Y	Y	Y	Y	Y
Mining activities	N	Y <sup>3</sup>	Y	Y	Y	Y	Y	Y
Other resources production and extraction	N	Y <sup>3</sup>	Y	Y	Y	Y	Y	Y

**Legends:**

Y (Yes) Land use related structures are compatible without restriction

N (No) Land use related structures are not compatible and should be restricted

Y\* (Yes w/restrictions) Land use related structures are generally compatible

\*see notes 1-21

N\* (no w/exceptions) \*see notes 1-21

NLR (Noise Level Reduction) - NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures.

A, B, or C - Land use and related structures generally compatible; measures to achieve NLR for A (DNL 66-70), B (DNL 71-75), or C (DNL 76-80) need to be incorporated into the design and construction of structures. See Appendix E, Vol. II.

A\*, B\*, and C\* - Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted.

\* - The designation of these uses as "compatible" in this zone reflects individual federal agency and program consideration of general cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

**Notes:**

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.



2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures.
3. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited.
4. No passenger terminals and no major above-ground transmission lines in APZ L.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc. are not recommended.
7. Excludes chapels.
8. Facilities must be low-intensity.
9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11. a. Although local conditions may require residential use, it is discouraged in DNL 66-70 dB and strongly discouraged in DNL 71-75 dB. An evaluation should be conducted prior to approvals, indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones, and that there are no viable alternative locations.
- b. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) for DNL 66-70 dB and DNL 71-75 dB should be incorporated into building codes and considered in individual approvals.
- c. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near-ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in the DNL 66-70 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in the DNL 71-75 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in the DNL 76-80 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
15. If noise sensitive, use indicated NLR. If not, the use is compatible.
16. No buildings.
17. Land Use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR required for facilities in the DNL 66-70 dB range.
19. Residential buildings require the same NLR required for facilities in the DNL 71-75 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, personnel should wear hearing protection devices.





## Public Safety

### Police Protection

The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris. The Perris Station of the Riverside County Sheriff's Department (Perris Police Station) is located at 403 East 4<sup>th</sup> Street in Perris. The Perris Station also serves a sizeable area of unincorporated Riverside County.

In 2002, a total of 177 Sheriff's Department personnel were assigned to the Perris Station. This includes 133 sworn peace officers. Forty (40) of the sworn officers are assigned to serve the City of Perris under terms of the contract between the City and the Riverside County Sheriff's Department.

Sheriff response times vary by time of day and priority of the call. Average response time from dispatch to on-scene arrival for an emergency call as of May 2002 was 5.3 minutes. In the year 2001, 29,802 "911" calls were generated from within the City of Perris.

### Medical Services

The nearest trauma care unit is located at the Riverside County Regional Medical Center in Moreno Valley at 26520 Cactus Avenue. This medical center is a Level II Trauma Center, defined by the American College of Surgeons (ACS) to include:

- A team of certified trauma care specialists available 24 hours each day including emergency room physicians, trauma surgeons, neurosurgeons and neurologists, orthopedic surgeons, plastic surgeons, cardiologists and

heart surgeons, anesthesiologists, and radiologists.

- Trauma service directed by a certified surgeon specializing in trauma care.
- Trained staff available and highly specialized diagnostic and treatment equipment
- Operating rooms available 24 hours per day.
- A comprehensive clinical laboratory operating 24 hours per day.
- Rehabilitation facilities staffed and equipped for acute care of critically injured patients.

Also in the City of Moreno Valley is the Moreno Valley Community Hospital located at 27300 Iris Avenue. This facility is a 101-bed hospital providing acute care, inpatient services, critical care, and surgical services.

In the City of Perris, Riverside County Fire Department personnel and equipment "first responds". Fire Department personnel provide initial care and stabilize the sick or injured until an ambulance arrives. Ambulance service in Perris is provided by American Medical Rescue (AMR) under contract with the County of Riverside. AMR ambulances include Advanced Life Support personnel and equipment.

### Multi-Hazard Functional Plan

The City adopted a Multi-Hazard Functional Plan in 1995. The plan is designed to address planned response to extraordinary emergency situations, either man-made or naturally caused. Examples of such emergencies include wildland fires, nuclear incidents, or massive earthquakes. The Plan details the chain-of-command and step-by-step processes for the City's emergency response team for preparing for potential disasters and for responding to actual disasters. Checklists, reporting



documents, and specific responsibilities of the response team are included in the Plan.

The Disaster Mitigation Act of 2000 was passed by the United States Congress and signed into law on October 20, 2000. The Act reinforces the importance of planning and preparation for disasters in an effort to reduce disaster losses. The Act streamlines administration of disaster relief and programs to promote mitigation activities.

Provisions within the Act require States and Counties to create and implement mitigation strategies in order to remain eligible for federal damage assistance. If a State or County does not develop a mitigation plan, financial assistance for disaster recovery is reduced from 75% of total loss to 25%.

Riverside County prepared a revised multi-agency Multi-Hazard Functional Plan, in response to the directives of the Disaster Mitigation Act. The revised plan includes the City of Perris, and the current multi-agency plan replaced the City's 1995 Multi-Hazard Functional Plan.

### Terrorist Risk

After the bombing of the World Trade Center towers in New York City on September 11, 2001, infrastructure such as bridges, water and energy supply lines, reservoirs, electrical generation facilities, and other physical plants that provide water and power have become the focus of increased security measures. The Office of Homeland Security was created and has consolidated the functions of the Federal Emergency Management Agency, the United States Fire Administration, and other agencies responsible for disaster preparedness.

The existing City of Perris Multi-Hazard Functional Plan addressed terrorist strikes

against March ARB as part of the National Security Emergencies section. As a military installation, March ARB is a presumed target for terrorist strikes. The County of Riverside, in conjunction with the City of Perris, is currently preparing an updated Emergency Operations Plan that is based on the recently updated Multi-Hazard Function Plan.



## Issues

Issues are key considerations that shape this Element as a guide for future action by the City. The Issues defined in the Safety Element focus on 1) existing conditions that create a susceptibility to increased damage caused by a natural or man-made disaster and 2) existing conditions that indicate an increased likelihood that a natural or man-made disaster will occur and 3) service delivery issues related to police and fire protection, medical services, and disaster preparedness and response.

### Issue #1: Vacant Land

Six of the ten Planning Areas (PA-1, PA-3, PA-4, PA-7, PA-9, and PA-10) contain vast tracts of undeveloped land. The potential hazard arising from an abundance of vacant land is the risk of wildfire where unirrigated plant material can act as fuel in a wildfire situation. Unattended and unsecured land can be attractive for illegal off-road driving where an engine spark can cause a fire in dry grasses, and the unattended land can become a dumping place for hazardous materials such as used oil.

### Issue #2: Sphere of Influence

The City's Sphere of Influence includes an area adjacent to PA-2 and PA-5, an area adjoining the western edge of the City at PA-4, PA-7 and PA-10, and a small area to the southeast of the City adjacent to PA-9. The largest section of the Sphere, along the western edge of the City, is designated for Rural Residential Agricultural use, and contains large amounts of undeveloped land. As with Issue #1, the Sphere areas are susceptible to wildland fires, to the lack of

development, potential loss of property would be small in proportion to the amount of land that would be affected by fire.

### Issue #3: March Inland Port/March Air Reserve Base/Inland Port Airport Accident Potential Zones

Portions of PA-1 and PA-3 are included within March Air Reserve Base/IPA Accident Potential Zones I and II (APZ I and APZ II) and the Clear Zone. These impact zones effectively restrict the types and intensities of land uses on some properties within the APZs to mostly non-residential or low-occupancy industrial uses.

### Issue #4: Infrastructure Development and Service Delivery

Due to the large amounts of vacant land in some Planning Areas, the infrastructure required to support development, such as roads, sewers and storm drains, is also lacking. As this land is developed, there will be a need for substantial infrastructure funding and construction concurrent with new development. In older sections of the City, roads are in disrepair. Potholes and other road damage slow emergency response times, increasing the risk of loss of human life and damage to property in many emergency situations.

As the population increases with new residential development, there will be an increase in emergency services response times without new facilities to serve the new demands of the developing areas. Current fees exacted in conjunction with new housing development do not completely pay for new police or fire facilities or other infrastructure



requirements. New housing development should be required to generate adequate fees to provide upgraded or expanded facilities for police and fire services as well as the roads, drains, sewer lines, and other infrastructure necessary to serve the new development.

**Issue #5: Multi-Species Habitat Conservation Plan**

Implementation the MSHCP will impact development within the City. Upon implementation, the MSHCP will limit the amount and type of development that can occur within the Plan boundaries, but will enable development of flood control facilities that significantly reduce the amount of property at risk for flooding.

**Table S-6: Planning Areas and Increased Risk Factors**

Issue:	Planning Area:									
	1	2	3	4	5	6	7	8	9	10
Vacant Land	X		X	X			X		X	X
Aircraft Accident potential--March ARB/Inland Global Port	X		X							
Lack of Adequate infrastructure for emergency response	X		X	X	X	X	X			X
MSHCP					X			X	X	X



## Strategy for Action

The Safety Element Strategy for Action reflects the community's expectations and ambitions for positive changes in the physical environment of the City and how these are to be achieved. The Strategy for Action "Goals" defines desired General Plan outcomes.

"Policies" included in the *Strategy for Action* provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals set forth in the *Strategy for Action*. Policies provide a measure of flexibility needed to adapt the course of action to changes in the circumstances occurring during the estimated thirty-year time span of the General Plan.

"Implementation Measures" are specific, discreet actions the City may take to make the City of Perris a safer community. Implementation Measures define the municipal work program necessary to minimize risk of damage to property or loss of life due to natural or man-made disasters consistent with Safety Element Policies.

### Goals, Policies and Implementation Measures

#### Goal I

Reduced risk of damage to property or loss of life due to a natural or man-made disasters

#### Policy I.A

Create or participate in Multi-Jurisdictional Hazard Plans

### Implementation Measures

- I.A.1 Identify all known hazards within the City in the Multi-jurisdictional Hazard Plan
- I.A.2 Prepare evacuation routes and disaster response plans for all known hazards within the City
- I.A.3 Participate in on-going disaster preparedness training programs in conjunction with other jurisdictions

#### Policy I.B: Flooding

The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated

### Implementation Measures

- I.B.1 Provide leadership in efforts to improve the Perris Valley Storm Channel and San Jacinto River Channel
- I.B.2 Adopt Capital Facility Fees to fund drainage improvements
- I.B.3 Prepare and adopt a revised Area Drainage Plan including "regional" storm water detention basins capable of serving contributory areas of at least 100 acres
- I.B.4 Require that new development projects must incorporate facilities for on-site control of storm water run-off
- I.B.5 Require flood mitigation plans for all proposed projects in the 100 year floodplain (Areas A and AE)



**Policy I.C: Fire**  
Reduce the risk of damage from fires

**Implementation Measures**

- I.C.1 Maintain fuel modification standards to ensure proper clearance of brush around homes and businesses abutting undeveloped areas
- I.C.2 Adopt landscaping standards to include a fire-resistant plant palette, where appropriate
- I.C.3 Enforce current California Building Code standards to exclude the use of materials that pose a fire risk such as untreated wood roofing materials
- I.C.4 Maintain weed abatement Code Enforcement efforts
- I.C.5 Maintain appropriate setback requirements in the Zoning Code for new development or redevelopment to prevent spread of fire

**Policy I.D: Aircraft**  
Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.

**Implementation Measures**

- I.D.1 Participate in March Operations Assurance Task Force to resolve inconsistencies between local land use regulations and AICUZ & ALUP policies.

I.D.2 Continue to notify March Air Reserve Base of new development project applications and consider their input prior to making land use decisions.

I.D.3 Development on property within the Perris Valley Airport Interim Influence Area 1 shall be subject to prior determination, in consultation with ALUC, and subsequent adoption of appropriate use and development restrictions necessary to minimize the potential for loss of life.

**Policy I.E: Seismic Hazards**

All development will be required to include adequate protection from damage due to seismic incidents

**Implementation Measures**

- I.E.1 Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process
- I.E.2 Require implementation of mitigation measures identified in such investigations mentioned above, prior to the issuance of grading and building permits
- I.E.3 Require engineered slopes to be designed to resist seismically induced failure, in accordance with state-of-the-art engineering parameters and analytical methods
- I.E.4 Require cut and fill transition lots to be over-excavated, and require complete maximum variation of fill depths beneath structures, to mitigate the potential of seismically induced differential settlement.



- I.E.5 Adopt and enforce the most current version of the California Building Code (CBC).
- I.E.6 Reconstruction of structures intended for human occupancy that have been damaged or destroyed by failed slopes will be prohibited, unless a geological report prepared by a State-licensed geologist shows that remedial measures will improve the unstable slope conditions sufficiently to make the site suitable for redevelopment
- I.E.7 Geotechnical studies will be required for all projects to determine the potential for damage from expansive soils, and to define appropriate mitigation measures to address the damage potential that is identified
- I.E.8 The City will modify the Liquefaction Susceptibility Map as new data is obtained. Modifications to the map shall be conducted by or under the direction of a professional geologist

**Policy I.F: Hazardous Materials**

The City will cooperate with the County of Riverside and the Riverside County Fire Department to enforce all rules related to Hazardous Materials generators and handlers

**Goal II**

Improved response times for emergency service providers (police, fire, medical services)

**Policy II.A**

The City shall require roadway improvements to expedite quick and safe travel by emergency responders

**Implementation Measures**

- II.A.1 Find alternative traffic calming strategies to speed bumps that will not interfere with emergency responders
- II.A.2 Create additional interchanges on I-215
- II.A.3 Revise the Zoning Ordinance to require that development application submittals include master plans for backbone infrastructure substantially consistent with the provisions of "Infrastructure Concept Plans" in the *Land Use Element*
- II.A.4 Require that access roads be completed prior to development in outlying areas

**Policy II.B**

Provide adequate emergency facilities to serve existing and future residents

**Implementation Measures**

- II.B.1 Adopt capital facilities fees to fund improvements in public safety facilities and equipment
- II.B.2 Revise the capital facilities fee program so that all infrastructure construction and improvements identified as attributable to new development are fully funded
- II.B.3 Identify sources of funding for additional infrastructure to serve existing development



**Goal III**

A citizenry that is well-informed about disaster preparedness and response

**Policy III.A**

The City will develop and implement an educational and outreach program for disaster preparedness

**Policy III.B**

The City will develop and maintain a disaster response and evacuation plan

**Implementation Measures**

III.B.1 Work with local telecommunication service providers to publish emergency evacuation routes in phone directories

III.B.2 Work with local school districts to distribute emergency information at the schools

III.B.3 Work with City service providers such as the waste hauler or water company to put informational inserts about emergency preparedness and evacuation procedures in billing statements or newsletters

III.B.4 Work with the local Chamber of Commerce to distribute evacuation plans for all business owner/operators, employees and patrons

III.B.5 Develop a map indicating locations of hazards that are likely to affect the City



# Exhibits to Ordinance Amendment 16-05024

## CHAPTER 19.82

### DISTRICTS AND MAP

Sections:

- 19.82.010 DISTRICTS DESIGNATED
- 19.82.020 OFFICIAL LAND USE MAP
- 19.82.030 BOUNDARY LINE LOTS
- 19.82.040 UNCERTAINTY AS TO DISTRICT BOUNDARIES
- 19.82.050 MAP RECORDS
- 19.82.060 ZONING MAP

19.82.010 DISTRICTS DESIGNATED

For the purpose of this Title, the City is divided into the following districts:

A-1	Light Agriculture/Interim Designation
R-20,000R/A	Single-Family Rural <del>Residential</del> /Agriculture
R-4-10,000	Single-Family <del>Residential</del> , 4 Dwellings Per Acre
R-8,400	Single-Family Residential
R-7,200	Single-Family Residential
R7-6,000	Single-Family <del>Residential</del> , 7 Dwellings Per Acre
MFR-14	Multi-Family <del>Residential</del> , 14 Dwellings Per Acre
MFR-22	Residential <del>Multi-Family</del> Residential
R-4	Mobile Home Parks
R-5	Mobile Home Subdivisions
CN	<del>Commercial</del> Neighborhood
CC	Commercial Community
PO	Professional Office
BP	Business Park
LI	Light Industrial
GI	General Industrial
OS	Open Space
P	Public/Semi-Public Facilities/Utilities
SP	Specific Plan
SHO	Senior Housing Overlay
PDO	Planned Development Overlay
AOZ	Airport Overlay Zone

19.82.020 OFFICIAL LAND USE MAP

The areas assigned to the districts identified in Section 19.82.010, the designation of the same and the boundaries of the district shown upon the map on file in the office of the City Clerk, are established, said map being designated as the official zoning map and said map and its proper notations, references, and other

information shown thereon, shall be as much a part of this Title as if the matters and information set forth by said map were all fully described in this Title.

19.82.030 BOUNDARY LINE LOTS

Where a lot is contiguous to a boundary line of two districts, any side yard or rear yard which is directed adjacent to the boundary line in the less restricted district shall be increased in minimum width or depth to the average of the required minimum widths or depths of such yards in the two different districts.

19.82.040 UNCERTAINTY AS TO DISTRICT BOUNDARIES

Where uncertainty exists as to the boundaries of any district shown on the map designated in Section 19.82.020, the following rules shall apply:

1. Where district boundaries are indicated as approximately following street lines, alley lines, or lot lines, such lines shall be construed to be such boundaries.
2. In unsubdivided property or where the district boundary lines divide a lot, the location of such boundary, unless the same is indicated by specific dimension, shall be determined by use of the scale appearing on the map.
3. In case any further uncertainty exists, the City Council shall interpret the intent of the map as to the location of such boundaries.
4. Where any public street or alley is officially vacated or abandoned, the regulations applicable to each parcel of abutting property shall apply to that portion of such vacation or abandonment.

19.82.050 MAP RECORDS

The City Clerk shall keep and maintain at the City Hall a map or maps similar to the official land use map upon which shall be marked the designations of districts applicable to specific parcels of land as set forth in Section 4.5 of ordinance No. 178 and in any amendments to said Section that shall be hereafter adopted, as well as any variances or conditional use permits which may hereafter be granted, insofar as they substantially affect the use of the land. In the event of annexation of territory to the City, the same shall be added to and shown upon said map or maps, together with the district designations applicable to the various areas and parcels of land thereof, and any changes of zone and any variances or conditional use permits which substantially affect the use of the land shall also be shown. The map or maps shall be maintained in a current condition at all times for convenience of reference by the public and officials of the City. Such additional information relating to land use as may be convenient or desirable may also be shown upon said map or maps.

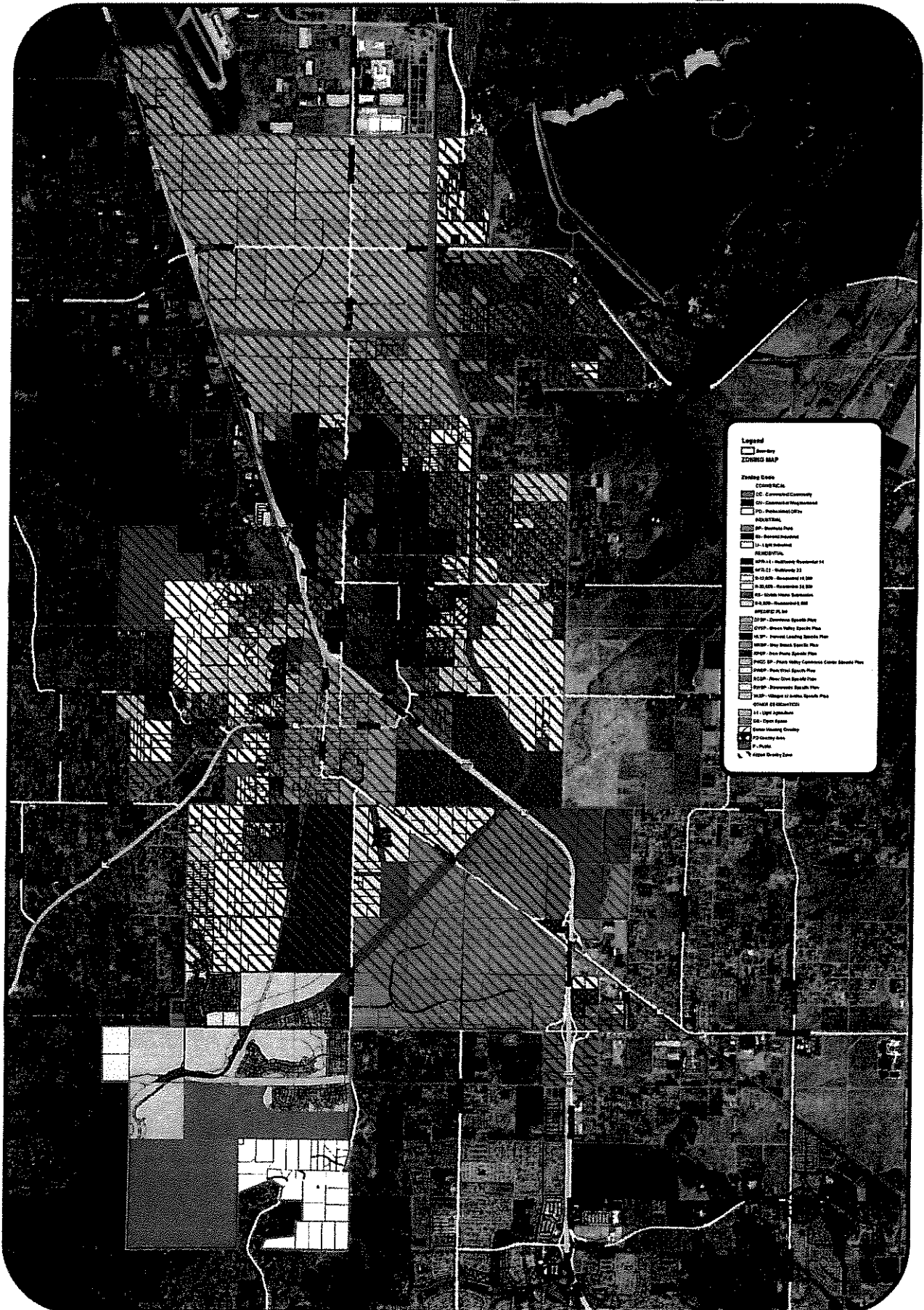
19.82.060 ZONE MAP

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(ZONE MAP INSERT)



# Zoning Map



# Exhibits to Ordinance Amendment 16-05024

## CHAPTER 19.51

### MARCH ARB/IP AIRPORT OVERLAY ZONE (MAOZ)

Sections:

19.51.010	PURPOSE AND INTENT
19.51.020	DEFINITIONS AND DELINEATION
19.51.030	APPLICABILITY
19.51.040	PROCEDURES
19.51.050	MARB/IPA LAND USE COMPATIBILITY MAP
19.51.060	BASIC COMPATIBILITY CRITERIA TABLE AND NOTES
19.51.070	AIRSPACE PROTECTION STANDARDS
19.51.080	NOISE
19.51.090	NOTICE OF AIRPORT VICINITY
19.51.100	AVIGATION EASEMENT
19.51.110	OTHER
19.51.120	SITE-SPECIFIC EXEMPTIONS

19.51.010 PURPOSE AND INTENT

The purpose and intent of the Airport Overlay Zoning District is to:

- A. Implement the City's General Plan policies to ensure that all land uses within the Airport Overlay Zone (AOZ) are consistent with the State Aeronautics Act, State Law, Federal Aviation Administration (FAA) Regulations, and guidance of the California Airport Land Use Planning Handbook.
- B. Ensure that land uses and development within the Airport Overlay Zone (AOZ) are compatible with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP), adopted in 2014.
- C. Prohibit the establishment of incompatible land uses and further expansion of incompatible land uses to avoid or minimize exposure of persons to potential hazards associated with current and future airport operations.
- D. Prohibit development, uses, or any installations or activities that could represent a hazard to existing and future flight operations.
- E. Recognize unique constraints and considerations that apply to properties potentially affected by airport operations by establishing regulations and review criteria for land use and development within the Airport Overlay Zone (AOZ).
- F. Recognize the boundary of the Riverside County Airport Land Use Compatibility Plan (ALUCP) within the Perris City limits and Perris

Commerce Center Specific Plan (PVCC SP) area by establishment of an Airport Overlay Zone (AOZ).

19.51.020 MARCH ARB/IP ALUCP DEFINITIONS

**Airport Influence Area (AIA)** An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The airport influence area constitutes the area within which certain land use actions are subject to Riverside Airport Land Use Commission (ALUC) review. The term airport influence area is synonymous with the term airport referral area as well as the term planning area as referred to in the Public Utilities Code Section 21675.

**Zone M (Military)** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission (ALUC) have jurisdiction over federal lands.

**Zone A (Clear Zone)** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

**Zone B1 (Inner Approach/Departure Zone)** encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

**Zone B2 (High Noise Zone)** is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

**Zone C1 (Primary Approach/Departure Zone)** encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

**Zone C2 (Flight Corridor Zone)** contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns

**Zone D (Flight Corridor Buffer)** is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

**Zone E (Other Airport Environs)** contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

**The High Terrain Zone** serves a more focused purpose than the preceding eight zones. It is intended to identify locations where

objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

#### 19.51.030 APPLICABILITY

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans Division of Aeronautics Airport Land Use Planning Handbook.

- A. **Specific Plans.** For properties located within the AOZ, which also are located within specific plans, development regulations, standards, and policies shall be followed per respective specific plans. In cases where policies or standards are not provided within the specific plan, the policies and standards within this Chapter will apply in addition to other applicable zoning regulations, the General Plan, or other standards and regulations that apply to the project or land use. In no case will a land use, activity, or development be allowed to violate Airspace Protection Standards of 19.51.070.
- B. **Existing Development and Land Uses.** Non-conforming uses and structures shall comply with the Airspace Protection Standards of 19.51.070, which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

1. A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.



2. Building permits have been issued and have not expired.
3. The structures and site development have been legally established and physically exist.

19.51.040 PROCEDURES

- A. **Approval.** All ministerial and discretionary actions within the Airport Overlay Zoning District (AOZ) shall be reviewed for consistency with this Chapter prior to approval.
- B. **Mandatory findings for approval.** When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:
  1. The project, use or activity complies with the noise compatibility policies of the AOZ.
  2. The project, use or activity complies with residential and non-residential density standards and other development conditions as mentioned in the Basic Compatibility Criteria Table (Table 1) of the AOZ.
  3. The project, use or activity complies with the Basic Compatibility Criteria Table (Table 1) and Compatibility Map (Figure 1) of the AOZ.
  4. The project, use or activity complies with the airspace protection policies of the AOZ.
  5. The project or use complies with the overflight policies of the AOZ.
- C. **Amendments.** Other than the General Plan, a Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.
- D. **Overrule Procedures.**

ALUC consistency determinations for local agency plans and projects, are subject to overrule by the local agency. The overrule process preserves local government's constitutional land use authority and local government's ability to implement its plans and projects. When a plan or project is found inconsistent by the ALUC, the City of Perris has a choice to stop or amend the plan or project, and thereby accept the ALUC's inconsistency determination, or to overrule the ALUC with a two-thirds "supermajority" vote of the City of

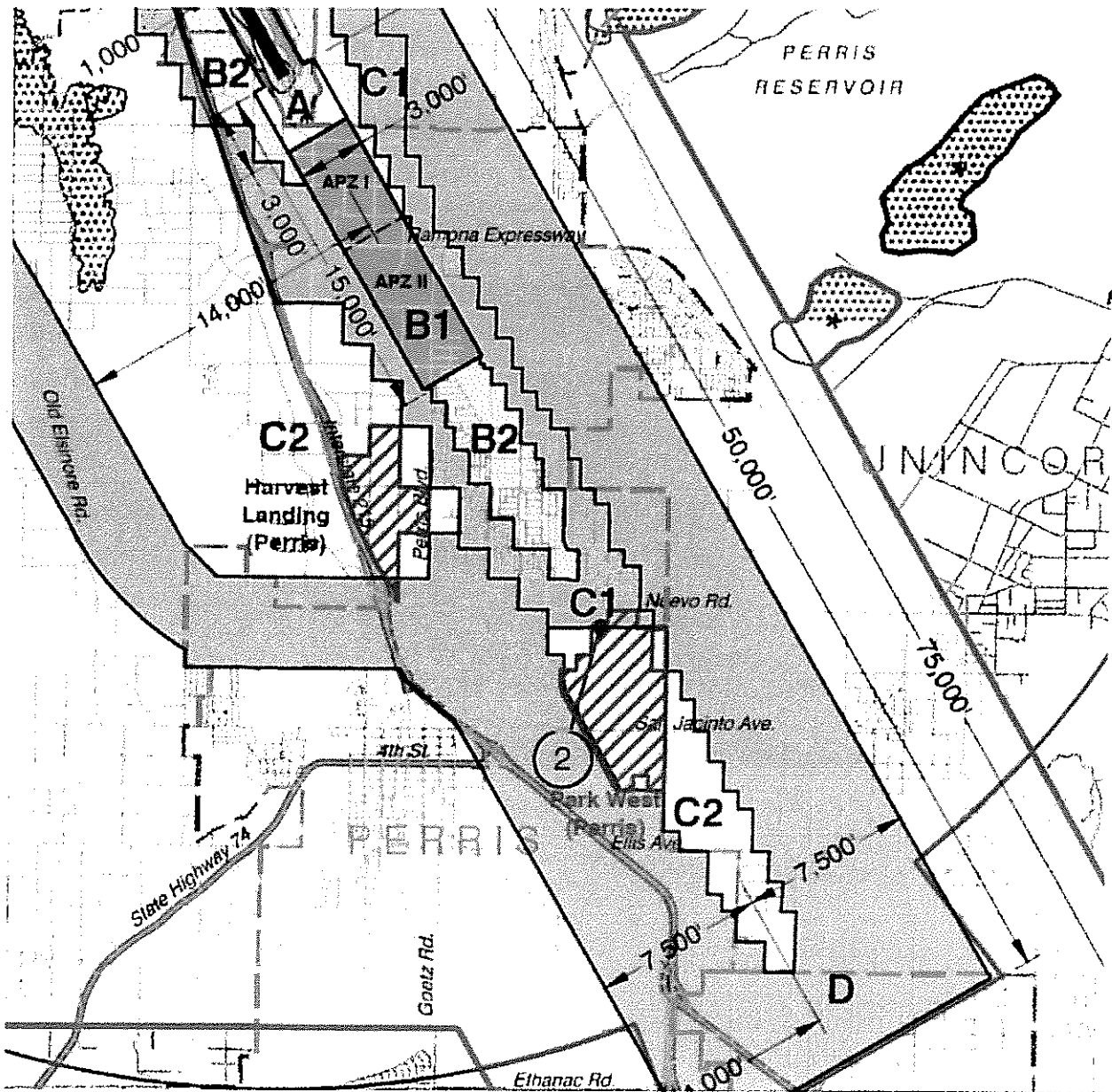
Perris City Council.

The local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). While the ALUC and Division comments are advisory, they must be included in the public record of any decision to overrule the ALUC.

#### 19.51.050 MARCH ARB/IP AIRPORT LAND USE COMPATIBILITY MAP

The safety zone boundaries, shown in the map below and described within the Airport Overlay Zone (AOZ) are consistent with the adopted 2014 Riverside County Airport Land Use Compatibility Plan and 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Figure 1



19.51.060 BASIC COMPATIBILITY CRITERIA AND NOTES

Land use compatibility criteria are intended to minimize the risk to people and property on the ground as well as to people in an aircraft in the event of an accident or emergency landing occurring outside the airport boundary.

Compatibility Criteria Table 1. (*Foot Notes are located at the end of Chapter 19.51)					
Zone	Residential	Other Uses	Req'd	Prohibited Uses <sup>3</sup>	Other

	(d.u./ac) <sup>1</sup>	(people/ac) <sup>2</sup>		Open Land		Developmental Conditions <sup>4</sup>
		Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b> <i>(Military)</i>					Federal Lands -No ALUC authority	
<b>A</b> <i>Clear Zone (if not base)<sup>7</sup></i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight <sup>8</sup>	-Electromagnetic radiation notification -Avigation easement dedication and disclosure <sup>4,7</sup>
<b>B1</b> <i>Inner Approach/Departure Zone</i>	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100 100	Max. 50% lot coverage within APZs <sup>12</sup>	-Children's schools, daycare centers, libraries -Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly -Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs <sup>13</sup> -Hazardous materials manufacture/storage <sup>14</sup> -Noise sensitive outdoor <sup>15</sup> nonresidential uses -Critical community infrastructure facilities <sup>16</sup> -Hazards to flight <sup>8</sup> -Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup>	-Locate structures maximum distance from extended runway centerline -Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> -Zoned fire sprinkler systems required -Airspace review req'd for objects >35 ft. tall <sup>19</sup> -Electromagnetic radiation notification <sup>9</sup> -Avigation easement dedication and disclosure <sup>4</sup>
<b>B2</b> <i>High Noise Zone</i>	No new dwellings allowed <sup>10</sup>	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, hotels/motels, places of assembly -Bldgs with >3 aboveground habitable floors -Noise-sensitive outdoor nonresidential uses <sup>15</sup> -Critical community infrastructure facilities <sup>16</sup>	-Locate structures max. distance from runway -Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> -Aboveground bulk storage for hazardous materials discouraged <sup>14,20</sup> -Airspace review

					-Hazards to flight <sup>8</sup>	req'd for objects >35 ft. tall <sup>19</sup> -Electromagnetic radiation notification <sup>9</sup> -Avigation easement dedication and disclosure <sup>4</sup>
<b>C1</b> <i>Primary Approach/Departure Zone</i>	≤ 3.0	100	250	No Req'd	-Children's schools, day care centers, libraries -Hospitals, congregate care facilities, places of assembly -Noise-sensitive outdoor nonresidential uses <sup>15</sup> -Hazards to flight <sup>8</sup>	-Critical community infrastructure facilities discouraged <sup>16,20</sup> -Above ground bulk storage of hazardous materials discouraged <sup>14,20</sup> -Sound attenuation as necessary to meet interior noise level criteria <sup>18</sup> -Airspace req'd for objects >70 ft. tall <sup>19</sup> -Electromagnetic radiation notification <sup>9</sup> -Deed notice and disclosure <sup>4</sup>
<b>C2</b> <i>Flight Corridor Zone</i>	≤ 6.0	200	500	No Req'd	-Highly noise-sensitive outdoor nonresidential uses <sup>15</sup> -Hazards to flight <sup>8</sup>	-Children's schools discouraged <sup>20</sup> -Airspace review req'd for objects >70 ft. tall <sup>19</sup> -Electromagnetic radiation notification <sup>9</sup> -Deed notice and disclosure <sup>4</sup>
<b>D</b> <i>Flight Corridor Buffer</i>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	-Hazards to flight <sup>8</sup>	-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged <sup>21</sup> -Electromagnetic radiation notification <sup>9</sup> -Deed notice and disclosure <sup>4</sup>
<b>E</b> <i>Other Airport</i>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	-Hazards to flight <sup>8</sup>	-Disclosure only <sup>4</sup>

Environs						
* High Terrain	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight <sup>8</sup> -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall <sup>19</sup> -Avigation easement dedication and disclosure <sup>4</sup>	

**NOTES:**

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Avigation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in [www.marchjpa.com/docs\\_forms/avigationeasement.pdf](http://www.marchjpa.com/docs_forms/avigationeasement.pdf).
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.

9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
17. For properties in either APZ I or II, any use listed as —N— not compatible for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed in uses that attract very high concentrations of people in confined areas are discouraged in locations below or near the principal arrival and departure flight tracks.

## 19.51.070 AIRSPACE PROTECTION STANDARDS

**Airspace Protection.** Airspace protection standards are intended to reduce the risk of harm to people and property resulting from an aircraft accident by preventing the creation of incompatible land use features and prohibiting activities that can pose hazards to the airspace used by aircraft in flight. Airspace protection standards regarding obstructions and hazards to air navigation are defined in the March ARB/IP ALUCP and apply to land uses and development within the Airport Overlay Zone (AOZ) as summarized below:

1. **Objects affecting navigable airspace.** Federal Aviation Regulation (FAR) Part 77 and Public Utility Code (PUC) Section 21659 require that structures not penetrate the airspace protection surfaces of the

airport without a permit from the California Department of Transportation or a determination by the Federal Aviation Administration (FAA) that the object does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation. The airspace surrounding an airport is divided into segments called "imaginary surfaces," which identify height limits for objects that require further study by the FAA to avoid creating hazards to air navigation. Structures that have the potential to be considered an obstruction by the FAA shall be subject to the provisions listed in a-c below:

- a. Proponents of a project shall file a Notice of Construction or Alteration (FAA Form 7460-1) with the FAA if a proposed structure is more than 200 feet above ground level or may exceed one foot in height for every 100 feet from the edge of the nearest point on the runway for a distance up to 20,000 feet. Filing FAA Form 7460-1 with the FAA will initiate an aeronautical study that will ensure a proposed structure does not constitute a hazard to air navigation or would not create an unsafe condition for air navigation, including impeding any en route or terminal (airport) instrument procedures as per the United States Standard for Terminal Instrument Procedures (TERPS) described in FAA Order 8260.3B (Code of Federal Regulations §77.29 Evaluating Aeronautical Effect).
  - b. Approvals for such projects may include the requirement for an aviation easement, marking or lighting of the structure, or modifications to the structure. The aviation easement shall be consistent with the form and content of Exhibit H1 in Appendix H of the California Airport Land Use Planning Handbook.
  - c. Building permits shall not be issued for a project until a Determination of No Hazard has been issued by the FAA and any conditions in that Determination are met.
2. **Flight Hazards Prohibited.** Any activities within the AOZ that could pose a hazard to flight operations including but not limited to the following:
- a. Glare or distracting lights that could be mistaken for airport lights;
  - b. Sources of dust, steam, or smoke that may impair pilot visibility;
  - a. Sources of electrical interference with aircraft communications or navigation; and
  - b. Features that create an increased attraction for wildlife (large flock of birds) that may be hazardous to airport operations such as attraction of birds to the extent of creating a significant hazard of



bird strikes (examples are outdoor storage or disposal of food or grain, or large, artificial water features, or landfills).

19.51.080 NOISE

**Airport Related Noise.** Noise compatibility standards are intended to prevent the establishment of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. Where permitted within the Airport Overlay Zone (AOZ), the following noise-sensitive land uses shall comply with applicable noise exposure criteria:

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

19.51.090 NOTICE OF AIRPORT VICINITY

**Notice of Airport in the Vicinity:** Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. The notice must be provided to all potential purchasers or tenants and shall consist of the following:

***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)*

**Disclosure:** The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

19.51.100 AVIGATION EASEMENT

**Avigation Easement:** Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA).

19.51.110 OTHER

Any project, development, or land use not mentioned in this section shall be subject to 2014 March Air Reserve Base/Inland Port Airport land Use Compatibility Plan (March ARB/IP ALUCP).

19.51.120 INFILL

**Infill:** Where development not in conformance with the criteria set forth in the March ARB/IP ALUCP already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:

(1) The parcel size is no larger than 20.0 acres.

(2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the March ARB/IP ALUCP unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

(1) The average density represented by all existing lots that lie fully or

partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1.

(d) The single-acre and risk-reduction design density and intensity multipliers listed in Table 1 are applicable to infill development

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.

#### 19.51.130 SITE-SPECIFIC EXEMPTIONS

The following specific plans are exempt:

***Harvest Landing Specific Plan*** - Situated in March ARB/IP ALUCP Compatibility Zone C2. A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris, which includes 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011. The Development Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council Approval.

***Park West Specific Plan*** - Situated in March ARB/IP ALUCP Compatibility Zones C1 and C2. A 534.3-acre residential Specific Plan located south of Nuevo Road and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approval by the Perris City Council on January 30, 2007. The Development Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a Tentative Tract Map for any portion of these phases.

# Exhibits to Specific Plan Amendment 16-05025

## PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



### 12.0 AIRPORT OVERLAY ZONE

The Airport Overlay Zone (AOZ) is comprised of three parts including the "Clear Zone," Accident Potential Zone I and Accident Potential Zone II. Together, they comprise an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port (March ARB/IP) through the central part of the Perris Valley Commerce Center (PVCC) Specific Plan area. This zoning overlay defines specific land uses and land use densities as distinguished by each of the these areas. This zoning overlay corresponds to the the March ARB/IP Airport Land Use Compatibility Plan adopted in 2014 and the March ARB/IP Airport Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). Clear Zone (CZ), Accident Potential Zone I (APZ-I), and Accident Potential Zone II (APZ-II) These safety zones are shown on Figure 12.0-1. The proposed Airport Overlay Zone does not cover the full extent of the Airport Influence Area as delineated by the zones established by the Airport Land Use Commission, which includes the entirety of the land area within the Specific Plan.

The Clear Zone and the Airport Overlay Accident Potential Zones AOZ together corresponds generally with the boundaries of Airport Area I, pursuant to the maps that apply the and provisions of the 2014 1984 Riverside County Airport Land Use Compatibility Plan (ALUCP) to the March Air Reserve Base Airport/Inland Port ARB/IP ALUCP and airport influence area.

### 12.1 Prohibited Uses in Airport Overlay Zones and Delineation

The following March zones restrictions apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

**Zone M (Military)** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside Airport Land Use Commission have jurisdiction over federal lands.

**Zone A (Clear Zone)** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the 2005 Air Installation Compatible Use Zone (AICUZ), the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway ends. Zone A at the south end of the runway includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of this property.

**Zone B1 (Inner Approach/Departure Zone)** encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone is exposed to projected noise levels in excess of 65 dB CNEL.

**Zone B2 (High Noise Zone)** is similar to Zone B1 in terms of noise impact, but is subject to less accident potential risk. The projected 65 dB CNEL contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the

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south, a small area borders the sides of Zones A and B1 and a larger area extends two (2) miles beyond the south end of Zone B1.

**Zone C1 (Primary Approach/Departure Zone)** encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five (5) miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

**Zone C2 (Flight Corridor Zone)** contains the remainder of the lands within the 60 dB CNEL contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at circuit altitude (3,000 feet) or higher (similar to the south portion of Zone C2), but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area can be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours, thus reducing the significance of the noise impact on residential land uses. Accident potential risk levels in both portions of Zone C2 are judged to be moderate to low with flight training aircraft activity being the primary concerns.

**Zone D (Flight Corridor Buffer)** is intended to encompass other places where aircraft may fly at or below 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Accident potential risk levels in this zone are low.

**Zone E (Other Airport Environs)** contains the remainder of the Airport Influence Area (AIA). Noise impacts are low (this area is beyond the 55-CNEL noise contour), and risk of accidents is low. Airspace protection is the major concern in that aircraft pass over these areas while flying to, from, or around March ARB/IPA.

**The High Terrain Zone** serves a more focused purpose than the preceding eight zones. It is intended to identify locations where objects may be hazards to the aircraft operating in the airport's airspace and require careful review. This zone is within the FAR Part 77 surfaces for March ARB/IPA.

~~(Clear Zone (CZ) — This zone prohibits development of any kind although some rural development already exists within this area.~~

~~**Accident Potential Zone I (APZ-I)** — APZ-I prohibits uses that involve hazardous materials (such as gas stations), and those that have higher densities of people per acre. Non-residential development will be limited to those uses that do not exceed 25 persons per acre at any time.~~

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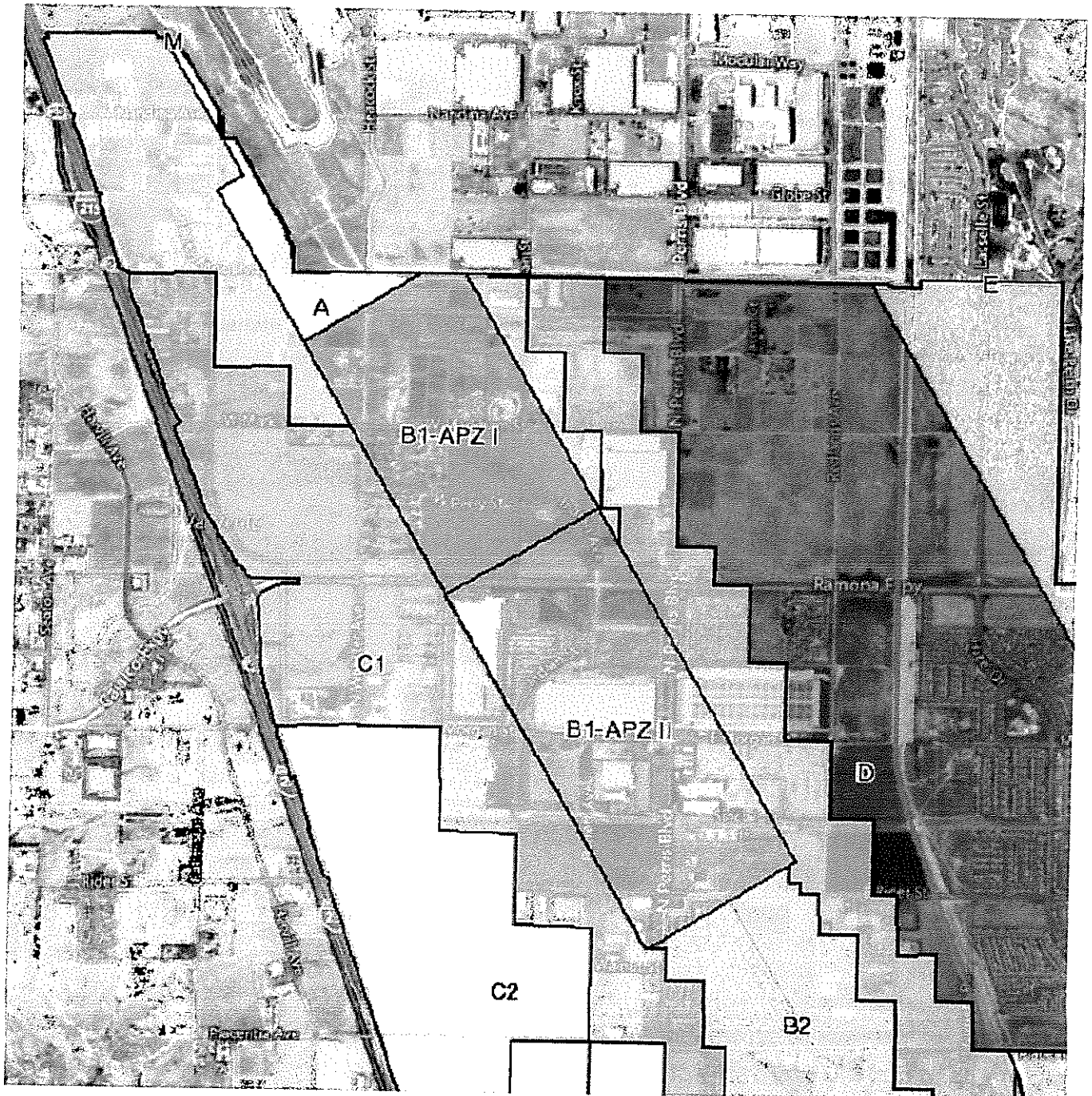


~~Low-intensity uses such as warehouse and distribution centers would be permitted in this zone. This zone prohibits new residential development and assembly uses such as churches and schools. Some existing residential development has already occurred within this area. Buildings in this zone are restricted to one habitable floor.~~

~~**Accident Potential Zone II (APZ-II)** — APZ-II still prohibits assembly uses such as churches and schools, as well as many uses that involve hazardous materials (such as gas stations), and those that have higher densities of people per acre. Non-residential development is limited to those uses that do not exceed 50 persons per acre at any time. Buildings in this zone are restricted to two habitable floors.~~

For a complete listing of those land uses prohibited or permitted with restrictions within the March ARB/IP safety zones, see Tables 2.0-2 and 12.0-1.

Figure 12.0-1 AIRPORT-OVERLAY-ZONE MARCH ARB/IP AIRPORT COMPATIBILITY MAP



**PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE**



**Table 12.0-1 March ARB/IP BASIC COMPATIBILITY CRITERIA TABLE LAND USE RESTRICTIONS**

Compatibility Criteria Table						
(*Foot Notes are located at the end of Chapter 19.51)						
Zone	Residential (d.u./ac) <sup>1, 22</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Developmental Conditions <sup>4</sup>
		Average <sup>5</sup>	Single Acre <sup>6</sup>			
<b>M</b> <i>(Military)</i>					Federal Lands -No ALUC authority	
<b>A</b> <i>Clear Zone</i> <i>(if not base)<sup>7</sup></i>	No New Dwellings Allowed	0	0	All remaining	-All non-aeronautical structures Assemblages of people -Objects exceeding FAR Part 77 height limits -All storage of hazardous materials -Hazards to flight <sup>8</sup>	-Electromagnetic radiation notification  -Avigation easement dedication and disclosure <sup>4,7</sup>



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<p><b>B1</b> <i>Inner Approach/Departure Zone</i></p>	<p>No new dwellings allowed<sup>10</sup></p>	<p>25 (APZ I)</p>	<p>100</p>	<p>Max. 50% lot coverage within APZs<sup>12</sup></p>	<ul style="list-style-type: none"> <li>-Children's schools, daycare centers, libraries</li> <li>-Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>-Bldgs with &gt;1 aboveground habitable floor in APZ I or &gt;2 floors in APZ II and outside of APZs<sup>13</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Locate structures maximum distance from extended runway centerline</li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> </ul>
		<p>50 (APZ II and outside APZs)<sup>11</sup></p>	<p>100</p>		<ul style="list-style-type: none"> <li>-Hazardous materials manufacture/storage<sup>14</sup></li> <li>-Noise sensitive outdoor<sup>15</sup> nonresidential uses</li> <li>-Critical community infrastructure facilities<sup>16</sup></li> <li>-Hazards to flight<sup>8</sup></li> <li>-Uses listed in AICUZ as not compatible in APZ I or APZ II<sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Zoned fire sprinkler systems required</li> <li>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Avigation easement dedication and disclosure<sup>4</sup></li> </ul>
<p><b>B2</b> <i>High Noise Zone</i></p>	<p>No new dwellings allowed<sup>10</sup></p>	<p>100</p>	<p>250</p>	<p>No Req'd</p>	<ul style="list-style-type: none"> <li>-Children's schools, day care centers, libraries</li> <li>-Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>-Bldgs with &gt;3 aboveground habitable floors</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Locate structures max. distance from runway</li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Aboveground bulk storage for hazardous materials</li> </ul>

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					<ul style="list-style-type: none"> <li>-Critical community infrastructure facilities<sup>16</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>discouraged<sup>14,20</sup></li> <li>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Avigation easement dedication and disclosure<sup>4</sup></li> </ul>
<b>C1</b> <i>Primary Approach/Departure Zone</i>	$\leq 3.0$	100	250	No Req'd	<ul style="list-style-type: none"> <li>-Children's schools, day care centers, libraries</li> <li>-Hospitals, congregated care facilities, places of assembly</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Critical community infrastructure facilities discouraged<sup>16,20</sup></li> <li>-Above ground bulk storage of hazardous materials discouraged<sup>14,20</sup></li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Airspace req'd for objects &gt;70 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>

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<p style="text-align: center;"><b>C</b> <i>Flight Corridor Zone</i></p>	<p style="text-align: center;">≤ 6.0</p>	<p style="text-align: center;">200</p>	<p style="text-align: center;">500</p>	<p style="text-align: center;">No Req'd</p>	<p>-Highly noise-sensitive outdoor nonresidential uses<sup>15</sup></p> <p>-Hazards to flight<sup>8</sup></p>	<p>-Children's schools discouraged<sup>20</sup></p> <p>-Airspace review req'd for objects &gt;70 ft. tall<sup>19</sup></p> <p>-Electromagnetic radiation notification<sup>9</sup></p> <p>-Deed notice and disclosure<sup>4</sup></p>
<p style="text-align: center;"><b>D</b> <i>Flight Corridor Buffer</i></p>	<p style="text-align: center;">No Limit</p>	<p style="text-align: center;">No restriction<sup>21</sup></p>	<p style="text-align: center;">No restriction</p>	<p style="text-align: center;">No Req'd</p>	<p>-Hazards to flight<sup>8</sup></p>	<p>-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged<sup>21</sup></p> <p>-Electromagnetic radiation notification<sup>9</sup></p> <p>-Deed notice and disclosure<sup>4</sup></p>
<p style="text-align: center;"><b>E</b> <i>Other Airport Environs</i></p>	<p style="text-align: center;">No Limit</p>	<p style="text-align: center;">No restriction<sup>21</sup></p>	<p style="text-align: center;">No restriction</p>	<p style="text-align: center;">No Req'd</p>	<p>-Hazards to flight<sup>8</sup></p>	<p>-Disclosure only<sup>4</sup></p>
<p style="text-align: center;"><b>*</b> <i>High Terrain</i></p>	<p style="text-align: center;">Same as Underlying Compatibility Zone</p>		<p style="text-align: center;">Same as Underlying Compatibility Zone</p>	<p style="text-align: center;">Not Applicable</p>	<p>-Hazards to flight<sup>8</sup></p> <p>-Other uses restricted in accordance with criteria for underlying zone.</p>	<p>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></p> <p>-Avigation easement dedication and disclosure<sup>4</sup></p>

**NOTES:**

Policies referenced here are from the Riverside County Airport Land Use Compatibility Plan adopted by the Riverside County ALUC for other airports beginning in October 2004. A complete copy of the Riverside County Airport Land Use Compatibility Plan is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

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1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Aviation easements are to be dedicated to the March Inland Port Airport Authority; the federal government is precluded from receiving easement dedications. See sample language in [www.marchipa.com/docs\\_forms/aviationeasement.pdf](http://www.marchipa.com/docs_forms/aviationeasement.pdf).
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. Zone A is on Air Base property or otherwise under military control.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples), farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations), and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited.

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

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

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

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

19. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.

20. Discouraged uses should generally not be permitted unless no feasible alternative is available.

21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed are discouraged in locations below or near the principal arrival and departure flight tracks.

21-22. In Zones B1 (including APZ I and APZ II) and B2, no new subdivisions establishing additional residential lots shall be permitted.

RESTRICTIONS	AIRPORT INFLUENCE AREA	CLEAR-ZONE (CZ)	AIRPORT POTENTIAL ZONE I (APZ-I)	AIRPORT POTENTIAL ZONE II (APZ-II)
Prohibited Land-Uses	n/a	No new development of any kind	<u>COMMERCIAL</u> <ul style="list-style-type: none"> <li>No shopping centers and malls</li> <li>No vehicle service stations, fueling stations, etc.</li> <li>No Hotels/Motels or other transient lodgings</li> <li>No retail eating &amp; drinking establishments</li> <li>No business that offer services for financing, insurance &amp; real estate, personal services or professional services</li> </ul> <u>CARE FACILITIES</u> <ul style="list-style-type: none"> <li>No care facilities of any kind such as Child Care, Hospitals and Urgent Care Centers, Medical Care Clinics and Offices, Live-In Care Facilities (aged, or infirmed)</li> </ul> <u>EDUCATIONAL FACILITIES</u> <ul style="list-style-type: none"> <li>No school or educational facilities of any kind such as Nursery school, private, semi-private or public, technical or trade schools</li> </ul> <u>RECREATION</u> <ul style="list-style-type: none"> <li>No public assembly facilities such as cultural activities, auditoriums, concert</li> </ul>	<u>COMMERCIAL</u> <ul style="list-style-type: none"> <li>No shopping centers and malls</li> <li>No vehicle service stations, fueling stations, etc.</li> <li>No Hotels/Motels or other transient lodgings</li> </ul> <u>CARE FACILITIES</u> <ul style="list-style-type: none"> <li>No care facilities of any kind such as Child Care, Hospitals and Urgent Care Centers, Medical Care Clinics and Offices, Live-In Care Facilities (aged, or infirmed)</li> </ul> <u>EDUCATIONAL FACILITIES</u> <ul style="list-style-type: none"> <li>No school or educational facilities of any kind such as Nursery school, private, semi-private or public, technical or trade schools</li> </ul> <u>RECREATION</u> <ul style="list-style-type: none"> <li>No public assembly facilities such as auditoriums, concert halls,</li> </ul>

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			<p>halls, amphitheaters, sports arenas, amusement parks, resorts and camps</p> <p><u>INDUSTRIAL</u></p> <ul style="list-style-type: none"> <li>No Manufacturing or storing of any: Pharmaceutical, Hazardous Materials, Chemicals, Petroleum refining and related industries</li> <li>Apparel and other finished products made from fabrics, leather, and similar materials, Professional, scientific, and controlling instruments, photographic and optical goods, watches and clocks</li> </ul> <p><u>NON-PROFITS</u></p> <ul style="list-style-type: none"> <li>No Religious Institutions</li> <li>Government services facilities</li> </ul> <p><u>RESIDENTIAL</u></p> <ul style="list-style-type: none"> <li>No new Residential development of any kind</li> <li>Caretaker Quarters</li> <li>Day Care</li> <li>Mobilehome parks</li> <li>No transient lodgings</li> </ul>	<p>amphitheaters, sports arenas, resorts and camps</p> <p><u>INDUSTRIAL</u></p> <ul style="list-style-type: none"> <li>No Manufacturing or storing of any: Pharmaceutical, Hazardous Materials, Chemicals, Petroleum refining and related industries</li> </ul> <p><u>NON-PROFITS</u></p> <ul style="list-style-type: none"> <li>Religious Institutions</li> </ul> <p><u>RESIDENTIAL</u></p> <ul style="list-style-type: none"> <li>No new Residential development of any kind</li> <li>Caretaker Quarters</li> <li>Day Care</li> <li>Mobilehome parks</li> </ul>
Maximum Habitable Floors Allowed	n/a	None	One	Two
Maximum Density	n/a	n/a	Maximum Density Limited to 25 persons per acre at any time.	Maximum Density Limited to 50 persons per acre at any time.
Prohibits Hazardous Materials	n/a	n/a	Prohibits storage or uses that involve hazardous materials including such uses as gas stations, chemicals and allied products manufacturing, petroleum refining and related industries.	Prohibits storage or uses that involve hazardous materials including such uses as gas stations, chemicals and allied products manufacturing, petroleum refining and related industries.
Floor Area Ratios	<p>Non-residential land uses within the Airport Overlay Zone, except for warehousing and distribution center land uses, shall be limited to a maximum lot coverage of 20 percent, unless the proponent demonstrates to the satisfaction of the Director of Development Services that the applicable non-residential intensity limits (25 persons per acre within APZ I and 50 persons per acre within APZ II) would not be exceeded. Lot coverage for warehousing and distribution center land uses may be as high as 50 percent.</p>			
Height Restrictions	<ul style="list-style-type: none"> <li>FAA Review of Heights may be required (include monopoles) in accordance with Federal Aviation Regulations Part 77.</li> </ul>			
Restricted Uses and/or Activities	<ul style="list-style-type: none"> <li>Any use which directs a steady light or flashing light of red, white, green, or amber colors associated with airport operation toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport, other an FAA-approved navigational signal lights or visual approach indicator.</li> <li>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.</li> <li>Any use which would generate smoke or water vapor or attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.</li> <li>Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</li> </ul>			



### 12.1.1 Applicability

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IP ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

**Existing Development and Land Uses.** Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are non-conforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ.

Development or land uses shall be considered "existing" if one of the following conditions are met:

- o A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- o Building permits have been issued and have not expired.
- o The structures and site development have been legally established and physically exist.

### 12.1.2 Procedures

**Approval.** All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

**Mandatory findings for approval.** When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- o The project, use or activity ~~or use~~ complies with the noise compatibility policies of the AOZ.
- o The project, use or activity ~~or use~~ complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- o The project, use or activity ~~or use~~ complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- o The project, use or activity ~~or use~~ complies with the airspace protection policies of the AOZ.
- o The project, use or activity ~~or use~~ complies with the overflight policies of the AOZ.



**Amendments.** Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IP ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IP ALUCP.

**Overrule Provisions.** Should the RCALUC update the March ARB/IP ALUCP, the City Council of the City of Perris shall review the updated March ARB/IP ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

### 12.1.3 Compatibility with March Air Reserve Base ARB/IP ALUCP

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore ARB Airport Influence Zones I and II, therefore, all development within the plan shall comply with the following measures:

**Aviation Easement:** Development projects shall provide an executed aviation easement to the March Joint Powers Authority (MJPA). Aviation easement forms and instructions are available on the MJPA website, [www.marchjpa.com](http://www.marchjpa.com).

**Noise Standard:** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure ensure appropriate interior sound levels.

**Land Use and Activities:** Compatible and approved land uses and activities associated with any structures on the site shall not be altered or amended without City consent. The following and shall be prohibited the following:

- Any use which that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or toward an aircraft engaged in a straight final approach towards a landing at an airport, other than FAA-approved navigational signal lights or visual approach indicator and systems.
- Any use which that would cause sunlight to be reflected towards an aircraft engaged in an initial straight a climb following takeoff or towards an aircraft engaged in a straight final approach descent towards a landing at an airport.
- Any use which that would generate excessive smoke or water vapor or attract large concentrations of birds, or which that may would otherwise affect safe air navigation within the Air Area.
- Any use which that would generate electrical interference that may be detrimental to the operation of aircraft and/or the aircraft's navigation instrumentation.





**Retention and Water Quality Basins:** All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

**Notice of Airport in the Vicinity:** Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the MARB- March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

***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)*

**Disclosure:** The applicant shall provide full disclosure of the aviation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

**Lighting Plans:** Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March Air Reserve Base/March Inland Port (MARB/MIP ARB/IP), for review and comment prior to issuance of building permits.



## Height Restrictions per Federal Aviation Regulations Part 77

The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 standards-regulations are not absolute height restrictions, but instead identify elevations at which structures may present a potential safety problem-hazard to air navigation and require FAA review. Penetrations of the Part 77 surface generally are reviewed on a case-by-case basis. Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Height limitations within the Airport Overlay Zone may pose a development constraint for the Perris Valley Commerce Center Specific Plan as reflected on Figure 12.0-2. Section D.2 of the Appendices to the 2005 MARB Air Installation Compatible Use Zone (AICUZ) Study describes height and obstruction criteria for land uses around the airfield pursuant to Part 77 criteria.<sup>1</sup> This section states that the established airfield elevation for MARB is 1,535 feet above mean sea level. There are several different control surfaces and planes that overlay the Perris Valley Commerce Center Specific Plan, all of which have different height limitations imposed upon them:

### Clear Zone (Surface-B)

The Clear Zone defines the limit of obstruction clearance contiguous to the end of the runway.

### Approach/Departure Clearance Surface (Surface-C)

The Approach/Departure Clearance Surface imposes height restrictions based upon the distance from end of the runway, comparable to the elevation of the runway. It is a surface that has a 50:1 slope, up to a maximum of 500 feet above the elevation at the end of the runway. The elevation at the northern end of the runway is 1,535 feet mean sea level (MSL). The elevation at the southern end of the runway is 1,488 feet MSL. In other words, for every 50 feet of distance from the end of the northern runway, the maximum height of any building goes up 1 foot higher than 1,535 feet above mean sea level. For example, a proposed warehouse structure 5,000 feet from the northern end of the runway may be constructed to a maximum height of 1,635 feet above mean sea level at roof level.

### Inner Horizontal Surface (Surface-E)

The Inner Horizontal Surface is a plane, oval in shape at a height of 150 feet above the established airfield elevation (i.e. 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway) extending 7,500 feet around the centerline of the runway. Therefore, structures would need to exceed an elevation of 1,685 feet

<sup>1</sup> Air Installation Compatible Use Zone studies are updated roughly every five year years. Please consult March Air Reserve Base to obtain the most recent study.

## PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



~~MSL at the northern end of the runway and 1,638 feet at the southern end before they encroached into this Part 77 surface for the March Air Reserve Base runways.~~

### **Conical Surface (Surface F)**

~~The Conical Surface is an inclined surface extending outward and upward from the Inner Horizontal Surface from an elevation of 150 feet above the elevation of the runway to a height of 500 feet above the elevation of the runway. It has a 20:1 slope from the Inner Horizontal Surface. In other words, for every 20 feet in distance from the edge of the Inner Horizontal Surface, a building may increase its highest elevation 1 foot higher than 1,685 feet above MSL at the northern end of the runway and 1,638 feet above MSL at the southern end of the runway. For example, a proposed commercial building 2,000 feet from the edge of the Inner Horizontal Surface may have a maximum height elevation of 1,785 feet at its roof line.~~

~~Part 77 height limits. Part 77, Section 77.13.2.i requires that any construction or building alteration exceeding the imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway will require preparation of a Federal Aviation Administration (FAA) Notice of Proposed Construction or Alteration (FAA Form 7460-1). This notice must be submitted to the FAA at least 30 days before the date proposed construction or alteration is to begin or the date the application for a construction permit will be filed, whichever is earlier. Notwithstanding the established airfield elevation set forth in the MAFB AICUZ study, the elevation of the runway at its nearest point to the specific plan is 1,488 feet above MSL. Therefore, depending on the elevation of the finished grade and height of the proposed structure, future development within the Perris Valley Commerce Center may encroach into this 100 to 1 slope imaginary surface and will require the filing of Form 7460-1 with the FAA. If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the City to enforce the recommendation.~~

**Form 7460:** Development projects in the Airport Overlay Zone AOV shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) ~~on-line~~ through the process outlined at [oaaaa.faa.gov](http://oaaaa.faa.gov), and shall receive and provide the City of Perris a copy of the Federal Aviation Administration's FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required for construction equipment to be submitted.

### **Infill:**

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:

- (1) The parcel size is no larger than 20.0 acres.
- (2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing

## PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE



uses similar to, or more intensive than, those proposed.

(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.

(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.

(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:

(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or

(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:

(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or

(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill development

(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed development qualifies as infill rests with the City of Perris and/or project proponent.

# PERRIS VALLEY COMMERCE CENTER AIRPORT OVERLAY ZONE

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Figure 12.0-2 HEIGHT RESTRICTIONS-AIR PROTECTION SURFACES

~~MAP TO BE DELETED~~

PLANNING COMMISSION  
AGENDA SUBMITTAL

Meeting Date: August 17, 2016

**SUBJECT:** **Ordinance Amendment 16-05024** – An Ordinance Amendment to update Perris Municipal Code Chapter 19.82 (Districts and Map) to update the City of Perris Zoning Map to include an Airport Overlay Zoning designation, and adopt an Airport Overlay Zone (AOZ) Code Chapter (19.51) to the Perris Municipal Code Chapter 19 to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**General Plan Amendment 15-05122** – to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**Specific Plan Amendment 16-05025** – to amend the Perris Valley Commerce Center Specific Plan to update the Airport Overlay Zone Section (Section 12) to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**REQUESTED ACTION:** **ADOPT R  
Ordinance  
Specific I  
attachment**

*9E  
Exhibits  
Before P.C.  
agenda*

ing that the City Council approve  
Plan Amendment 15-05122, and  
based on the information and

**CONTACT:** Clara Mira

Services *com*

**BACKGROUND/DISCUSSION:**

On November 13, 2014, the Riverside County Airport Land Use Commission (ALUC) adopted the 2014 March ARB/IP Land Use Compatibility Plan (March ALUCP) that superseded the 1984 Riverside County Airport Land Use Plan which includes March Air Reserve Base Airport Influence Area (AIA). As a result of the 2014 ALUCP adoption, the City of Perris' 2009 overrule of the 1984 Riverside County Airport Land Use Plan is no longer valid, thus deeming the 2030 City of Perris General Plan inconsistent. In July 2015, the City of Perris contracted *Johnson Aviation* to assist in updating the City's General Plan in order to comply with the 2014 March ALUCP.

City staff and *Johnson Aviation* have been collaborating with ALUC and March Air Reserve Base to complete the necessary updates to the City's General Plan. During the ALUC review process, the base commented that although the City's proposed General Plan update complies with the 2014 ALUCP, they would also like to see the City's General Plan be in line with the most recent AFI (Air Force Instruction) guidelines. In an effort to address the base's concern, staff has added General Plan Land Use Policy V.C. that will require all projects within Accident Potential Zones 1 and II (APZ 1 and APZII) to be forwarded to the base for comment and review based on the most current AFI guidelines. The AFI has stricter land use compatibility guidelines in regards to people per acre and use intensities within APZ I and APZ II than the 2014 March ALUCP. To date, staff has already been working with the base on various projects within APZs I and II.

General Plan Amendment 15-05122 is a proposal to amend the Land Use, Noise and Safety Elements of the 2030 City of Perris General Plan to bring the General Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"). Ordinance Amendment 16-05024 is a proposal to amend Chapter 19 of the Perris Municipal Code by adopting an

Airport Overlay Zone (AOZ) Code section and to apply the AOZ overlay to those portions of the City within the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"). Finally, Specific Plan Amendment 16-05025 is a proposal to update the Airport Overlay Zone section (Section 12) of the Perris Valley Commerce Center Specific Plan to comply with the 2014 March ALUCP.

At the July 14, 2016 ALUC hearing, ALUC made a determination of consistency in regards to the City's General Plan Update, Airport Overlay Zone Ordinance and Perris Valley Commerce Center Specific Plan update. The determination of consistency is contingent upon action by the Perris City Council adopting all amendments and providing confirmation of approval to ALUC staff. At the ALUC hearing, the base commander commented that the base appreciates the City's efforts in addressing their concerns and have no objection to the City's General Plan update. Once the City Council approves the General Plan, Specific Plan and Airport Overlay Zoning sections, projects consistent with the AOZ designations will not require ALUC review with the exception of legislative actions such as General Plan Amendments, Specific Plan Amendments, and Ordinance Amendments.

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study has been prepared for the proposed project, which determined that there is no substantial evidence of adverse environmental effects and a Negative Declaration has been prepared (No. 2324).

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**BUDGET (or FISCAL) IMPACT:**

Cost for staff preparation of this item is covered by the 2016-2017 General Fund budget.

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Prepared by: Nathan Perez, Associate Planner  
City Attorney: N/A

**Public Hearing:** August 17, 2016

**Attachments:**

1. Resolution No. 16-21, including General Plan Amendments (Land Use, Noise and Safety Elements), Revised Chapter 19.82 (District's Map), Airport Overlay Zone (AOZ) Chapter 19.51, and Perris Valley Commerce Center Specific Plan update
2. ALUC Letter of Consistency dated July 27, 2016 and ALUC staff report
3. Mitigated Negative Declaration 2324



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

July 27, 2016

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

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Riverside

John Lyon  
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Hemet

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Desert Hot Springs

**STAFF**

Director  
Ed Cooper

John Guerin  
Paul Rull  
Barbara Santos

County Administrative Center  
4000 Lemon St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

Ms. Clara Miramontes, Director of Development Services  
Mr. Nathan Perez, Associate Planner  
City of Perris Development Services Department/Planning Division  
135 N. D Street  
Perris CA 92570

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1199MA16

Related File: General Plan Amendment 15-05122; Specific Plan Amendment 16-05025; Ordinance Amendment 16-05024

APN #: March Airport Influence Area

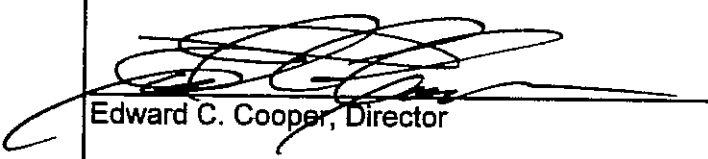
Dear Ms. Miramontes and Mr. Perez:

On July 14, 2016, the Riverside County Airport Land Use Commission (ALUC) reviewed City of Perris General Plan Amendment No. 15-05122, a proposal to amend the Land Use and Safety Elements of the City of Perris General Plan so as to bring that Plan into consistency with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP), Specific Plan Amendment No. 16-05025, a proposal to update Section 12 (Airport Overlay Zone) of the Perris Valley Commerce Center Specific Plan so as to bring that Plan into consistency with the March ALUCP, and Ordinance Amendment No. 16-05024, a proposal to amend the Perris Municipal Code and the City of Perris Zoning Map by adopting an Airport Overlay Zone Code section, adding an Airport Overlay Zoning designation to the Zoning Map, and applying that overlay to areas within the March Air Reserve base/Inland Port Airport Influence Area, and determined that, upon the adoption of each of these amendments as proposed and revised, the City of Perris General Plan and Zoning Ordinance and the Perris Valley Commerce Center Specific Plan would be **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

This determination of consistency is contingent upon action by the Perris City Council adopting all of these documents and maps as revised June 15, 2016 and July 11, 2016, and providing confirmation of its approval to ALUC by copy of an executed minute order with a CD of the final adopted documents for General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Edward C. Cooper, Director

JJGJG

Attachment 2



**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

**July 27, 2016**

cc: Colonel Arthur Rodi, March Air Reserve Base  
Denise Hauser, March Air Reserve Base  
Gary Gosliga, March Inland Port Airport Authority  
Nick Johnson, Johnson Aviation  
ALUC Case File

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.4 3.5

**HEARING DATE:** July 14, 2016 (continued from June 9, 2016)

**CASE NUMBER:** ZAP1199MA16 - City of Perris (Representative: Nathan Perez)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, Ordinance Amendment 16-05024 (Amended Proposal)

**MAJOR ISSUES:**

~~There is no question that the proposed General Plan Amendment, Specific Plan Amendment, and Zoning Ordinance Amendment are consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP") and that the proposed General Plan Amendment brings the City General Plan closer to consistency with the March ALUCP. However, the City is proposing that the attached text amendments and maps constitute the General Plan changes needed to enable a determination that the City's General Plan is consistent with the March ALUCP. No changes to the land use designations of individual parcels are being proposed. The City is proposing to apply the Airport Overlay Zone throughout the Airport Influence Area, although the present proposal would simply be to incorporate that zone into the City's ordinance. The proposal would certainly be sufficient for a jurisdiction that included portions of Zone E, such as the City of Menifee, but the City of Perris also includes land in some of the inner zones. As no land use designation changes are proposed herewith, it will be necessary to apply the Airport Overlay in order for consistency to be achieved. While we can on an interim basis recommend that these measures be adopted by the City, in the absence of application of the appropriate Airport Overlay Zone to individual parcels, these measures only assure consistency for properties in Compatibility Zones D and E. The final versions of these proposals were not provided until May 19. Provided that the City is willing to waive the 60-day deadline for a determination, ALUC staff recommends discussion and continuance.~~

*March Air Reserve Base has taken the opportunity to comment and to note those areas where compatibility criteria included in the March ALUCP differ from the provisions of applicable Department of Defense and Air Force instructions.*

### RECOMMENDATIONS:

~~At this time, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of these matters to its July 14, 2016 public hearing agenda.~~

*Staff recommends that the Commission find that, upon City Council adoption of the amendments specified herein as proposed, including the revisions submitted on June 15, 2016 (including the Zoning Map amendment), the City of Perris General Plan, zoning ordinance, and the Perris Valley Commerce Center Specific Plan shall be recognized as CONSISTENT with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"). This determination of consistency is contingent upon action by the Perris City Council adopting all of these documents and maps as revised June 15, 2016, and providing confirmation of its approval to ALUC by copy of an executed minute order with a CD of the final adopted documents for General Plan Amendment 15-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024.*

### PROJECT DESCRIPTION:

General Plan Amendment 15-05122 is a proposal by the City of Perris to amend the Land Use and Safety Elements of its General Plan so as to bring that Plan into consistency with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP"). Ordinance Amendment 16-05024 is a proposal to amend Chapter 19 of the Perris Municipal Code by adopting an Airport Overlay Zone Code Section and to apply this overlay to those portions of the City within the March Air Reserve Base/Inland Port Airport Influence Area ("March AIA"). Specific Plan Amendment 16-05025 is a proposal to update the Overlay Zone section (Section 12) of the Perris Valley Commerce Center Specific Plan so as to comply with the March ALUCP.

### PROJECT LOCATION:

All land subject to the land use jurisdiction of the City of Perris within the Airport Influence Area of March Air Reserve Base/Inland Port Airport, as delineated in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, available for viewing at [www.rcaluc.org](http://www.rcaluc.org).

### STATE HANDBOOK RECOMMENDATIONS:

The 2011 California Airport Land Use Planning Handbook includes a Table 5A, General Plan Consistency Checklist, which is "intended to assist local agencies with modifications necessary to make their local plans and other local policies consistent with the ALUCP." While the checklist "is not intended as a state requirement," failure to incorporate most of the items referenced would be a cause for concern.

One of the requirements is that there be no direct conflicts "between proposed new land uses indicated on a general plan land use map and the ALUC land use compatibility criteria." There are a number of sites where such conflict exists, with the recently considered tract map and apartment complex sites among these locations.

A second requirement is that criteria indicating the maximum noise exposure for which residential development is normally acceptable "must be made consistent with the equivalent ALUCP criteria." Proposed Section 19.51.080 of the Airport Overlay Zone specifically includes the ALUCP criteria, including the requirement that new residences incorporate sound attenuation measures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB.

The remaining recommended requirements may be included in either a General Plan or an implementing document such as a Zoning Code. Such document should incorporate ALUCP standards including, but not limited to (as applicable): intensity limits on nonresidential uses; identification of prohibited uses; open land requirements; infill development; height limitations; hazards to flight; buyer awareness measures; and nonconforming uses and reconstruction.

By incorporating Table MA-2 in both the General Plan Land Use Element and the Airport Overlay Zone, the proposed documents include the ALUCP criteria regarding intensity limits on nonresidential uses and identification of prohibited uses. Height limitations and hazards to flight are addressed in Section 19.51.070 of the Airport Overlay Zone ordinance, infill in Section 19.51.120, and buyer awareness in Section 19.51.090.

In addition to incorporation of ALUCP compatibility criteria, Table 5A states that "local agency implementing documents must specify the manner in which development proposals will be reviewed for consistency with the compatibility criteria." This would include: identification of the types of actions that would be required to be submitted for ALUC review; identification of the types of actions potentially subject to ALUC review; procedures that the City would use to evaluate the consistency of other projects with ALUCP compatibility criteria; variance procedures; and enforcement.

The Airport Overlay Zone (AOZ) includes a Procedures section (19.051.040) that acknowledges the requirement that "proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the March ALUCP." For other discretionary actions regarding projects in the AOZ requiring a public hearing or notice, the reviewing authority would be required to make findings that the project complies with the Basic Compatibility Criteria Table (including residential and non-residential density standards and other development conditions) and with the noise compatibility, airspace protection, and overflight policies of the AOZ.

**The City proposes to address the "direct conflict" issue through the application of an Airport Overlay Zone. The combination of the use of this zone and the inclusion of a table that reflects**

Staff Report  
Page 4 of 4

**Table MA-2 of the March ALUCP essentially resolves the conflict, in that property owners, realtors, and potential developers are more likely to inquire with the City about property zoning than the City's General Plan.**

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**DEPARTMENT OF THE AIR FORCE**  
452d AIR MOBILITY WING (AFRC)  
MARCH AIR RESERVE BASE, CALIFORNIA

27 June 2016

MEMORANDUM FOR Riverside County Airport Land Use Commission  
Attn: John Guerin, Principal Planner  
Development Services Department  
4080 Lemon St, 14<sup>TH</sup> Floor  
Riverside. CA 92501

FROM: 452d Mission Support Group/Base Civil Engineer (MSG/BCE)  
610 Meyer Drive Bldg. 2403  
March ARB CA 92518-2166

SUBJECT: Review of Proposed General Plan Amendment 16-05122, Specific Plan Amendment 16-05025, and Ordinance Amendment 16-05024 - ZAP1199MA16 (City of Perris)

The 452 MSG/BCE staff has reviewed the above referenced document and have determined that while the document complies with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan dated November 2014 (hereafter referred to as the ALUCP), the ALUCP does not comply with current Air Force guidance found in Air Force Instruction (AFI) 32-7063 dated December 18, 2015 which addresses Air Force policies on Land Use Compatibility IAW DoDI 4165.57, March 12, 2015.

As stated in previous meetings and correspondence with the Riverside County Airport Land Use Commission (ALUC), the ALUCP contains the following inconsistencies with the AFI:

1. The ALUCP allows for a density of 50% lot coverage, whereas the AFI allows for a Floor Area Ratio (FAR) this is dependent upon the type of use approved for a given facility. The AFI FAR allowances vary from a maximum FAR 0.11 up to 1.0 in APZ I, and 0.22 up to 2.0 in APZ II, depending on facility type. Actual allowances are depicted in Table AFI 32-7063 Attachment 2, Table A2.1.
2. The ALUCP allows for "density averages" in APZ I and APZ II; whereas, the AFI does not allow the use of averages. Specifically, the ALUCP provides for a density of an average of 25 people per acre in APZ I, and an average of 50 people per acre in APZ II. The AFI only refers to land use restriction that limit occupants to 25 per acre in APZ I and 50 people per acre in APZ II.
3. The ALUCP also indicates an allowance of 100 people per single acre in APZ I and APZ II. The AFI provides no such allowance other than the 25 per acre in APZ I and 50 people per acre in APZ II already identified.
4. The ALUCP utilizes the term "Children's Schools" whereas the AFI uses a term of "Educational Services". The use of "Children's Schools" could facilitate the proposal and potential approval of a facility that would be deemed incompatible with the AFI referencing the AFI's broader identified land use term of "Educational Services".

We greatly appreciate the City of Perris and their efforts to bring their General Plan in line with the AFI. To alleviate future confusion, we believe that the best approach for all would be for the Riverside County ALUC to update the 2014 ALUCP to reflect current AFI policy.

For your use and awareness, attached to this memo is AFI 32-7063, Attachment 2 which contains Table A2.1 Land Use Compatibility in APZs. Please contact Ms. Denise Hauser at (951) 655-4862 or Ms. Sonia Pierce at (951) 655-2236 for further questions.



Sean P. Feeley  
Acting Base Civil Engineer

**Attachment:**

Air Force Instruction 36-7063, Attachment 2, Land Use Compatibility Recommendations for APZs

## Attachment 2

## LAND USE COMPATIBILITY RECOMMENDATIONS FOR APZS

**A2.1. Suggested land use compatibility guidelines in the Clear Zone and APZs are shown in Table A2.1.** Additions to some land use categories have been incorporated into Table A2.1 subsequent to issuance of the SLUCM to reflect additional land uses and to clarify the categorization of certain uses. The compatible land use recommendations for the Clear Zone and APZ are provided for local governments as well as AF personnel for on-base planning.

Table A2.1. Land Use Compatibility in APZs.

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



LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
31	Rubber and miscellaneous plastic products; manufacturing	N	N	N	
32	Stone, clay, and glass products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
33	Primary metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
34	Fabricated metal products; manufacturing	N	N	Y	Maximum FAR 0.56 in APZ II
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks	N	N	N	
39	Miscellaneous manufacturing	N	Y	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
40	Transportation, communication, and utilities <sup>3, 4</sup>				
41	Railroad, rapid rail transit, and street railway transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
42	Motor vehicle transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
43	Aircraft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
44	Marine craft transportation	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
45	Highway and street right-of-way	Y <sup>5</sup>	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
46	Automobile parking	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
47	Communication	N	Y <sup>6</sup>	Y	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48	Utilities <sup>7</sup>	N	Y <sup>6</sup>	Y <sup>6</sup>	Maximum FAR of 0.28 in APZ I & 0.56 in APZ II
48.5	Solid waste disposal (landfills, incinerators, etc.)	N	N	N	
49	Other transportation, communication, and utilities	N	Y <sup>6</sup>	Y	See Note 6 below
50	Trade				
51	Wholesale trade	N	Y	Y	Maximum FAR of 0.28 in APZ I & .56 in APZ II
52	Retail trade – building materials, hardware and farm equipment	N	Y	Y	See Note 8 below
53	Retail trade – including, discount clubs, home	N	N	Y	Maximum FAR of 0.16 in APZ II

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
	improvement stores, electronics superstores, etc.				
53.	Shopping centers-Neighborhood, Community, Regional, Super-regional <sup>9</sup>	N	N	N	
54	Retail trade – food	N	N	Y	Maximum FAR of 0.24 in APZ II
55	Retail trade – automotive, marine craft, aircraft, and accessories	N	Y	Y	Maximum FAR of 0.14 in APZ I & 0.28 in APZ II
56	Retail trade – apparel and accessories	N	N	Y	Maximum FAR of 0.28 in APZ II
57	Retail trade – furniture, home, furnishings and equipment	N	N	Y	Maximum FAR of 0.28 in APZ II
58	Retail trade – eating and drinking establishments	N	N	N	
59	Other retail trade	N	N	Y	Maximum FAR of 0.16 in APZ II
60	Services <sup>10</sup>				
61	Finance, insurance and real estate services	N	N	Y	Maximum FAR of 0.22 in APZ II
62	Personal services	N	N	Y	Office uses only. Maximum FAR of 0.22 in APZ II.
62.4	Cemeteries	N	Y <sup>11</sup>	Y <sup>11</sup>	
63	Business services (credit reporting; mail, stenographic, reproduction; advertising)	N	N	Y	Maximum FAR of 0.22 in APZ II
63.7	Warehousing and storage services <sup>12</sup>	N	Y	Y	Maximum FAR of 1.0 in APZ I; 2.0 in APZ II
64	Repair Services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
65	Professional services	N	N	Y	Maximum FAR of 0.22 in APZ II
65.1	Hospitals, nursing homes	N	N	N	
65.1	Other medical facilities	N	N	N	
66	Contract construction services	N	Y	Y	Maximum FAR of 0.11 APZ I; 0.22 in APZ II
67	Government Services	N	N	Y	Maximum FAR of 0.24 in APZ II
68	Educational services	N	N	N	
68.1	Child care services, child development centers, and nurseries	N	N	N	
69	Miscellaneous Services	N	N	Y	Maximum FAR of 0.22 in APZ II
69.1	Religious activities (including places of worship)	N	N	N	
70	Cultural, entertainment and recreational				
71	Cultural activities	N	N	N	

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
71.2	Nature exhibits	N	Y <sup>13</sup>	Y <sup>13</sup>	
72	Public assembly	N	N	N	
72.1	Auditoriums, concert halls	N	N	N	
72.11	Outdoor music shells, amphitheaters	N	N	N	
72.2	Outdoor sports arenas, spectator sports	N	N	N	
73	Amusements – fairgrounds, miniature golf, driving ranges; amusement parks, etc.	N	N	Y <sup>20</sup>	
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
75	Resorts and group camps	N	N	N	
76	Parks	N	Y <sup>13</sup>	Y <sup>13</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
79	Other cultural, entertainment and recreation	N	Y <sup>11</sup>	Y <sup>11</sup>	Maximum FAR of 0.11 in APZ I; 0.22 in APZ II
80	Resource production and extraction				
81	Agriculture (except live- stock)	Y <sup>4</sup>	Y <sup>14</sup>	Y <sup>14</sup>	
81.5-81.7,	Agriculture-Livestock farming, including grazing and feedlots	N	Y <sup>14</sup>	Y <sup>14</sup>	
82	Agriculture related activities	N	Y <sup>15</sup>	Y <sup>15</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
83	Forestry activities <sup>16</sup>	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
84	Fishing activities <sup>17</sup>	N <sup>17</sup>	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
85	Mining activities <sup>18</sup>	N	Y <sup>18</sup>	Y <sup>18</sup>	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives
89	Other resource production or extraction	N	Y	Y	Maximum FAR of 0.28 in APZ I; 0.56 in APZ II, no activity which produces smoke, glare, or involves explosives

LAND USE		SUGGESTED LAND USE COMPATIBILITY <sup>1</sup>			
SLUCM NO.	LAND USE NAME	CLEAR ZONE	APZ-I	APZ-II	DENSITY
90	Other				
91	Undeveloped land	Y	Y	Y	
93	Water areas <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	N <sup>19</sup>	

**NOTES:**

1. A "Yes" or a "No" designation for compatible land use is to be used only for general comparison. Within each, uses exist where further evaluation may be needed in each category as to whether it is clearly compatible, normally compatible, or not compatible due to the variation of densities of people and structures. In order to assist air installations and local governments, general suggestions as to FARs are provided as a guide to density in some categories. In general, land use restrictions that limit occupants, including employees, of commercial, service, or industrial buildings or structures to 25 an acre in APZ I and 50 an acre in APZ II are considered to be low density. Outside events should normally be limited to assemblies of not more than 25 people an acre in APZ I, and maximum assemblies of 50 people an acre in APZ II. Recommended FARs are calculated using standard parking generation rates for various land uses, vehicle occupancy rates, and desired density in APZ I and II. For APZ I, the formula is  $FAR = 25 \text{ people an acre} / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ . The formula for APZ II is  $FAR = 50 / (\text{Average Vehicle Occupancy} \times \text{Average Parking Rate} \times (43560/1000))$ .
2. The suggested maximum density for detached single-family housing is two Du/Ac. In a planned unit development (PUD) of single family detached units, where clustered housing development results in large open areas, this density could possibly be increased slightly provided the amount of surface area covered by structures does not exceed 20 percent of the PUD total area. PUD encourages clustered development that leaves large open areas.
3. Other factors to be considered: Labor intensity, structural coverage, explosive characteristics, air-pollution, electronic interference with aircraft, height of structures, and potential glare to pilots.
4. No structures (except airfield lighting and navigational aids necessary for the safe operation of the airfield when there are no other siting options), buildings, or above-ground utility and communications lines should normally be located in Clear Zone areas on or off the air installation. The Clear Zone is subject to the most severe restrictions.
5. Roads within the graded portion of the Clear Zone are prohibited. All roads within the Clear Zone are discouraged, but if required, they should not be wider than two lanes and the rights-of-way should be fenced (frangible) and not include sidewalks or bicycle trails. Nothing associated with these roads should violate obstacle clearance criteria.
6. No above ground passenger terminals and no above ground power transmission or distribution lines. Prohibited power lines include high-voltage transmission lines and distribution lines that provide power to cities, towns, or regional power for unincorporated areas.
7. Development of renewable energy resources, including solar and geothermal facilities and wind turbines, may impact military operations through hazards to flight or electromagnetic interference. Each new development should to be analyzed for compatibility issues on a case-by-case basis that considers both the proposal and potentially affected mission.

8. Within SLUCM Code 52, maximum FARs for lumberyards (SLUCM Code 521) are 0.20 in APZ-I and 0.40 in APZ-11; the maximum FARs for hardware, paint, and farm equipment stores, (SLUCM Code 525), are 0.12 in APZ I and 0.24 in APZ II.
9. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. Shopping center types include strip, neighborhood, community, regional, and super-regional facilities anchored by small businesses, a supermarket or drug store, discount retailer, department store, or several department stores, respectively.
10. Ancillary uses such as meeting places, auditoriums, etc. are not recommended.
11. No chapels or houses of worship are allowed within APZ I or APZ II.
12. Big box home improvement stores are not included as part of this category.
13. Facilities must be low intensity, and provide no playgrounds, etc. Facilities such as club houses, meeting places, auditoriums, large classes, etc., are not recommended.
14. Activities that attract concentrations of birds creating a hazard to aircraft operations should be excluded.
15. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution.
16. Lumber and timber products removed due to establishment, expansion, or maintenance of Clear Zone lands owned in fee will be disposed of in accordance with applicable DoD guidance.
17. Controlled hunting and fishing may be permitted for the purpose of wildlife management.
18. Surface mining operations that could create retention ponds that may attract waterfowl and present bird/wildlife aircraft strike hazards (BASH), or operations that produce dust or light emissions that could affect pilot vision are not compatible.
19. Naturally occurring water features (e.g., rivers, lakes, streams, wetlands) are pre-existing, nonconforming land uses. Naturally occurring water features that attract waterfowl present a potential BASH. Actions to expand naturally occurring water features or construction of new water features should not be encouraged. If construction of new features is necessary for storm water retention, such features should be designed so that they do not attract waterfowl.
20. Amusement centers, family entertainment centers or amusement parks designed or operated at a scale that could attract or result in concentrations of people, including employees and visitors, greater than 50 people per acre at any given time are incompatible in APZ II.

**CITY OF PERRIS  
NOTICE OF INTENT TO ADOPT  
NEGATIVE DECLARATION NO. 2324**

**Name, if any, and a brief description of project:**

**Ordinance Amendment 16-05024** – An Ordinance Amendment to update Perris Municipal Code Chapter 19.82 (Districts and Map) to update the City of Perris Zoning Map to include an Airport Overlay Zoning designation, and adopt an Airport Overlay Zone (AOZ) code section (19.51) to the Perris Municipal Code Chapter 19 to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**General Plan Amendment 15-05122** – to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**Specific Plan Amendment 16-05025** – to amend the Perris Valley Commerce Center Specific Plan to update the Airport Overlay Zone section (Section 12) to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**Location:**

City Wide

**Entity or person undertaking project:**

A. City of Perris – Development Services Department – Planning Division

1. Name: Nathan Perez
2. Address: 135 N. D Street  
Perris, California, 92570  
951-943-5003 Ext253  
Nperez@cityofperris.or

B. Other (private)

**Determination:**

The Planning Commission and City Council having reviewed the Initial Study and supporting documents for this proposed project, and having reviewed the written comments received during the public review process, including the recommendation of the city's staff, does hereby state that there is no evidence that the proposed project will have any effect on the environment. Therefore, a Negative Declaration has been prepared. The Negative Declaration determination reflects the lead agency's independent judgment.

**Document Review Period:**

The Negative Declaration (ND) and the Initial Study is available for review **beginning Friday, July 22, 2016 and ending Friday, August 12, 2016** at the City of Perris Planning Division, 135 North "D" Street, Perris, CA 92570. Copies of the Initial Study and Supporting Documentation can be viewed at the following webpage: <http://www.cityofperris.org/departments/development/planning.html>

City of Perris  
Department of Development Services, Planning Division  
135 North D Street  
Perris, CA 92570  
Phone: (951) 943-5003 Ext 279

*Nathan G. Perez*

\_\_\_\_\_  
Staff

**CITY OF PERRIS  
NOTICE OF INTENT TO ADOPT  
NEGATIVE DECLARATION NO. 2324**

**Name, if any, and a brief description of project:**

**Ordinance Amendment 16-05024** – An Ordinance Amendment to update Perris Municipal Code Chapter 19.82 (Districts and Map) to update the City of Perris Zoning Map to include an Airport Overlay Zoning designation, and adopt an Airport Overlay Zone (AOZ) code section (19.51) to the Perris Municipal Code Chapter 19 to implement the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**General Plan Amendment 15-05122** – to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**Specific Plan Amendment 16-05025** – to amend the Perris Valley Commerce Center Specific Plan to update the Airport Overlay Zone section (Section 12) to adopt the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

**Location:**

City Wide

**Entity or person undertaking project:**

A. City of Perris – Development Services Department – Planning Division

1. Name: Nathan Perez
2. Address: 135 N. D Street  
Perris, California, 92570  
951-943-5003 Ext253  
Nperez@cityofperris.or

B. Other (private)

**Determination:**

The Planning Commission and City Council having reviewed the Initial Study and supporting documents for this proposed project, and having reviewed the written comments received during the public review process, including the recommendation of the city's staff, does hereby state that there is no evidence that the proposed project will have any effect on the environment. Therefore, a Negative Declaration has been prepared. The Negative Declaration determination reflects the lead agency's independent judgment.

**Document Review Period:**

The Negative Declaration (ND) and the Initial Study is available for review **beginning Friday, July 22, 2016 and ending Friday, August 12, 2016** at the City of Perris Planning Division, 135 North "D" Street, Perris, CA 92570. Copies of the Initial Study and Supporting Documentation can be viewed at the following webpage:  
<http://www.cityofperris.org/departments/development/planning.html>

City of Perris  
Department of Development Services, Planning Division  
135 North D Street  
Perris, CA 92570  
Phone: (951) 943-5003 Ext 279

*Nathan G. Perez*

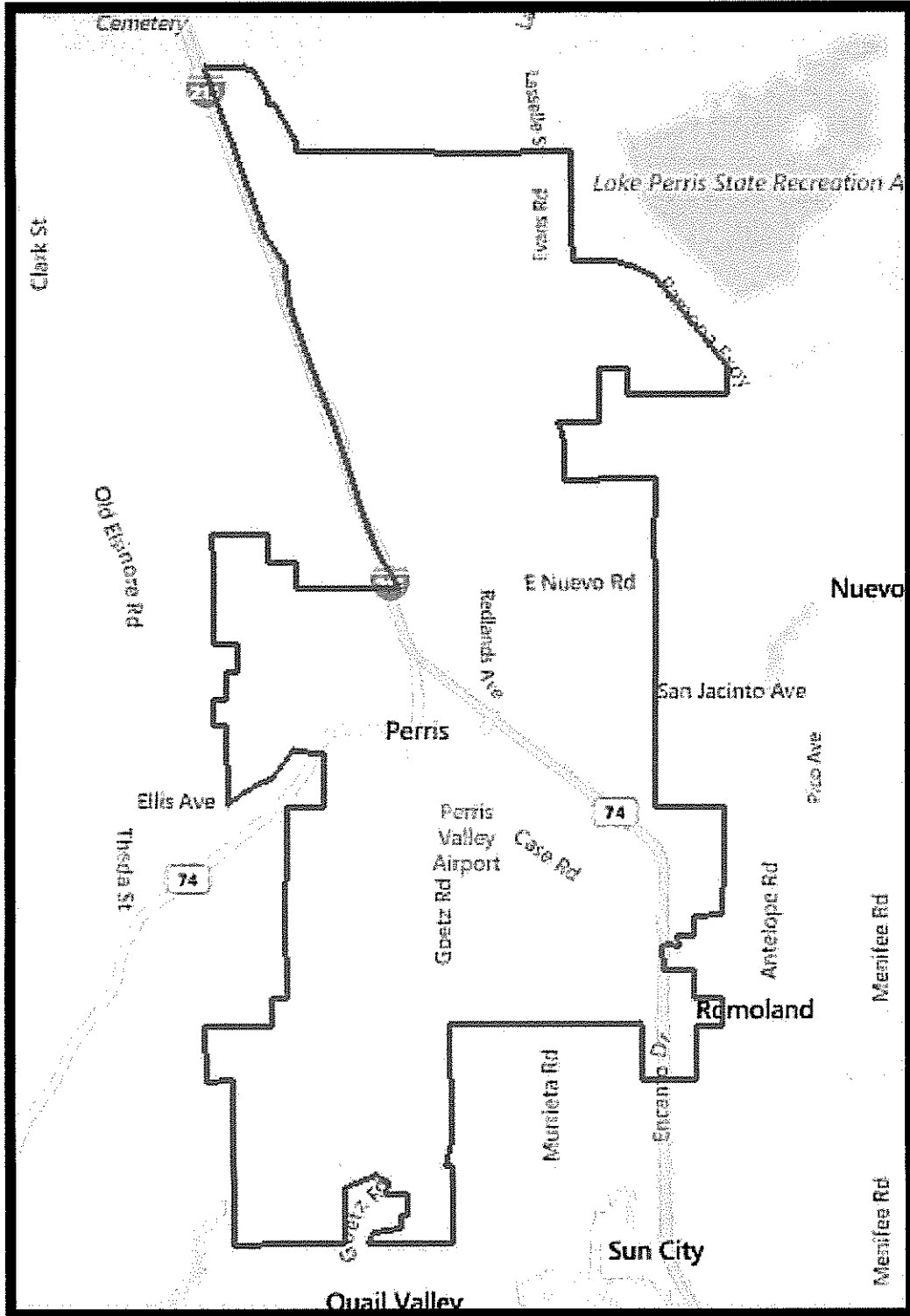
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Staff

<b>City of Perris 135 North "D" Street, Perris, California 92570</b>	
<b>Project Title</b>	General Plan Amendment 15-05122 Specific Plan Amendment 16-05025 Ordinance Amendment 16-05024
<b>Lead Agency Name and Address</b>	City of Perris Planning Division, 135 North "D" Street, Perris, California 92570
<b>Contact Person and Phone Number</b>	Nathan G. Perez, Associate Planner, (951) 943-5003, ext. 279
<b>Project Location</b>	City Wide (City of Perris)
<b>Project Sponsor's Name and Address</b>	City of Perris Development Services Department 101 N. "D" Street Perris, CA 92504
<b>General Plan Designation</b>	Multiple
<b>Zoning</b>	Multiple
<b>Description of Project</b>	<p>The project entails the City of Perris adopting the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan's policies, compability land use table and map which supercedes the 1984 Riverside County Airport Land Use Plan.</p> <p>The purpose of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) is to minimize the public's exposure to excessive noise and flight safety hazards. In formulating the plan, the ALUC established policies for the County's regulation of land use, building height, safety, and noise insulation within areas adjacent to each of the public airports in the county. The three maps (AIA, Safety Zones, Noise Contours) are used by the ALUC to determine the applicability of ALUC policies and compatibility between new uses and airport operations in terms of noise and safety.</p> <p>The project consist of four (4) components which are:</p> <p>General Plan Amendment 15-05122 – To amend the City of Perris General Plan (2030) Safety Element by adopting the new 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan's policies, compability land use table and map.</p> <p>Specific Plan Amendment 16-05025 – To amend the Perris Valley Commerce Center Specific Plan (PVCC SP) Airport Overlay Section (Section 12) to coincide with the 2014 Riverside County Airport Land Use Compatibility Plan's compability land use table and map.</p>

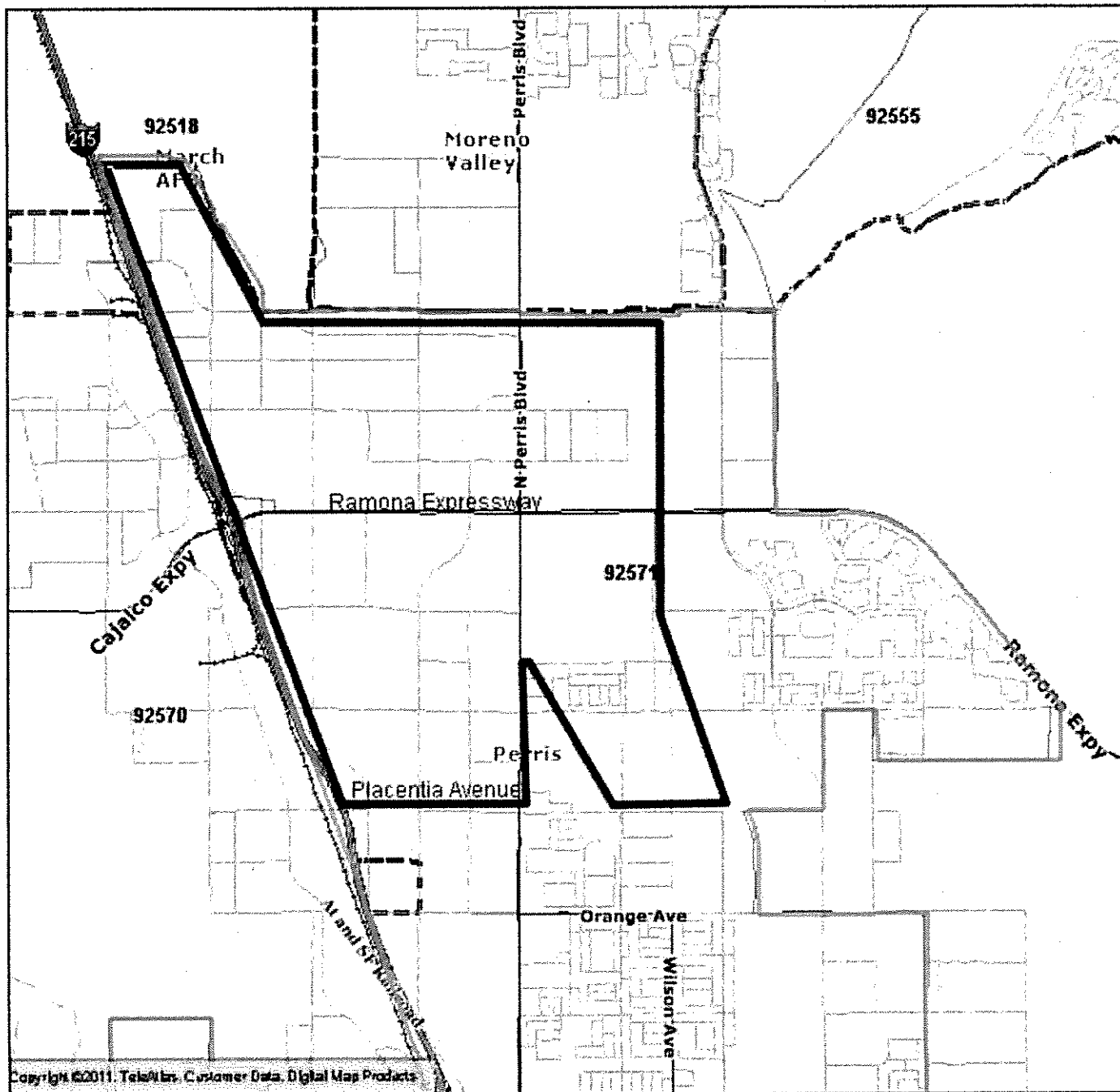


<b>City of Perris</b> <b>135 North "D" Street, Perris,</b> <b>California 92570</b>	
	<p>Ordinance Amendment 16-05024 – To adopt a new Perris Municipal Code Section "Airport Overlay Zone" (AOZ) to coincide with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) and to update Perris Municipal Code Chapter 19.82 (Districts and Map) to include an Airport Overlay Zone (AOZ) Map.</p> <p>With this adoption of an Airport Overlay Zone (AOZ) and two (2) admendments to the General Plan and Specific Plan, this would limit all ALUC project reviews to General Plan Amendments, Specific Plan Amendments, Zoning Ordinances, or building regulations which would affect property within the AIA (Airport Influence Area).</p>
Surrounding Land Uses and Setting	<p>Different Land Uses and Setting City Wide.</p> <p>The Environmental setting consists of March Airforce Reserve Base and surrounding properties, mainly to the south of the airport. This includes existing urban residential, commercial and industrial areas within the City of Perris.</p>
Other public agencies whose approval is required	<ul style="list-style-type: none"> <li>• Riverside County Airport Land Use Commission (ALUC)</li> </ul>

**CITY OF PERRIS CITY WIDE MAP**



**PERRIS COMMERCE CENTER SPECIFIC PLAN MAP**



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Agricultural Resources        | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology/Soils                      |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning        | <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population/Housing       | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems     | <input type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature of Lead Agency Representative  
  
Nathan G. Perez  
Printed name

June 8, 2016  
Date  
  
City of Perris  
Agency

1. <u>AESTHETICS</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The project would not have any potential impacts to aesthetic resources. There is nothing in the proposed 2014 Riverside County Airport Land Use Compatibility Plan (ALUCP) that includes physical development or could affect aesthetic resources. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impact on aesthetic resources.

2. <u>AGRICULTURE AND FORESTRY RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The project would not have any potential impacts to agriculture or forestry resources. There is nothing in the proposed 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) that includes physical development that will impact existing agriculture and forestry resources. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impacts.

<b>3.     <u>AIR QUALITY</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) would not result in the introduction of new long-term pollution sources. The proposed ALUCP is a policy document that does not propose to construct anything that could create adverse air quality impacts. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impact on long and short term air quality.

<b>4.     <u>BIOLOGICAL RESOURCES</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.	<b><u>BIOLOGICAL RESOURCES</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The project would not have any potential impacts to biological resources. There is nothing in the proposed 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) that includes physical development that will impact biological resources such as species and habitat. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impacts.

7.	<b><u>GREENHOUSE GAS EMISSIONS</u></b>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The project would not have any potential impacts to Greenhouse Gas Emission (GHG). Also, the proposed Riverside County Airport Land Use Compatibility Plan (ALUCP) does not include physical development that will impact GHG. Moreover, the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) Environmental Impact Report (EIR) mentioned that the adoption of the plan would not impact Green House Gas emission (GHG). Therefore no impacts.

8.	<u>HAZARDS/HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** One of the main purposes of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) is to guide decision makers to avoid making land-



use decisions that could possibly increase safety hazards for people residing or working in or around the March Air Reserve Base airfield. Thus, ALUCP adoption by Airport Overlay Zone code section and updated Perris Commerce Center Specific Plan Airport Overlay Zone (section 12) should reduce hazards within the vicinity of the Airfield. Therefore, adoption of the proposed project would not cause Hazard and Hazardous Materials impacts thus providing a beneficial impact by reducing existing hazards.

9.	<u>HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** Approval of the project will not have potential impacts to hydrology and water quality. There is nothing in the proposed 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) that includes physical development that will impact existing hydrology and water quality. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impacts.

10. <u>LAND USE AND PLANNING</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**No Impact.** In developing the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP), the Airport Land Use Commission (ALUC) and County staff have consulted with the City of Perris to ensure that the policies included in the ALUCP would not create undue difficulties in allowing the Cities to amend their General Plans to be consistent with the ALUCP. Also, 2014 Riverside County Airport Land Use Compatibility Plan (ALUCP) Environmental Impact Report (EIR) address all non-consistent (incompatible) land uses and zoning designations.

The ALUCP includes the Cities' General Plan Land Use and Zoning maps for reference to current Land Use designations and Zoning around the March Air Reserve Base Airfield. In order to maintain consistent land use policies between the ALUCP policies and the Cities, state law requires that within 180 days upon receipt of an ALUC Plan amendment, the affected Cities shall amend their General Plans. (Government Code § 65302.3.)

Zone	Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>		Req'd Open Land	Prohibited Uses <sup>3</sup>	Other Developmental Conditions <sup>4</sup>
		Average <sup>5</sup>	Single Acre <sup>6</sup>			
M (Military)					Federal Lands -No ALUC authority	

<p><b>A</b> <i>Clear Zone</i> <i>(if not base)<sup>7</sup></i></p>	<p>No New Dwellings Allowed</p>	<p>0</p>	<p>0</p>	<p>All remaining</p>	<ul style="list-style-type: none"> <li>-All non-aeronautical structures</li> <li>Assemblages of people</li> <li>-Objects exceeding FAR Part 77 height limits</li> <li>-All storage of hazardous materials</li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Electromagnetic radiation notification</li> <li>-Avigation easement dedication and disclosure<sup>4,7</sup></li> </ul>
<p><b>B1</b> <i>Inner Approach/Departure Zone</i></p>	<p>No new dwellings allowed<sup>10</sup></p>	<p>25 (APZ I) 50 (APZ II and outside APZs)<sup>11</sup></p>	<p>100 100</p>	<p>Max. 50% lot coverage within APZs<sup>12</sup></p>	<ul style="list-style-type: none"> <li>-Children's schools, daycare centers, libraries</li> <li>-Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly</li> <li>-Bldgs with &gt;1 aboveground habitable floor in APZ I or &gt;2 floors in APZ II and outside of APZs<sup>13</sup></li> <li>-Hazardous materials manufacture/storage<sup>14</sup></li> <li>-Noise sensitive outdoor nonresidential uses</li> <li>-Critical community infrastructure facilities<sup>16</sup></li> <li>-Hazards to flight<sup>8</sup></li> <li>-Uses listed in AICUZ as not compatible in APZ I or APZ II<sup>17</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Locate structures maximum distance from extended runway centerline</li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Zoned fire sprinkler systems required</li> <li>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Avigation easement dedication and disclosure<sup>4</sup></li> </ul>
<p><b>B2</b> <i>High Noise Zone</i></p>	<p>No new dwellings allowed<sup>10</sup></p>	<p>100</p>	<p>250</p>	<p>No Req'd</p>	<ul style="list-style-type: none"> <li>-Children's schools, day care centers, libraries</li> <li>-Hospitals, congregate care facilities, hotels/motels, places of assembly</li> <li>-Bldgs with &gt;3 aboveground habitable floors</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Critical community infrastructure facilities<sup>16</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Locate structures max. distance from runway</li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Aboveground bulk storage for hazardous materials discouraged<sup>14,20</sup></li> <li>-Airspace review req'd for objects &gt;35 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Avigation easement</li> </ul>

						dedication and disclosure <sup>4</sup>
<b>C1</b> <i>Primary Approach/Departure Zone</i>	≤3.0	100	250	No Req'd	<ul style="list-style-type: none"> <li>-Children's schools, day care centers, libraries</li> <li>-Hospitals, congregate care facilities, places of assembly</li> <li>-Noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Critical community infrastructure facilities discouraged<sup>16,20</sup></li> <li>-Above ground bulk storage of hazardous materials discouraged<sup>14,20</sup></li> <li>-Sound attenuation as necessary to meet interior noise level criteria<sup>18</sup></li> <li>-Airspace req'd for objects &gt;70 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<b>C2</b> <i>Flight Corridor Zone</i>	≤6.0	200	500	No Req'd	<ul style="list-style-type: none"> <li>-Highly noise-sensitive outdoor nonresidential uses<sup>15</sup></li> <li>-Hazards to flight<sup>8</sup></li> </ul>	<ul style="list-style-type: none"> <li>-Children's schools discouraged<sup>20</sup></li> <li>-Airspace review req'd for objects &gt;70 ft. tall<sup>19</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<b>D</b> <i>Flight Corridor Buffer</i>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	-Hazards to flight <sup>8</sup>	<ul style="list-style-type: none"> <li>-Major spectator-oriented sports stadiums, amphitheater, concert halls discouraged<sup>21</sup></li> <li>-Electromagnetic radiation notification<sup>9</sup></li> <li>-Deed notice and disclosure<sup>4</sup></li> </ul>
<b>E</b> <i>Other Airport Environs</i>	No Limit	No restriction <sup>21</sup>	No restriction	No Req'd	-Hazards to flight <sup>8</sup>	-Disclosure only <sup>4</sup>

* <i>High Terrain</i>	Same as Underlying Compatibility Zone	Same as Underlying Compatibility Zone	Not Applicable	-Hazards to flight <sup>8</sup> -Other uses restricted in accordance with criteria for underlying zone.	-Airspace review req'd for objects >35 ft. tall <sup>19</sup> -Avigation easement dedication and disclosure <sup>4</sup>
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The City of Perris will adopt 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) by Ordinance Amendment. The Ordinance Amendment includes Airport Overlay Zone (AOZ) which includes the table above. Moreover, the project includes updated the Perris Commerce Center Specific Plan airport overlay section to coincide with the 2014 Riverside County Airport Land Use Compatibility Plan (ALUCP). Overall, this would ensure there are no conflicts with any applicable land use plan, policy, or regulation.

11. <u>MINERAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The proposed amendment would not foster development or other activities that would involve grading or construction of new buildings. The adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) through Airport Overlay Zone (AOZ) would not include physical development or other activities that would involve grading. Therefore, the adoption of the proposed ALUCP would not impact mineral resources.

12. <u>NOISE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

12. <u>NOISE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project result in:</b>				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** One of the primary purposes of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) is to reduce noise impacts for sensitive receptors exposed to excessive noise levels caused by aviation activity.

The Federal Government establishes noise standards for aircraft. Likewise, the Federal Government (DOD) prepares special noise studies for each specific Airport / Airfield. Jurisdictions can establish their own noise compatibility programs to respond to specific noise receptors surrounding Airfields. In the Noise Element of the 2030 City of Perris General Plan, the County identified 60 dB DNL as the normally acceptable standard for residential uses. Above 60 dB DNL, residential uses are conditionally acceptable.

Also all residential dwelling within C1, C2, D, and E would need to comply with sound attenuation as necessary to meet interior noise level criteria.

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

**Basic Noise Compatibility Criteria  
March Air Reserve Base/ Inland Port Airport**

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

The existing noise contours and policies match the would have a beneficial impact by discouraging new residential and other noise-sensitive uses such as churches, schools, libraries and auditoriums in areas with high noise levels. The existing AICUZ Noise contours, by

comparison, are larger in total area than the proposed CNEL Contours. Thus, implementation of the proposed project would not result in exposure of persons to or generation of noise levels in excess of standards.

Overall, adoption of the modified noise contours by themselves does not constitute a noise impact to these properties, as they only reflect operations at the airport. the adoption of the new noise contours serves as a beneficial impact in terms of noise by discouraging new residential uses in areas with high noise levels.

13. <u>POPULATION AND HOUSING</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** This discussion concerns possible “growth inducing” or secondary effects associated with potentially displacing new development within the expanded AIA, CNEL and Safety Zones, which could thus result in secondary environmental impacts (air quality, transportation, agriculture).

The Riverside County Airport Land Use Commission (ALUC) serves as a policy making body for lands around March Air Reserve Base and makes land use consistency determinations on land use projects which occur within its Airport Influence Area (AIA). This includes the review of modifications to an applicable city’s General Plan by General Plan Amendment, any Specific Plans by Specific Plan Amendments, Zoning Ordinances, or building regulations which would affect property within the AIA. If the ALUC determines that a project or policy under its review is inconsistent with its Land Use Plan for Areas Surrounding March Air Reserve Base, including policies applicable to noise and safety, the referring agency may only override this determination by a 2/3 vote of the entire legislative body (Perris City Council). Theoretically, if an ALUC AIA boundary was to significantly expand in size and affect a substantial portion of land, subsequent determinations of inconsistency by the ALUC on new projects or policies could potentially displace new development which would otherwise occur within the affected zones.

The boundaries for zones affecting residential parcels are similar to the previous 1984 Riverside County Airport Land Use Plan with the exception of Harvest Landing Specific Plan and Park West Specific Plan. Both Specific Plan include residential development that would not be compatible with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). However, the 2014 plan provides an exemption for both Harvest Landing and Park West within C1 and C2 zones with certain time limitations. Harvest Landing has an agreement for 15



years (from City Council approval date) with 5 year extensions subject to council approval. Park West has an agreement for Phase I which expires in 10 years from approval date, and Phase II and III extends the agreement to 2027.

However, the majority of the expanded AIA area is located in Riverside County and adjacent Cities (Moreno Valley and Menifee), This could have a greater impact on residential development due to ALUC noise policies within those jurisdictions.

Ultimately, the influence of ALUC policies on new development in the vicinity of March Air Reserve Base/Inland Port Airport is restricted by the City of Perris to "override" any negative determination by the ALUC. ALUC policies state "Should a project be deemed inconsistent with the plan, the referring agencies have the option of overriding the Commission's determination. Overrides require a 2/3 vote of the entire legislative.

14. <u>PUBLIC SERVICES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
<p>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</p>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The adoption of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) through Airport Overlay Zone (AOZ) would not include physical development or other activities that would impact public services. No impact.

16. <u>TRANSPORTATION/TRAFFIC</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** Implementation of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) would not result in development that would directly cause transportation or traffic related impacts. Therefore, the adoption of the proposed ALUCP would not have any adverse significant impacts.

17. <u>UTILITIES AND SERVICE SYSTEMS</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**No Impact.** The project would not have any potential impacts to existing and proposed utilities and service systems. The 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) does not include physical development that will impact existing utilities and service systems. Therefore, the adoption of the proposed ALUCP will have no impact.

18. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>Does the project:</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION:**

**18.a. No Impact.** As discussed in the Biological Resources section, the proposed project would not have the potential to substantially reduce the habitat of any fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number of, or restrict the range of, a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

**18.b. No Impact.** No past, current, or probable future projects were identified in the project vicinity that, when added to project-related impacts, would result in cumulatively considerable impacts. No cumulatively considerable impacts would occur with development of the proposed project. As discussed in the analyses provided in this Initial Study, project impacts were found to be less than significant. The incremental effects of the proposed project are not cumulatively significant when viewed in context of the past, current, and/or probable future projects. No cumulative impacts would occur.

**18.c. No Impact.** The proposed project is to adopt 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP) for March Air Reserve Airfield. As described in the environmental topic sections of this Initial Study, it would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

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## 2014 ALUC plan document