

Technical Memorandum



To: Ross Geller, Principal, Applied Planning
From: Nick Johnson, Johnson Aviation, Inc.
Date: November 4, 2025

Subject: Airport Compatibility Analysis – Woodcrest Retail Center Project

A. Introduction and Finding

This airport land use compatibility analysis evaluates the proposed Woodcrest Retail Center Project property located on the northwest corner of Van Buren Boulevard and Washington Street (“Project”). The Lake Matthews-Woodcrest area is in an unincorporated part of Riverside County. The Project includes a major commercial retail center, requiring approval from Riverside County and associated entitlements. The intended use of the Property is for the development of approximately 61,020 square feet of retail and restaurant space, including the relocation of a 43,403 square foot Stater Bros. grocery store, drive-through restaurants, and retail shops.

The Project site is located within the March Air Reserve Base/Inland Port (MARB/IP) Airport Influence Area (AIA) and subject to the MARB Airport Land Use Compatibility Plan (ALUCP). Specifically, the Project is located within Compatibility Zone E. Coordination is required with the Riverside County Airport Land Use Commission (ALUC) staff, however, no hearing before the ALUC will be required. The MARB ALUCP¹ was adopted by the ALUC in 2014 and provides specific airport land use guidance in addition to the ALUC’s Countywide Policies adopted in 2004.

Countywide ALUC Policies, Section 1.5.1(a) and State Law require an ALUC determination of consistency with the ALUCP prior to approval by the City. The intended use of the Project site is compatible within the MARB/IP AIA and Zone E.

The City adopted its General Plan Land Use Element in 2005 and amended it in 2016². To allow for the Project, the entire Project site will be designated as a Commercial Retail Land Use under the General Plan and Area Plan. Two parcels will be rezoned from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial). This will bring these zoning designations into consistency with the proposed underlying CR (Commercial Retail) General Plan Land Use designation and will permit development of these parcels with the commercial/retail uses proposed by the Project.

The FAA is required under 14 Code of Federal Regulations (CFR) Part 77³ to protect navigable airspace by studying proposed developments and issuing determinations that a project would not be a hazard to air navigation. As per the ALUCP, airspace review is not required in Zone E.

¹ <https://rcaluc.org/Plans/New-Compatibility-Plan>

² <https://www.cityofperris.org/home/showpublisheddocument/457/637203139714030000>

³ 14 CFR Part 77 – *Safe, Efficient Use, and Preservation of the Navigable Airspace*, <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77>

B. Purpose and Project Description

This airport land use compatibility analysis for the Project addresses aviation safety, aircraft noise impacts, aircraft overflight, airspace protection, and the operational risk to people and property in vicinity of the Project site. This assessment is based on a review of relevant documents, local knowledge, and publicly available information.

The Project proposes the construction and operation of approximately 61,020 square feet of retail and restaurant uses within an approximately 9.42-acre gross (9.0-acre net) Project site. The Project site is located within the Lake Mathews-Woodcrest area of Riverside County. The Project site is comprised of the following current assessor parcel numbers (APNs): 273-130-014, 273-130-019, 273-141-003, 273-141-004, 273-141-005, 273-141-006, and 273-141-007.1. The Project site is approximately 6 miles west of Runway 14-32.

The Project site is within the airport influence area (AIA) of MARB/IP, which is a former military base and has two runways. Runway 14-32 is the primary runway, is oriented northwest/southeast, and is 13,300 feet in length. Figure 1 shows the Project site in relation to MARB/IP. Figure 2 shows the site plan for the Project.

Figure 1 - Project Site Relative to MARB/IP

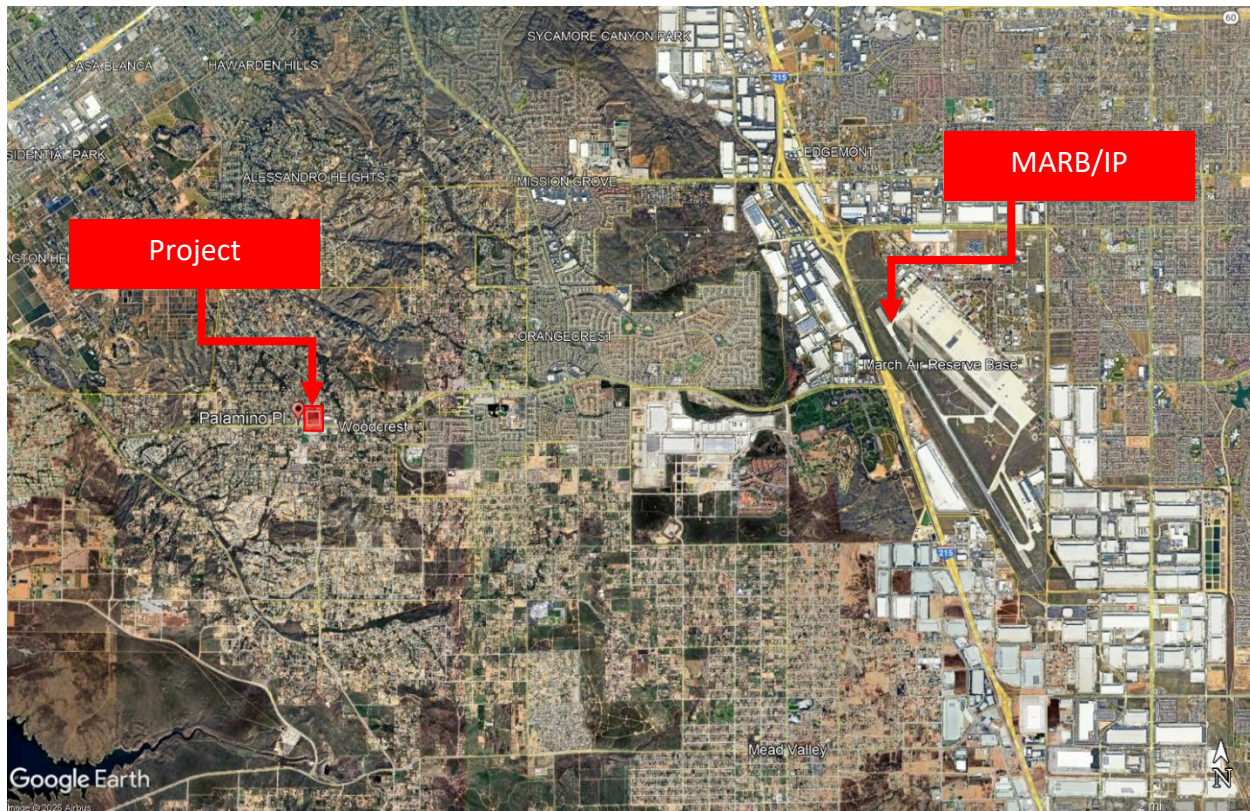
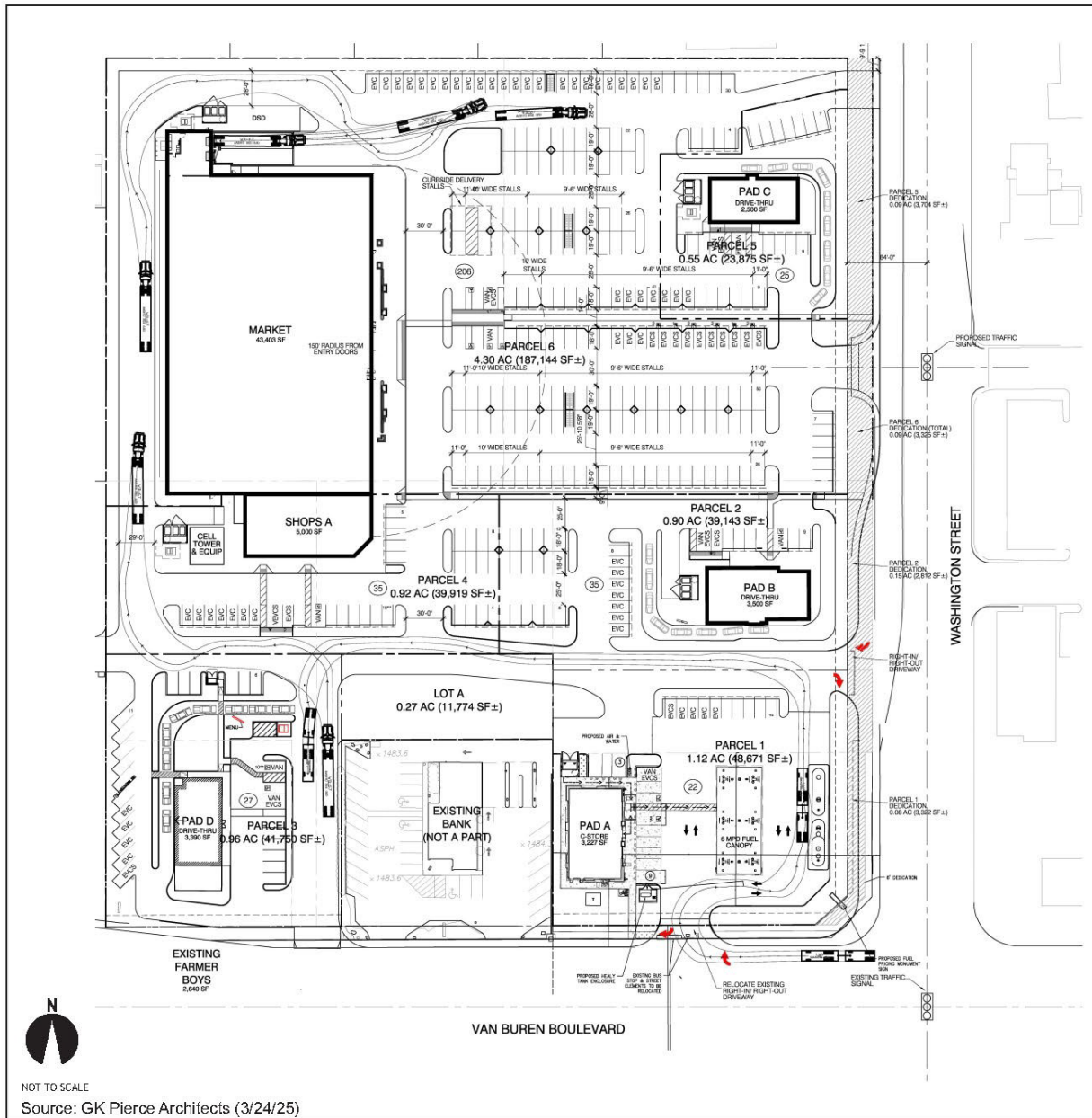


Figure 2 – Site Plan



C. Land Use Jurisdiction and Compatibility

Table 1, Figure 3, and Figure 4 show the existing and future General Plan designations and Zoning for the Project. The Woodcrest Retail Center Project Initial Study describes the existing and future General Plan designations and Zoning for the Project as follows:

The existing General Plan Land Use designations of the Project site are “Rural Community - Very Low Density Residential” and “Commercial Retail.” Existing Zoning designations of the Project site are “A-1-1” (Light Agricultural - 1 Acre Minimum Lot Size) and “C-P-S” (Scenic Highway Commercial).

To allow for the Project, the entire Project site would be designated as a Commercial Retail Land Use under the General Plan and Area Plan. As described in the General Plan, “[t]he Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses” (General Plan, p. LU-60, Area Plan, p. LU-60). The Project retail and restaurant uses are encompassed within the range of uses provided under the Project’s proposed General Plan/Area Plan Commercial Retail Land Use designation.

To allow for the Project, APNs 273-130-014 and 273-130-019 would be rezoned from A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size) to C-P-S (Scenic Highway Commercial). This would bring these zoning designations into consistency with the proposed underlying CR (Commercial Retail) General Plan Land Use designation, and would permit or conditionally permit development of these parcels with the commercial/retail uses proposed by the Project.

The remainder of the Project site is currently zoned C-P-S. This zoning is consistent with the existing underlying CR General Plan Land Use, and would permit or conditionally permit commercial/retail uses proposed by the Project.

Table 1– Existing/Proposed Land Use Designations and Zoning

APN	Existing		Proposed	
	General Plan Land Use	Zoning	General Plan Land Use	Zoning
273130014	RC-VLDR (Rural Community - Very Low Density Residential)	A-1-1 (Light Agricultural – 1 Acre Minimum Lot Size)	CR	C-P-S
273130019	RC-VLDR	A-1-1	CR	C-P-S
273141003	CR (Commercial Retail)	C-P-S (Scenic Highway Commercial)	CR	C-P-S
273141004	CR	C-P-S	CR	C-P-S
273141005	CR	C-P-S	CR	C-P-S
273141006	CR	C-P-S	CR	C-P-S
273141007	CR	C-P-S	CR	C-P-S
273141008	CR	C-P-S	CR	C-P-S

Sources: County of Riverside General Plan; Lake Mathews-Woodcrest Area Plan; Woodcrest Retail Center Site Plan Concept, March 2025.

Notes: The Project site is not subject to and would not affect any local Area Plan Overlay, Policy Area, or Specific Plan Designation(s).

Figure 3 - General Plan - Existing and Future

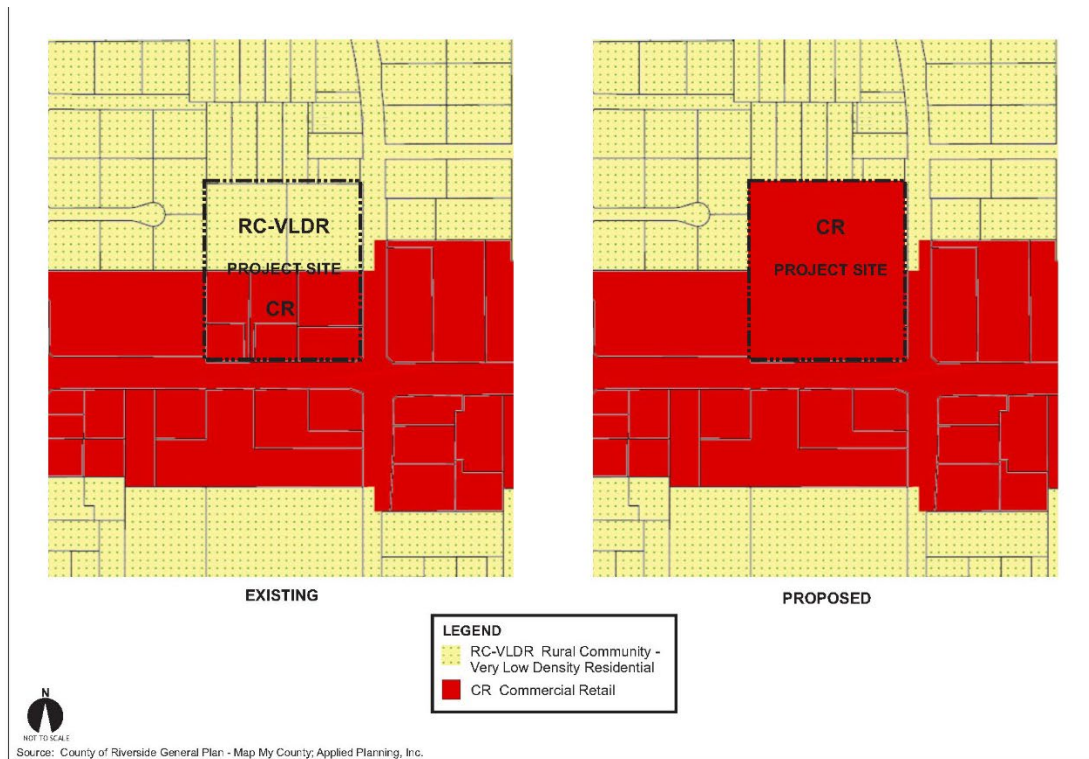


Figure 4 - Zoning - Existing and Future



MARB/IP ALUCP

The Project is within the MARB/IP AIA. The MARB/IP ALUCP was adopted by the ALUC in 2014 and provides specific airport land use guidance in addition to the ALUC's Countywide Policies adopted in 2004. The ALUCP is used to evaluate land use compatibility and development proposals in the vicinity of the Airport. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each zone consider the compatibility concerns of noise, safety, overflight, and airspace protection.

The Project site is within Compatibility Zone E (Figure 5). Table 2 summarizes the noise, safety, and land use compatibility criteria in the ALUCP for Zone E. The Project's proposed uses are permitted in Zone E.

Zone E has no density/intensity limits and no open land requirements. Hazards to flight are the only prohibited uses. Hazards include physical (tall objects), visual and electronic forms of interference with the safety of aircraft operations. Land uses that may attract birds are also prohibited. Information regarding airport proximity and the existence of aircraft overflights must be disclosed for residential development projects.

Figure 5 – Project location in MARB/IP Safety Zones

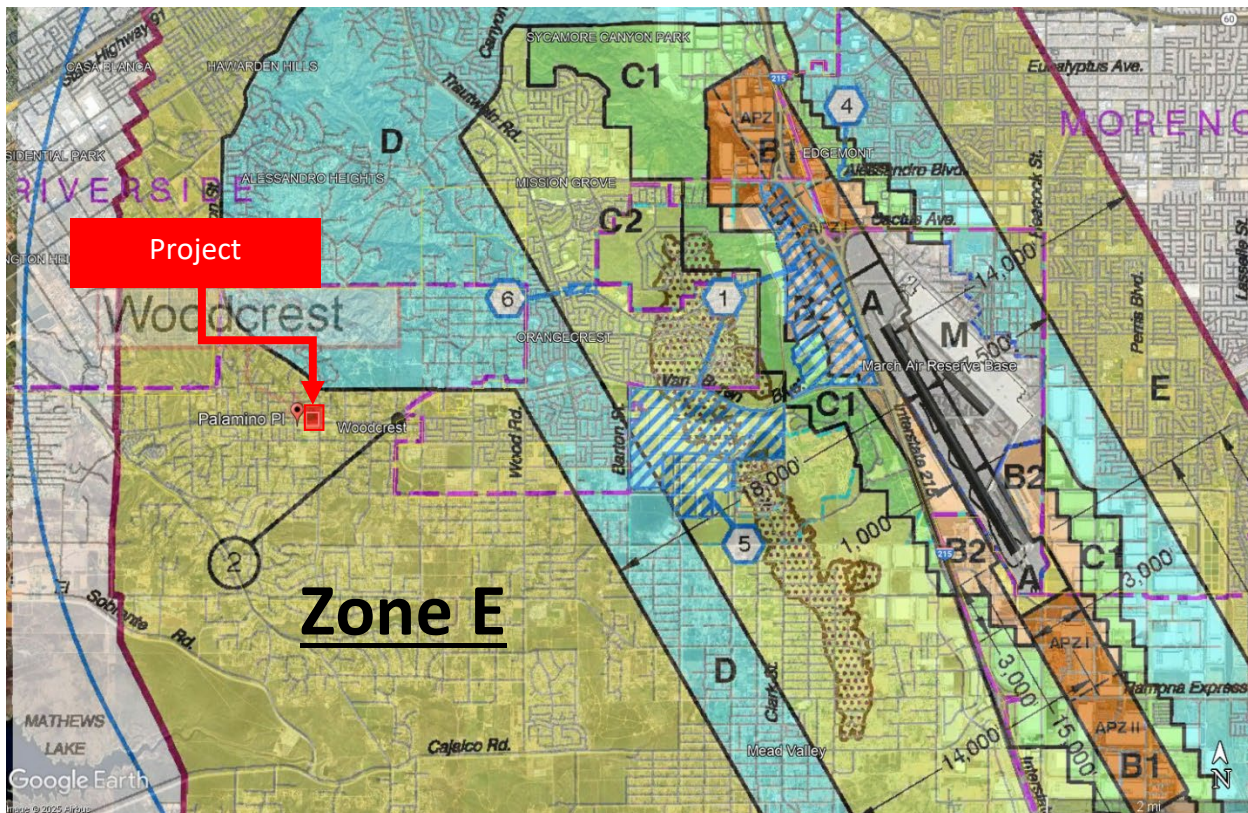


Table 2 – ALUCP Zone E Compatibility

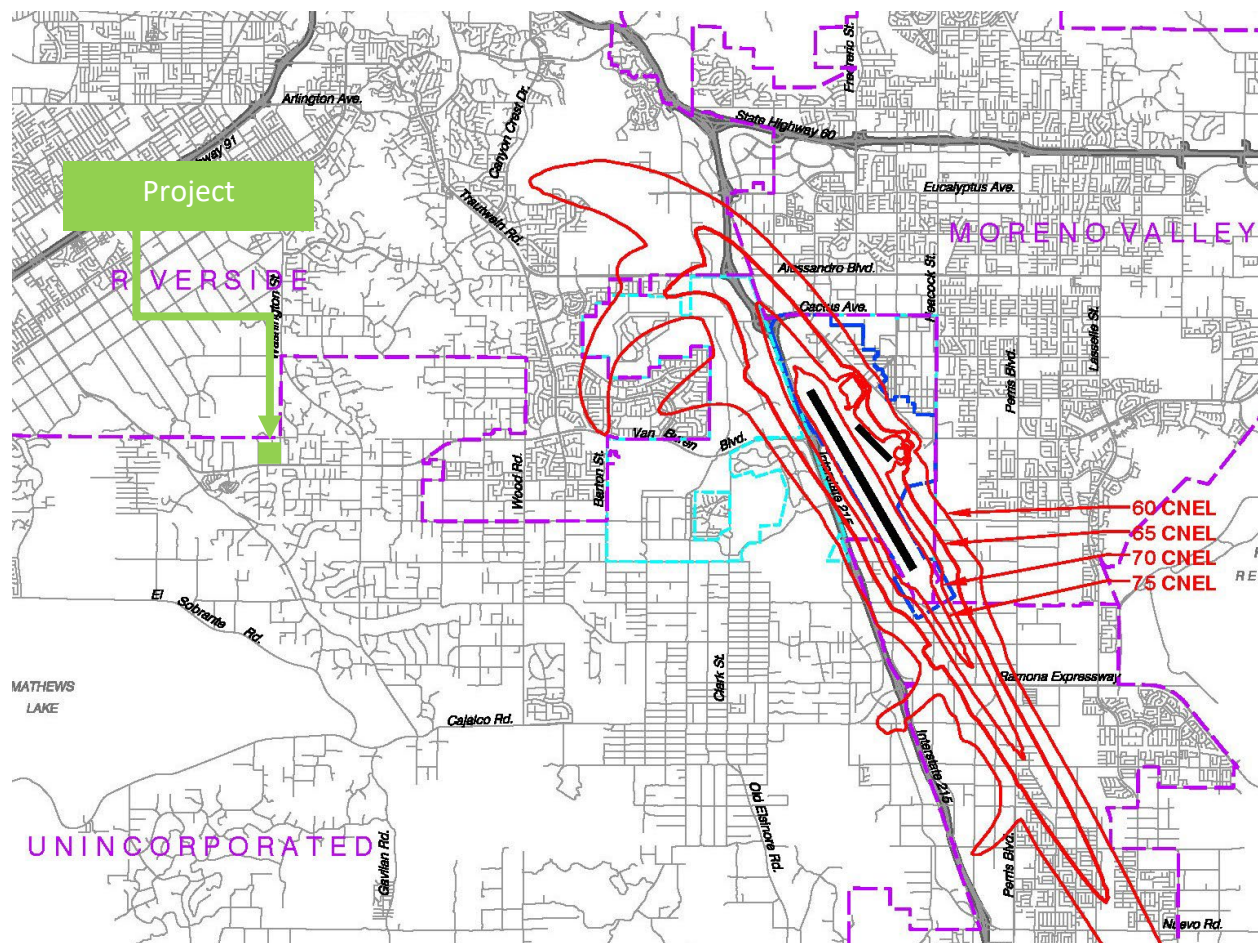
Zone	Locations	Density / Intensity Standards			Additional Criteria	
		Residen- tial (d.u./ac) ¹	Other Uses (people/ac) ²	Req'd Open Land	Prohibited Uses ³	Other Development Conditions ⁴
			Aver- age ⁵	Single Acre ⁶		
E	Other Airport Environs	No Limit	No Restriction ²¹	No Req't	› Hazards to flight ⁸	› Disclosure only ⁴

D. Aircraft Noise Impacts

Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise, especially in urban areas. As shown in Figure 6, the Project site is outside the 60 CNEL and the ALUCP notes that the noise impact in Zone E is low; occasional overflights may be intrusive to some outdoor activities.

The noise contours presented in the ALUCP are based on 75,104 annual operations (206 average annual day).

Figure 6 – MARB/IP ALUCP Noise Contours



E. Airspace Protection/Height Zoning/Hazards to Air Navigation

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. Title 14 of the United States Code of Federal Regulations Part 77 defines the regulations and process for providing these protections. 14 CFR § 77.19 establishes civil airport imaginary surfaces around each runway to ensure that proposed temporary and permanent structures and activities near airports will be studied by the FAA for their effects on the safe and efficient use of navigable airspace. As shown in Figure 7, the Project site is outside any Part 77 obstruction surfaces that might require airspace review by the FAA and as per the ALUCP, airspace review is not required in Zone E. The heights of the proposed building are 38 feet to High Tower Roof (Figure 8).

Figure 7 – MARB/IP Part 77 Surfaces

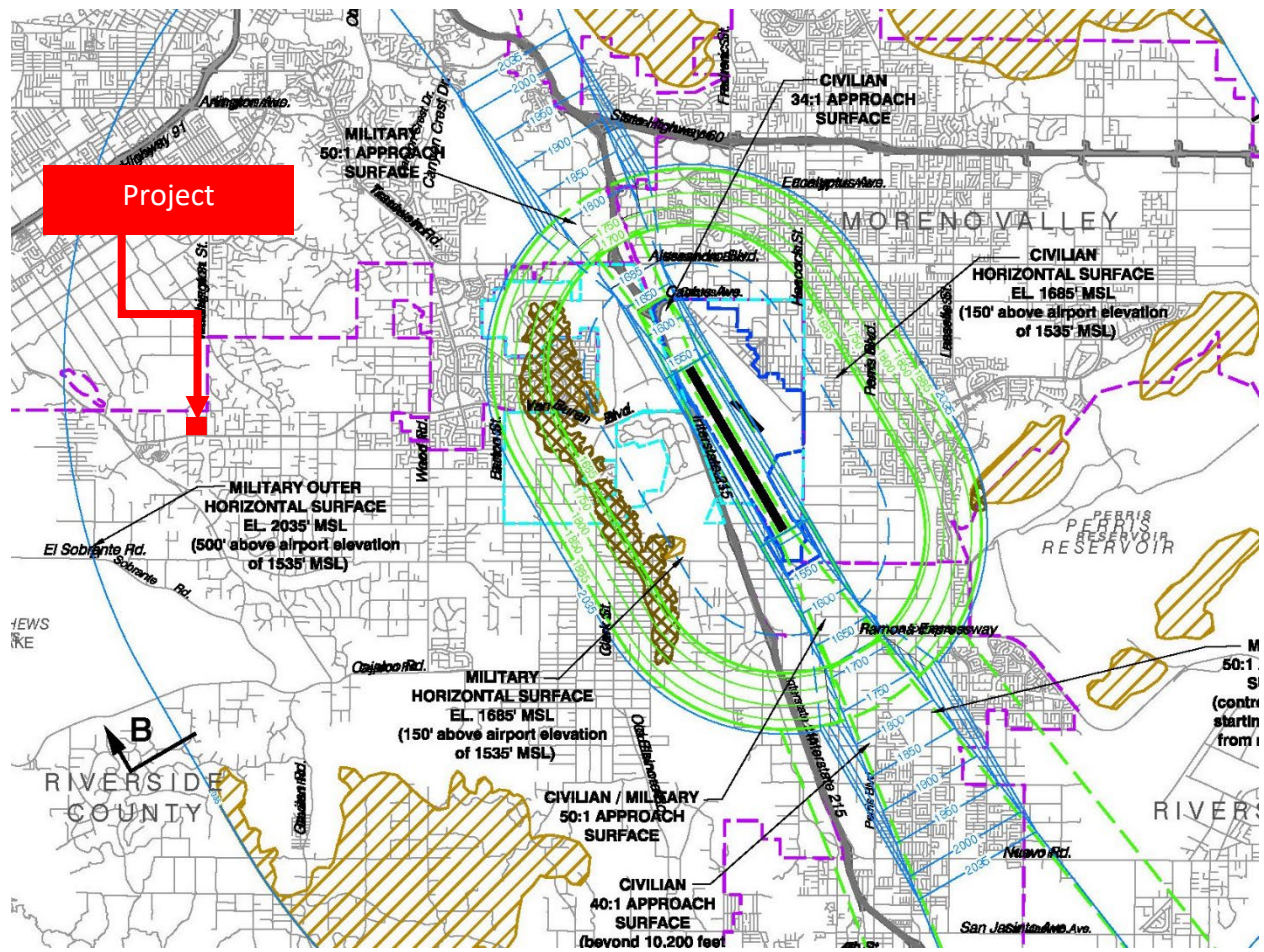


Figure 8 – Building Elevations



F. Aircraft Overflight

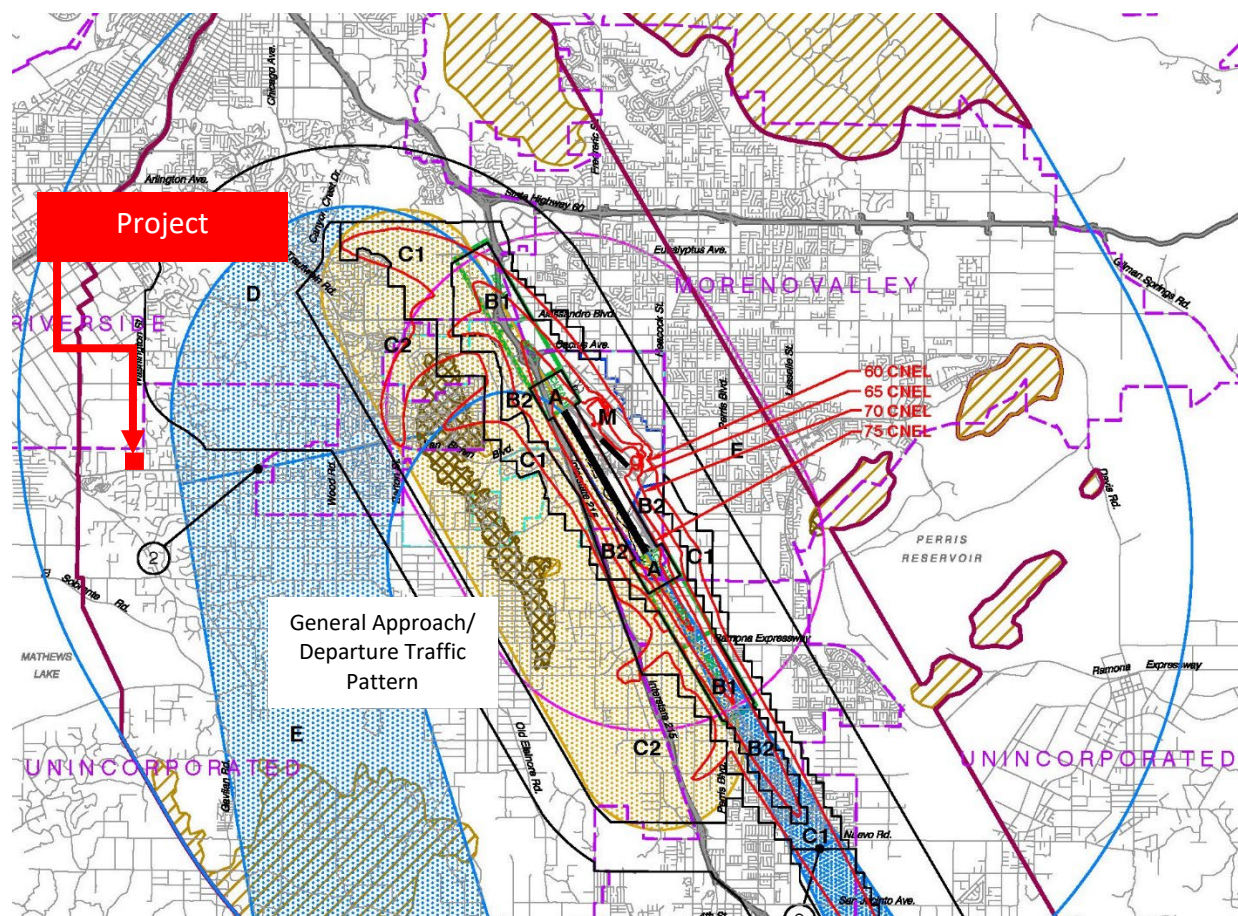
March Air Reserve Base/Inland Port is a former military base. Its primary Runway 14-32 is 13,300 feet in length and can accommodate nearly any type of military or civilian aircraft. The smaller secondary Runway 12-30 is just over 3,000 feet and its use is restricted to light military aircraft.

Compared to the years when MARB/IP operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel in 2006 indicated a total of 34,230 aircraft operations. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

The Air Installations Compatible Use Zones (AICUZ) study completed in 2018 notes that there are a variety of fixed wing and rotary wing aircraft operating at MARB/IP. Based military aircraft operating out of MARB/IP include airlift, refueling, remotely piloted, and fighter aircraft. These include the C-17 and KC-135 aircraft, the F-15 aircraft, the rotary-winged AS-350, and the remotely piloted aircraft (RPA) MQ-9 Reaper. The AICUZ study noted 52,172 total aircraft operations in 2018.

All property within the AIA is subject to aircraft overflight. MARB/IP traffic patterns are west of Runway 14-32, but the Project is generally further west of this approach/departure traffic pattern. Generally, in Zone E, accident risk level is low because the area is within what are considered “outer or occasionally used portions of flight corridors” (Figure 9).

Figure 9 – MARB Traffic Patters



G. Findings

The following airport land use compatibility findings for the Project are provided for consideration during the review process.

Findings of Fact

- The Project is a major commercial retail center located within the MARB/IP AIA and subject to the MARB ALUCP, however, no hearing before the ALUC will be required.
- To allow for the Project, the entire Project site will be designated as a Commercial Retail Land Use under the General Plan and Area Plan, and the zoning will be made consistent.
- Specifically, the Project is located within Compatibility Zone E, and the intended use of the Project site is compatible within Zone E.
- Zone E has no density/intensity limits and no open land requirements. Hazards to flight are the only prohibited uses.
- The Project site is outside the 60 CNEL and the ALUCP notes that the noise impact in Zone E is low.
- The FAA is responsible for protecting and preserving airspace from hazards to air navigation. As per the ALUCP, airspace review is not required in Zone E.
- All property within the AIA is subject to aircraft overflight. The MARB/IP traffic patterns are west of Runway 14-32 and the Project site is further west of these traffic patterns.
- Generally, in Zone E, accident risk level is low because the area is within what are considered “outer or occasionally used portions of flight corridors”.