RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM:	3.2
HEARING DATE:	January 12, 2023
CASE NUMBER:	ZAP1107RI22 – Riverside Property Owner, LLC (Representative: Jamie Chapman)
APPROVING JURISDICTION:	City of Riverside
JURISDICTION CASE NO:	PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638)
LAND USE PLAN:	2005 Riverside Municipal Airport Land Use Compatibility Plan
Airport Influence Area:	Riverside Municipal Airport
Land Use Policy:	Airport Compatibility Zones B1, C, and D
Noise Levels:	Between 55 - 65 CNEL contour

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

- **The project's residential density of 28.0 dwelling units per acre in Zone B1 and 1.0 dwelling unit per acre in Zone C are inconsistent with the Zone B1 maximum residential density criteria of 0.05 dwelling units per acre and Zone C maximum residential density criteria of 0.2 dwelling units per acre.**

- **The project's non-residential intensity for the multi-family amenity facility results in an average intensity 49 people per acre and a single acre intensity of 769 people, both of which are inconsistent with Zone B1 average intensity criterion of 25 people per acre, and maximum single acre intensity of 50 people.**

- **The project's non-residential intensity for the grocery store building in Zone B1 results in an average intensity of 81 people per acre and a single acre intensity of 203 people, both of which are inconsistent with Zone B1 average intensity criterion of 25 people per acre, and maximum single acre intensity of 50 people.**

- **The project's non-residential intensity for the retail store building in Zone C results in an average intensity of 134 people per acre, which is inconsistent with Zone C average intensity criterion of 75 people per acre.**

- **The project's proposed three-story buildings are inconsistent with Zone B1 criteria prohibiting buildings with more than two aboveground habitable floors.**

- **The project does not provide the required 4.99 acres of ALUC qualified open area and is therefore inconsistent with the Zone B1, C, and D open area criteria.**

- **The project's proposed general plan amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone, are inconsistent with the airport land use compatibility criteria for the reasons indicated above.**

RECOMMENDATION: Staff recommends that the Commission find the proposed General Plan Amendment and Rezone INCONSISTENT with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and also find the proposed Plot Plan and Tentative Parcel Map INCONSISTENT, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

PROJECT DESCRIPTION: A proposal to construct a mixed-use multi-family/commercial development consisting of 388 multifamily residential units, a 20,320 square foot grocery store building, and a 5,000 square foot retail building on 17.37 acres, located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue. The applicant also proposes amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone. The applicant also proposes a tentative parcel map to divide the site into two parcels.

PROJECT LOCATION: The site is located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, approximately 5,151 feet southeasterly of the easterly terminus of Runway 9-27 at Riverside Municipal Airport.

BACKGROUND:

Residential Density: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts maximum residential density in Compatibility Zone B1 to 0.05 dwelling units per acre, Zone C to 0.2 dwelling units per acre, and Zone D to either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, through Additional Policy #2.3a.

The residential component of the project includes:

- 382 units on 13.58 acres in Zone B1 resulting in a density of 28.0 dwelling units per acre which is inconsistent with Zone B1 maximum residential density criteria of 0.05 dwelling units per acre;

- 1 unit on 0.50 acres in Zone C resulting in a density of 2.0 dwelling units per acre which is inconsistent with Zone C maximum residential density criteria of 0.2 dwelling units per acre; and

- 5 units on 0.48 acres in Zone D resulting in a density of 10 dwelling units per acre which is consistent with Zone D maximum residential density criteria of either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, per Additional Policy #2.3a.

It is important to note that Zone B1 is identified as the inner approach/departure zone where risk level and noise impacts are considered "high" in the ALUC Countywide policies Table 3A Compatibility Zone Factors. Table 3A states that Zone B1 has a high risk level due to "encompassing areas overflown by aircraft at low altitude – typically 200 to 400 feet above the runway" and "some 10% to 20% of off-runway general aviation accidents near airports take place here". Table 3A also states that Zone B1 has a high noise impact where "single-event noise is sufficient to disrupt a wide range of land use activities including indoors if windows are open".

Based on the safety and noise factors raised above, the intent and purpose of Zone B1 is to restrict residential density in order to limit the potential risk of an off-field aircraft landing. The project's density of 28.0 dwelling units per acre significantly exceeds the maximum allowable residential density for Zone B1 of 0.05 dwelling units per acre.

Non-Residential Average-Acre Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts average intensity in Compatibility Zone B1 to 25 people per acre, 75 people per acre in Zone C, and 100 people per acre in Zone D.

The project proposes non-residential intensity in two separate areas of the site: the clubhouse and pool area in the multi-family residential portion on 14.23 acres, and the grocery and retail buildings portion on 3.14 acres, both of which will be analyzed separately.

Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the following rates were used to calculate projected occupancy for the proposed building:

- Clubhouse assembly – 1 person per 15 square feet,
- Office – 1 person per 200 square feet,
- Swimming pool – 1 person per 50 square feet,
- Pool deck area – 1 person per 15 square feet,
- Retail – 1 person per 60 square feet, and
- Grocery – 1 person per 100 square feet.

The proposed 388 multifamily development (located on a separate 14.23 acre parcel) contains amenities located in Zone B1, which includes a 2,240 square foot swimming pool, a 8,069 square foot pool deck area, a 2,655 square foot clubhouse/fitness area, and a 1,748 square foot leasing office, accommodating 769 people, resulting in an average intensity of 49 people per acre, which is inconsistent with Compatibility Zone B1 average intensity criterion of 25 people per acre.

The project also proposes to construct 2 commercial buildings totaling 25,320 square feet on 3.14 acres of commercial area located in (split) Zones B1 (2.52 acres) and C (0.62 acres). Therefore, the average intensity must be considered based by each zone:

- Zone B1 on 2.52 acres includes a 20,320 square foot grocery store accommodating 203 people, resulting in an average intensity of 81 people per acre, which is inconsistent with

Compatibility Zone B1 average intensity criterion of 25 people per acre.

- Zone C on 0.62 acres includes a 5,000 square foot retail accommodating 83 people, resulting in an average intensity of 134 people per acre, which is inconsistent with Compatibility Zone C average intensity criterion of 75 people per acre.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per standard vehicle). Based on the number of vehicle parking spaces provided (815), the total occupancy would be estimated at 1,223 persons, resulting in an average intensity of 70 persons per acre, which is inconsistent with the average intensity criterion for Zone B1 of 25 people per acre and Zone C of 75 people per acre.

Non-Residential Single-Acre Intensity: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project is located within Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres), which restricts single acre intensity maximum in Compatibility Zone B1 to 50 people per acre, 150 people per acre in Zone C, and 300 people per acre in Zone D.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area for the proposed 388 multifamily development amenities located in Zone B1, includes a 2,240 square foot swimming pool, a 8,069 square foot pool deck area, a 2,655 square foot clubhouse/fitness area, and a 1,748 square foot leasing office, resulting in a single acre occupancy of 769 people, which is inconsistent with Compatibility Zone B1 maximum single acre intensity criterion of 50 people.

The project also proposes to construct 2 commercial buildings on a separate a 3.14 acre commercial parcel located in Zones B1 (2.52 acres) and C (0.62 acres). Therefore, a separate single acre intensity analysis for each building in each airport zone was performed:

- Zone B1 on 2.52 acres includes a 20,320 square foot grocery store, resulting in a single acre occupancy of 203 people, which is inconsistent with Compatibility Zone B1 maximum single acre intensity criterion of 50 people.

- Zone C on 0.62 acres includes a 5,000 square foot retail, resulting in 83 people, resulting in a single acre occupancy of 83 people per acre, which is consistent with Compatibility Zone C maximum single acre intensity criterion of 150 people.

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that solar panels in the airport influence area must address. The project proposes various rooftop and carport solar panel systems throughout the site, located within Compatibility Zones B1, C, and D.

Glint and Glare/Reflectivity

Based on the Federal Aviation Administration's Interim Policy for Review of Solar Energy System Projects on Federally Obligated Airports, no glare potential or low potential for temporary after-image ("green" level) are acceptable levels of glare on final approach (within 2 miles from end of runway) for solar facilities located on airport property and is the recommended standard for properties near airports. However, potential for temporary after-image" ("yellow" level) and potential

for permanent eye damage ("red" level) are not acceptable levels of glare on final approach. No glare is permitted at air traffic control towers.

The project proposes a variety of rooftop and carport solar panels with a fixed tilt of 10 degrees with no rotation, and an orientation of 90 degrees. The solar glare study completed by Forge Solar was based on a 2 mile straight in approach (as per FAA Interim Policy Standards) to runways 9-27, and runways 16-34, as well as analyzing glare impacts to the air traffic control tower. All times are in standard time.

The analysis concluded that some potential glare would occur within the 2 mile approach to runways 9-27, totaling 23,165 minutes of "green" level glare, lasting up to 150 minutes a day, between May to September from 2:00 p.m. to 7:00 p.m. No glare would occur at the air traffic control tower.

The total of 23,165 minutes of "green" level glare represents less than 9 percent of total day light time.

Electrical and Communication Interference

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves present little risk of interfering with radar transmission due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current will be buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

Prohibited and Discouraged Uses: The project proposes buildings with more than two aboveground habitable floors located in Compatibility Zone B1 which is identified as a 'prohibited use', which is "explicitly prohibited" in the Table 2A of the Countywide policies. The project's three-story residential buildings exceed this criterion, significantly jeopardizing the safety of the residents inside the building as well as the pilots on approach or departure from the runway, by being proposed in an area where 10% to 20% of off-runway general aviation accidents near airports occur.

Noise: The site is located between the Riverside Municipal Airport Compatibility Plan 55 - 65 CNEL contour relative to aircraft noise contour. Multifamily residences and Retail uses are identified as 'normally acceptable' and 'marginally acceptable' within this noise contour range. Specifically, 'marginally acceptable' is defined (in Supporting Compatibility Criteria: Noise Table 2B) as:

> "The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that window scan be kept closed). Under other circumstances, the land use should be discouraged".

The project proposes extensive as opposed to 'minimal' outdoor recreational areas like parks, dog parks, pedestrian promenades, swimming pool area, and playgrounds that would expose users to a moderate level of interference from aircraft noise. Additionally, aircraft noise would moderately impact indoor resident activities in the event windows are open (or if they or on an outdoor balcony/patio). Although standard construction is normally considered to provide for a 15 dB

reduction from exterior noise levels, it is recommended to incorporate noise attenuation measures into the design of the residences to such extent as may be required to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. Table 3A of the Compatibility Zone Factors also identifies Zone B1 as a "High" Noise Impact, indicating that single-event noise from an aircraft is sufficient to disrupt a wide range of land use activities including indoor activities if the windows were open. There is concern that aircraft noise would impact the project's residents day-to-day indoor and outdoor activities.

Part 77: The elevation of Runway 9-27 at its easterly terminus is 815.8 feet above mean sea level (AMSL). At a distance of approximately 5,151 feet from the runway to the site, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 867 feet AMSL. The project site elevation is 791 feet AMSL. With a maximum building height of 41.5 feet, the resulting top point elevation is 832.5 feet AMSL. Therefore, review of the buildings by the FAA Obstruction Evaluation Service (FAAOES) for height/elevation reasons was not required.

Open Area: Pursuant to the Riverside Municipal Airport Land Use Compatibility Plan, the project site is located within Compatibility Zones B1 (15.76 acres), C (1.07 acres), and D (0.48 acres). The Compatibility Plan requires projects greater than 10 acres to designate 30% of project area in Zone B1, 20% in Zone C, and 10% in Zone D as ALUC qualifying open area that could potentially serve as emergency landing areas.

Based on the project areas as mentioned above, the project is required to provide a minimum 4.99 acres of open area consistent with the ALUC open area criteria, which is defined as having a minimum shape of 75 feet in width and 300 feet in length and shall contain no objects greater than 4 feet in height with a diameter of four inches.

Although the project identifies 2.14 acres of 'open space', it does not comply with the ALUC open area criteria as having a minimum shape of 75 feet in width and 300 feet in length and shall contain no objects greater than 4 feet in height with a diameter of four inches (or having the required amount). The intent of the ALUC open area is to provide a safe area for an aircraft to land in the event of an emergency. By not providing these important areas within the project boundary, it jeopardizes the safety of the pilots and the people on the ground.

Hazards to Flight: Land use practices that attract or sustain hazardous wildlife populations on or near airports significantly increase the potential of Bird Aircraft Strike Hazards (BASH). The FAA strongly recommends that storm water management systems located within 5,000 or 10,000 feet of the Airport Operations Area, depending on the type of aircraft, be designed and operated so as not to create above-ground standing water. To facilitate the control of hazardous wildlife, the FAA recommends the use of steep-sided, rip-rap lined, narrow, linearly shaped water detention basins. All vegetation in and around detention basins that provide food or cover for hazardous wildlife should be eliminated. (FAA Advisory Circular 5200-33C). The project is located 5,151 feet from the runway, and therefore would be subject to the above requirement.

Although the nearest portion of the proposed project is located within 10,000 feet of the runway (approximately 5,151 feet), the project utilizes underground basins which will not contain surface water or attract wildlife and, therefore, would not constitute a hazard to flight.

General Plan Amendment/Rezone: The applicant proposes amending the site's general plan land use designation from Commercial to Mixed Use Village, and rezoning the site from Commercial General Zone to Mixed Use-Village Zone.

The City's General Plan Mixed Use Village land use designation allows for a maximum 30 to 40 dwelling units per acre and a maximum 2.5 Floor Area Ratio (FAR), and identifies village mixed use as "retail, office and residential uses in the same building; horizontal integration as appropriate; 2-3 stories in height". The Mixed Use Village designation density of 30 to 40 dwelling units per acre is inconsistent with the maximum residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre, and Zone C of 0.2 dwelling units per acre. (The project proposes 6 two-story town homes on 0.48 acres located in Zone D, which allows for either below 0.2 dwelling units per acre or above 4.0 dwelling units per acre, through Additional Policy #2.3a, resulting in a density of 13 dwelling units per acre, which is consistent with the Zone D residential density criteria). Also, the proposed Mixed Use Village land use designation allows for 2-3 stories in building height, which is inconsistent with the Compatibility Zone B1 prohibited uses for buildings with more than two aboveground habitable floors.

The City's Mixed Use Village Zone allows for a maximum 30 dwelling units per acre, which is also inconsistent with the Zone B1 maximum residential density criteria of 0.05 dwelling units per acre, and Zone C of 0.2 dwelling units per acre.

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

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

- Section 19.149.030 provides the purpose of the ALUC "is to conduct airport land use compatibility planning. ALUCs protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports".

- Section 19.150.020 is the City's Permitted Land Uses and it states (sub-section 19.150.020.B) "Airport Land Use Compatibility includes additional Airport Land Use Compatibility Plan requirements for discretionary actions proposed on property located within an Airport Compatibility Zone. When located within an Airport Land Use Compatibility Zone, greater land use, restrictions for airport compatibility may apply per the applicable Airport Land Use Compatibility Plan". Specifically, the permitted land use table identifies multiple-family dwellings in the Mixed Use Village zone as a permitted use by the City, but it also identifies (via footnote ***) that the uses are also subject to the ALUCP criteria "where use may be strictly prohibited".

Based on the points stated above, the proposed general plan amendment and rezone would be inconsistent with the compatibility plan criteria.

CONDITIONS (in the event of an overrule):

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses shall be prohibited:

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

   (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

   (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.

   (f) Highly noise-sensitive outdoor nonresidential uses.

   (g) Any use which results in a hazard to flight, including physical (e.g. tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

3. Prior to issuance of building permits, the landowner shall convey an avigation easement to the City of Riverside as owner of the Riverside Municipal Airport, or provide evidence that such easement has been previously conveyed. Contact the City of at (951) 351-6113 for additional information.

4. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property.

5. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

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

6. The project has been evaluated to construct a mixed-use multi-family/commercial development consisting of 388 multifamily residential units, a 20,320 square foot grocery store building, and a 5,000 square foot retail building on 17.37 acres, located at the formers Sears building (which will be demolished) site at 5261 Arlington Avenue. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. Noise attenuation measures shall be incorporated into the design of the residences, office areas, and retail areas, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. Buildings shall be limited to a maximum height of 41.5 feet and a maximum top point elevation of 867 feet above mean sea level unless a "Determination of No Hazard to Air Navigation" letter authorizing a higher top point elevation has been issued by the Federal Aviation Administration Obstruction Evaluation Service.

9. The ALUC overflight informational brochure shall be provided to prospective purchasers showing the locations of aircraft flight patterns, the frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights, as well as Compatibility Factors exhibit from the Riverside Municipal Airport Land Use Compatibility Plan.

10. At least 4.99 acres of ALUC-eligible open areas (at least 75 feet in width and 300 feet in length) shall be kept obstacle and obstruction free per ALUC open area definition (no objects greater than four feet in height with a diameter of four inches or greater).

11. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 90 degrees. Solar panels shall be limited to the locations and coordinates as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

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

13. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

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NOTICE OF AIRPORT IN VICINITY

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

NOTICE

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ **Phone:** _____

General Information

- *Airport Ownership:* City of Riverside
- *Year Opened:* c. 1930
- *Property Size*
  - Fee Title: 441 acres
  - Avigation Easements: Required for all development in airport influence area; acreage uncertain
- *Airport Classification:* General Aviation
- *Airport Elevation:* 818 feet MSL

Airport Planning Documents

- *Airport Master Plan*
  - Adopted by Riverside City Council, November 1999
- *Airport Layout Plan Drawing*
  - Last updated January 2001
- *FAR Part 150 Airport Noise Compatibility Program*
  - Approved by FAA, March 1985

Runway/Taxiway Design

Runway 9-27

- *Critical Aircraft:* Small business jet
- *Airport Reference Code:* B-II
- *Dimensions:* 5,401 ft. long, 100 ft. wide
- Pavement Strength (main landing gear configuration)
  - 48,000 lbs (single wheel)
  - 70,000 lbs (dual wheel)
  - 110,000 lbs (dual-tandem wheel)
- *Average Gradient:* 1.1% (rising to east)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
  - Runway 9: Approach lights (MALSR)
  - Runway 27: Runway End Identifier Lights (REILs)
- *Primary Taxiways:* Full-length parallel on south

Runway 16-34

- *Critical Aircraft:* Single-engine, piston
- *Airport Reference Code:* B-I
- *Dimensions:* 2,851 ft. long, 48 ft. wide
- *Pavement Strength (main landing gear configuration)*
  - 40,000 lbs (single wheel)
  - 50,000 lbs (dual wheel)
  - 80,000 lbs (dual-tandem wheel)
- *Average Gradient:* 0.8% (rising to north)
- *Runway Lighting*
  - Medium-intensity edge lights (MIRL)
- *Primary Taxiways:* Full-length parallel taxiway on west

Traffic Patterns and Approach Procedures

- *Airplane Traffic Patterns*
  - Runways 9, 27, 34: Left traffic
  - Runway 16: Right traffic
  - Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others
- *Instrument Approach Procedures (lowest minimums)*
  - Runway 9 ILS:
    - Straight-in (½-mile- visibility; 200 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27
  - Runway 9 VOR or GPS
    - Straight-in (½-mile visibility; 466 ft. descent height)
    - Circling (1-mile visibility, 442 ft. descent height)
  - Two additional procedures provide circling only
- *Standard Inst. Departure Procedures:* None
- *Visual Approach Aids*
  - Airport: Rotating beacon
  - Runway 27: Visual Approach Slope Indicator (3.0°)
  - Runway 34: Precision Approach Slope Indicator
- *Operational Restrictions / Noise Abatement Procedures*
  - Runway 16-34 usage limited to 12,500-lb aircraft

Approach Protection

- *Runway Protection Zones (RPZs)*
  - Runway 9: 2,500 ft. long; >¾ on airport or road r.o.w.
  - Runway 27: 1,000 ft. long; all on airport property
  - Runway 16: 1,000 ft. long; ¾ on airport property
  - Runway 34: 1,000-ft. long; <¼ on airport property
- *Approach Obstacles:* None

Building Area

- *Location:* Southeast quadrant of airport
- *Aircraft Parking Capacity*
  - Hangar spaces: 137 indiv. units; add'l in large hangars
  - Tiedowns: Uncertain
- *Other Major Facilities*
  - Air traffic control tower
  - Lighted helipad southeast of runway intersection
  - Terminal building with pilots' lounge, restaurant
- *Services*
  - Fuel: Jet A, 100LL (by truck)
  - Other: Aircraft rental & charter; flight instruction

Planned Facility Improvements

- *Airfield*
  - Extend Rwy 9-27 eastward to 6,153 ft. length
  - Establish Rwy 27 straight-in nonprecision approach
- *Building Area*
  - Increase based aircraft parking
- *Property*
  - None

Exhibit RI-1

Airport Features Summary

Riverside Municipal Airport

Based Aircraft

	Current [a] 2002 data	Future [a] 2025	Ultimate
Aircraft Type			
Single-Engine	205	250	
Twin-Engine Piston & Turboprop	24	100	data not available
Business Jets	1	50	
Helicopters / Others	10	50	
Total	*240*	*450*	

Aircraft Operations

	Current [a] 2002 data	Future [a] 2025	Ultimate [c]
Total			
Annual	114,100 [b]	160,800	220,000
Average Day	312	441	603
Distribution by Aircraft Type			
Single-Engine	84%	62%	41%
Twin-Engine Piston	10%	8%	5%
Twin-Engine, Turboprop	2%	11%	23%
Business Jet	1%	17%	20%
Helicopters / Other	3%	2%	11%
Distribution by Type of Operation [c]			
Local (incl. touch-and-goes)			
Single-Engine			45%
Twin-Engine Piston			20%
Helicopter			45%
All Others			0%
Total	43%	45%	24%
Itinerant			
Single-Engine			55%
Twin-Engine Piston			80%
Helicopter			55%
All Others			100%
Total	57%	55%	76%

Time of Day Distribution [c]

	Current	Future & Ultimate
Single-Engine		
Day	80%	no
Evening	18%	change
Night	2%	
Other Aircraft		
Day	90%	no
Evening	9%	change
Night	1%	

Runway Use Distribution [c]

	Current	Future & Ultimate
Business Jets & Turbo Props Day/Evening/Night		
Takeoffs		
Runway 9	10%	10%
Runway 27	90%	90%
Runway 16	0%	0%
Runway 34	0%	0%
Landings		
Runway 9	10%	50%
Runway 27	90%	50%
Runway 16	0%	0%
Runway 34	0%	0%
Other Airplanes – Day/Evening/Night		
Takeoffs & Landings		
Runway 9	9%	no
Runway 27	88%	change
Runway 16	1%	
Runway 34	2%	

Flight Track Usage

Data summary not available

Notes

[a] Source: *Riverside Municipal Airport Forecast Update (2002)*

[b] Source: Air Traffic Control (ATC) tower counts plus estimated night operations

[c] Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

Exhibit RI-3

Airport Activity Data Summary

Riverside Municipal Airport

Presence of Aircraft Overflight: Riverside Municipal Airport

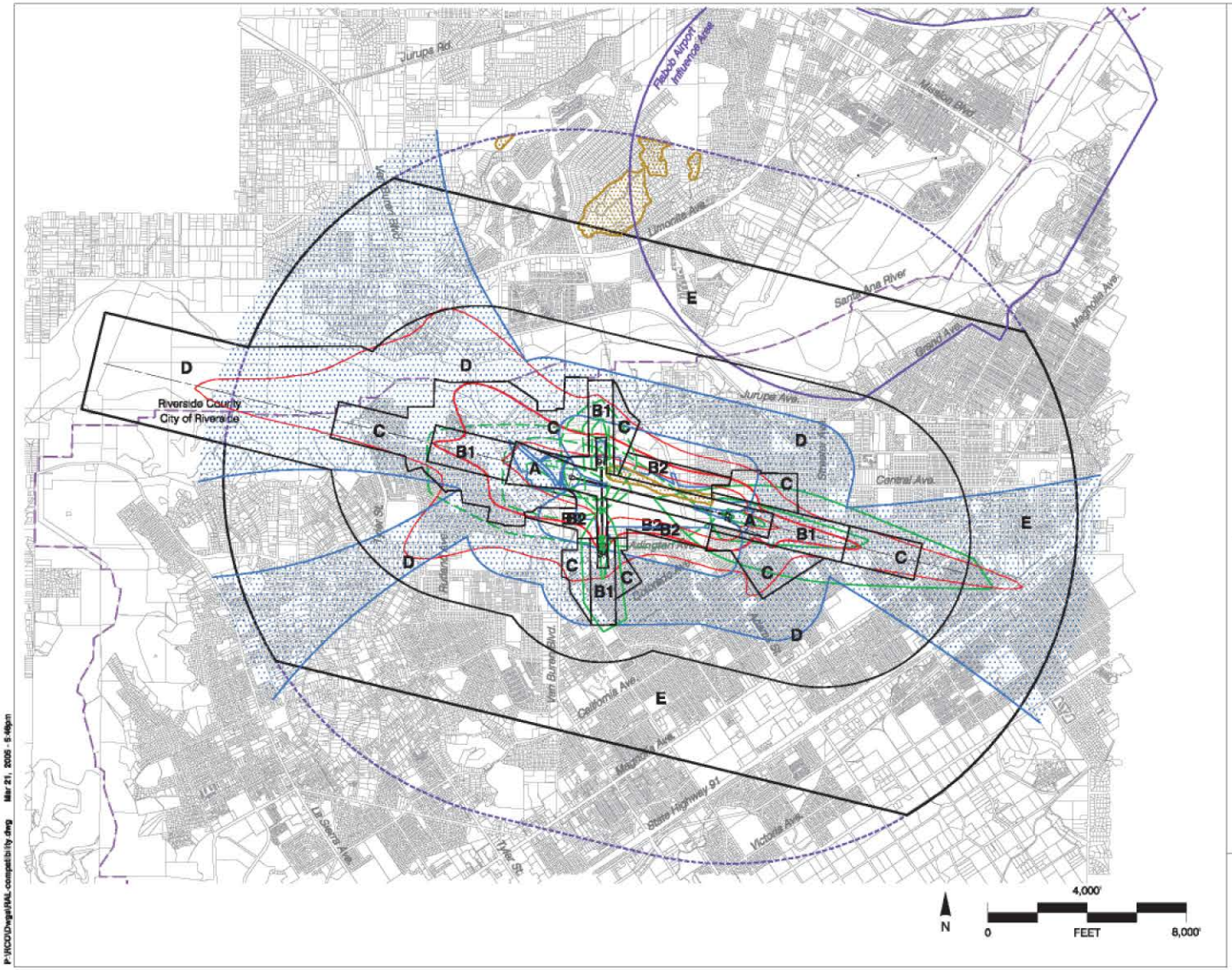
EXPANDED BUYER AWARENESS MEASURES

As stipulated in the Riverside County Airport Land Use Compatibility Plan (ALUCP) for Riverside Municipal Airport, any new single-family or multi-family residential development within the Riverside Municipal Airport Influence Area (except Compatibility Zone E) shall be provided measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

This brochure provides buyers or renters with information showing the locations of aircraft flight patterns, frequency of overflights, typical altitudes of the aircraft, and range of noise levels that can be expected from individual aircraft overflight.

For more information contact us:
Airport Land Use Commission
(951) 955-5132
www.rcaluc.org

Find your Neighborhood on this Map



Legend

Compatibility Zones

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

Noise and Overflight Compatibility Factors

- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL
- Ultimate
- General Traffic Pattern Envelope (approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours * (Shown Only for Takeoffs to the West and North)
- Aircraft Approach Accident Risk Intensity Contours * (Shown Only for Landings from the East and South)
- FAR Part 77 Conical Surface Limits
- FAR Part 77 Terrain Penetration

Boundary Lines

- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20 % increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission

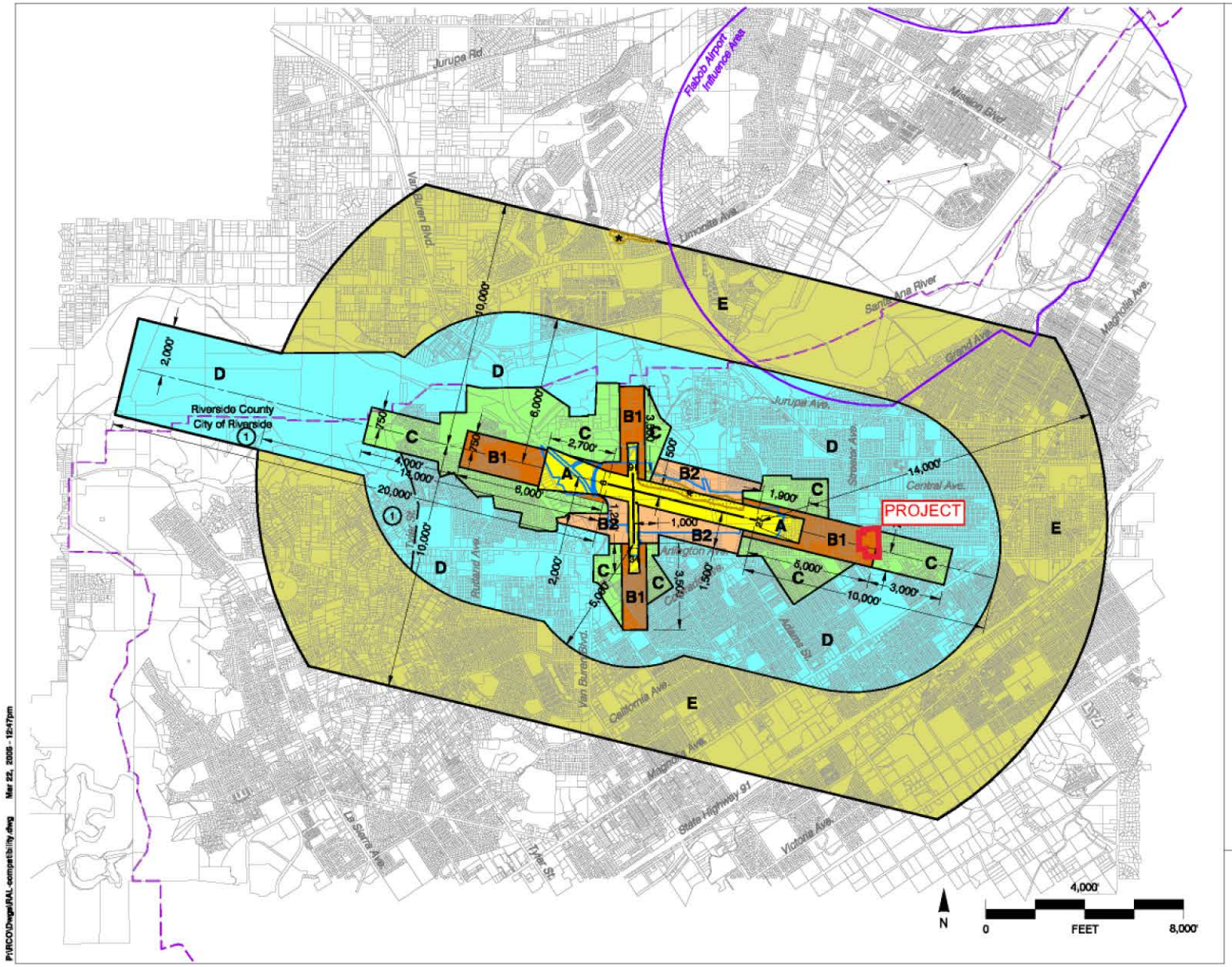
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
(March 2005)

Exhibit RI-7

Compatibility Factors Map

Riverside Municipal Airport

P:\RCD\Projects\RAL-compatibility.dwg Mar 21, 2005 - 5:49pm



Legend

Compatibility Zones

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

Boundary Lines

- Airport Property Line
- City Limits

Note

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

Riverside County
Airport Land Use Commission

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

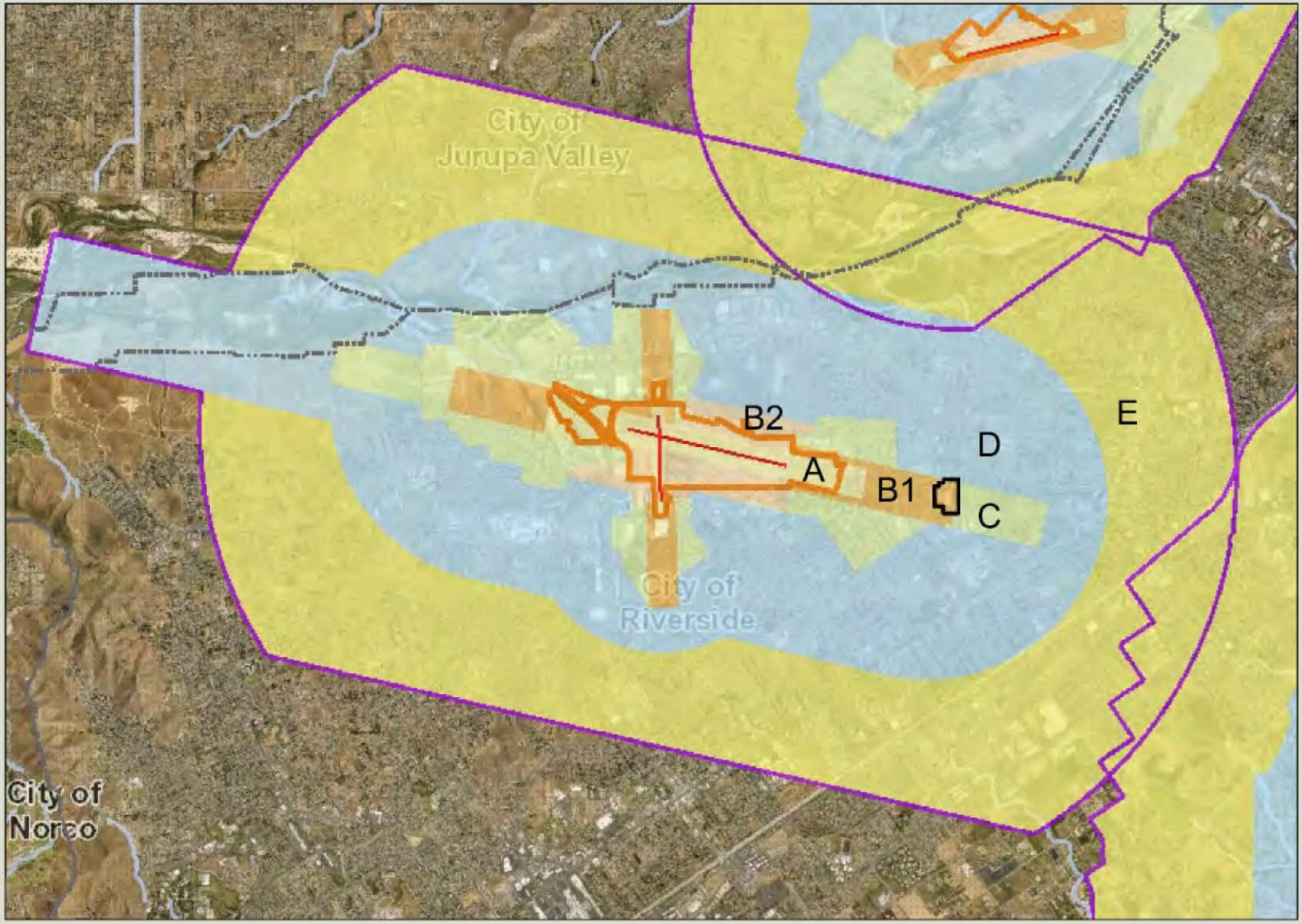
Map RI-1

Compatibility Map

Riverside Municipal Airport

P:\RCO\Dwgs\RAL compatibility.dwg Mar 22, 2009 - 12:47pm

Map My County Map



Legend

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

RCIT

0 6,157 12,314 Feet

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Notes

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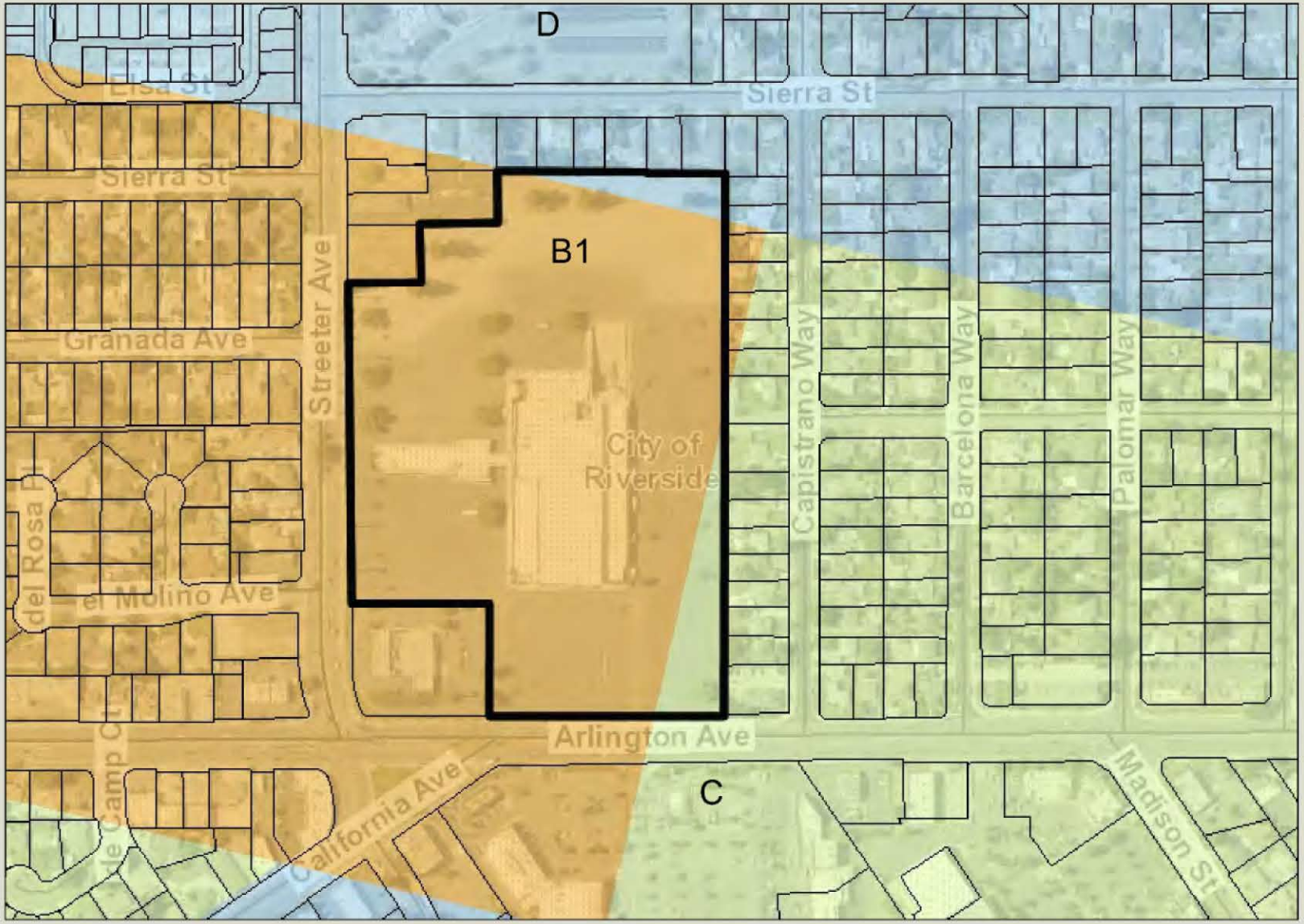

Legend

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

RCIT

0 385 770 Feet

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Notes

Map My County Map

Legend

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

RCIT

0 385 770 Feet

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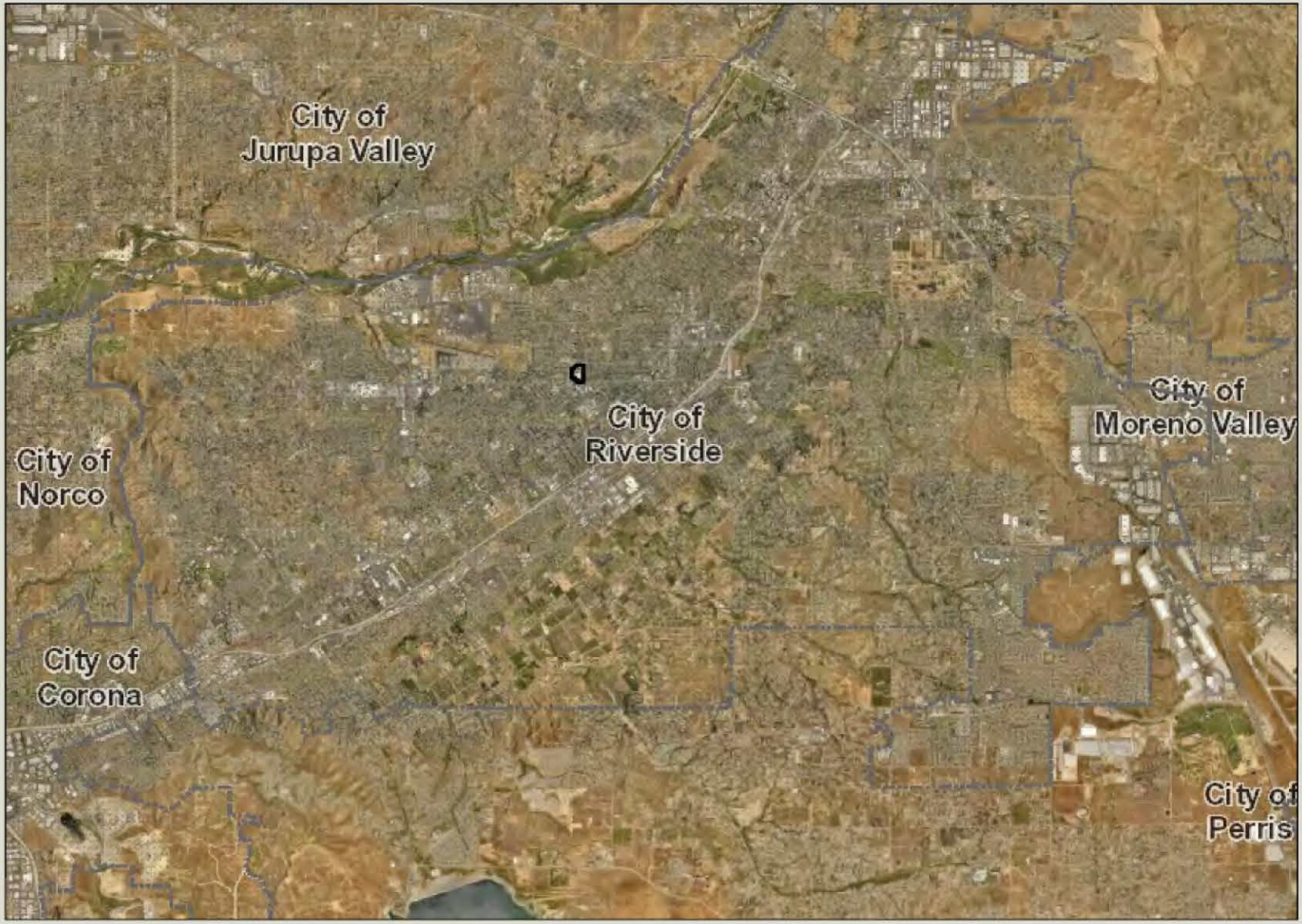
Notes

Map My County Map



Legend

- City Areas
- World Street Map

RCIT

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0 12,314 24,629 Feet

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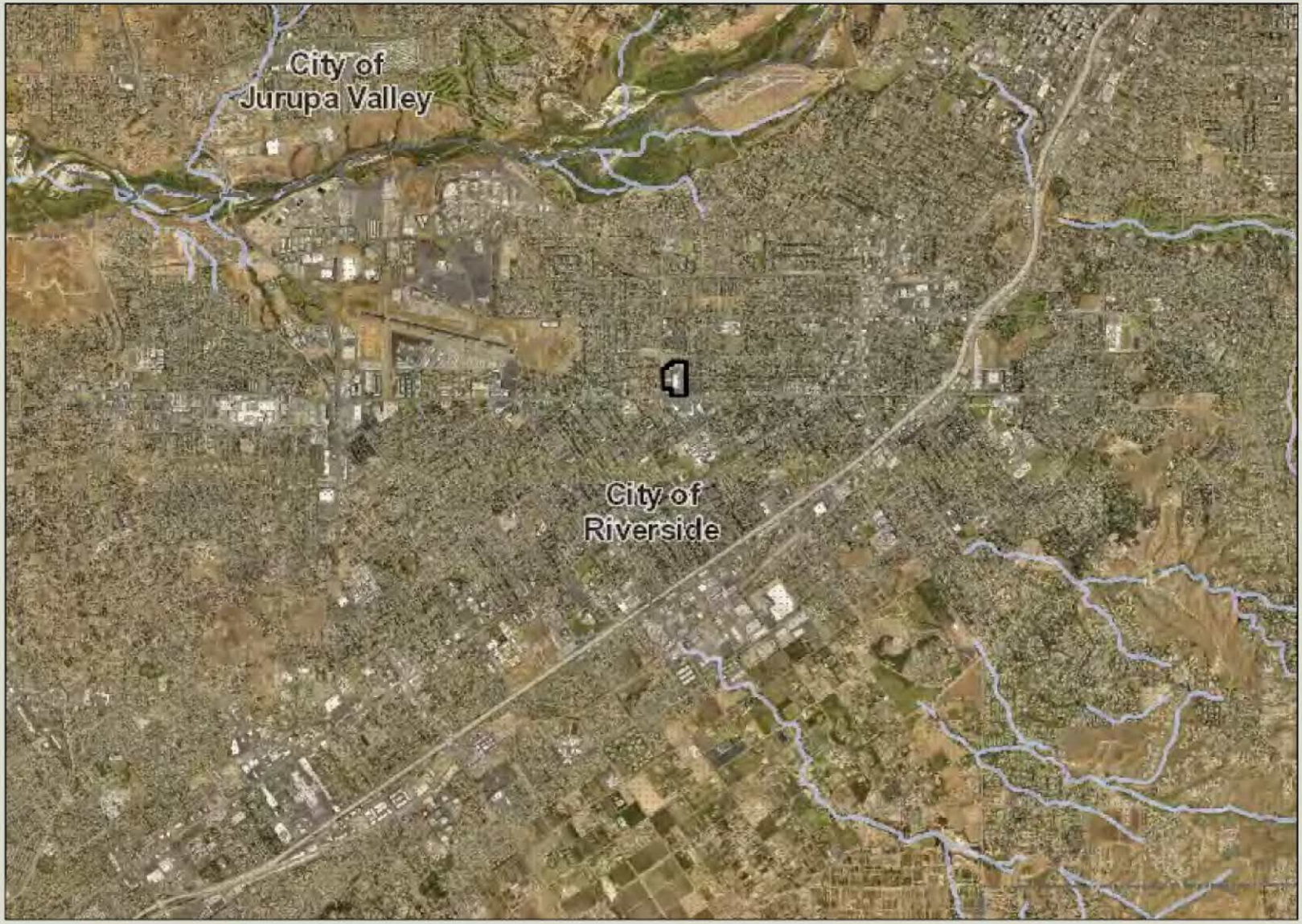
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

RCIT

0 6, 12,314 Feet

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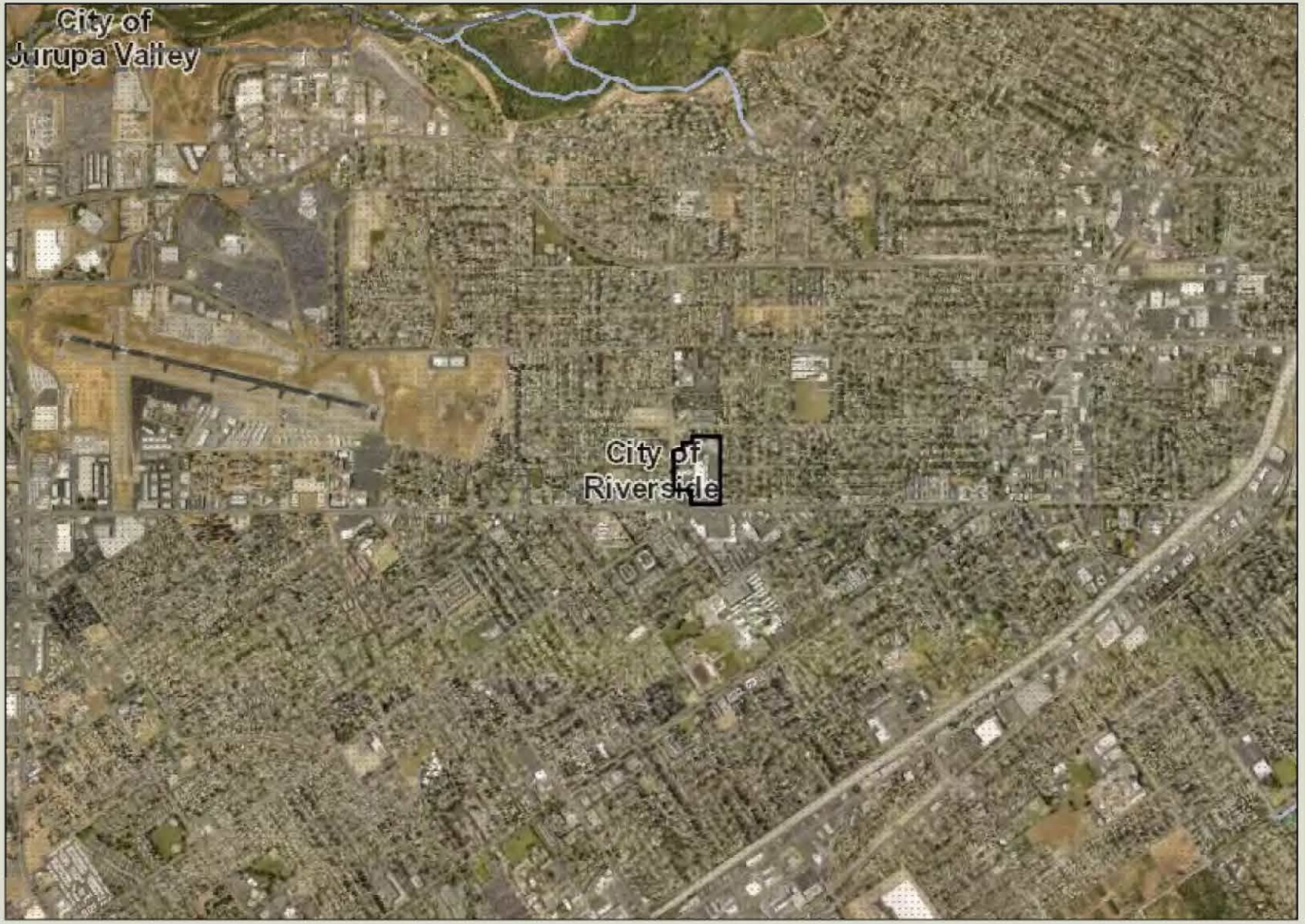
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

RCIT

0 3,079 6,157 Feet

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Notes

FOULGER-PRATT

Project Description

PROJECT TITLE: 5261 Arlington Avenue

PROJECT APPLICANT: Riverside Property Owner, LLC

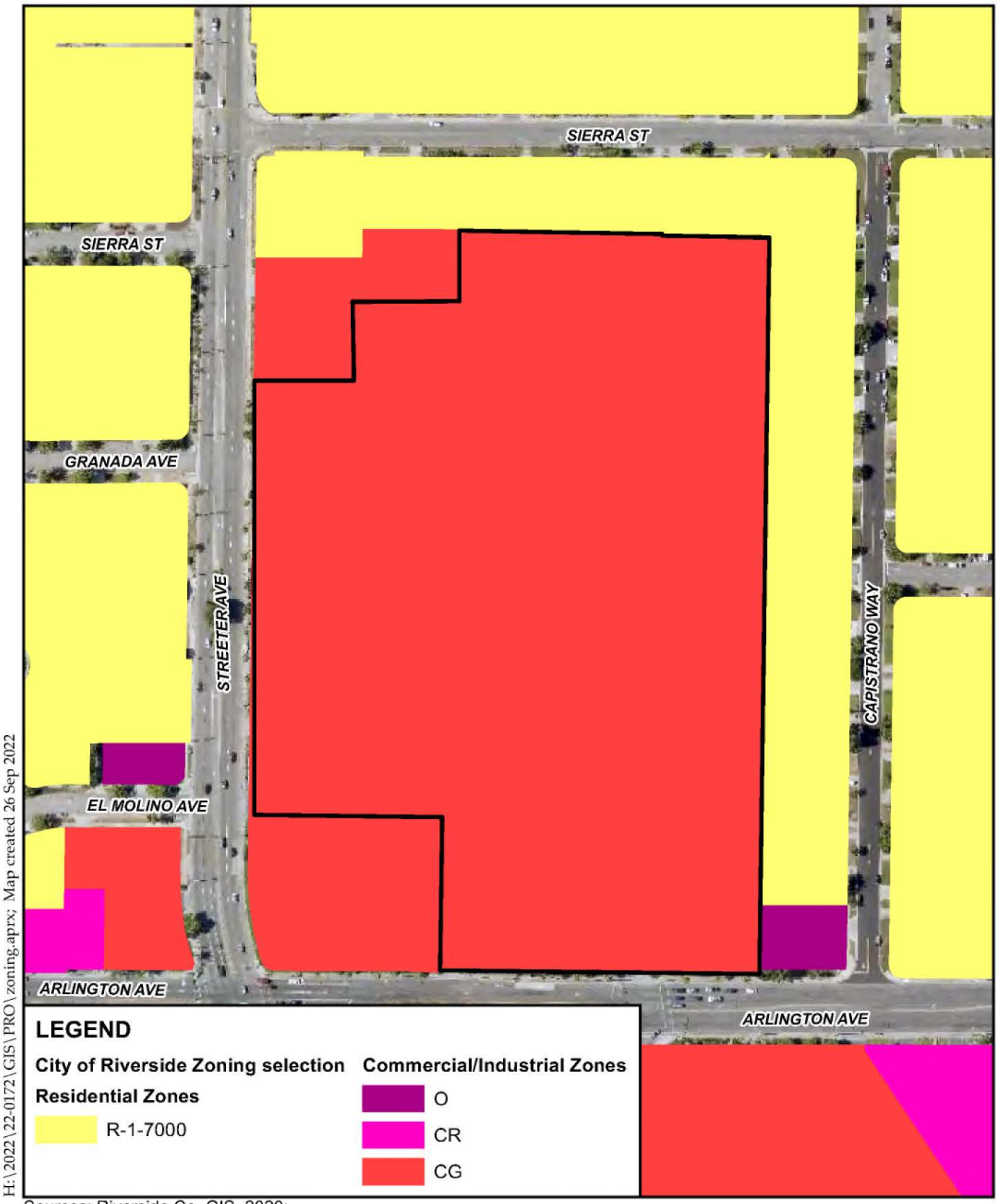
PROJECT LOCATION: The project site is situated at the northeast corner of Arlington Avenue and Streeter Avenue in the City of Riverside. The project site is comprised of the following single parcel: 226-180-015-1

PROJECT SETTING: The approximately 17.43-acre project site is currently vacant. The land use to the north, east, and west of the project site is single-family residential. The property to the south of the project site, across Arlington Avenue, is the Heritage Plaza shopping center.

PROJECT GENERAL PLAN AND ZONING DESIGNATIONS: The project site currently has a General Plan Land Use designation of C - Commercial. It is zoned CG – Commercial General.

PROJECT DESCRIPTION: The proposed project includes demolition of the existing 205,350 sf. building and development of a total of 388 studio, one-, two-, and three-bedroom residential apartment units in twenty-two buildings, consisting of thirteen 3-story garden-style buildings and fourteen 2-story townhome buildings. A total of 18 units are proposed to be studios, 152 are proposed to be one-bedroom, 28 are proposed to be two-bedroom, and 42 are proposed to be three-bedroom units. The proposed project also includes a 21,000 square-foot ALDI grocery store and a 5,000 square-foot retail pad. The proposed project includes the following amenities: onsite leasing office, tuck-under garages, carports, public dog park, outdoor resort style pool and spa, fitness center, clubhouse, shade structures with barbecues and tables, multi-use turf areas, outdoor gaming, and play spaces. Primary access to the site is provided from Streeter Avenue on the western boundary and secondary access to the site is provided from Arlington Avenue on the southern boundary of the site which is shared with ALDI. The driveway north of Bank of America on the western boundary of the site on Streeter Avenue will be used for egress by future residents and as an emergency access. All entrances and exits will be gate controlled. Construction is anticipated to take approximately 27 months to be completed. It will begin around June 2023 and end around September 2025. The project is anticipated to be operational in 2025.

136 Calle de los Molinos, San Clemente CA 92672 949 272 0203 www.foulgerpratt.com



Sources: Riverside Co. GIS, 2020;
City of Riverside General Plan
Land Use, 2021.

0 150 300 450 Feet

Figure 5 - Existing Zoning Designation

Arlington Mixed Use Project

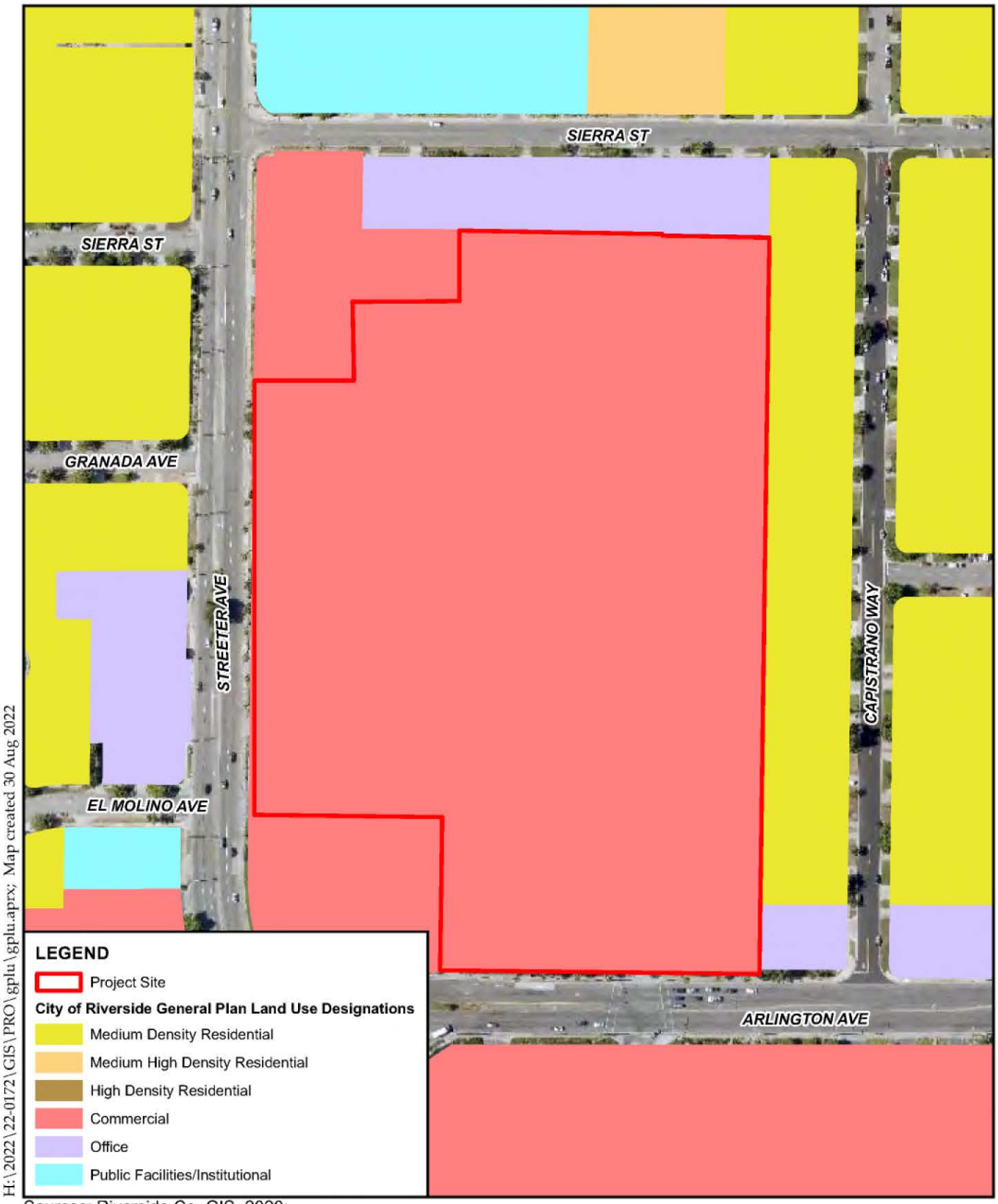
ALBERT A. WEBB ASSOCIATES

Source: City of Riverside Zoning. 2021; Riverside Co. GIS, 2020.

Figure 9 - Proposed Zoning

Arlington Mixed Use Project

ALBERT A. WEBB ASSOCIATES



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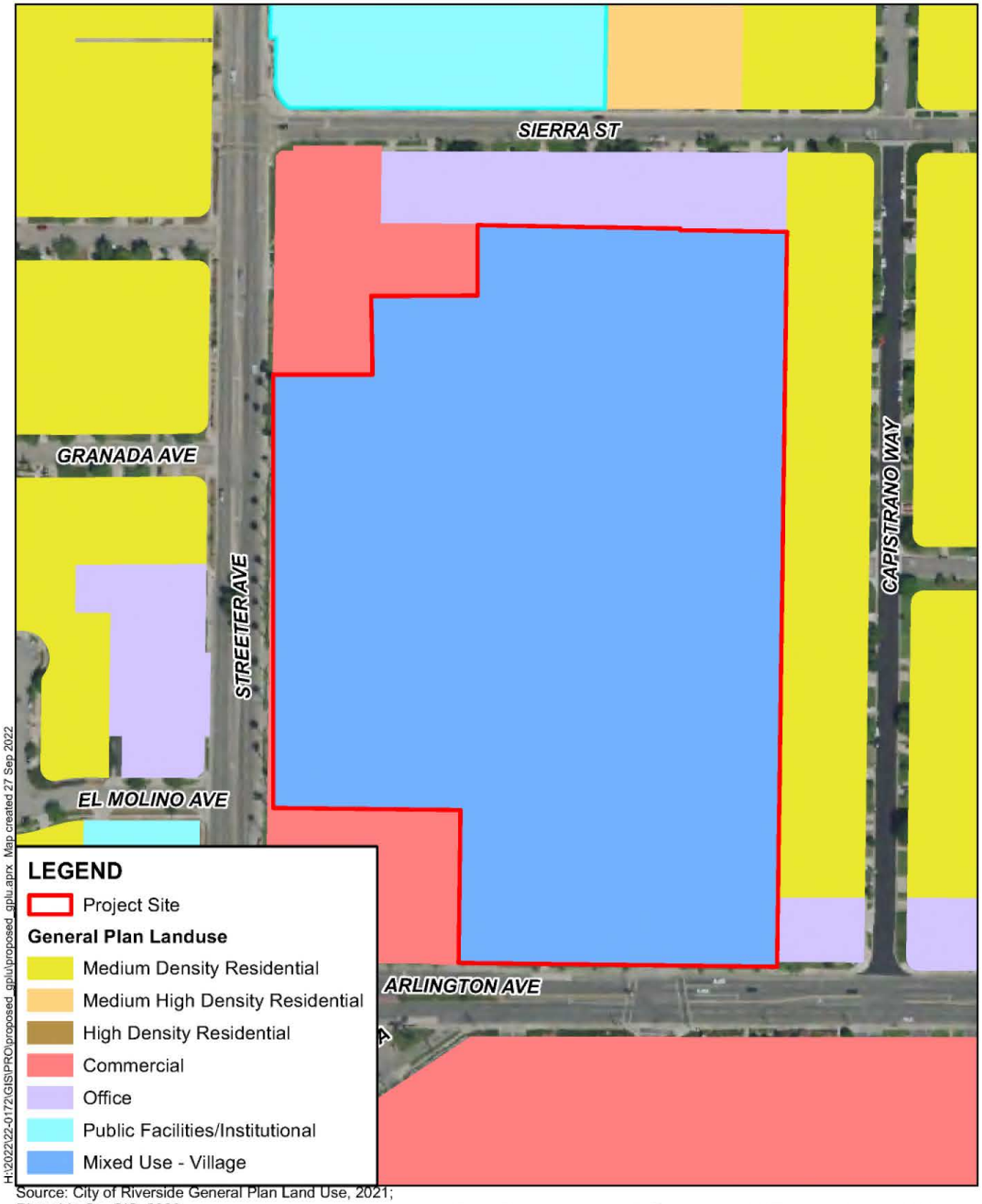
Sources: Riverside Co. GIS, 2020; City of Riverside General Plan Land Use, 2021.

Figure 4 - Existing General Plan Land Use Designation

Arlington Mixed Use Project

ALBERT A. WEBB ASSOCIATES



Source: City of Riverside General Plan Land Use, 2021; Riverside Co. GIS, 2020.

Figure 8 - Proposed General Plan Land Use

Arlington Mixed Use Project

ALBERT A. WEBB ASSOCIATES

SITE PLAN

A1.2

ARLINGTON MIXED USE

RIVERSIDE, CA

FOULGER-PRATT

DATE: 08-05-2022
JOB NO.: 2020-055

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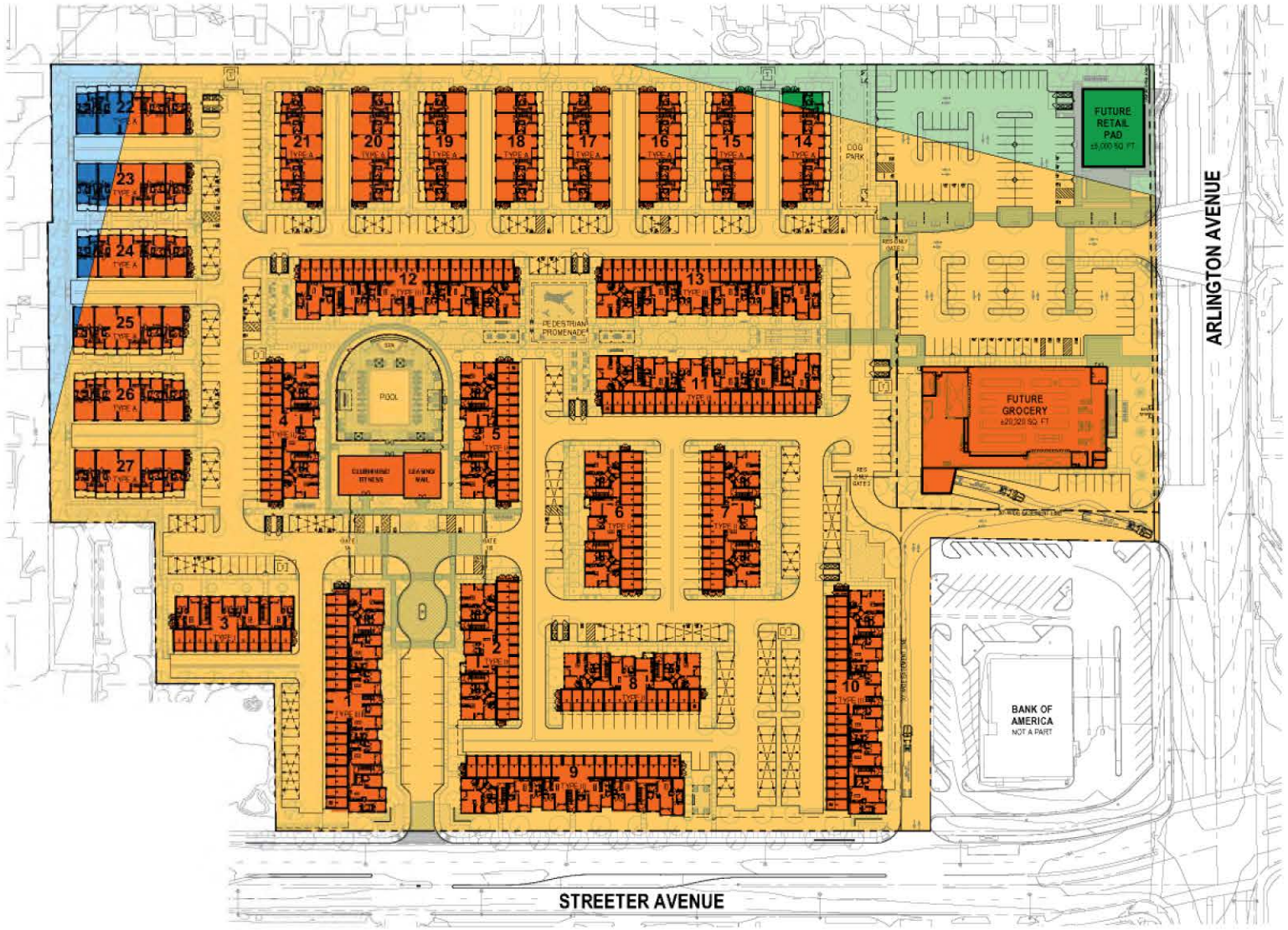

ALUC EXHIBIT

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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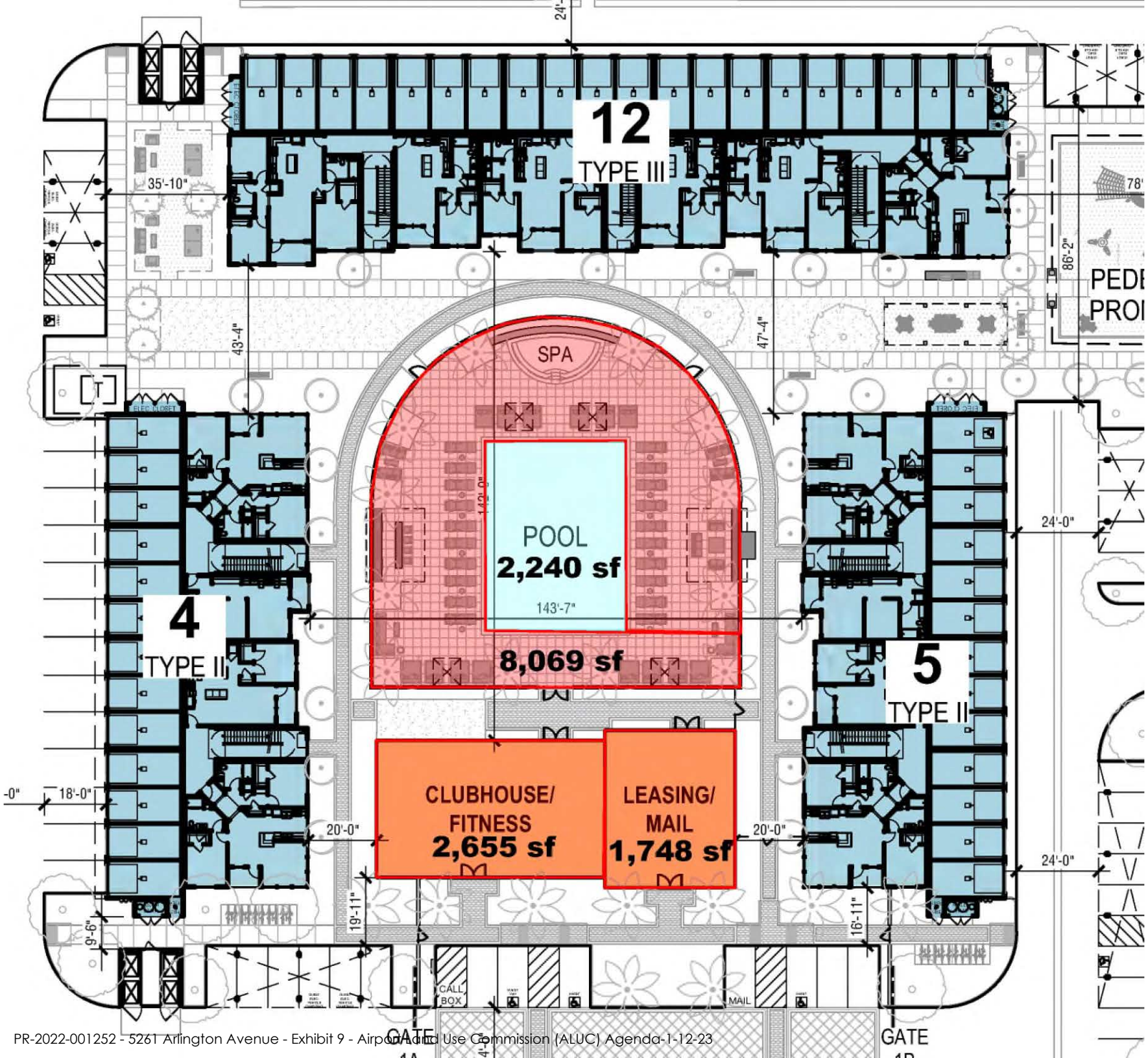
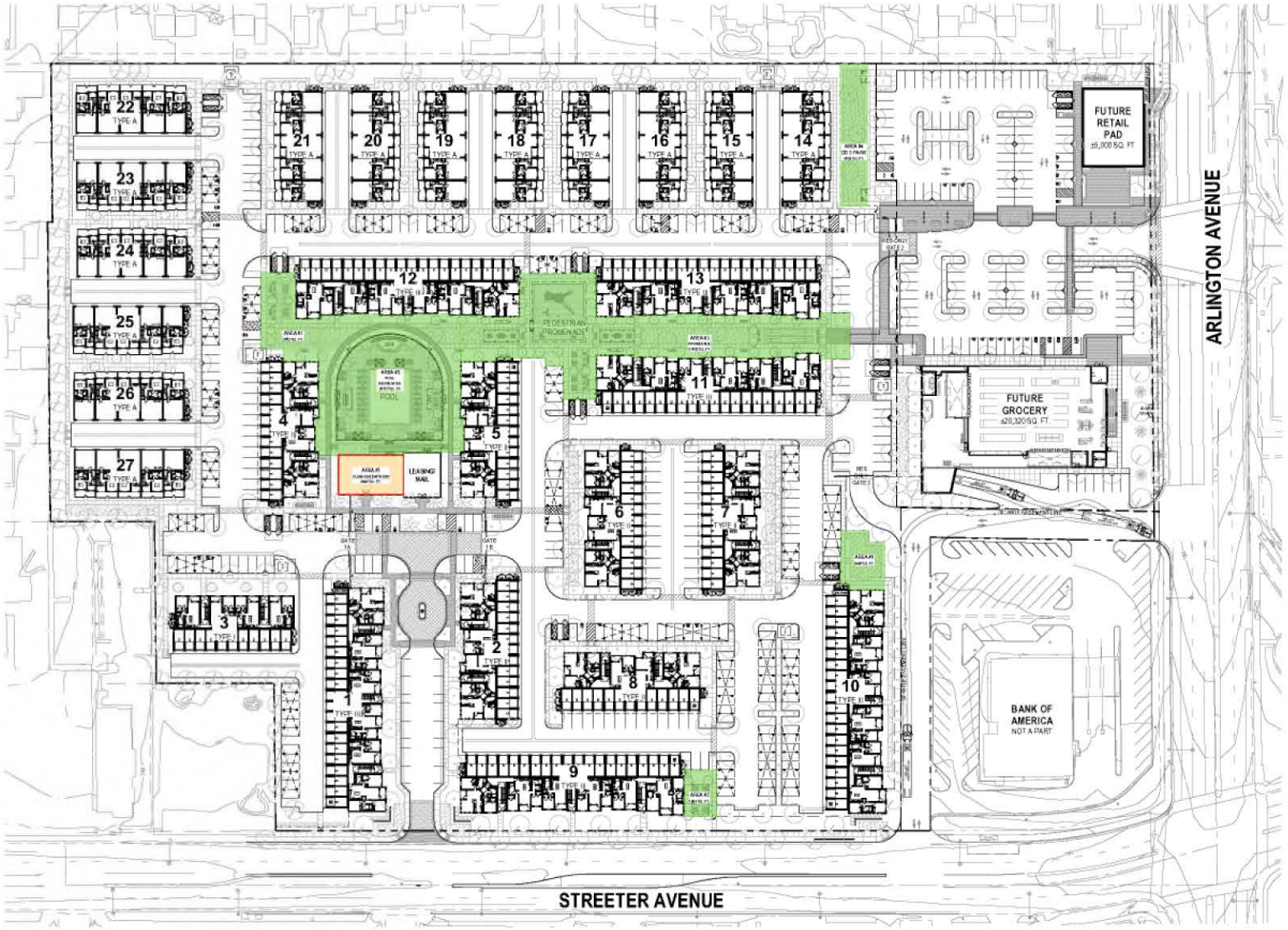
Architecture. Design. Relationships.


12
TYPE III
35'-10"
43'-4"
47'-4"
86'-2"
SPA
POOL
2,240 sf
143'-7"
142'-0"
8,069 sf
4
TYPE II
5
TYPE II
CLUBHOUSE/
FITNESS
2,655 sf
LEASING/
MAIL
1,748 sf
18'-0"
20'-0"
20'-0"
24'-0"
24'-0"
19'-11"
16'-11"
9'-6"
CALL
BOX
MAIL
GATE
GATE



LEGEND

COMMON OPEN SPACE

INTERIOR AMENITY SPACE

NOTE: COMMON USEABLE OPEN SPACE MAY BE DIVIDED INTO MORE THAN ONE AREA; HOWEVER, AT LEAST ONE AREA SHALL BE A MINIMUM OF 625 SQUARE FEET, WITH NO DIMENSION ON ANY SIDE OF LESS THAN 25 FEET.

TOTAL OPEN SPACE REQUIRED

TYPE	NUMBER OF UNITS	AREA PER UNIT (SQ. FT.)	TOTAL AREA REQUIRED (SQ. FT.)
PRIVATE	388	50	19,400
COMMON		50	19,400
TOTAL OPEN SPACE REQUIRED			**38,800**

PRIVATE OPEN SPACE - PROVIDED

UNIT TYPE	UNIT DECK AREA (SQ. FT.)	NUMBER OF UNITS	TOTAL AREA (SQ. FT.)
S1	51	18	918
A1	64	66	4,224
A2	64	86	5,504
B1	54	40	2,160
B2	68	36	2,454
B3	215	28	6,020
B4	50	54	2,700
C1	77	18	1,386
C2	243	42	10,206
TOTAL PRIVATE OPEN SPACE PROVIDED			**35,602**

COMMON OPEN SPACE - PROVIDED

LOCATION	TOTAL AREA (SQ. FT.)
AREA #1	3,952
AREA #2 - POOL RECREATION	20,745
AREA #3 - PROMENADE	21,933
AREA #4 - DOG PARK	4,036
AREA #5	1,604
AREA #6	2,469
AREA #7 - CLUBHOUSE/FITNESS	2,662
TOTAL COMMON OPEN SPACE PROVIDED	**57,401**

TOTAL OPEN SPACE PROVIDED

TYPE	TOTAL AREA (SQ. FT.)
PRIVATE OPEN SPACE	35,602
COMMON OPEN SPACE	57,401
TOTAL OPEN SPACE PROVIDED	**93,003**

NORTH

1"=50'-0" 0 25' 50' 100' 150'

OPEN SPACE PLAN

A1.3

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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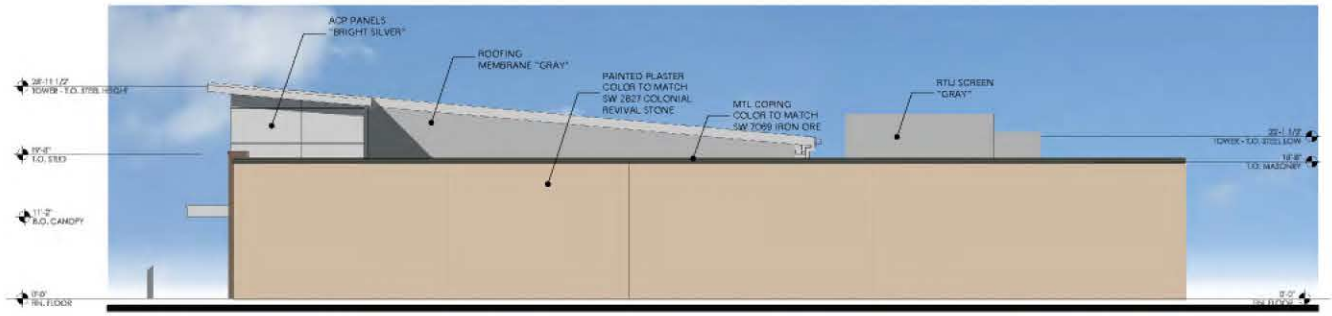
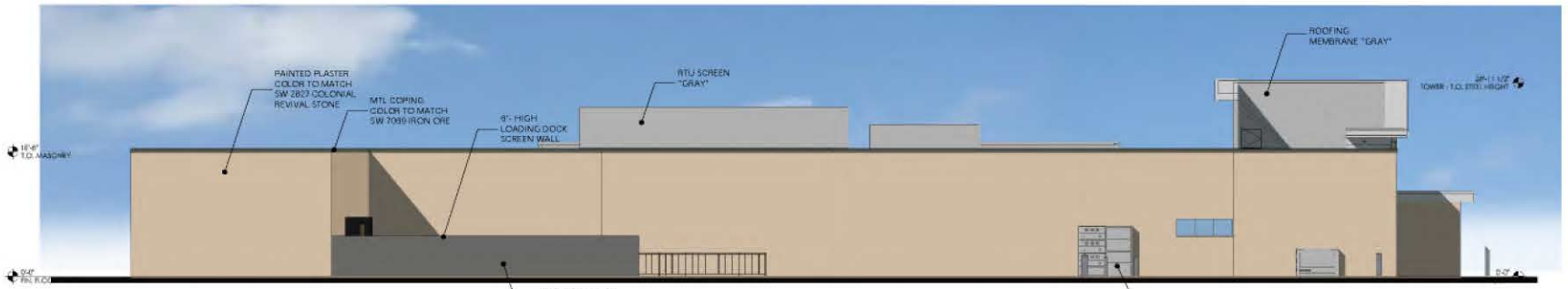


RIGHT SIDE ELEVATION (NORTH)
1/8" = 1'-0"



REAR ELEVATION (WEST)
1/8" = 1'-0"

Issued:	Date:
	06/29/22
	07/08/22

Revisions:	Date:

Seal | Seal

Project Architect/Engineer | Date:

Project Lead | Date:

Project Designer | Date:

rdc.

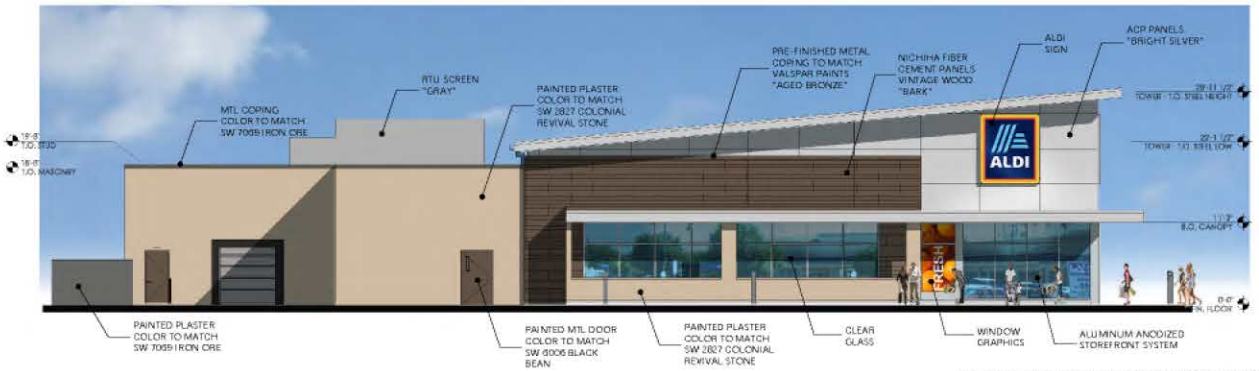
245 East Third Street
Long Beach, Ca 90802
t 562.628.8000
rdcollaborative.com

ALDI Inc.
12661 Aldi Place
Moreno Valley, CA 92555-6703

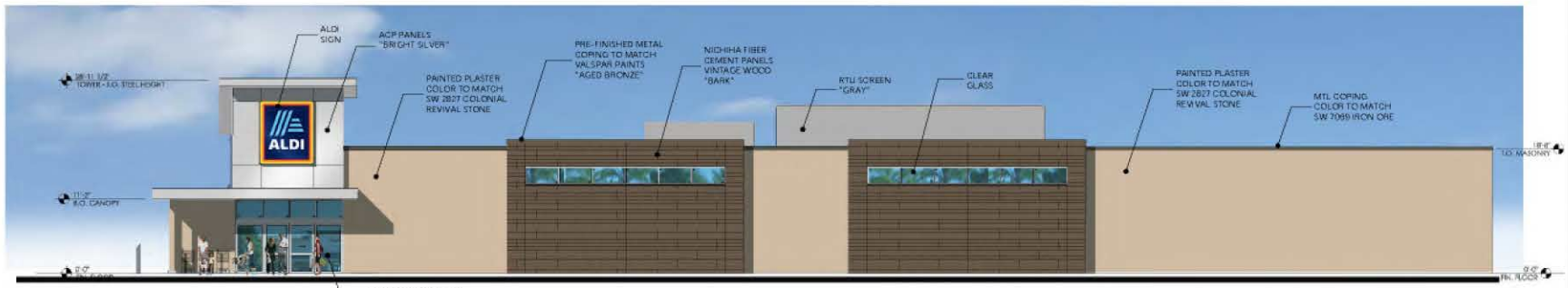
ALDI Inc. Store #: ##
Aldi Arlington
NEC Arlington & Streeter Ave.
Riverside, CA, 92504
Riverside County
Project Name & Location:

Conceptual Exterior Elevations
Drawing Name:

Date: 07/08/22	Project No. 21-001
Type:	
Drawn By: RT	CEE-1.1
Scale: As Noted	Drawing No.



LEFT SIDE ELEVATION (SOUTH)
1/8"= 1'-0"



FRONT ELEVATION (EAST)
1/8"= 1'-0"

Issued:	Date:
	06/29/22
	07/08/22

Revisions:	Date:

Seal | Seal

Project Architect/Engineer | Date:

Project Lead | Date:

Project Designer | Date:

rdc.
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Long Beach, Ca 90802
t 562.628.8000
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Moreno Valley, CA 92555-6703

ALDI Inc. Store #: ##
Aldi Arlington
NEC Arlington & Streeter Ave.
Riverside, CA, 92504
Riverside County
Project Name & Location:

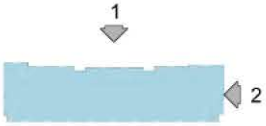
Conceptual Exterior Elevations
Drawing Name:

Date: 07/08/22	Project No. 21-001
Type:	
Drawn By: RT	CEE-1
Scale: As Noted	Drawing No.

FRONT ELEVATION 1

LEFT ELEVATION 2

KEY MAP



1"=10'-0" 0 5 10' 20' 30'

ELEVATIONS - TYPE III

A3.1

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

FOULGER-PRATT

SERITAGE

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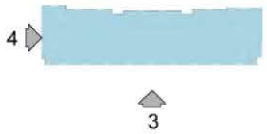
REAR ELEVATION 3

RIGHT ELEVATION 4

KEY MAP



1"=10'-0" 0 5' 10' 20' 30'

ELEVATIONS - TYPE III

A3.2

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

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SERITAGE

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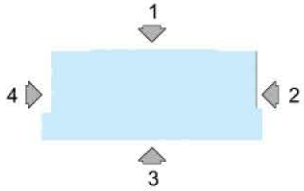
FRONT ELEVATION 1

LEFT ELEVATION 2

REAR ELEVATION 2

RIGHT ELEVATION 4

KEY MAP



1"=20'-0" 0 10' 20' 40' 60'

ELEVATIONS - TYPE A

A3.3

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

FOULGER-PRATT

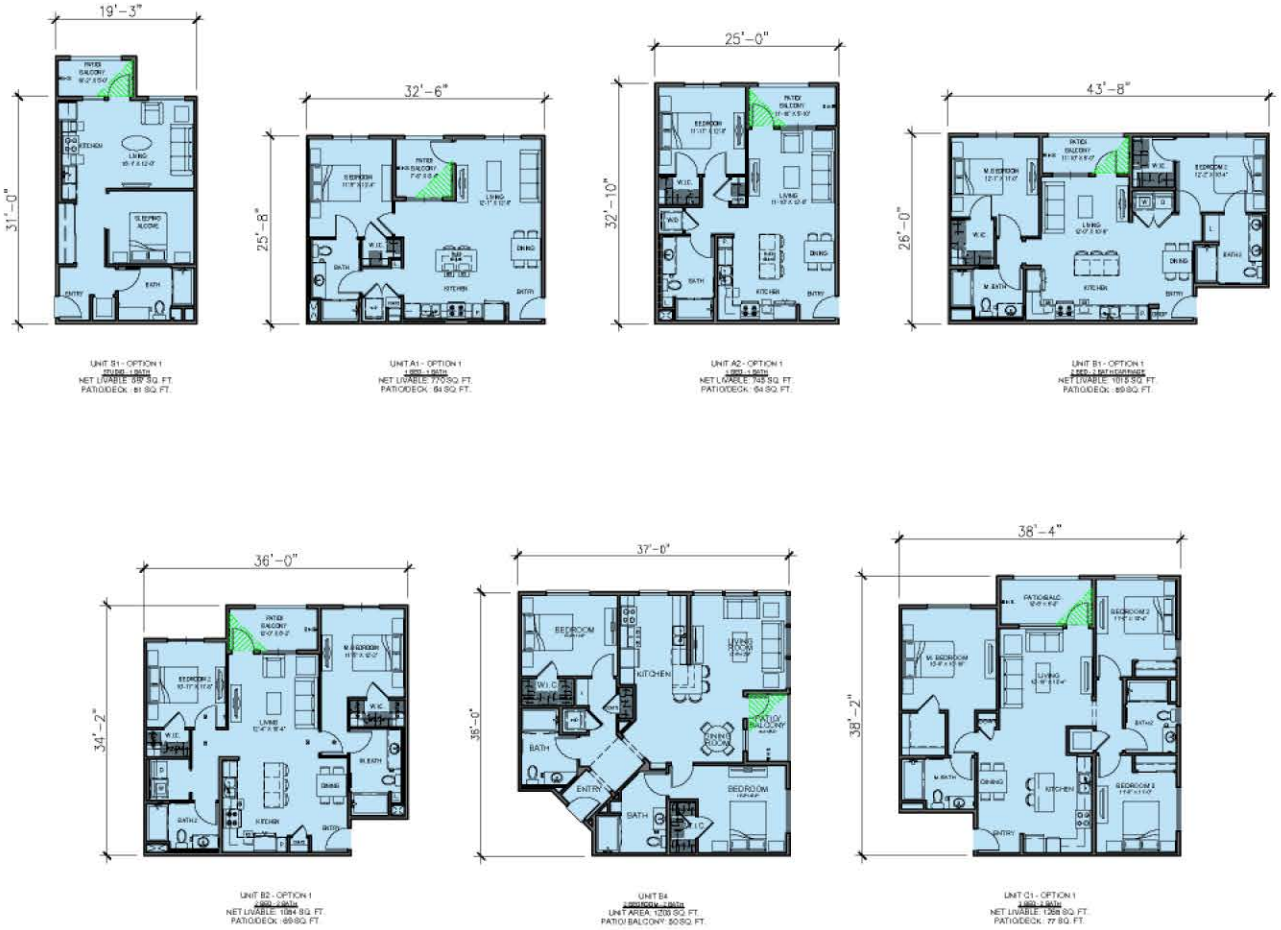
SERITAGE

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

LEGEND

5'x5' MIN. OPEN SPACE DIMENSION



1/8"=1'-0" 0 4' 8' 16' 24'

UNIT PLANS - TUCK-UNDER

A6.1

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

FOULGER-PRATT

SERITAGE

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

LEGEND

5'x5' MIN. OPEN SPACE DIMENSION

UNIT B3 -TOWNHOME
3 BED - 2 BATH
NET LIVABLE: 1182 SQ. FT.
PATIO/DECK : 216 SQ. FT.

UNIT C2
3 BED - 2.5 BATH
NET LIVABLE: 1307 SQ. FT.
PATIO/DECK : 240 SQ. FT.

1/8"=1'-0" 0 4' 8' 16' 24'

UNIT PLANS - TOWNHOMES

A6.2

ARLINGTON MIXED USE

RIVERSIDE, CA

DATE: 08-05-2022
JOB NO.: 2020-055

FOULGER-PRATT

SERITAGE

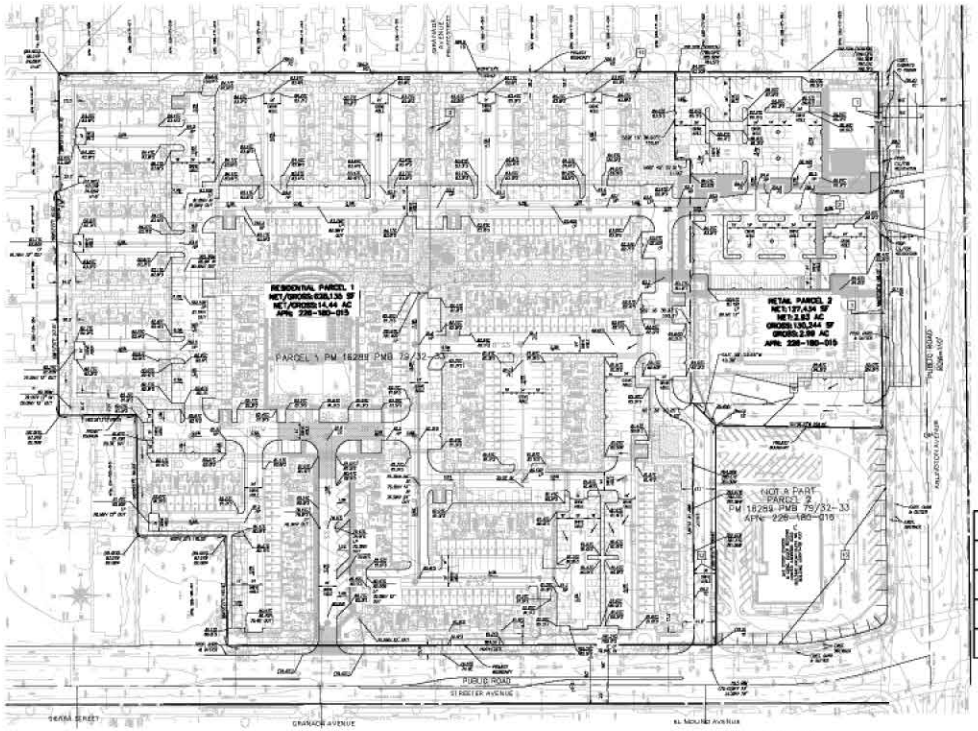
ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

Architecture. Design. Relationships.

TENTATIVE PARCEL MAP NO. 38638

CITY OF RIVERSIDE

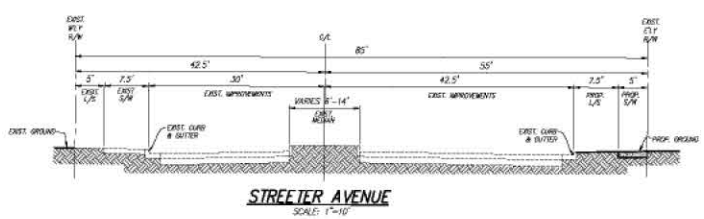
5261 ARLINGTON AVE, RIVERSIDE, CA



DEVELOPMENT STANDARDS FOR MU-V ZONE		
	REQUIREMENTS	PROPOSED
LOT AREA	20,000 SQ.FT (MINIMUM)	758,838 SQ.FT
LOT DEPTH	100 FT (MINIMUM)	1,123.25 FT
LOT WIDTH	75 FT (MINIMUM)	780.92 FT
FRONT YARD SETBACK	0 FT (MINIMUM)	5 FT
SIDE YARD SETBACK	0 FT (MINIMUM)	25 FT
REAR YARD SETBACK	15 FT (MINIMUM)	15.17 FT
BUILDING HEIGHT	45 FT (MAXIMUM)	41.25 FT (MAXIMUM)
FAR	2.5 (MAXIMUM)	0.6
RESIDENTIAL DENSITY (GROSS)	30 DU/AC (MAXIMUM)	22.30 DU/AC
OPEN SPACE REQUIREMENTS – STAND ALONE RESIDENTIAL	NA	NA
OPEN SPACE REQUIREMENTS – MIXED-USE DEVELOPMENT	NA	NA
PRIVATE OPEN SPACE	50 SQ.FT/DU (MINIMUM)	91.80 SQ.FT/DU
COMMON OPEN SPACE	50 SQ.FT/DU (MINIMUM)	147.90 SQ.FT/DU

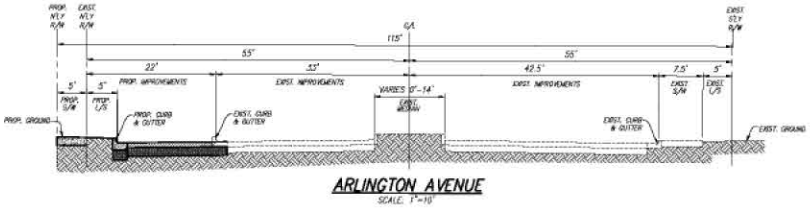
PROJECT SUMMARY		
PARCEL NO.	NET SQUARE FEET	NET ACRES
PARCEL 1	628,135	14.44
PARCEL 2	127,434	2.93
TOTAL	755,569	17.37

PROJECT SUMMARY		
PARCEL NO.	GROSS SQUARE FEET	GROSS ACRES
PARCEL 1	628,135	14.44
PARCEL 2	130,244	2.99
TOTAL	758,379	17.43



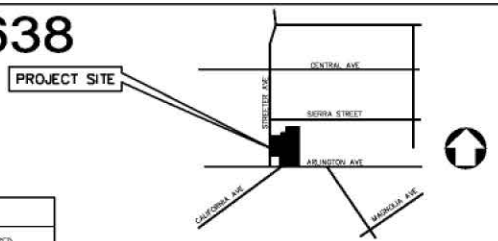
STREETER AVENUE

SCALE: 1"=10'



ARLINGTON AVENUE

SCALE: 1"=10'



VICINITY MAP

NOT TO SCALE

OWNER:
RIVERSIDE PROPERTY OWNER, LLC
12435 PARK POTOMAC AVENUE, SUITE 200
POTOMAC, MD 20854
(949)548-9572
CONTACT: JAMIE CHAPMAN
E-MAIL: JCHAPMAN@FOULGERPRATT.COM

CIVIL ENGINEER:
PSOMAS
1650 SPRUCE STREET, SUITE 400
RIVERSIDE, CA 92507
PHONE: (951) 787-8421
FAX: (951) 682-3378

DEVELOPER:
FOULGER-PRATT
136 CALLE DE LOS MOLINOS,
SAN CLEMENTE, CA 92672
CONTACT: JAMIE CHAPMAN
E-MAIL: JCHAPMAN@FOULGERPRATT.COM
PHONE 949-598-9572

SERITAGE
11601 WILSHIRE BOULEVARD, SUITE 400
LOS ANGELES, CA 90025
901-7632
CONTACT: JOHN RESCHL
JRESCHL@SERITAGE.COM

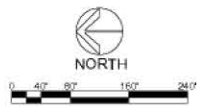
UTILITY PURVEYORS:
ELECTRIC: RPU ELECTRIC
WATER: RPU WATER
SEWER: CITY OF RIVERSIDE
TELEPHONE: AT&T
CABLE: SPECTRUM

EXISTING EASEMENTS

THESE EASEMENTS BASED ON PRELIMINARY COMMITMENT FOR TITLE INSURANCE NO. 3020-9955958CA2 ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED JANUARY 15, 2020. ITEM NOS. 1-10 IN THE REFERENCED TITLE COMMITMENT HAVE BEEN REVIEWED AND ARE NOT CONSIDERED SURVEY RELATED AND THUS HAVE NOT BEEN SHOWN HEREON.

PROPOSED EASEMENT'S/DEDICATIONS

1. PROPOSED 5 FOOT WIDE RIGHT OF WAY DEDICATION TO THE CITY OF RIVERSIDE FOR RIGHT OF WAY AND WIDENING OF ARLINGTON AVENUE. THIS RESULTS IN A TOTAL OF 0.05 ACRES OF DEDICATION.
2. PROPOSED 30 FOOT WIDE ACCESS AND UTILITY EASEMENT OVER PARCEL 2 FOR THE BENEFIT OF PARCEL 1.
3. PROPOSED 10 FOOT WIDE DRAINAGE EASEMENT OVER PARCEL 1 FOR THE BENEFIT OF THE OFFSITE DRAINAGE.
11. AN EASEMENT FOR THE TRANSMISSION OF ELECTRIC ENERGY AND COMMUNICATION PURPOSES AND INCIDENTAL PURPOSES, RECORDED MARCH 15, 1963 AS INSTRUMENT NO. 26398 OF OFFICIAL RECORDS.
12. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT (PARCEL MAP NO. 16289)" RECORDED JUNE 13, 1980 AS INSTRUMENT NO. 109263 OF OFFICIAL RECORDS.
13. ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM ARLINGTON AVENUE AND STREETER AVENUE, EXCEPT THE PUBLIC RIGHT TO TRAVEL, HAVE BEEN DEDICATED OR RELINQUISHED ON THE MAP OF PARCEL MAP NO. 16289 ON FILE IN BOOK 79, PAGE 32 AND 33, OF PARCEL MAPS.



TENTATIVE PARCEL MAP

FOR: FOULGER- PRATT

SCALE:	1"=80'
DATE:	10/2022
DESIGNED:	NT
CHECKED:	DB
P.I.N. CK REF:	
F.B.	

PSOMAS

1650 SPRUCE STREET, SUITE 400
RIVERSIDE, CA 92507
951.300.2810 www.psomas.com

SHEET C1.0

DWG. NO. 4RIV280100

FORGESOLAR GLARE ANALYSIS

Project: **Arlington Mixed-Use Riverside**
Multiple building low-rise residential plus retail and grocery buildings.

Site configuration: **2022-11-30**
Analysis conducted by Glen Folland (gfolland@vca-green.com) at 19:22 on 30 Nov, 2022.

U.S. FAA 2013 Policy Adherence

The following table summarizes the policy adherence of the glare analysis based on the 2013 U.S. Federal Aviation Administration Interim Policy 78 FR 63276. This policy requires the following criteria be met for solar energy systems on airport property:

- No "yellow" glare (potential for after-image) for any flight path from threshold to 2 miles
- No glare of any kind for Air Traffic Control Tower(s) ("ATCT") at cab height.
- Default analysis and observer characteristics (see list below)

ForgeSolar does not represent or speak officially for the FAA and cannot approve or deny projects. Results are informational only.

COMPONENT	STATUS	DESCRIPTION
Analysis parameters	PASS	Analysis time interval and eye characteristics used are acceptable
2-mile flight path(s)	PASS	Flight path receptor(s) do not receive yellow glare
ATCT(s)	PASS	Receptor(s) marked as ATCT do not receive glare

Default glare analysis parameters and observer eye characteristics (for reference only):

- Analysis time interval: 1 minute
- Ocular transmission coefficient: 0.5
- Pupil diameter: 0.002 meters
- Eye focal length: 0.017 meters
- Sun subtended angle: 9.3 milliradians

FAA Policy 78 FR 63276 can be read at https://www.federalregister.gov/d/2013-24729

SITE CONFIGURATION

Analysis Parameters

DNI: peaks at 1,000.0 W/m^2
Time interval: 1 min
Ocular transmission coefficient: 0.5
Pupil diameter: 0.002 m
Eye focal length: 0.017 m
Sun subtended angle: 9.3 mrad
Site Config ID: 80344.14205
Methodology: V2

PV Array(s)

Name: Building 12
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948242	-117.416610	779.30	26.20	805.50
2	33.948720	-117.416615	779.06	26.20	805.26
3	33.948723	-117.416422	779.07	26.20	805.27
4	33.948246	-117.416422	778.84	26.20	805.04

Name: Building 1 2 4 5
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948184	-117.417157	781.57	41.30	822.87
2	33.948189	-117.417801	778.90	41.30	820.20
3	33.948438	-117.417798	776.71	41.30	818.01
4	33.948444	-117.417157	780.82	41.30	822.12

Name: East Buildings
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.947995	-117.416337	779.80	26.20	806.00
2	33.947999	-117.415900	781.78	26.20	807.98
3	33.947539	-117.415900	784.35	26.20	810.55
4	33.947543	-117.416335	780.67	26.20	806.87

Name: Grocery
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.946647	-117.417292	780.43	24.00	804.43
2	33.946644	-117.417046	780.79	24.00	804.79
3	33.946442	-117.417051	781.24	24.00	805.24
4	33.946437	-117.417290	782.35	24.00	806.35

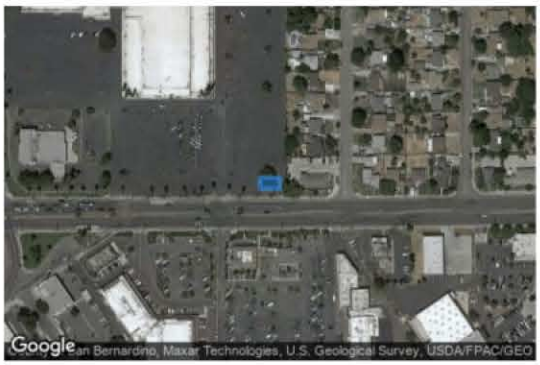
Name: North Buildings
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.949260	-117.417335	779.89	26.20	806.09
2	33.949258	-117.416922	780.18	26.20	806.38
3	33.948888	-117.416908	778.89	26.20	805.09
4	33.948888	-117.417327	777.85	26.20	804.05

Name: North Carports
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material

Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.948759	-117.417348	778.78	10.00	788.78
2	33.948831	-117.417353	778.21	10.00	788.21
3	33.948826	-117.416774	777.65	10.00	787.65
4	33.948753	-117.416771	778.96	10.00	788.96

Name: Retail
Axis tracking: Fixed (no rotation)
Tilt: 10.0°
Orientation: 90.0°
Rated power: -
Panel material: Smooth glass without AR coating
Reflectivity: Vary with sun
Slope error: correlate with material



Vertex	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.946277	-117.416145	789.09	24.00	813.09
2	33.946361	-117.416145	788.11	24.00	812.11
3	33.946361	-117.415964	792.33	24.00	816.33
4	33.946277	-117.415963	791.71	24.00	815.71

Flight Path Receptor(s)

Name: FP 1
Description:
Threshold height: 50 ft
Direction: 283.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.950530	-117.434619	815.55	50.00	865.55
Two-mile	33.943928	-117.400646	846.63	572.35	1418.98

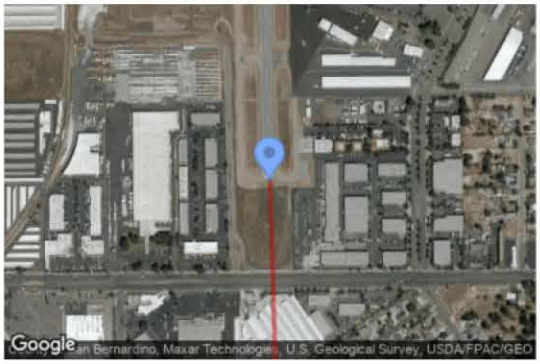
Name: FP 2
Description:
Threshold height: 50 ft
Direction: 103.2°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.953909	-117.452006	757.46	50.00	807.46
Two-mile	33.960511	-117.485981	747.85	613.04	1360.89

Name: FP 3
Description:
Threshold height: 50 ft
Direction: 178.9°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.955169	-117.448657	771.07	50.00	821.07
Two-mile	33.984077	-117.449327	1117.22	257.29	1374.50

Name: FP 4
Description:
Threshold height: 50 ft
Direction: 358.3°
Glide slope: 3.0°
Pilot view restricted? Yes
Vertical view: 30.0°
Azimuthal view: 50.0°

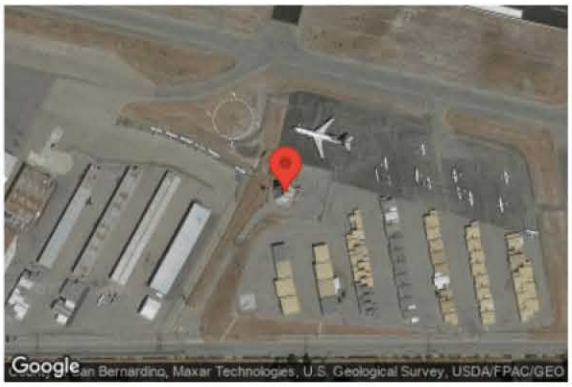


Point	Latitude (°)	Longitude (°)	Ground elevation (ft)	Height above ground (ft)	Total elevation (ft)
Threshold	33.947339	-117.448419	746.86	50.00	796.86
Two-mile	33.918439	-117.447383	796.44	553.84	1350.28

Discrete Observation Receptors

Name	ID	Latitude (°)	Longitude (°)	Elevation (ft)	Height (ft)
1-ATCT	1	33.949820	-117.439978	805.12	60.00

Map image of 1-ATCT



GLARE ANALYSIS RESULTS

Summary of Glare

PV Array Name	Tilt (°)	Orient (°)	"Green" Glare min	"Yellow" Glare min	Energy kWh
Building 12	10.0	90.0	0	0	-
Building 1 2 4 5	10.0	90.0	0	0	-
East Buildings	10.0	90.0	0	0	-
Grocery	10.0	90.0	12,459	0	-
North Buildings	10.0	90.0	0	0	-
North Carports	10.0	90.0	0	0	-
Retail	10.0	90.0	10,706	0	-

Total annual glare received by each receptor

	Receptor	Annual Green Glare (min)	Annual Yellow Glare (min)
run 27	FP 1	23165	0
run 34	FP 2	0	0
run 16	FP 3	0	0
run 9	FP 4	0	0
	1-ATCT	0	0

Results for: Building 12

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: Building 1 2 4 5

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: East Buildings

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

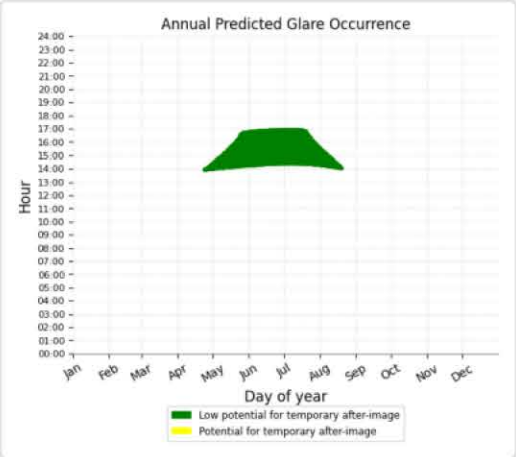
0 minutes of yellow glare
0 minutes of green glare

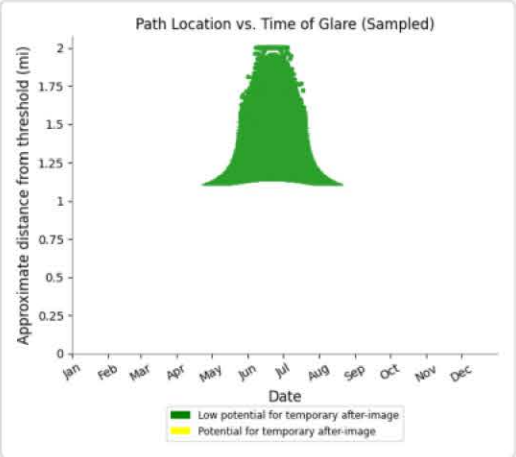
Results for: Grocery

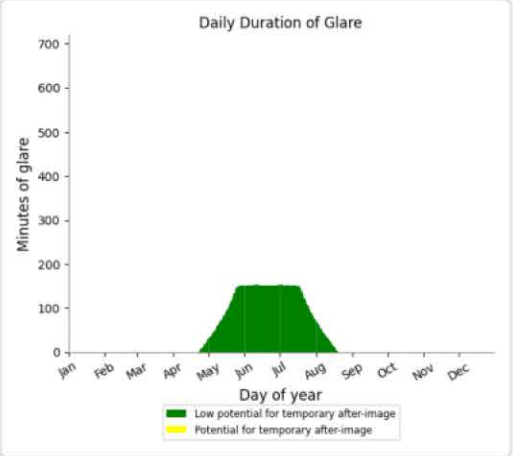
Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	12459	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
12459 minutes of green glare







Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: North Buildings

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Results for: North Carports

Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	0	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

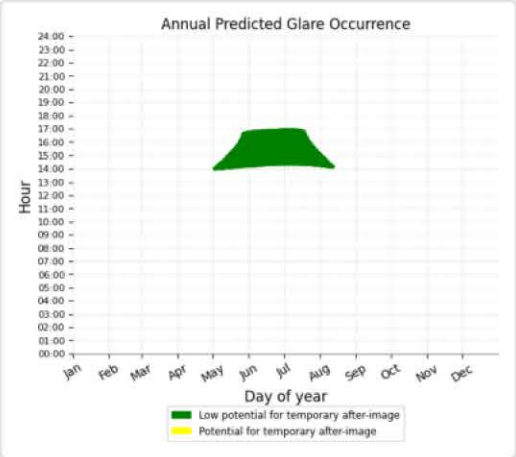
0 minutes of yellow glare
0 minutes of green glare

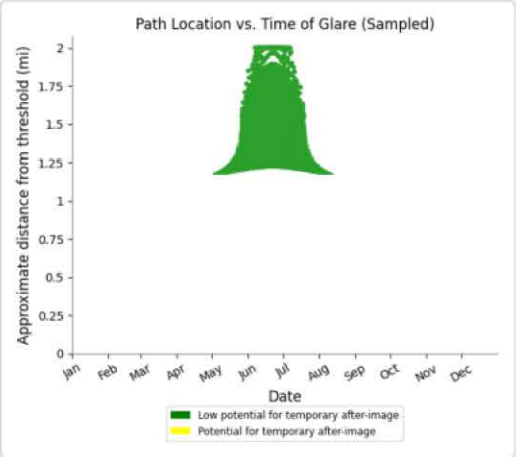
Results for: Retail

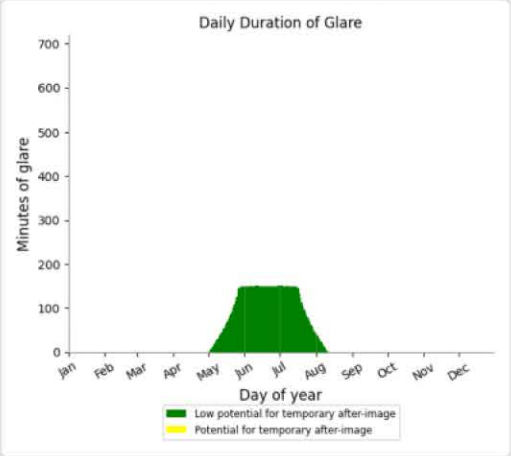
Receptor	Green Glare (min)	Yellow Glare (min)
FP 1	10706	0
FP 2	0	0
FP 3	0	0
FP 4	0	0
1-ATCT	0	0

Flight Path: FP 1

0 minutes of yellow glare
10706 minutes of green glare







Flight Path: FP 2

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 3

0 minutes of yellow glare
0 minutes of green glare

Flight Path: FP 4

0 minutes of yellow glare
0 minutes of green glare

Point Receptor: 1-ATCT

0 minutes of yellow glare
0 minutes of green glare

Assumptions

"Green" glare is glare with low potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
"Yellow" glare is glare with potential to cause an after-image (flash blindness) when observed prior to a typical blink response time.
Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to V1 algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual results and glare occurrence may differ.
Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid based on aggregated research data. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
Refer to the Help page at **www.forgesolar.com/help/** for assumptions and limitations not listed here.