

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



January 18, 2023

CHAIR

Steve Manos
Lake Elsinore

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Jackie Vega
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County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

Richard Kirby, Chair
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

File No.: ZAP1107RI22
Related File Nos.: PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan,
Tentative Parcel Map No. 38638)
Compatibility Zones: Zones B1, C, D
APN: 226-180-015

Dear Mr. Kirby:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former's Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

As part of the ALUC's motion, they requested a separate letter be prepared and submitted to the City's Planning Commissioners re-emphasizing their concerns with the project.

The ALUC has significant safety concerns with the project's proposed 28.0 dwelling units per acre density greatly exceeding the residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre. 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 overflowed 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. There is also concern

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regarding the project's commercial intensity exceeding the average and single acre intensity criteria for Zones B1 and C.

This is further exacerbated by the project's inability to provide the required ALUC open area. In the event of an aircraft emergency on takeoff or landing, there is no suitable landing area for the aircraft to make an emergency landing which increases the likelihood of the aircraft crashing into the project's residential buildings.

Therefore, based on the significant safety concerns as mentioned above, the ALUC strongly opposes the project.

Sincerely, on behalf of the
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
Foulger Pratt, Jamie Chapman (representative)
Daniel Prather, Airport Manager, Riverside Municipal Airport
Kevin Ryan, CALTRANS Division of Aeronautics
ALUC Case File

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James Rush, Vice-Chair
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

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APN: 226-180-015

Dear Mr. Rush:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former's Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

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The ALUC has significant safety concerns with the project's proposed 28.0 dwelling units per acre density greatly exceeding the residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre. 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 overflowed 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. There is also concern

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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
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4080 Lemon St., 14th Floor
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Jonathan Parker, Secretary
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

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Related File Nos.: PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan,
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Compatibility Zones: Zones B1, C, D
APN: 226-180-015

Dear Mr. Parker:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former's Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

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The ALUC has significant safety concerns with the project's proposed 28.0 dwelling units per acre density greatly exceeding the residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre. 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 overflowed 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. There is also concern

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Therefore, based on the significant safety concerns as mentioned above, the ALUC strongly opposes the project.

Sincerely, on behalf of the
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
Foulger Pratt, Jamie Chapman (representative)
Daniel Prather, Airport Manager, Riverside Municipal Airport
Kevin Ryan, CALTRANS Division of Aeronautics
ALUC Case File

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4080 Lemon St., 14th Floor.
Riverside, CA 92501
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Todd Ridgway, Sergeant at Arms
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

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Related File Nos.: PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan,
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Compatibility Zones: Zones B1, C, D
APN: 226-180-015

Dear Mr. Ridgway:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

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Sincerely, on behalf of the
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
Foulger Pratt, Jamie Chapman (representative)
Daniel Prather, Airport Manager, Riverside Municipal Airport
Kevin Ryan, CALTRANS Division of Aeronautics
ALUC Case File

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Lorraine Mooney, Board Member
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

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Related File Nos.: PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan,
Tentative Parcel Map No. 38638)
Compatibility Zones: Zones B1, C, D
APN: 226-180-015

Dear Ms. Mooney:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

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The ALUC has significant safety concerns with the project's proposed 28.0 dwelling units per acre density greatly exceeding the residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre. 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 overflowed 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. There is also concern

regarding the project's commercial intensity exceeding the average and single acre intensity criteria for Zones B1 and C.

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RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
Foulger Pratt, Jamie Chapman (representative)
Daniel Prather, Airport Manager, Riverside Municipal Airport
Kevin Ryan, CALTRANS Division of Aeronautics
ALUC Case File

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Christine Roberts, Board Member
City of Riverside Planning Commission
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

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APN: 226-180-015

Dear Ms. Roberts:

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Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
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Raj Singh, Board Member
City of Riverside Planning Commission
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Dear Mr. Singh:

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Johnny Wilder, Board Member
City of Riverside Planning Commission
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APN: 226-180-015

Dear Mr. Wilder:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found the City of Riverside Case Nos. PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan, Tentative Parcel Map No. 38638), 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 former's Sears building (which will be demolished) site at 5261 Arlington Avenue southerly of Sierra Street, easterly of Streeter Avenue, and westerly of Capistrano Way, and 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, and the applicant also proposes a tentative parcel map to divide the site into two parcels, **INCONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, based on the fact that the project is inconsistent with the residential density, non-residential intensity, prohibited use, and open area criteria.

As part of the ALUC's motion, they requested a separate letter be prepared and submitted to the City's Planning Commissioners re-emphasizing their concerns with the project.

The ALUC has significant safety concerns with the project's proposed 28.0 dwelling units per acre density greatly exceeding the residential density criteria for Compatibility Zone B1 of 0.05 dwelling units per acre. 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 overflowed 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. There is also concern

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regarding the project's commercial intensity exceeding the average and single acre intensity criteria for Zones B1 and C.

This is further exacerbated by the project's inability to provide the required ALUC open area. In the event of an aircraft emergency on takeoff or landing, there is no suitable landing area for the aircraft to make an emergency landing which increases the likelihood of the aircraft crashing into the project's residential buildings.

Therefore, based on the significant safety concerns as mentioned above, the ALUC strongly opposes the project.

Sincerely, on behalf of the
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

cc: Brian Norton, City of Riverside Planning Department
Riverside Property Owner, LLC (applicant/property owner)
Foulger Pratt, Jamie Chapman (representative)
Daniel Prather, Airport Manager, Riverside Municipal Airport
Kevin Ryan, CALTRANS Division of Aeronautics
ALUC Case File

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



January 18, 2023

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Lake Elsinore

VICE CHAIR

Russell Betts
Desert Hot Springs

COMMISSIONERS

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Brian Norton, Project Planner
City of Riverside Planning Department
3900 Main Street, 3rd Floor
Riverside CA 92522

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – COMMISSIONER'S CONCERNS

File No.: ZAP1107RI22
Related File Nos.: PR-2022-001252 (General Plan Amendment, Rezone, Plot Plan,
Tentative Parcel Map No. 38638)
Compatibility Zones: Zones B1, C, D
APN: 226-180-015

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