

**From:** [Krystal Hacker](#)  
**To:** [Norton, Brian](#)  
**Subject:** [EXTERNAL] Sears  
**Date:** Wednesday, February 28, 2024 4:38:26 PM

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I was just wondering if the City has tried to reach out to Discovery Cube museum to see if they would build on the Sears site? I know years ago Discovery Cube was interested in the old Library building. I think a children's museum would be extremely beneficial to our city.

If not, what about a Costco? Has the city tried to contact Costco to see if they could build a Costco or a Costco Business Center (Smaller scale Costco)

I do live near Sears. I have some concerns about the apartments, I think that there are too many and that the design is too modern looking. I'm also trying to figure out why they would put in a low income grocery store Aldi's into expensive apartments? Why not something upscale like a Trader Joe's or a Whole Foods?

I think it's also weird that Aldi's truck loading is facing Streeter. No one wants to watch a big semi truck be unloaded every day! Why is it not behind the Aldi's facing the apartments?

There are no signals at the entrances or exits on Streeter which is going to cause a huge traffic nightmare.

I hope you are the right person to voice these concerns to, and if not please let me know who!  
Thank you!  
Krystal



03-006-2023-024

March 04, 2024

[VIA EMAIL TO:bnorton@riversideca.gov]  
City of Riverside  
Mr. Brian Norton  
3900 Main Street  
Riverside, CA 92522

**Re: Notice Of Availability Of A Draft Environmental Impact Report for Arlington Mixed Use Development**

Dear Mr. Brian Norton,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Arlington Mixed Use Development Project project. We have reviewed the documents and have the following comments:

\*The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

\* MM TCR-1 verbiage needs to be changed. This part of the section, "work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing." Does this pertain to prior ground disturbances or after? If it is after, we highly recommend a tribal monitor to be present at the start of any ground disturbance activities.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 883-1137. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Luz Salazar  
Cultural Resources Analyst  
Tribal Historic Preservation Office  
AGUA CALIENTE BAND  
OF CAHUILLA INDIANS

**From:** [Rull, Paul](#)  
**To:** [Norton, Brian](#)  
**Subject:** [EXTERNAL] RE: City of Riverside - Arlington Mixed Use Development  
**Date:** Wednesday, March 6, 2024 7:26:50 AM  
**Attachments:** [image001.png](#)  
[ZAP1107RI22 INCONSISTENT LTR - FINAL.pdf](#)

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**CAUTION: This email originated from outside the City of Riverside. It was not sent by any City official or staff. Use caution when opening attachments or links.**

Thank you Brian. I just skimmed quickly the EIR and noticed that on page 5.6-1, paragraph 5.6 last sentence, it says "ALUC prepared a Consistency Determination letter dated....". Shouldn't it be "inconsistent determination"?

If you have any questions, please feel free to contact me.

Paul Rull  
ALUC Director



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**From:** Norton, Brian <BNorton@riversideca.gov>  
**Sent:** Tuesday, March 5, 2024 8:25 PM  
**To:** Rull, Paul <PRull@RIVCO.ORG>  
**Subject:** City of Riverside - Arlington Mixed Use Development

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Good Evening Paul

I wanted to keep you apprised of the process for the proposed Arlington Mixed Use Development which was found inconsistent at the ALUC hearing in January of 2023 has prepared a DEIR.

A Draft Environmental Impact Report (DEIR) has been prepared for the Arlington Mixed-Use Development. The 17.37-acre project site consists of a single parcel and is located at 5261 Arlington Avenue (APN 226-180-015) in the CG – Commercial General Zone, in Ward 3.

The proposal includes the demolition of the former 192,139-square-foot Sears building, and the construction of a mixed-use development consisting of: 1) 388 residential units in 27 buildings with on-site resident amenities; 2) a 20,320 square foot Aldi grocery store; and 3) a 5,000 square foot multi-tenant commercial/retail building with on-site amenities including an outdoor dining/flex space and community dog park. The project also includes off-site construction, which includes trenching in portions of Streeter Avenue, Central Avenue, Hillside Avenue and Mountain View Avenue, totaling 1.5 miles to provide additional electrical circuits to service the project.

Entitlements for this project include: 1) General Plan Amendment to amend the General Plan Land Use designation from C – Commercial to MU-V – Mixed- Use Village; 2) Zoning Code Amendment to rezone the site from CG – Commercial General to MU-V – Mixed Use - Village Zone; 3) Site Plan Review to facilitate a mixed-use development which includes the development of 388 residential units and 25,320 square feet of commercial/retail space; 4) Tentative Parcel Map (TPM 38638) to subdivide the project parcel into 2-parcels; 5) Certificate of Appropriateness to demolish the existing vacant Sears structures; and 6) Certification of an Environmental Impact Report.

This project is tentatively scheduled for consideration by the Cultural Heritage Board on **April 17, 2024**, Planning Commission on **April 25, 2024**, and tentatively scheduled for consideration by City Council in **July 2024**. The Public Review period for the DEIR ends on March 22, 2024. The documents including the Draft EIR and Appendices, which are available to view on the Planning Divisions [Development Projects and CEQA Documents](#) webpage under ‘Arlington Mixed Use Development – PR-2022-001252 (GPA,RZ,PPE,COA,PM,EIR)’.

Thank you

BRIAN NORTON  
PRINCIPAL PLANNER – PROJECT MANAGEMENT  
CITY OF RIVERSIDE  
COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT - PLANNING DIVISION  
3900 MAIN STREET, 3RD FLOOR  
951-826-2308  
[BNORTON@RIVERSIDECA.GOV](mailto:BNORTON@RIVERSIDECA.GOV)

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[RiversideCA.gov/Connect](https://RiversideCA.gov/Connect).

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# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

January 18, 2023

Brian Norton, Project Planner  
City of Riverside Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside CA 92522

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**VICE CHAIR**

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Paul Rull

Simon A. Housman  
Jackie Vega  
Barbara Santos

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

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

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

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. Norton:

On January 12, 2023, the Riverside County Airport Land Use Commission (ALUC), by a 6-0 vote, found 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.

**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 aviation 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](http://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 former 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.

**Implementation of the recommended conditions does not render the project consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan.**

Supporting documentation was provided to the Airport Land Use Commission and is available online at [www.rcaluc.org](http://www.rcaluc.org), click Agendas 1-12-23 Agenda, Bookmark Agenda Item No. 3.2.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



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Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: 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



# 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**

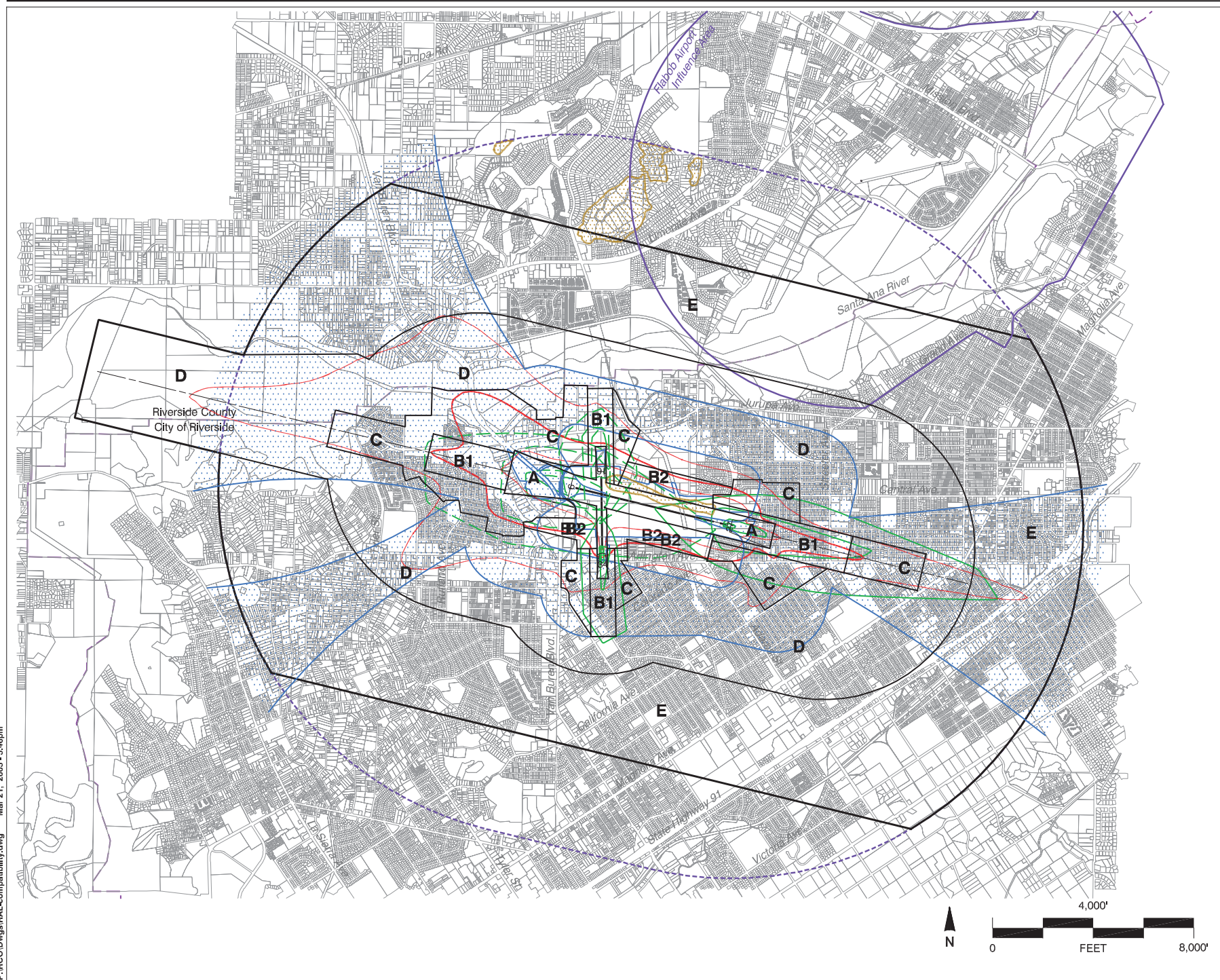


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**Name:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

# 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:\RCO\dwgs\DAL-compatibility.dwg Mar 21, 2005 - 5:46pm



**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 1995

**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

**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

**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

**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

**BASED AIRCRAFT**

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

**TIME OF DAY DISTRIBUTION <sup>c</sup>**

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

**AIRCRAFT OPERATIONS**

	Current <sup>a</sup> 2002 data	Future <sup>a</sup> 2025	Ultimate <sup>c</sup>
<i>Total</i>			
Annual	114,100 <sup>b</sup>	160,800	220,000
Average Day	312	441	603
<i>Distribution by Aircraft Type</i>			
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 <sup>c</sup>**

<i>Local (incl. touch-and-goes)</i>			
Single-Engine			45%
Twin-Engine Piston			20%
Helicopter			45%
All Others			0%
<i>Total</i>	<i>43%</i>	<i>45%</i>	<i>24%</i>
<i>Itinerant</i>			
Single-Engine			55%
Twin-Engine Piston			80%
Helicopter			55%
All Others			100%
<i>Total</i>	<i>57%</i>	<i>55%</i>	<i>76%</i>

**RUNWAY USE DISTRIBUTION <sup>c</sup>**

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

**FLIGHT TRACK USAGE**

Data summary not available

**Notes**

- <sup>a</sup> Source: *Riverside Municipal Airport Forecast Update (2002)*
- <sup>b</sup> Source: Air Traffic Control (ATC) tower counts plus estimated night operations
- <sup>c</sup> Source: Estimated/projected for compatibility planning purposes based on discussion with Airport Manager (February 2004)

# 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**



Exhibit RI-1

Exhibit RI-3

## Airport Features Summary

Riverside Municipal Airport

## Airport Activity Data Summary

Riverside Municipal Airport



**Yana Garcia**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Meredith Williams, Ph.D.  
Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200



**Gavin Newsom**  
Governor

### SENT VIA ELECTRONIC MAIL

March 19, 2024

Brian Norton  
Senior Planner  
City of Riverside  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522  
[bnorton@riversideca.gov](mailto:bnorton@riversideca.gov)

RE: DRAFT ENVIRONMENTAL IMPACT (DEIR) FOR THE ARLINGTON MIXED-USE DEVELOPMENT PROJECT, DATED FEBRUARY 6, 2024 STATE CLEARINGHOUSE NUMBER [2023060428](#)

Dear Brian Norton:

As a Responsible Agency, the Department of Toxic Substances Control (DTSC) received the DEIR for the Arlington Mixed Use Development Project. The Project proposes the demolition of all existing 192,139 square foot (sf) former Sears buildings located at or near 5261 Arlington Avenue in Riverside, California. The Project proposes the development of approximately 576,203 (sf) of residential and commercial retail uses. The Project will include several amenities including: onsite leasing office, tuck-under garages, carports, a public dog park, an outdoor resort style pool and spa, a fitness area, clubhouse, shade structures with barbeques and tables, multi-use turf areas, and outdoor gaming and play spaces. The residential component of the proposed Project includes development of 27 residential buildings providing for 546,474 (sf) of residential uses and 4,409 (sf) Clubhouse/Fitness/Leasing building. The Clubhouse/Fitness/Leasing building will be publicly accessible while the residential portion will be accessible via gates. The residential buildings will allow for a total of 388

dwelling units and be divided between thirteen 3-story garden style buildings providing for 318 dwelling units and fourteen 2-story townhome buildings providing for 70 dwelling units. The proposed Project will also provide 25,320 (sf) of commercial-retail use by way of two commercial-retail buildings in the southeastern portion of the site along Arlington Avenue. A 5,000 (sf) multi-tenant retail speculative pad would be located in the southwestern corner of the project site with an adjoining outdoor dining/flex space that could include a 24-hour operation. This area of the site also proposes a 20,320-(sf) grocery store pad. After review of the DEIR, DTSC has the following comments for consideration:

1. Section 5.6, Site Background states, “The Santa Ana Regional Water Quality Control Board (SARWQCB) granted regulatory closure for the UST (Underground Storage Tank) release via a “No Further Action” letter dated June 26, 2003. The letter indicated that corrective action should be reviewed in the future if land use changes.” The EIR further states, “On March 6, 2015, five direct push boring locations were advanced to a maximum depth of 45 feet below ground surface for soil and groundwater sampling. Sample locations were chosen to characterize potential impacts related to the former on-Site UST system, the automotive center oil/water separator, and solvent releases from the upgradient off-Site Crown Cleaners facility. TPH (Total Petroleum Hydrocarbons) concentrations below the applicable Los Angeles RWQCB maximum screening levels and volatile organic compound (VOC) concentrations below the United States Environmental Protection Agency (USEPA) Region 9 Regional Screening Levels (RSL) were detected in soil collected from the former UST and oil/water separator areas.” However, it is not clear whether the Region 9 Regional Screening Levels compared were residential or industrial/commercial. Please clarify this in the EIR. If the Regional Screening Levels (RSL) are compared industrial/commercial, further action may be necessary at the Site.
2. Section 5.6 of the EIR states, “A Phase I Environmental Site Assessment (2021 Phase I ESA) was conducted by Weis Environmental dated November 11, 2021 (WEIS-A) as well as an Addendum to Phase I Environmental Site Assessment

(Addendum) dated March 10, 2023 (WEIS-B), and Work Plan for Subsurface Assessment (Work Plan) dated October 3, 2022 (WEIS-C). A Comprehensive Subsurface Assessment was also conducted by Weis Environmental dated July 31, 2023 (WEIS-D)". Under the conclusion section of 5.6 of the EIR, it states, "Existing residual petroleum impacts and chlorinated solvent impacts may be attributed to the former UST system at the [Crown Cleaners \(Heritage Plaza\)](#) facility at 5190 Arlington Avenue (WEIS-D, pp. 4-5). However, with implementation of mitigation measures [MM HAZ-1 and MM HAZ-2](#) which require soil decontamination and vapor barriers, impacts from existing residual petroleum and chlorinated solvents would be less than significant." In such cases, a Land Use Covenant (LUC) needs to be recorded with the County to restrict the property for a hospital for all persons, a public or private school for those under 21 years of age, and a day care center for children. No activities that will disturb the soil at or below (5) feet below grade (e.g., excavation, grading, removal, trenching, filling, earth movement, mining, or drilling) shall be allowed on the property without a Soil Management Plan approved by the regulatory agency in advance. DTSC recommends that all imported soil and fill material should be tested to ensure any contaminants of concern are within approved screening levels for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Any contaminated soil brought to the surface by grading, excavation, trenching or backfilling shall be managed in accordance with all applicable provisions of state and federal law and approved by DTSC.

3. In Section 5.6.7 (Environmental Impacts), Bullet # 1 under the Workplan states, "At one of the sampling locations (near a former fueling dispenser), stained and odorous soil was observed/noted at depths of 5 and 10 feet. Soil in this limited area may be encountered during future grading activities and can be segregated

and removed from the Site under conventional soil management protocols.”

Please indicate the mechanism utilized for excavation and how much soil will be removed. Furthermore, it is not clear why a cleanup is warranted following a regulatory agency oversight of the environmental investigation defining the nature and extent of the contamination. This should be further explained and clarified.

4. Section 5.6.8, Recommended Mitigation Measures, does not mention an operation and maintenance plan, and/or any annual monitoring requirements. These requirements and the LUC cited above should be included in the recommended mitigation measures of the EIR. Please refer to the project for all required activities.

DTSC believes the City of Riverside must address these comments to determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur and, if necessary, avoid significant impacts under CEQA. DTSC appreciates the opportunity to comment on the Arlington Mixed-Use Development Project. Thank you for your assistance in protecting California’s people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC’s comments, please respond to this letter or via [email](#) for additional guidance.

Sincerely,



Dave Kereazis  
Associate Environmental Planner  
CEQA Unit-Permitting – HWMP  
Department of Toxic Substances Control  
[Dave.Kereazis@dtsc.ca.gov](mailto:Dave.Kereazis@dtsc.ca.gov)



cc: (via email)

Governor's Office of Planning and Research

State Clearinghouse

[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)

Johnson Abraham

Environmental Scientist

SMRP – Cypress

Department of Toxic Substances Control

[Johnson.Abraham@dtsc.ca.gov](mailto:Johnson.Abraham@dtsc.ca.gov)

Rebecca De Pont

Supervising Environmental Planner

CEQA Unit-Permitting/HWMP

Department of Toxic Substances Control

[Rebecca.DePont@dtsc.ca.gov](mailto:Rebecca.DePont@dtsc.ca.gov)

Scott Wiley

Associate Governmental Program Analyst

CEQA Unit-Permitting/HWMP

Department of Toxic Substances Control

[Scott.Wiley@dtsc.ca.gov](mailto:Scott.Wiley@dtsc.ca.gov)

Tamara Purvis

Associate Environmental Planner

CEQA Unit-Permitting/HWMP

Department of Toxic Substances Control

[Tamara.Purvis@dtsc.ca.gov](mailto:Tamara.Purvis@dtsc.ca.gov)

**From:** [Paulah May](#)  
**To:** [BNorton@riverside.ca.gov](mailto:BNorton@riverside.ca.gov); [2Mayor](#); [Julianne@Parks Polanco](mailto:Julianne@Parks Polanco); [Jenn Gamble](#); [Shannon@Parks Pries](mailto:Shannon@Parks Pries); [Carol McDoniel](#); [Watson, Scott](#)  
**Subject:** [EXTERNAL] Response to draft EIR Arlington Mixed Use Project Riverside  
**Date:** Friday, March 22, 2024 9:21:09 AM

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## Response to draft EIR Arlington Mixed Use Project Riverside

The draft EIR for the Arlington Mixed Use Project is rife with inconsistencies with local, state and federal policies and regulations which would require exemptions and unmitigated and absolutely avoidable and unacceptable violations of current legislation in areas including Historical preservation law, Public hazard and safety standards, zoning, general plan amendments, CEQA, SHPO and NHPA as well as impacts to the currently stable neighborhood, infrastructure and public services. Numerous required mitigation categories are simply answered with “unavoidable serious impact”, which BY DESIGN should indicate to the lead agency that this is the wrong project for the location and the project must not be met with approval under the circumstances. The regulations and standards in place do not exist merely to cause planners, officials, developers and experts to demonstrate their prowess in navigating and circumventing existing legislation by acrobatic workarounds- they exist to set up the very red flags we are seeing in this document that indicate this project is inconsistent with current citywide, statewide and national standards and it should not be approved as submitted as it is wrong for this community and would represent a long term bad choice requiring too many concessions and forcing upon the city far too many “unavoidable serious impacts’ to the environment and the people who have to live in it for for generations to come.

This response will focus largely upon the proposed demolition of a known and identified Historic Resource - which is further supported, not minimized, by the expert opinion of the report provided by Albert a. Webb and associates for this draft EIR which describes the existing mid century modern Sears building thus:

“While there are better examples of the Mid-Century Modern department store typology in the United States, the Project parcel is an excellent and rare example of its type for the City and as a result, could rise to the eligibility thresholds for both national and state listing. For these reasons, the property appears eligible for listing in both the NRHP and CRHR under Criterion C and 3, respectively as it embodies distinctive characteristics of a type, period, or method of construction as an excellent and rare example of a Mid-Century Modern department store in Riverside. (DUDEK-A, p. 61).”

The ca state PRC code section 5029 (e) defines historical resources as designations that exist

for the very purpose of “resulting in restrictions on demolitions and alterations.”

CEQA employs cultural and historic preservation standards to its review process for the stated presumption that adverse impact to a cultural or historic resource is equivalent to adverse impact to the environment. The serious and irreversible adverse impact represented in this project is planned demolition and the mitigation offered in this draft EIR is “unavoidable serious impact” which is apparently going to be pursued despite required zoning changes, amendments to the general plan for the city and county of riverside and the ALUC (even though the airport land use commission has already ruled this project is incompatible with current standards and regulations), protest from the CHB and the public, violation of the intent and letter of CEQA compliances, and disregard for the existing Certified Local Government agreement the city of Riverside Planning Authority has with the SHPO and the National Parks Service; notwithstanding violating of the city historic preservation element of the city charter, Title 20 of the city municipal code (which I will remind planners here, SUPERCEDES Title 19 provisions where conflicts exist between Titles 19 and 20)... and that’s not to even begin to explore the other many instances in which this draft EIR seeks to overlook existing legislative protections for the community, the environment, public safety, and the economic growth and overall plan for this community and its future.

The suggested mitigations of adverse impacts in this draft EIR are, in many cases, not only complete disregard of guidelines in place to prevent projects such as this from proceeding, but also contain in certain areas infeasible, unenforceable and quite frankly ridiculous measures that have no basis in reality. For instance: the suggested measure of “informing property management” that they can force tenants to pay for parking will not mitigate traffic impacts by causing tenants to reconsider owning a vehicle, this is completely unsubstantiated. What we will observe is further congestion of surrounding neighborhood streets with public use of curb parking outside of this proposed gated community where our city planners think that a suggestion of paying for limited parking space is a valid measure to protect our community from this project which they seek to approve out of simple fear of not meeting state housing crisis mandates. There are goals to supersede the state housing mandates which are commendable, however, THIS project does not meet the standards or long term goals of the city, it does not comply with CEQA, IT MUST BE MODIFIED OR DENIED UNDER CURRENT CITY, STATE AND FEDERAL GUIDELINES IF THIS DRAFT EIR IS ACCURATE IN ITS REPRESENTATIONS.

alternatives in this report have not been adequately explored and a range of acceptable alternatives. is not represented herein. To describe the “no project” alternative 1 as having the same or similar impact as demolition of the site is wholly inaccurate and misrepresentative. The only alternative offered by the lead agency in this report and draftEIR is demolition and current project proposals which is unacceptable.

Further, alternative 2- adaptive reuse - has also been represented as having the same or similar adverse impact as demolition and has been disregarded despite meeting at least 3 of the stated 5 project goals. I would refute the implication that adaptive reuse is the same as demolition and suggest the lead agency look to a simple google search of “adaptive reuse of sears buildings” to find a plethora of creative and beneficial reuse of historic sears buildings across the United States. Adaptive reuse is not only a feasible and viable alternative to this project, it is the national norm. Please see Santa Monica, Atlanta, Houston, NY, Memphis, Detroit and other many examples of financially feasible and beneficial mitigation by adaptive reuse projects.

I am embarrassed to think our city has so little interest in its future that our city planners would believe this draft EIR and its flippant effort at mitigation would not be noticed or contested. Please accept my apology for my fellow constituents and lack of attention to the process.

This is the wrong project for this property. This draft EIR and the many hoops it will require legislatively be jumped through are indicative of that. Please explore all feasible and reasonable project alternatives until this project can be made to comply with existing and purposeful planning legislation. We must not bend and twist the regulations simply to get this one project made - it is why we HAVE a planning department.

Thank you  
Paula Horychuk  
Resident of the city of Riverside

contact Paula Horychuk  
<paulahlah@icloud.com