



# 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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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 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's 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**

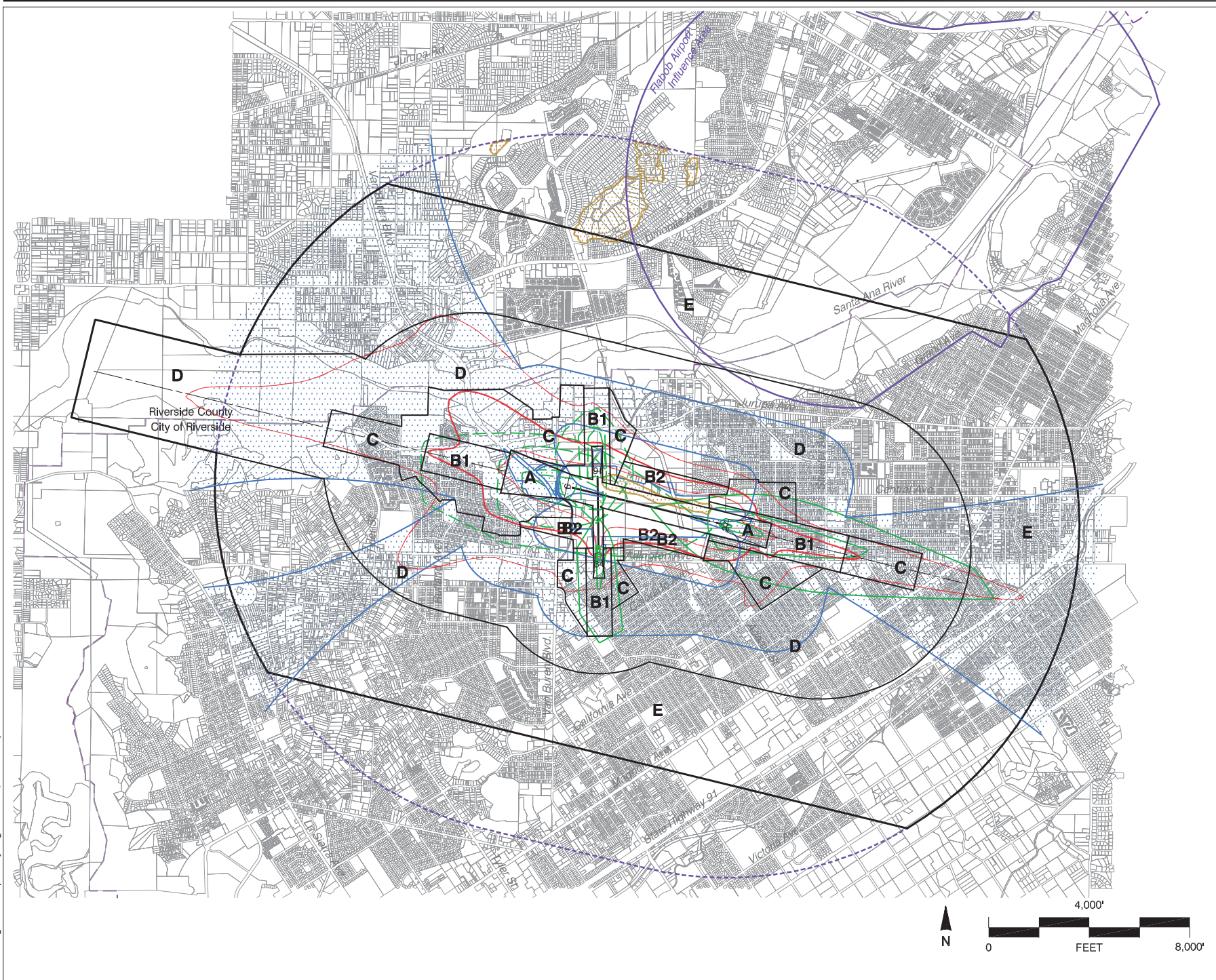


**IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:**

**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

# 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**



<p><b>GENERAL INFORMATION</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airport Ownership:</i> City of Riverside</li> <li>▶ <i>Year Opened:</i> c. 1930</li> <li>▶ <i>Property Size</i> <ul style="list-style-type: none"> <li>▶ Fee Title: 441 acres</li> <li>▶ Avigation Easements: Required for all development in airport influence area; acreage uncertain</li> </ul> </li> <li>▶ <i>Airport Classification:</i> General Aviation</li> <li>▶ <i>Airport Elevation:</i> 818 feet MSL</li> </ul>	<p><b>AIRPORT PLANNING DOCUMENTS</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airport Master Plan</i> <ul style="list-style-type: none"> <li>▶ Adopted by Riverside City Council, November 1999</li> </ul> </li> <li>▶ <i>Airport Layout Plan Drawing</i> <ul style="list-style-type: none"> <li>▶ Last updated January 2001</li> </ul> </li> <li>▶ <i>FAR Part 150 Airport Noise Compatibility Program</i> <ul style="list-style-type: none"> <li>▶ Approved by FAA, March 1995</li> </ul> </li> </ul>
<p><b>RUNWAY/TAXIWAY DESIGN</b></p> <p><b>Runway 9-27</b></p> <ul style="list-style-type: none"> <li>▶ <i>Critical Aircraft:</i> Small business jet</li> <li>▶ <i>Airport Reference Code:</i> B-II</li> <li>▶ <i>Dimensions:</i> 5,401 ft. long, 100 ft. wide</li> <li>▶ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> <li>▶ 48,000 lbs (single wheel)</li> <li>▶ 70,000 lbs (dual wheel)</li> <li>▶ 110,000 lbs (dual-tandem wheel)</li> </ul> </li> <li>▶ <i>Average Gradient:</i> 1.1% (rising to east)</li> <li>▶ <i>Runway Lighting</i> <ul style="list-style-type: none"> <li>▶ Medium-intensity edge lights (MIRL)</li> <li>▶ Runway 9: Approach lights (MALSR)</li> <li>▶ Runway 27: Runway End Identifier Lights (REILs)</li> </ul> </li> <li>▶ <i>Primary Taxiways:</i> Full-length parallel on south</li> </ul> <p><b>Runway 16-34</b></p> <ul style="list-style-type: none"> <li>▶ <i>Critical Aircraft:</i> Single-engine, piston</li> <li>▶ <i>Airport Reference Code:</i> B-I</li> <li>▶ <i>Dimensions:</i> 2,851 ft. long, 48 ft. wide</li> <li>▶ <i>Pavement Strength (main landing gear configuration)</i> <ul style="list-style-type: none"> <li>▶ 40,000 lbs (single wheel)</li> <li>▶ 50,000 lbs (dual wheel)</li> <li>▶ 80,000 lbs (dual-tandem wheel)</li> </ul> </li> <li>▶ <i>Average Gradient:</i> 0.8% (rising to north)</li> <li>▶ <i>Runway Lighting</i> <ul style="list-style-type: none"> <li>▶ Medium-intensity edge lights (MIRL)</li> </ul> </li> <li>▶ <i>Primary Taxiways:</i> Full-length parallel taxiway on west</li> </ul>	<p><b>TRAFFIC PATTERNS AND APPROACH PROCEDURES</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airplane Traffic Patterns</i> <ul style="list-style-type: none"> <li>▶ Runways 9, 27, 34: Left traffic</li> <li>▶ Runway 16: Right traffic</li> <li>▶ Pattern altitude: 1,000 ft. AGL light aircraft; 1,500 ft. AGL jets and others</li> </ul> </li> <li>▶ <i>Instrument Approach Procedures (lowest minimums)</i> <ul style="list-style-type: none"> <li>▶ Runway 9 ILS: <ul style="list-style-type: none"> <li>• Straight-in (½-mile visibility; 200 ft. descent height)</li> <li>• Circling (1-mile visibility, 442 ft. descent height); no circling north of Runway 9-27</li> </ul> </li> <li>▶ Runway 9 VOR or GPS <ul style="list-style-type: none"> <li>• Straight-in (½-mile visibility; 466 ft. descent height)</li> <li>• Circling (1-mile visibility, 442 ft. descent height)</li> </ul> </li> </ul> </li> <li>▶ Two additional procedures provide circling only</li> <li>▶ <i>Standard Inst. Departure Procedures:</i> None</li> <li>▶ <i>Visual Approach Aids</i> <ul style="list-style-type: none"> <li>▶ Airport: Rotating beacon</li> <li>▶ Runway 27: Visual Approach Slope Indicator (3.0°)</li> <li>▶ Runway 34: Precision Approach Slope Indicator</li> </ul> </li> <li>▶ <i>Operational Restrictions / Noise Abatement Procedures</i> <ul style="list-style-type: none"> <li>▶ Runway 16-34 usage limited to 12,500-lb aircraft</li> </ul> </li> </ul>
<p><b>BUILDING AREA</b></p> <ul style="list-style-type: none"> <li>▶ <i>Location:</i> Southeast quadrant of airport</li> <li>▶ <i>Aircraft Parking Capacity</i> <ul style="list-style-type: none"> <li>▶ Hangar spaces: 137 indiv. units; add'l in large hangars</li> <li>▶ Tiedowns: Uncertain</li> </ul> </li> <li>▶ <i>Other Major Facilities</i> <ul style="list-style-type: none"> <li>▶ Air traffic control tower</li> <li>▶ Lighted helipad southeast of runway intersection</li> <li>▶ Terminal building with pilots' lounge, restaurant</li> </ul> </li> <li>▶ <i>Services</i> <ul style="list-style-type: none"> <li>▶ Fuel: Jet A, 100LL (by truck)</li> <li>▶ Other: Aircraft rental &amp; charter; flight instruction</li> </ul> </li> </ul>	<p><b>APPROACH PROTECTION</b></p> <ul style="list-style-type: none"> <li>▶ <i>Runway Protection Zones (RPZs)</i> <ul style="list-style-type: none"> <li>▶ Runway 9: 2,500 ft. long; &gt;¾ on airport or road r.o.w.</li> <li>▶ Runway 27: 1,000 ft. long; all on airport property</li> <li>▶ Runway 16: 1,000 ft. long; ¾ on airport property</li> <li>▶ Runway 34: 1,000-ft. long; &lt;¼ on airport property</li> </ul> </li> <li>▶ <i>Approach Obstacles:</i> None</li> </ul>
<p><b>PLANNED FACILITY IMPROVEMENTS</b></p> <ul style="list-style-type: none"> <li>▶ <i>Airfield</i> <ul style="list-style-type: none"> <li>▶ Extend Rwy 9-27 eastward to 6,153 ft. length</li> <li>▶ Establish Rwy 27 straight-in nonprecision approach</li> </ul> </li> <li>▶ <i>Building Area</i> <ul style="list-style-type: none"> <li>▶ Increase based aircraft parking</li> </ul> </li> <li>▶ <i>Property</i> <ul style="list-style-type: none"> <li>▶ None</li> </ul> </li> </ul>	

<p><b>BASED AIRCRAFT</b></p> <table border="1"> <thead> <tr> <th></th> <th>Current <sup>a</sup> 2002 data</th> <th>Future <sup>a</sup> 2025</th> <th>Ultimate</th> </tr> </thead> <tbody> <tr> <td><i>Aircraft Type</i></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Single-Engine</td> <td>205</td> <td>250</td> <td></td> </tr> <tr> <td>Twin-Engine Piston &amp; Turboprop</td> <td>24</td> <td>100</td> <td>data not available</td> </tr> <tr> <td>Business Jets</td> <td>1</td> <td>50</td> <td></td> </tr> <tr> <td>Helicopters / Others</td> <td>10</td> <td>50</td> <td></td> </tr> <tr> <td><i>Total</i></td> <td><i>240</i></td> <td><i>450</i></td> <td></td> </tr> </tbody> </table>		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>		<p><b>TIME OF DAY DISTRIBUTION <sup>c</sup></b></p> <table border="1"> <thead> <tr> <th></th> <th>Current</th> <th>Future &amp; Ultimate</th> </tr> </thead> <tbody> <tr> <td><i>Single-Engine</i></td> <td></td> <td></td> </tr> <tr> <td>Day</td> <td>80%</td> <td>no change</td> </tr> <tr> <td>Evening</td> <td>18%</td> <td></td> </tr> <tr> <td>Night</td> <td>2%</td> <td></td> </tr> <tr> <td><i>Other Aircraft</i></td> <td></td> <td></td> </tr> <tr> <td>Day</td> <td>90%</td> <td>no change</td> </tr> <tr> <td>Evening</td> <td>9%</td> <td></td> </tr> <tr> <td>Night</td> <td>1%</td> <td></td> </tr> </tbody> </table>		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%																																																																																															
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Exhibit RI-1

Exhibit RI-3

## Airport Features Summary

Riverside Municipal Airport

## Airport Activity Data Summary

Riverside Municipal Airport