RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

January 13, 2022

Rocio Lopez, Project Planner
City of Jurupa Valley Planning Department
8930 Limonite Avenue
Jurupa Valley CA 92509

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

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1101RI21
Related File Nos.:	MA21245 ([GPA21006, CZ21008, SPA, SDP21083] General Plan Amendment, Change of Zone, Specific Plan Amendment, Site Development Permit)
Compatibility Zones:	Zones D and E
APNs:	163-400-026, 163-400-028, 163-400-029

Dear Ms. Lopez:

On January 13, 2022, the Riverside County Airport Land Use Commission (ALUC) found City of Jurupa Valley Case Nos. MA21245 ([GPA21006, CZ21008, SPA, SDP21083] General Plan Amendment, Change of Zone, Specific Plan Amendment, Site Development Permit), a proposal to construct a 104 unit apartment complex with recreational amenities on 4.12 acres, located southerly of Limonite Avenue, easterly of Clay Street, westerly of Heatherwood Drive, and northerly of the Linares avenue, and also amend the site's general plan land use designation from Commercial Neighborhood to Highest Density Residential, change the site's zoning from I-P (Industrial Park) to R-3 (General Residential), and amend the Mission De Anza Specific Plan to allow for multi-family residential land uses at this site, **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, subject to the conditions listed below.

CONDITIONS:

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) Highly noise-sensitive nonresidential uses.

(f) 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. The attached "Notice of Airport in Vicinity" shall be provided to all prospective purchasers and occupants of the property and be recorded as a deed notice.

4. The project has been conditioned to utilize underground detention systems, which shall not contain surface water or attract wildlife. Any other proposed basin would require review and approval by the ALUC. 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

5. The project has been evaluated as consisting of 104 apartment units, and also includes a 1,500 square foot leasing office building, a 2,083 square foot recreation building with 315 square foot mezzanine, and a 1,020 square foot pool with 1,825 square feet of deck area. 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 criteria, at the discretion of the ALUC Director.

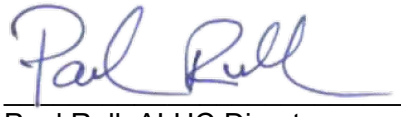
6. During initial sales of properties within newly created subdivision, large airport related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the

property to the airport and aircraft traffic pattern. 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.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 1-13-22 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



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Serrano Oaks, LLC (applicant/property owner)
Griffin Haupert (representative)
Kim Ellis, Airport Manager, Riverside Municipal Airport
ALUC Case File

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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 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

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

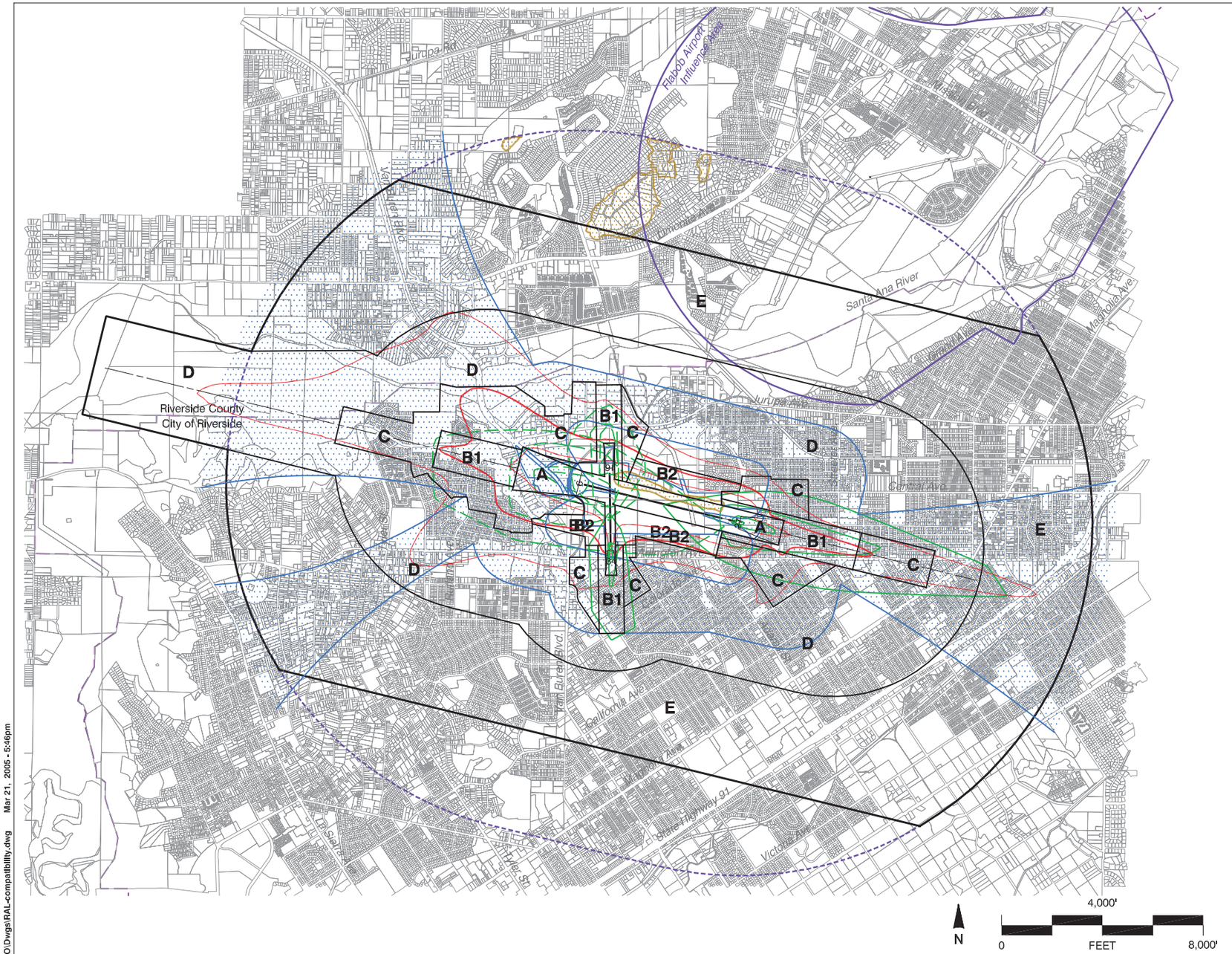
EXPANDED BUYER AWARENESS MEASURES

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

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