



## COMMUNITY DEVELOPMENT DEPARTMENT PLANNING DIVISION

### RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN PROJECT REVIEW

If your project is located within the influence area of the Riverside Municipal Airport (RMA), Flabob Airport, or March Air Reserve Base/March Inland Port (MARB/MIP) it will need to be reviewed for compliance with the Riverside County Airport Land Use Compatibility Plan (RCALUCP). The only exceptions are the following types of projects:

- Garages
- Carports
- Patios
- Re-Roofs
- Walls
- Patio Covers
- Spas
- Decking
- Plumbing
- Electrical
- Heating
- Air Conditioning
- Retaining Walls
- Patio Slabs
- Room Additions
- BB/Fireplace
- Pools
- Interior Remodeling
- Accessory Building
- Satellite Dish
- Accessory Building Sheds, etc.
- Gazebos
- Personnel Radio Towers
- Lot Line Adjustments
- Tentative Parcel Map

#### INFILL DEVELOPMENT (Section 3.3.1)

Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

- (a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:
1. The parcel size is no larger than 20.0 acres.
  2. At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
  3. The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
  4. Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.

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5. The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this plan unless replacement open land is provided within the same compatibility zone.
- (b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:
  1. The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
  2. Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix (Table 2A).
- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
  1. The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
  2. Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix (Table 2A).
- (d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this Compatibility Plan. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

### DEVELOPMENT BY RIGHT (Section 3.3.4) – Nothing in the RCALUCP prohibits:

- (a) The construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.
- (b) The construction of other types of uses if local government approvals qualify for development as effectively existing (for definition, please refer to Section 1.2.10)
- (c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property

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would no exceed the applicable criteria indicated in the Compatibility Criteria matrix (Table 2A).

### REVIEW PROCESS INFORMATION

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The first step is to determine if your project requires Federal Aviation Administration (FAA) Rule 77 Approval. For more information on this process, please refer to the Federal Aviation Regulations Part 77 Handout. If FAA approval is required you will need to proceed with this approval prior to submitting applications to the City or to RCALUC.

If your project is one of the following, please refer to the 'RCALUC Referrals' handout for information on submitting your project to the RCALUC for review and approval.

- Rezoning
- General Plan Amendments
- Specific Plan Amendments
- Heliport/Helistop

For all other projects, City Planning Division Staff will review your project for compliance with the RCALUCP. Recommendations to site design may be noted to bring the project into compliance with the RCALUCP, as well as conditions that may be applied to the project.

As a matter of information, projects meeting the following criteria will be sent to the RCALUC for their comment:

- a) Actions affecting land uses within any compatibility zone.
  1. Any proposed expansion of the sphere of influence of a city or special district.
  2. Proposed pre-zoning associated with future annexation of land to a city.
  3. Proposed development agreements or amendments to such agreements.
  4. Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.
  5. Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.
  6. Major capital improvements (e.g., water, sewer, or roads) which would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan.
  7. Proposed land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital).
  8. Any off-airport, nonaviation use of land within *Compatibility Zone A* of any airport.
  9. Proposals for new development (including buildings, antennas, and other structures) having a height of more than:

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- 35 feet within *Compatibility Zone B1, B2, or a Height Review Overlay Zone*;
  - 70 feet within *Compatibility Zone C*; or
  - 150 feet within *Compatibility Zone D or E*.
10. Any obstruction reviewed by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations that receives a finding of anything other than “not a hazard to air navigation.”
11. Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
- Electrical interference with radio communications or navigational signs;
  - Lighting which could be mistaken for airport landing;
  - Glare in the eyes of pilots or aircraft using the airport; and
  - Impaired visibility near the airport.
12. Projects having the potential to cause attraction of birds or other wildlife that can be hazardous to aircraft operations to be increased within the vicinity of an airport.
- b) Proposed nonaviation development of airport property if such development has not previously been included in an airport master plan or community general plan reviewed by the Commission. (See Policy 1.2.5 for definition of *aviation-related use*.)
- c) Regardless of location within Riverside County, any proposal for construction or alteration of a structure (including antennas) taller than 200 feet above the ground level at the site. (Such structures also require notification to the Federal Aviation Administration in accordance with Federal Aviation Regulations, Part 77, Paragraph 77.13(a)(1).)
- d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.

Taken from: *Riverside County Airport Land Use Compatibility Plan Policy Document, Chapter 2 (Countywide Policies), Section 1.5.3 – Major Land Use Actions.*

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