Regional Planning Commission Transmittal Checklist

Hearing Date	August 19, 2009
Agenda Item Number	7.

Project Number: 91311-(5)
Case(s): RCUP200700142
Contact Person: Anita Gutierrez

Included	NA/None	Document
☒	☐	Factual
☒	☐	Property Location Map
☒	☐	Staff Report
☒	☐	Draft Findings
☒	☐	Draft Conditions
☐	☐	DPW Letter
☐	☐	FD Letter
☒	☐	Other Department's Letter(s)
☒	☐	Burden Of Proof Statement(s)
☒	☐	Environmental Documentation (IS, MMP, EIR)
☒	☐	Opponent And Proponent Letters
☒	☐	Photographs
☐	☒	Resolution (ZC Or PA)
☐	☒	Ordinance with 8.5 X 11 Map (ZC Or PA)
☒	☐	Aerial (Ortho/Oblique) Image(s)
☒	☐	Land Use Radius Map
☒	☐	Site Plan And Elevations
☐	☐	

Reviewed By: Tom B Tam for MC

Los Angeles County Department of Regional Planning 320 West Temple Street Los Angeles, California 90012 Telephone (213) 974-6443 **PROJECT NUMBER 91311-(5)** **CONDITIONAL USE PERMIT 200700142**		PUBLIC HEARING DATE 8/19/2009	AGENDA ITEM 7.
		RPC CONSENT DATE	CONTINUE TO

APPLICANT	OWNER	REPRESENTATIVE
Jack Brian	Brian Trust	N/A

PROJECT DESCRIPTION

The proposed project includes the continued use and operation of an existing private small craft airport and accessory fruit orchard, with a proposed aircraft storage expansion from 30 planes to 60 planes. The proposed project also includes an existing care-takers unit (mobile home) and a proposed one-story single-family home, approximately 3,663 square feet. The hours of operation are dawn to dusk, seven days a week. Currently no night flying is allowed, however the applicant is requesting that night time operations be permitted for emergencies only. Approximate number of flights are as follows: 6 flights per day on weekdays and 12 flights per day on weekend.

REQUIRED ENTITLEMENTS

A Conditional Use Permit for the continued use and expansion of a private airport for small aircraft. In addition the request includes an existing caretaker's unit (mobile home) and a proposed single-family home to be located on site.

LOCATION/ADDRESS

34810 Largo Vista Road, Llano

SITE DESCRIPTION

The site is developed with an existing private airport and 6 bay shelters. One additional bay shelter is proposed and the addition of a single-family home on-site.

ACCESS	ZONED DISTRICT
Via Largo Vista Road	Antelope Valley East
ASSESSORS PARCEL NUMBER	**COMMUNITY**
3033010047	Antelope Valley
SIZE	**COMMUNITY STANDARDS DISTRICT**
37.33 Acres	N/A

	EXISTING LAND USE	EXISTING ZONING
Project Site	private airport and tree orchard	A-1-2 (Light Agricultural, 2 acre minimum lot size)
North	vacant land	A-1-2 (Light Agricultural, 2 acre minimum lot size)
East	vacant land	A-1-1 (Light Agricultural, 1 acre minimum lot size)/A-1-2 (Light Agricultural, 2 acre minimum lot size)
South	vacant land	A-1-1 (Light Agricultural, 1 acre minimum lot size)
West	vacant land	A-1-1 (Light Agricultural, 1 acre minimum lot size)

GENERAL PLAN/COMMUNITY PLAN	LAND USE DESIGNATION	MAXIMUM DENSITY
Antelope Valley Area Plan	N1 (Non-urban 1 -0.5 du/ac)	

ENVIRONMENTAL DETERMINATION

Negative Declaration

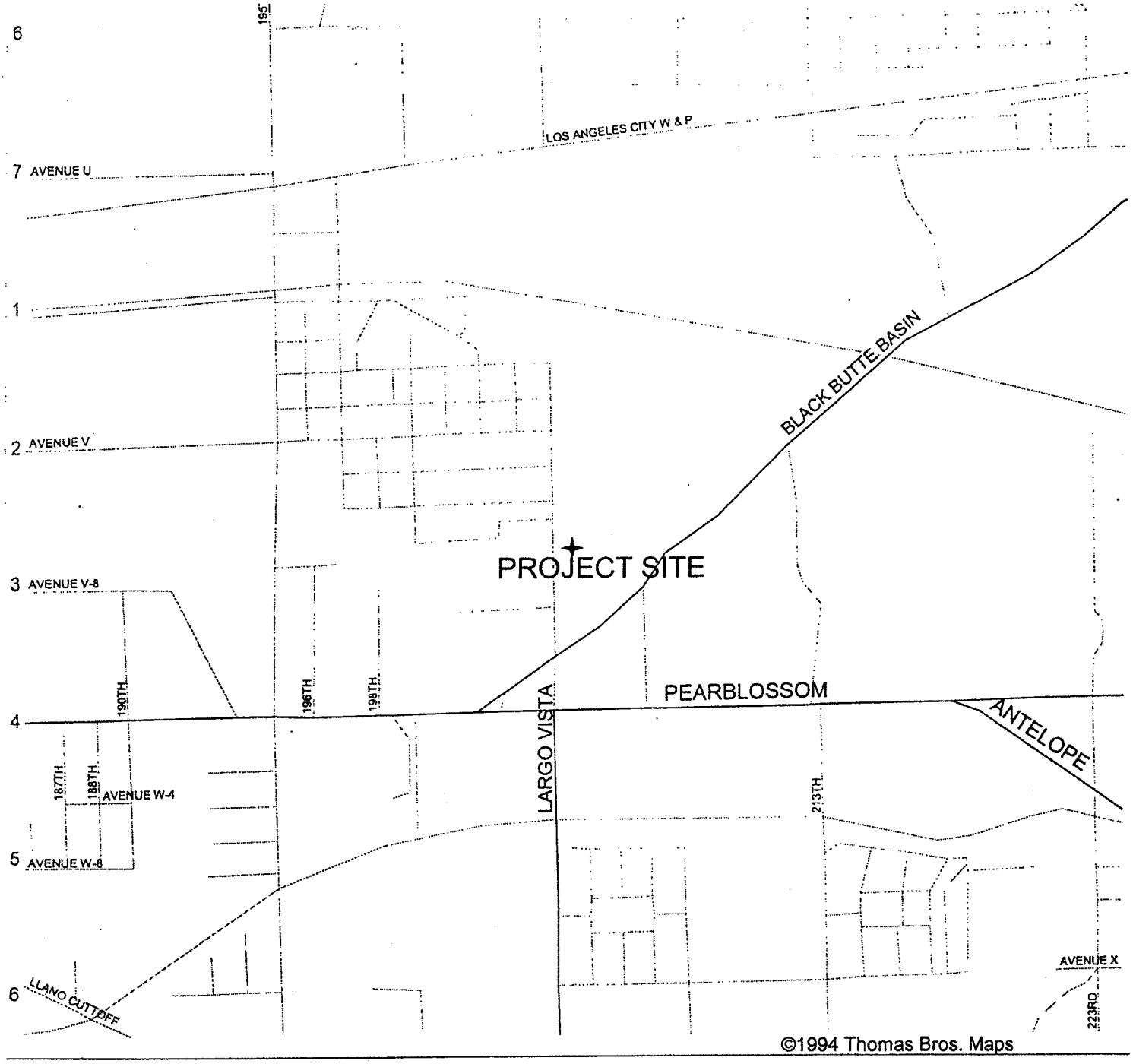
RPC LAST MEETING ACTION SUMMARY

LAST RPC MEETING DATE	RPC ACTION	NEEDED FOR NEXT MEETING
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING/ABSENT

TO BE COMPLETED ONLY ON CASES TO BE HEARD BY THE BOARD OF SUPERVISORS

STAFF CONTACT PERSON: Anita Gutierrez		
RPC HEARING DATE(S)	RPC ACTION DATE	RPC RECOMMENDATION
MEMBERS VOTING AYE	MEMBERS VOTING NO	MEMBERS ABSTAINING
STAFF RECOMMENDATION (PRIOR TO HEARING):		
SPEAKERS* (O) 0 (F) 0	PETITIONS (O) 0 (F) 0	LETTERS (O) 0 (F) 0

*(O) = Opponents (F) = In Favor



VICINITY MAP

SITE : 34810 LARGO VISTA RD.

STAFF ANALYSIS
PROJECT NUMBER 91311-(5)
CONDITIONAL USE PERMIT 200700142

PROJECT DESCRIPTION
The proposed project includes the continued use and operation of an existing private small craft airport (Brian Ranch Airport) and accessory fruit orchard, with a proposed aircraft storage expansion from 30 planes to 60 planes. The project also includes an existing care-takers unit and a proposed one-story single-family home, approximately 3,663 square feet. The hours of operation for the airport are dawn to dusk, seven days a week. Currently no night flying is allowed, however the applicant is requesting that night time operations be permitted for emergencies only. Approximate numbers of flights are as follows: 6 flights per day on weekdays and 12 flights per day on weekend.

REQUIRED ENTITLEMENTS
Per Section 22.21.100, a conditional use permit is required for an airport use in the A-1 (Light Agricultural, 2 acre minimum lot size) zone.

LOCATION
34810 Largo Vista Road, Llano

SITE PLAN DESCRIPTION
The site is developed with an existing private airport with two dirt runways crisscrossed across the site, 6 bay shelters and a caretaker's residence (mobile home). The addition of a bay shelter and a single-family home on-site is proposed.

ENVIRONMENTAL DETERMINATION
The Department of Regional Planning has determined that a Negative Declaration is the appropriate environmental documentation under California Environmental Quality Act (CEQA) reporting requirements. The Initial Study concluded that there is no evidence that the project may have a significant effect on the environment.

LEGAL NOTIFICATION AND PUBLIC OUTREACH
Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting and DRP website posting.

PREVIOUS CASES/ZONING HISTORY
CUP 1386 - was approved on January 23, 1980 to establish a private airport. The . conditional use permit authorized the construction, operation and maintenance of a small private airport, not to exceed five aircraft with an accessory fruit ranch. The permit did not allow for night time operations. The permit expired on January 9, 1990

CUP 91311 – Approved September 2, 1992, allowed for the continued operation of the airport, with expansion to 30 planes with a caretaker's mobile home and accessory fruit orchard on–site. Permit expired September 1, 2007

STAFF EVALUATION

General Plan Consistency

The property is designated as N1(Non-urban 1) and is within the boundaries of the Antelope Valley Areawide General Plan. Uses requiring special or remote locations, such as airports, may be permitted in the non-urban classification, provided that the development criteria of the plan are met.

The project is consistent with the designated general plan category. The airport is in a remote area, far from any existing development or urbanized area. The nearest residence is approximately a mile away and there does not appear to be any plans to develop the surrounding area in the near future.

Zoning Ordinance and Development Standards Compliance

The subject property is within the A-1-2 (Light Agricultural- two acre minimum lot size) zone. An airport requires a conditional use permit in this zone.

The project is incompliance with zoning standards and the proposed single family home will meet all development standards for a single family residence.

Neighborhood Impact/Land Use Compatibility

The airport is located in a very remote area with the nearest residence located about a mile away. There are no existing land use conflicts.

This is a use that has existed since 1980, without any known complaints or incidents. The project is compatible with the surrounding uses and has been operating as an accepted use for nearly thirty years.

Small airports serve a community and regional purpose, including providing recreation, emergency operations and other ancillary employment opportunities.

Burden of Proof

The applicant is required to substantiate all facts identified by Section 22.56.040 of the Los Angeles County Code. The Burden of Proof with applicant's responses is attached. The Burden of Proof has been met because the applicant has shown the proposed use has long been established and poses no adverse impacts to the surrounding community and that the project e site is well placed and will not be detrimental to the use, enjoyment or valuation of property of other persons located in the area.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

County Aviation Commission

In a letter dated July 8, 2009 the Los Angeles County Aviation Commission expressed their support for the proposed project and further stated that if approved the project would continue to play an important role in Southern California's system of airports (letter attached).

California State Department of Transportation, Division of Aeronautics

In a letter dated June 20,2009 the Division of Aeronautics confirmed Brain Ranch has a valid State Airport Permit and that upon approval of this conditional use permit would need to obtain a corrected permit to update information approved in this permit. (letter attached).

PUBLIC COMMENTS

We have received over 100 letters of support from members of the community and members of the aviation community, letters were submitted by the applicant. In a letter dated September 4, 2007 the Aviation Association stated its support for the Brian Ranch conditional use permit. In a letter received September 15, 2007 the Llano Community Association expressed its support for the Brian Ranch conditional use permit. In a letter dated July 9, 2007 the Pearblossom Chamber of Commerce expressed its support for the Brian Ranch conditional use permit.

FEES/DEPOSITS

If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

STAFF RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

Brian Ranch Airport is a long established use in the community and during the grant term length of their previous conditional use permits, Brian Ranch Airport has proven to be a responsible business by maintaining their property and adhering to the approved conditions of their permits. Furthermore, the business community, local residents and local aviation enthusiast have expressed strong support for this project.

One new issue to consider with this project is the increase in the number of planes to be kept on site. The applicant is requesting an expansion from 30 to 60 planes and has indicated that there would not be any change in the number of flights per day or the operating hours of the airport. The additional storage space is to accommodate mostly existing customers who like to have two planes. Staff believes the increased airplane

storage is compatible with the proposed use and would not negatively impact the surrounding uses.

The applicant has requested that nighttime operations be allowed for emergencies only, emergency landings are a matter handled by the Federal Aviation Administration and therefore does not need to be regulated by a County agency.

Staff recommends Approval of project number 91311 Conditional Use Permit Number 200700142 subject to the attached conditions.

SUGGESTED APPROVAL MOTIONS

I move that the public hearing be closed and that the Regional Planning Commission adopt the Negative Declaration associated with Project Number 91311 with the recommend conditions.

I move that the Regional Planning Commission close the public hearing and approve conditional use permit number 200700142, with findings & conditions.

Prepared by Anita Gutierrez
Reviewed by Mark Child Supervising Regional Planner, Zoning Permits Section I

Attachments:
Draft Conditions of Approval
Applicant's Burden of Proof statement
Environmental Document
Site Photographs
Site Plan
Land Use Map

This grant authorizes a conditional use permit for the continued use and expansion of a private airport for small aircraft. In addition the request includes an existing caretaker's mobile home and a proposed single-family home to be located on site and is subject to the following conditions of approval;

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.

2. Prior to the use of this grant, the property owner or permittee shall record the terms and conditions of the grant in the office of the County Recorder. In addition, upon any transfer or lease of the property during the term of this grant, the property owner or permittee shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

3 This grant shall not be effective for any purpose and cannot be used until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County Department of Regional Planning their affidavit stating that they are aware of, and agree to accept, all conditions of this grant and that the conditions have been recorded as required by Condition No. 2, and until all required fees have been paid pursuant to Condition No. 12. Notwithstanding the foregoing, this condition (No. 3), and Condition Nos. 4, 5 and 10 shall be effective immediately upon final approval of this grant by the County.

4. The permittee shall defend, indemnify and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall cooperate fully in the defense. If the County fails to promptly notify the permittee of any claim action or proceeding, or if the County fails to cooperate fully in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing pay the Department of Regional Planning an initial deposit of $5,000, from which actual costs shall be billed and deducted for the purpose of defraying the expenses involved in the department's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance to permittee or permittee's counsel. The permittee shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted:
    a. If during the litigation process, actual costs incurred reach 80 percent of the amount on deposit, the permittee shall deposit additional funds sufficient to bring the balance up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to

completion of the litigation.

b. At the sole discretion of the permittee, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein. The cost for collection and duplication of records and other related documents will be paid by the permittee in accordance with Los Angeles County Code Section 2.170.010.

6. If any material provision of this grant is held or declared to be invalid, the permit shall be void and the privileges granted hereunder shall lapse.

7. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission or a hearing officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or hearing officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance.

   This grant allows for the continued operation of a private airport with an existing caretaker's mobile home and a proposed single-family home. The grant also allows for an increase in the number of parked/based aircraft, from 30 to 60 on the property.

   a. Not more than 60 aircraft may be kept at the airport
   b. The airport may be used only by fixed wing, single engine, light aircraft and ultralight aircraft.
   c. Flight training is permitted, however training take-offs and landings may only be performed in the daylight hours between dawn and dusk.
   d. Outside storage of disabled aircraft or aircraft parts is prohibited.
   e. Aircraft testing and repair, except for minor maintenance, is prohibited.
   f. The permittee shall maintain a physical separation between the runways and Largo Vista Road to the satisfaction of the Director of Planning. The displaced threshold on each runway shall be at least 300 feet (measured along the centerline of the runway) from Largo Vista Road.
   g. The permittee shall comply with all State and Federal regulations governing airport operations.

8. If there are any changes to the site plan within ninety (90) days of the approval date of this grant, the permittee shall submit to the Director for review and approval,

three (3) copies of site plans, similar to Exhibit "A" as presented at the public hearing. The property shall be developed and maintained in substantial compliance with the plans marked Exhibit "A. In the event that subsequent revised plans are submitted, the permittee shall submit three (3) copies of the proposed plans to the Director for review and approval. All revised plans must be accompanied by the written authorization of the property owner. If changes to the site plan are required as a result of instruction given at the public hearing, a Revised Exhibit "A" shall be submitted to the Department of Regional Planning within sixty (60) days of the date of approval for the Conditional Use Permit.

9. All structures shall comply with the requirements of the Division of Building and Safety of the Los Angeles County Department of Public Works.

10. This grant shall expire unless used within 2 years from the date of final approval by the County. A single one-year time extension may be requested in writing and with the payment of the applicable fee no earlier than 6 months prior to such expiration date

11. This grant will terminate on August 19. 2029. Entitlement to use of the property thereafter shall be subject to the regulations then in effect. At least six (6) months prior to the expiration of this permit and in the event that the permittee intends to continue operations after such date, a new Conditional Use Permit application shall be filed with the Department of Regional Planning. The application shall be a request for continuance of the use permitted under this grant, whether including or not including modification to the use at that time.

12. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.

    Prior to the use of this grant, the permittee shall deposit with the County of Los Angeles the sum of $300.00. These monies shall be placed in a performance fund which shall be used exclusively to compensate the Department of Regional Planning for all expenses incurred while inspecting the premises to determine the permittee's compliance with the conditions of approval, including adherence to development in accordance with the approved site plan on file. The fund provides for two (2) inspections within the first two years of operation, Inspections shall be unannounced.

    The inspection fee shall be paid within 60 days of approval. If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any condition of this grant, the permittee shall be financially responsible for and shall

reimburse the Department of Regional Planning for all additional inspections and for any enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be the amount equal to the recovery cost at the time of payment (currently $150.00 per inspection).

13. All structures, walls, and fences open to public view shall remain free of extraneous markings, drawings, or signage. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

14. In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

15. Upon receipt of this letter, the permittee shall contact the Fire Prevention Bureau of the Los Angeles County Fire Department to determine what facilities may be necessary to protect the property from fire hazard. Any necessary facilities shall be provided as may be required by said Department.

16. Any sign to be located on the subject property is subject to a separate sign review that shall be filed for review and approval to the Department of Regional Planning;

17. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless specifically modified by this grant, as set forth in these conditions or shown on the approved plans.

MC:ag
Wednesday, August 19, 2009

FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION COUNTY OF LOS ANGELES

PROJECT NUMBER 91311-(5)
CONDITIONAL USE PERMIT 200700142

REQUEST:
A conditional use permit for the continued use of a private airport and the expansion in the number parked on-site. In addition the request includes an existing caretaker's mobile home and a proposed single-family home to be located on site.

REGIONAL PLANNING COMMISSION HEARING DATE: August 19, 2009

PROCEEDINGS BEFORE THE REGIONAL PLANNING COMMISSION:

Findings

1. The subject property is located at 34810 Largo Vista Road, Llano in the community of the Antelope Valley within the Antelope Valley East Zoned District.

2. The proposed project includes the continued use and operation of an existing private small craft airport (Brian Ranch Airport) and accessory fruit orchard, with a proposed aircraft storage expansion from 30 planes to 60 planes. The proposed project also includes a one-story single-family home, approximately 3,663 square feet. The hours of operation for the airport are dawn to dusk, seven days a week. Currently no night flying is allowed, however the applicant is requesting that night time operations be permitted for emergencies only. Approximate numbers of flights are as follows: 6 flights per day on weekdays and 12 flights per day on weekend.

3. The property is designated as N1 (Non-urban 1) and is within the boundaries of the Antelope Valley Area Plan. Uses requiring special or remote locations, such as airports, may be permitted in the non-urban classification, provided that the development criteria of the plan are met.

   The project is consistent with the designated general plan category. The airport is in a remote area from any existing development or urbanized area. The nearest residence is about a mile away and there does not appear to be any plans to develop the surrounding area in the near future.

4. The subject property is within the A-1-2 (Light Agricultural- two acre minimum lot size) zone. An airport requires a conditional use permit in this zone.

   The project is incompliance with zoning standards and the proposed single family home will meet all development standards for a single family residence.

5. This is a use that has existed since 1980, without any known complaints or incidents. The project is compatible with the surrounding uses and has been operating as an accepted use for nearly thirty years.

6. Brian Ranch Airport is a long established use in the community and during the grant term length of their previous conditional use permits, Brian Ranch Airport has proven to be a responsible business by maintaining their property and adhering to the approved conditions of their permits. Furthermore, the business community, local residents and local aviation enthusiast have expressed strong support for this project.

7. According to the California State Department of Transportation, Division of Aeronautics the owner must obtain a corrected airport permit in accordance with 21663 of the California Public Utilities Code upon approval of this conditional use permit.

8. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.

9. To assure continued compatibility between the use of the subject property allowed by this grant and surrounding land uses, the Regional Planning Commission determines that it is necessary to limit the term of the grant to 10 years.

10. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits I Section, Los Angeles County Department of Regional Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISION CONCLUDES:

A. That the proposed use is consistent with the adopted general plan for the area; and

B. That the requested use at the proposed location will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety or general welfare; and

C. That the proposed site is adequate in size and shape to accommodate the development features prescribed in Title 22 of the County Code, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and

D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

AND, THEREFORE, the information submitted by the applicant and presented at the public hearing substantiates the required findings and burden of proof for a Conditional Use Permit as set forth in Section 22.56.040 of the Los Angeles County Code.

REGIONAL PLANNING COMMISSION ACTION:

1. The Regional Planning Commission has considered the Negative Declaration together with any comments received during the public review process, finds on the basis of the whole record before the Commission that there is no substantial evidence the project will have a significant effect of the environment, finds that the Negative Declaration reflects the independent judgment and analysis of the Commission, and adopts the Negative Declaration.

2. In view of the findings of fact and conclusions presented above, Conditional Use Permit 200700142 is **Approved** subject to the attached conditions.

c: Each Commissioner, Zoning Enforcement, Building and Safety

MC:ag
August 19, 2009

COUNTY OF LOS ANGELES

AVIATION COMMISSION

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 300-4602
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July 8, 2009

Ms. Anita Gutierrez
Department of Regional Planning
County of Los Angeles
320 West Temple Street
Los Angeles, CA 90012

Dear Ms. Gutierrez:

JUL 15 2009

CONDITIONAL USE PERMIT PROJECT 200700142-(5)
BRIAN RANCH AIRPORT
34810 LARGO VISTA ROAD, LLANO, CA 93544

The Los Angeles County Aviation Commission appreciates the opportunity to comment on this proposed development. At our June 24, 2009, meeting, my fellow Commissioners asked me to express our support of the proposed project, and how we feel that, if approved, it would continue to play an important role in Southern California's system of airports. Our Commission heard public comment from the proprietors of Brian Ranch Airport.

The airport, which is located about 25 miles east of Palmdale, is situated in the open landscape of the high dessert. The location is an ideal operating area for light sport and ultralight aircraft used primarily for recreation. Due to Federal restrictions, many of these aircraft cannot operate over populated areas, and those looking to learn to fly these aircraft must have a suitable location. This makes Brian Ranch Airport all the more necessary as the majority of airports within the County of Los Angeles cannot accommodate ultralight aircraft operations.

We understand that a hearing has been scheduled for August 19, 2009, and that your staff's recommendation is to approve the proposed Conditional Use Permit (CUP). We encourage your Commission's support of the Brian Ranch Airport CUP application, and we anticipate your final decision.

We thank you for this opportunity, and if you wish to discuss this project, please contact me or Mr. Richard Smith, Chief of our Aviation Division, at (626) 300-4602, Monday through Thursday, 7 a.m. to 5:30 p.m.

Very truly yours,

PENELOPE CORNWALL, CHAIR
Los Angeles County Aviation Commission

RLS:hz
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bc: Diego Cadena

CONDITIONAL USE PERMIT CASE – BURDEN OF PROOF
SEC. 22.56.040

In addition to the information required in the application, the applicant shall substantiate to the satisfaction of the Zoning Board and/or Commission, the following facts:

A. That the requested use at the location proposed will not:

1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or

The applicant is requesting to continue the use and maintenance of an existing private airport in the LA A-1-2 Zone 9 (light agricultural). The subject property has existed and operated under previous CUP actions (CUP Case Numbers 1386-(5) and 91311-(5)) granted by the Regional Planning Commission on January 23, 1980 and an September 9, 1992. The applicant is also requesting to permit the additional storage of light aircraft on the site (the applicant is permitted base 30 aircraft under the 1992 CUP and is requesting an increase to 60 under this new application), and to permit the occasional use to allow the night time operations of the airfield. The runways are equipped with lights and are operational at dawn, dusk and required FAA visual flight rules.

The 40 acre property is improved with dirt runways, airplane hangers, and a single family house. Surrounding the site, within the 1000' radius, are vacant properties that are not utilized. The airfield has been in operation for over 25 years with strong written support from the adjacent property owners. The subject property is classified as an non-urban area within the Antelope Valley General Plan and is compliance with the community plan and all the conditions under the existing CUP.

The airfield is primarily used for the storage of ultra-light aircrafts, fixed wing aircrafts and is permitted to operate a private flight school. The airfield primarily caters to the private light aircraft enthusiast and is not utilized by any jet aircraft nor any aircraft with more than one engine.
The closest land uses are fruit orchards and alfalfa farms located approximately 5 miles to the northwest. The nearest residential use is approximately 1.5 miles from the subject property.

Since the use has been operating for over 25 years under the current CUP to allow the operation of a private airfield, the applicant's request for a new grant will not affect the health, peace, comfort or welfare of persons residing or working in the surrounding area. A substantial amount of written support is attached to this application. In addition, all the conditions of approval have been complied under the current CUP.

2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or

The 40 acre property is improved with aircraft hangers, dirt runways, and a single family house. Surrounding the site within the 1000' radius are vacant properties that are either not inhabited or utilized. Since the airfield has been in operation for over 25 years under the current grant and with strong written support from the community, the airfield has not been detrimental to the use enjoyment or valuation of property of other persons located in the vicinity of the subject site. The subject property has been maintained and operated in full compliance under the existing CUP.

3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The 40 acre airfield is surrounded by vacant properties and the nearest residential use is approximately 1.5 miles away. The 25 year operation of the airfield is only used for recreational aircraft, private lessons, and the storage of light aircraft. Since the area is sparsely populated, the use has not jeopardized, endangered or otherwise constituted a menace to the public health, safety or general welfare of the community. The subject property has been maintained and operated in full compliance of the General Plan and Conditions under the existing CUP.

B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.

The size and shape of the 40 acre site is more than adequate to support an airfield. This use has existed for over 25 years. The size of the property easily accommodates the aircraft hangers, runways, the caretaker's house, the parking area, and other storage facilities. No outside storage of disabled aircraft or aircraft parts is permitted The trees and natural vegetation has been properly maintained by the applicant to provide shade and natural wind breaks on the property. .

C. That the proposed site is adequately served:

1. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and

The western side of the property is served by Largo Vista Road (a private dirt road). The ingress and egress is from a County dedicated road and is located approximately one mile off of State Highway 138. The road is sufficient in width and improved to adequately serve the airfield. The number of trips generated has not caused any significant impacts to any of the surrounding uses.

2. By other public or private service facilities as are required

The road is sufficient to support any service to the property. The airfield is self sufficient where the water, utilities and sewage facilities are located all on-site. Refuse removal is one of the only private services that will require the use of the road, which is more than adequate to facilitate the use of trash trucks.

STAFF USE ONLY

PROJECT NUMBER: *91311*
CASES: *RCUP200700142*

* * * * INITIAL STUDY * * * *

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

GENERAL INFORMATION

Map Date: *1/29/2008* Staff Member: *Anita Gutierrez*

Thomas Guide: *4380 -F2* USGS Quad: *Lovejoy Buttes*

Location: *34810 Largo Vista Road, Llano*

Description of Project: *The proposed project includes the continued use and operation of an existing private small craft airport and accessory fruit orchard, with a proposed aircraft storage expansion from 30 planes to 60 planes. The proposed project also includes a one-story single-family home, approximately 3,663 square feet. The airport serves ultralight and single engine aircrafts and has storage capacity for 30 planes and plans to expand storage capacity to 60 planes. The hours of operation are dawn to dusk, seven days a week. Currently no night flying is allowed, however the applicant is requesting that night time operations be permitted for emergencies only. Approximate number of flights are as follows: 6 flights per day on weekdays and 12 flights per day on weekend.*

Gross Acres: *37.33 gross ac and 35.84 net acres*

Environmental Setting: *The project site is located in the Eastern Antelope Valley in the community of Llano. The site is covered with creosote bushes and wild buckwheat. A dry wash runs through the property in a north-south direction. A previous study of the area points to the possible presence of desert tortoise and Mohave ground squirrel habitats.*

Zoning: *A-1-2 (Light Agricultural 2 acre minimum lot)*

Community Standards District: *N/A*

General Plan: *Antelope Valley Areawide General Plan – N1 Non-urban 1*

Major projects in area:

PROJECT NUMBER	DESCRIPTION & STATUS

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- ☐ LA Regional Water Quality Control Board
- ☐ Lahontan Regional Water Quality Control Board (Check RWQCB if septic system proposed)
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ Other

Trustee Agencies

- ☒ State Fish and Game
- ☐ Other
- ☐ State Parks
- ☐ Other

Special Reviewing Agencies

- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Santa Monica Mountains Conservancy
- ☐ Other
- ☐ Elementary School District
- ☐ High School District
- ☐ Local Native American Tribal Council
- ☐ Water District
- ☒ Federal Aviation Administration

Regional Significance

- ☐ SCAG
- ☐ Other
- ☐ Air Quality Management District
- ☐ Other

County Reviewing Agencies

- ☐ Sheriff Department
- ☐ Sanitation District (Check if sewers proposed)
- ☒ DPW: Land Development Division
- ☒ Fire Dept.: Planning Division
- ☐ Other
- ☐ Other

DHS Environmental Health:

- ☐ Environmental Hygiene (noise, air quality and vibration)
- ☐ Solid Waste Management (landfills, trash trucks & transfer stations)
- ☐ Land Use Program (septic systems & wells)
- ☐ Cross Connection and Water Pollution Control Program (recycled and reclaimed water)

IMPACT ANALYSIS MATRIX		ANALYSIS SUMMARY (See individual pages for details)				
			Less than Significant Impact/No Impact			
				Less than Significant Impact with Project Mitigation		
					Potentially Significant Impact	
CATEGORY	**FACTOR**	Pg				Potential Concern
HAZARDS	1. Geotechnical	5	☒	☐	☐	
	2. Flood	6	☒	☐	☐	
	3. Fire	7	☒	☐	☐	
	4. Noise	8	☒	☐	☐	
RESOURCES	1. Water Quality	9	☒	☐	☐	
	2. Air Quality	10	☒	☐	☐	
	3. Biota	11	☒	☐	☐	
	4. Cultural Resources	12	☒	☐	☐	
	5. Mineral Resources	13	☒	☐	☐	
	6. Agriculture Resources	14	☒	☐	☐	
	7. Visual Qualities	15	☒	☐	☐	
SERVICES	1. Traffic/Access	16	☒	☐	☐	
	2. Sewage Disposal	17	☒	☐	☐	
	3. Education	18	☒	☐	☐	
	4. Fire/Sheriff	19	☒	☐	☐	
	5. Utilities	20	☒	☐	☐	
OTHER	1. General	21	☒	☐	☐	
	2. Environmental Safety	22	☒	☐	☐	
	3. Land Use	23	☒	☐	☐	
	4. Pop/Hous./Emp./Rec.	24	☒	☐	☐	
	5. Mandatory Findings	25	☒	☐	☐	

ENVIRONMENTAL FINDING

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

☒ NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

☐ MITIGATED NEGATIVE DECLARATION, in as much as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

☐ ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant".

☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The Addendum EIR is required to analyze only the factors changed or not previously addressed.

Reviewed by: *Anita Gutierrez* Date: *02/11/09*

Approved by: Mark Child Date: 2/12/09

☐ Determination appealed – see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone? *Source: The California Geological Survey.*
b.	☐	☒	☐	Is the project site located in an area containing a major landslide(s)? *Source: The California Geological Survey.*
c.	☐	☒	☐	Is the project site located in an area having high slope instability? *Source: The California Geological Survey.*
d.	☐	☒	☐	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction? *Sources: General Plan Plate 3 & California Department of Conservation Division of Mines and Geology.*
e.	☐	☒	☐	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?
f.	☐	☒	☐	Will the project entail substantial grading and/or alteration of topography including slopes of over 25%?
g.	☐	☒	☐	Would the project be located on expansive soil, as defined in Table 18-1-B of Uniform Building Code (1994), creating substantial risks to life or property?
h.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Building Code, Title 26 - Sections 110.2, 111 & 113
(Geotechnical Hazards, Engineering Geology and Soils Engineering Report, Earthquake Fault)

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

HAZARDS - 2. Flood

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Is the major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site? *There is a dry stream bed that runs north –south through the south-western portion of the property.*
b.	☐	☒	☐	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone? *Source: Federal Emergency Management Agency.*
c.	☐	☒	☐	Is the project site located in or subject to high mudflow conditions?
d.	☐	☒	☐	Could the project contribute or be subject to high erosion and debris deposition from run-off?
e.	☐	☒	☐	Would the project substantially alter the existing drainage pattern of the site or area?
f.	☐	☒	☐	Other factors (e.g., dam failure)?

STANDARD CODE REQUIREMENTS

☐ Building Code, Title 26 – Section 110.1 (Flood Hazard)
☐ Health and Safety Code, Title 11 – Chapter 11.60 (Floodways)

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Approval of Drainage Concept by DPW

Airstrip and building do not adversely impact the watercourse and no new construction is proposed in watercourse. Project shall comply will the National Pollutants Discharge Elimination Systems requirements.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)? *Source: Los Angeles County Fire Department.*
b.	☐	☒	☐	Is the project site in a high fire hazard area and served by inadequate access due to lengths, width, surface materials, turnarounds or grade?
c.	☐	☒	☐	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?
d.	☐	☒	☐	Is the project site located in an area having inadequate water and pressure to meet fire flow standards?
e.	☐	☒	☐	Is the project located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?
f.	☐	☒	☐	Does the proposed use constitute a potentially dangerous fire hazard?
g.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Utilities Code, Title 20 – Section 20.16.060 (Fire Flow & Fire Hydrants Requirements)
☐ Fire Code, Title 32 – Sections 902.2.1 & 902.2.2.1 (Access & Dimensions)
☐ Fire Code, Title 32 – Sections 1117.2.1 (Fuel Modification Plan, Landscape Plan & Irrigation Plan)

☐ **MITIGATION MEASURES**

☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located near a high noise source (airports, railroads, freeways, industry)?
b.	☐	☒	☐	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?
c.	☐	☒	☐	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?
d.	☐	☒	☐	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?
e.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Environmental Protection Code, Title 12 – Chapter 12.08 (Noise Control)
☐ Building Code, Title 26 – Sections 1208A (Interior Environment – Noise)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?
b.	☒	☐	☐	Will the proposed project require the use of a private sewage disposal system? *Septic system already in place. The proposed expansion will not affect septic capacity.*
	☐	☒	☐	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations *or* is the project proposing on-site systems located in close proximity to a drainage course?
c.	☐	☒	☐	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?
d.	☐	☒	☐	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?
e.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Health & Safety Code, Title11 – Chapter 11.38 (Water & Sewers)
☐ Environmental Protection,Title 12 – Chapter 12.80 (Storm-water & Runoff Pollution Control)
☒ Plumbing Code, Title 28 – Chapter 7; Appendices G(a), J & K (Sewers & Septic Systems)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use ☐ Septic Feasibility Study
☐ Industrial Waste Permit ☐ National Pollutant Discharge Elimination System (NPDES) Permit

Project shall comply will the National Pollutants Discharge Elimination Systems requirements

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **water quality** problems?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Will the proposed project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential users or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for non-residential uses)?
b.	☐	☒	☐	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	☐	☒	☐	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure or exceed AQMD thresholds of potential significance?
d.	☐	☒	☐	Will the project generate or is the site in close proximity to sources that create obnoxious odors, dust, and/or hazardous emissions?
e.	☐	☒	☐	Would the project conflict with or obstruct implementation of the applicable air quality plan?
f.	☐	☒	☐	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?
g.	☐	☒	☐	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emission which would exceed quantitative thresholds for ozone precursors)?
h.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ State of California Health and Safety Code – Section 40506 (Air Quality Management District Permit)

☐ **MITIGATION MEASURES**

☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by, **air quality**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural? *Sources: General Plan & Malibu Land Use Plan.*
b.	☐	☒	☐	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?
c.	☐	☒	☐	Is a drainage course located on the project site that is depicted on USGS quad sheets by a dashed blue line or that may contain a bed, channel, or bank of any perennial, intermittent or ephemeral river, stream, or lake?
d.	☐	☒	☐	Does the project site contain a major riparian or other sensitive habitat (e.g. coastal sage scrub, oak woodland, sycamore riparian, woodland, wetland, etc.)?
e.	☐	☒	☐	Does the project site contain oak or other unique native trees (specify kinds of trees)?
f.	☐	☒	☐	Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)? *Letter from Fish and Game, dated 6/9/1992 stated that no Cumulative Human Impact Evaluation was required.*
g.	☐	☒	☐	Other factors (e.g., wildlife corridor, adjacent open space linkage)?

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design

☐ ERB/SEATAC Review

☐ **OTHER CONSIDERATIONS**

☐ Oak Tree Permit

☐ Biological Constraints Analysis

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, **biotic** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 4. Archaeological/Historical/Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) that indicate potential archaeological sensitivity?
b.	☐	☒	☐	Does the project site contain rock formations indicating potential paleontological resources?
c.	☐	☒	☐	Does the project site contain known historic structures or sites? *Source: California Historical Resources Inventory.*
d.	☐	☒	☐	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?
e.	☐	☒	☐	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
f.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size

☐ Cultural Resources Records Search (Quick Check)

☐ **OTHER CONSIDERATIONS**

☐ Project Design

☐ Phase 1 Archaeology Report

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical**, or **paleontological** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? *The project site is not located in a Mineral Recovery Zone. Source: General Plan Special Management Areas map.*
b.	☐	☒	☐	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan? *The project site is not located in a Mineral Recovery Zone. Source: General Plan Special Management Areas map.*
c.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size

☐ **OTHER CONSIDERATIONS**

☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?
b.	☐	☒	☐	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
c.	☐	☒	☐	Would the project involve other changes in the existing environment that due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
d.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Lot Size

☐ **OTHER CONSIDERATIONS**

☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?
b.	☐	☒	☐	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?
c.	☐	☒	☐	Is the project site located in an undeveloped or undisturbed area that contains unique aesthetic features?
d.	☐	☒	☐	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?
e.	☐	☒	☐	Is the project likely to create substantial sun shadow, light or glare problems?
f.	☐	☒	☐	Other factors (e.g., grading or landform alteration)?

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Visual Simulation ☐ Compatible Use

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **scenic** qualities?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Does the project contain 25 dwelling units or more and is it located in an area with known congestion problems (roadway or intersections)?
b.	☐	☒	☐	Will the project result in any hazardous traffic conditions?
c.	☐	☒	☐	Will the project result in parking problems with a subsequent impact on traffic conditions?
d.	☐	☒	☐	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?
e.	☐	☒	☐	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?
f.	☐	☒	☐	Would the project conflict with adopted policies, plans, or program supporting alternative transportation (e.g., bus, turnouts, bicycle racks)?
g.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Project Design ☐ Traffic Report

☐ **OTHER CONSIDERATIONS**

☐ Consultation with DPW Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **traffic/access** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	If served by a community sewage system, could the project create capacity problems at the treatment plant?
b.	☐	☒	☐	Could the project create capacity problems in the sewer lines serving the project site?
c.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Utilities Code, Title 20 – Division 2 (Sanitary Sewers and Industrial Waste)
☐ Plumbing Code, Title 28 – Chapter 7 (Sanitary Drainage)
☐ California Health Safety Code – Section 5474 (Sewer connection mitigation fee)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

The water supply consists of a well with 10,000 gallon storage capacity and pumping capability of 14,000 gallons a day.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project create capacity problems at the district level?
b.	☐	☒	☐	Could the project create capacity problems at individual schools that will serve the project site?
c.	☐	☒	☐	Could the project create student transportation problems?
d.	☐	☒	☐	Could the project create substantial library impacts due to increased population and demand?
e.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ State of California Government Code – Section 53080 (School Facilities Fee)
☐ Planning & Zoning Code, Title 22 - Chapter 22.72 (Library Facilities Mitigation Fee)

☐ **MITIGATION MEASURES**

☐ Site Dedication

☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?
b.	☐	☒	☐	Are there any special fire or law enforcement problems associated with the project or the general area?
c.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☒ Revenue & Finance Code, Title 4 – Chapter 4.92 (Fire Protection Facilities Fee)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?
b.	☐	☒	☐	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?
c.	☐	☒	☐	Could the project create problems with providing utility services, such as electricity, gas, or propane?
d.	☐	☒	☐	Are there any other known service problem areas (e.g., solid waste)?
e.	☐	☒	☐	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or facilities (e.g., fire protection, police protection, schools, parks, roads)?
f.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☐ Plumbing Code, Title 28 – Chapters 3, 6 & 12
☐ Utilities Code, Title 20 – Divisions 1, 4 & 4a (Water, Solid Waste, Garbage Disposal Districts)

☐ **MITIGATION MEASURES**

☐ Lot Size ☐ Project Design

☐ **OTHER CONSIDERATIONS**

☐ Water Purveyor Will-serve Letter

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities** services?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Will the project result in an inefficient use of energy resources?
b.	☐	☒	☐	Will the project result in a major change in the patterns, scale, or character of the general area or community?
c.	☐	☒	☐	Will the project result in a significant reduction in the amount of agricultural land?
d.	☐	☒	☐	Other factors?

STANDARD CODE REQUIREMENTS

☒ California State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Are any hazardous materials used, transported, produced, handled, or stored on-site?
b.	☐	☒	☐	Are any pressurized tanks to be used or any hazardous wastes stored on-site? *There are no tanks proposed for the project site.*
c.	☐	☒	☐	Are any residential units, schools, or hospitals located within 500 feet and potentially adversely affected?
d.	☐	☒	☐	Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?
e.	☐	☒	☐	Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?
f.	☐	☒	☐	Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
g.	☐	☒	☐	Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment? *The project site is not listed in the Department of Toxic Substances Control EnviroStor Database.*
h.	☐	☒	☐	Would the project result in a safety hazard for people in a project area located within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?
i.	☐	☒	☐	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
j.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES**

☐ Phase 1 Environmental Assessment

☐ **OTHER CONSIDERATIONS**

☐ Toxic Clean-up Plan

There are no underground tanks on the airport

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Can the project be found to be inconsistent with the plan designation(s) of the subject property?
b.	☐	☒	☐	Can the project be found to be inconsistent with the zoning designation of the subject property?
c.				Can the project be found to be inconsistent with the following applicable land use criteria:
	☐	☒	☐	Hillside Management Criteria?
	☐	☒	☐	SEA Conformance Criteria?
	☐	☒	☐	Other?
d.	☐	☒	☐	Would the project physically divide an established community?
e.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Could the project cumulatively exceed official regional or local population projections?
b.	☐	☒	☐	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?
c.	☐	☒	☐	Could the project displace existing housing, especially affordable housing?
d.	☐	☒	☐	Could the project result in substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?
e.	☐	☒	☐	Could the project require new or expanded recreational facilities for future residents?
f.	☐	☒	☐	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
g.	☐	☒	☐	Other factors?

☐ **MITIGATION MEASURES** ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment,** or **recreational** factors?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	☐	☒	☐	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
b.	☐	☒	☐	Does the project have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
c.	☐	☒	☐	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

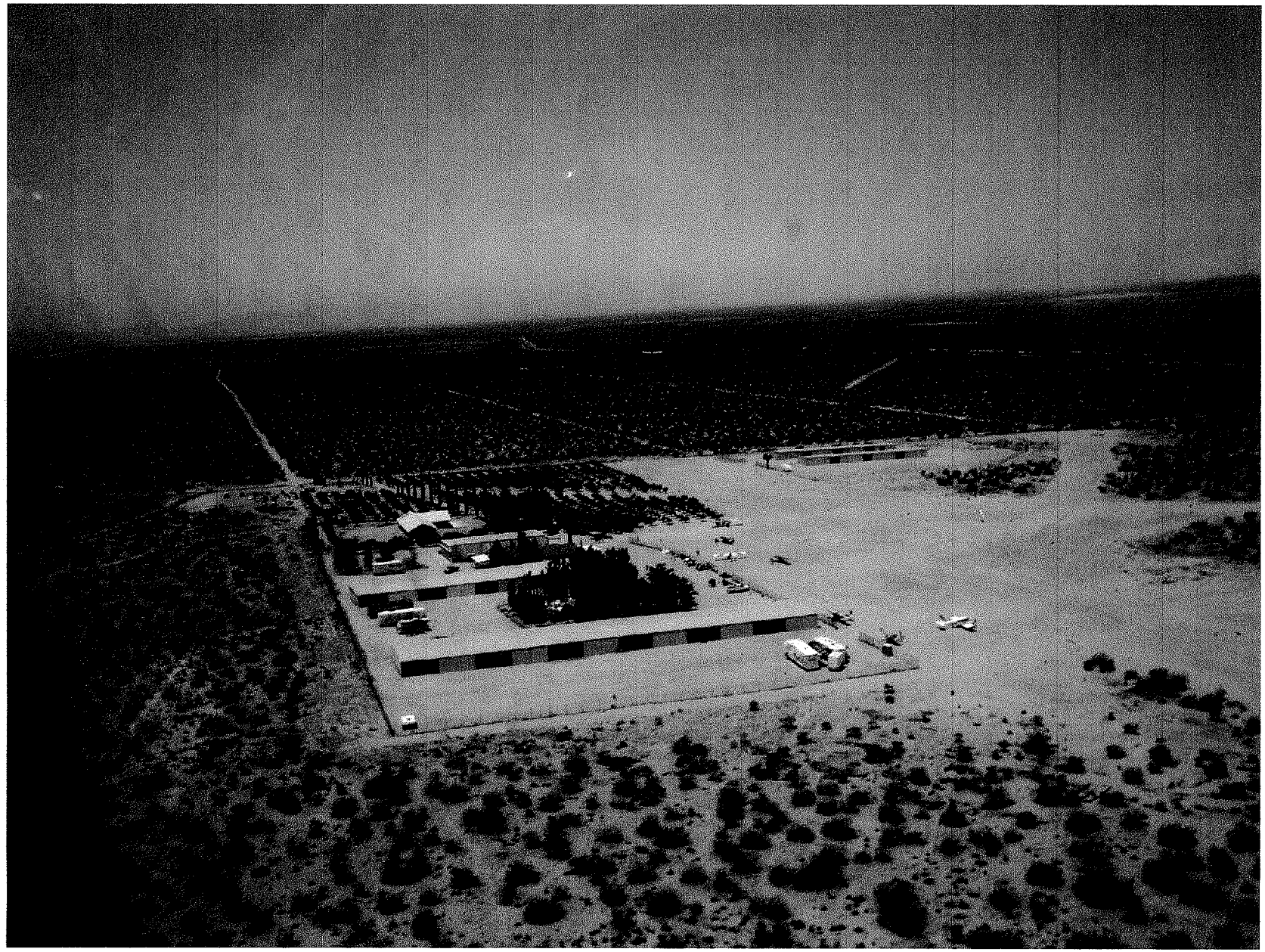
CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No Impact

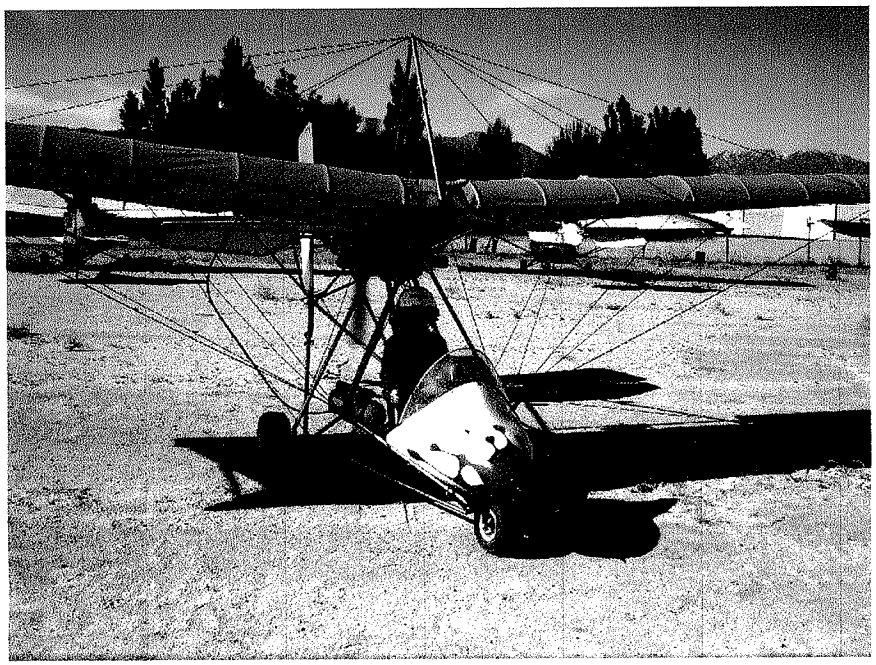
Jack Brian, Project No. 91311-(5), Case No. RCUP 200700142-(5)

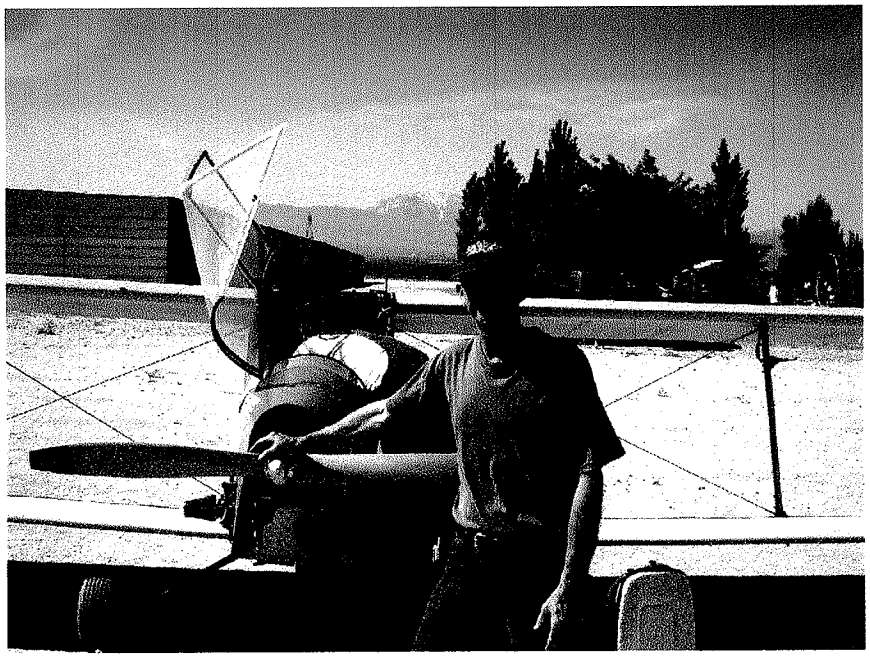
Aerial view of airport & surrounding area



Jack Brian, Project No. 91311-(5), Case No. RCUP 200700142-(5)

Typical aircraft stored at Brian Ranch Airport





Jack Brian, Project No. 91311-(5), Case No. RCUP 200700142-(5)

Landscaping at Brian Ranch Airport

Top left: Park picnic area

Top right: Apples in bloom

Bottom left: Peaches ready for picking

Bottom right: Nectarines ready for picking

PEARBLOSSOM CHAMBER OF COMMERCE

MAILING ADDRESS:
POST OFFICE BOX 591
PEARBLOSSOM, CA 93553

34004 128th STREET EAST
PEARBLOSSOM, CA 93553

Department of Regional Planning
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

July 9, 2007

Dear Sir or Madam:

We are friends of the Brian Ranch Airport. We have found Brian Ranch Airport to be a valuable resource for recreational aviation in our community.

There are not enough places devoted to flying for pleasure and the Brian Ranch Airport serves the community well.

We urge you to renew their Conditional Use Permit as quickly as possible.

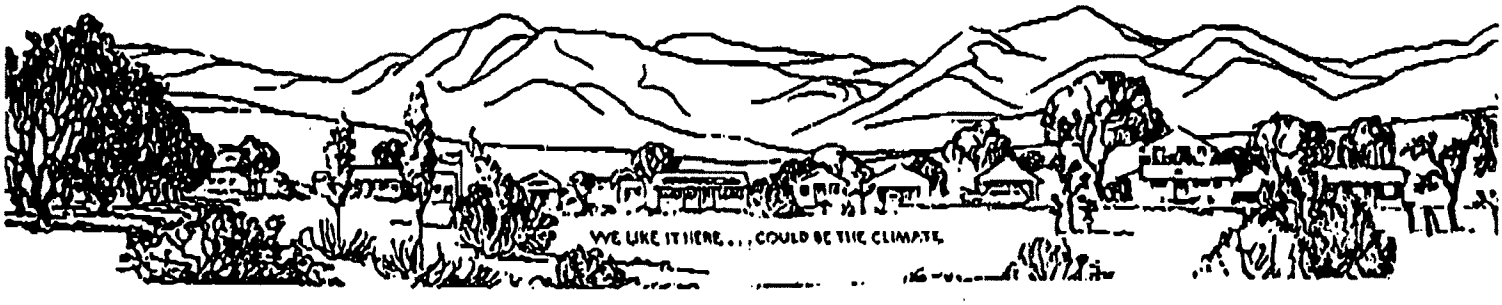
Sincerely,

Cindy Beck
Cindy Beck, President

Duane P. Carles
Duane Carles, Vice President

Chuck Millner
Chuck Millner, Treasurer
(661) 944-6435

Diana Cason
Diana Cason, Secretary



Received approximately 110 of these letters.

Dept. of Regional Planning
320 W. Temple St.
Hall of Records
Los Angeles, Ca 90012

Date: 06/13/09

I am a friend of Brian Ranch Airport. I have found Brian Ranch Airport to be a valuable resource for recreational aviation. There are not enough places devoted to flying for pleasure. I urge you to renew the Conditional Use Permit as quickly as possible.

Signature: G Cooper

Name: Greg Cooper

Address: 15455-218 Glenoaks

City: Sylmar CA Zip: CA 91342

Phone: (818) 388-9027

elope valley
engineering
inc.

OCTOBER 8, 2007

REF. NO. L70317

COUNTY OF LOS ANGELES FIRE DEPARTMENT
PREVENTION BUREAU
FIRE PREVENTION ENGINEERING
5823 RICKENBACKER ROAD
COMMERCE, CA 90040-3027

RE: FIRE DEPARTMENT ACCESS
34810 LARGO VISTA ROAD
LLANO, CA

APN 3033-010-047

DEAR SIRS,

THE EXISTING UNIMPROVED LARGO VISTA ROAD (COMPACTED NATIVE SOIL) FRONTING THE ABOVE REFERENCED PROPERTY PROVIDES AN ALL-WEATHER ACCESS TO WITHIN 150 FEET OF THE FURTHEST PORTION OF THE PROPERTY AND IS CAPABLE OF SUPPORTING A TWENTY–FIVE TON VEHICLE FROM PROPERTY LINE TO PROPERTY LINE, AS SHOWN ON THE ATTACHED SKETCH.

THE DRIVEWAY (COMPACTED NATIVE SOIL) AS SHOWN IS CAPABLE OF SUPPORTING A TWENTY-FIVE TON VEHICLE AND PROVIDES AN ALL WEATHER ACCESS TO WITHIN 150 FEET OF THE FURTHEST PORTION OF THE PROPOSED RESIDENCE.

IN ORDER FOR THIS ROAD TO CONTINUE AS AN ALL WEATHER FIRE ACCESS ROAD, IT MUST BE MAINTAINED BY THE PROPERTY OWNER THROUGHOUT THE YEAR.

SINCERELY,

CHARLES J. BECK, P.E.
RCE 19289

REGISTERED PROFESSIONAL ENGINEER
CHARLES J. BECK
C19289
9-30-09
CIVIL
STATE OF CALIFORNIA

CJB/amt

File 07-233

129 West Pondera Street • Lancaster, California 93534 • (661) 948-0805 • Fax (661) 945-8170

L C A

Llano Community Association
P.O. Box 7
Llano, CA 93544-0007

Department of Regional Planning
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Ref: CUP #T200700142

Dear Planners,

First, a little information about our organization ... the objective of the Llano Community Association (LCA) "is to promote all projects which will be of benefit to the whole of the Llano community." Some of our activities include:

- Annual Bake Sale fund raiser at Brian Ranch Airport
- Scholarships to graduating high school seniors ... for continuing education
- Christmas Baskets to Llano residents in need
- Donations to Littlerock Jazz Band, Special Olympics, and others
- 2-mile section of Highway 138 Adopt-A-Highway clean up

Brian Ranch Airport has been a member of LCA since 1992. In 1996, we partnered with the Airport to hold our only fundraiser ... an annual Bake Sale. The Bake Sale benefits the Airport during the "World's Smallest" Air Show by providing breakfast, drinks and bake goods to the participants and spectators during the two-day event on Memorial Day weekend.

The income from the Bake Sale adds to our membership dues, and allows the Association to reach out into the community in many ways ... some listed above.

The Brian Ranch Airport operation is a value asset to LCA, and the Llano community in general. **We fully support the renewal of their Conditional Use Permit for Los Angeles County.**

Sincerely,

David Price, Vice President
LCA Board of Directors

EAA™
THE SPIRIT OF AVIATION

FEB 23 2009

February 20, 2009

Department of Regional Planning
Hall of Records
320 W. Temple Street
Los Angeles, CA 90012

Reference: CUP # T200700142, Brian Ranch Airport (CL 13)

Dear Sirs:

EAA represents The Spirit of Aviation™ through an active community of aviation enthusiasts, pilots, and aircraft owners. Over 160,000 EAA members worldwide share knowledge, camaraderie, and rewarding experiences that draw on their common passion for flying, building, and restoring recreational aircraft. EAA members, organized in roughly 1,000 local chapters nationwide, unite to promote the continued growth of aviation. Toward this end, they annually organize more than 10,000 aviation events and activities that promote aviation safety and education, encourage innovation, and create an environment for advancing the future of personal flight. These events include EAA AirVenture Oshkosh, among the world's premier conventions for aviation technology, commerce, innovation, entertainment, and policymaking.

EAA strongly endorses the request to renew the operating permit for the Brian Ranch Airport (CL 13) for another 15-year (or longer) period.

In 2004 the Federal Aviation Administration (FAA) enacted new pilot and aircraft rules enabling the next generation of pilots to participate in aviation by becoming pilots in less time and at a lower cost. The owners/operators of the Brian Ranch Airport have taken this newly created FAA concept to become one of the leading Sport Pilot flight training schools in California. In a little more than three years they have successfully trained over 20 Sport Pilots. In addition, they have also successfully trained well over 200 pilots to fly very light ultralight aircraft over a slightly longer period of time. Per a review of the National Transportation Safety Board aviation safety files we note that the airport has a spotless safety record.

The Brian Ranch airport is a true economic small business success story in California.

Again, EAA strongly recommends the renewal of the operating permit for the Brian Ranch Airport.

Sincerely,

Randy Hansen
Government Relations Director

P.O. BOX 3086 OSHKOSH, WI 54903-3086 • Tel 920.426.6522 • Fax 920.426.6560 • WWW.EAA.ORG

AIRCRAFT OWNERS AND PILOTS ASSOCIATION
421 Aviation Way • Frederick, MD 21701-4798
Telephone (301) 695-2000 • FAX (301) 695-2375
www.aopa.org

Department of Regional Planning
Hall of Records
320 W. Temple St.
Los Angeles CA 90012

RECEIVED
SEP 10 2007

RE: CUP # T200700142

September 4, 2007

To Whom It May Concern:

It has come to our attention that the Brian Ranch Airport (CL13/CA), which operates under a Conditional Use Permit from Los Angeles County (T200700142), is in the process of renewing that permit.

Mr. Jack Brian, owner of Brian Ranch Airport, has been a member in good standing of the Aircraft Owners and Pilots Association since 1959. Mr. Brian, and his airport, has done an excellent job of promoting aviation in the local community as well as in Southern California for many years. Also, Brian Ranch Airport has one of the few "Sport Pilot" flight schools in Southern California and it attracts students from all across the country.

Small airports in America are disappearing at an alarming rate, between 2 and 3 every week. General aviation airports provide a vital service to a nation that has become more and more dependent on air transportation. Of the 17,600 landing facilities in the United States, the air carriers serve 388 on a scheduled basis, concentrating more than 50 percent of their service in just 20 or so locations. Obviously, most of America's communities are dependent on their local airport for access to the nation's transportation system.

We have no objection to the County of Los Angeles renewing the Conditional Use Permit for Brian Ranch Airport and we support the airport's continued presence in the community.

Best Regards,

Thomas A. Zecha, Jr.
Senior Aviation Technical Specialist
Aircraft Owners and Pilots Association
301-695-2168
Thomas.zecha@aopa.org

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 771

Flex your power!
Be energy efficient!

June 20, 2009

Mr. Mark Child
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Child:

Los Angeles County's Notice of Consultation for the Brian Ranch Airport-Security, Lighting, and Plot Plan; Project: 91311; Case: RCUP200700142

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operational safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

According to the Initial Study (IS), the proposal is for the "continued use and operation of an existing private small craft airport and accessory fruit orchard, with a proposed aircraft storage expansion from 30 planes to 60 planes." The IS states that the airport serves ultra-light and single engine aircraft from dawn to dusk, seven days a week, with approximately six flights per day on weekdays and 12 flights per day on the weekend. The applicant is requesting that night time operations be permitted for "emergencies only."

Brian Ranch Airport was issued a State Airport Permit on October 4, 1983. The property owner must obtain a corrected airport permit in accordance with Section 21663 of the California Public Utilities Code. Please advise the applicant to contact the Division's Aviation Safety Officer for Los Angeles County, Patrick Miles, at (916) 654-5376, to obtain the corrected permit. Information relating to the permit process is also available at http://www.dot.ca.gov/hq/planning/aeronaut/airportpermit.html. We also request a copy of the negative declaration when available.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 7 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy_hesnard@dot.ca.gov.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

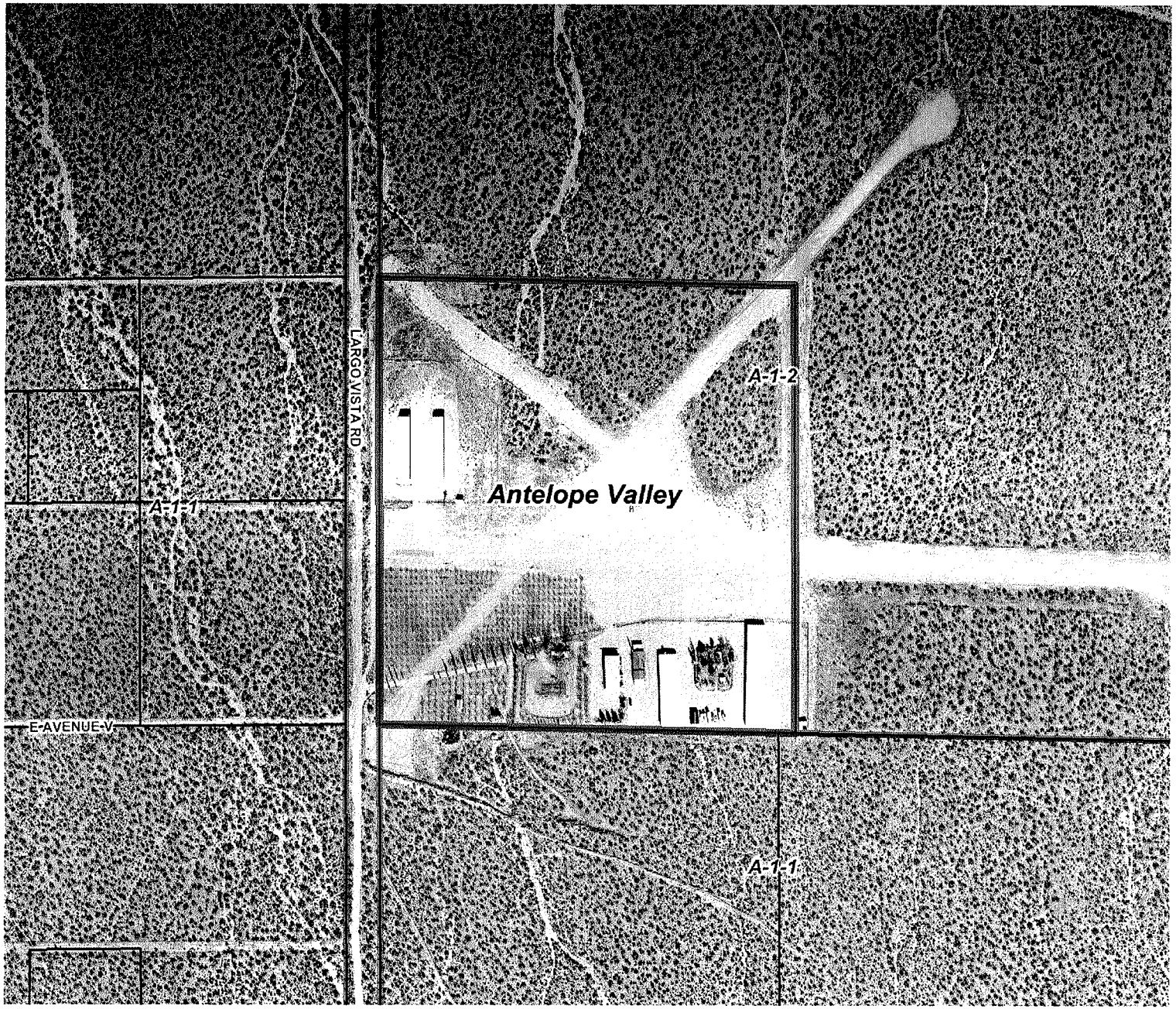
c: Brian Ranch Airport

JUN 29 2009

gisNET department of regional planning

91311

Printed On: Aug 3, 2009



Legend

- Parcel Boundary
- Arterial Street
- Highway
- Freeway

Master Plan of Highways
- Expressway - (e)
- Expressway - (p)
- Ltd. Secondary Highway - (e)
- Ltd. Secondary Highway - (p)
- Parkway - (e)
- Parkway - (p)
- Major Highway - (e)
- Major Highway - (p)
- Secondary Highway - (e)
- Secondary Highway - (p)

(e)-Existing (p)-Proposed

Railroad or Rapid Transit
- Railroad
- Rapid Transit
- Underground Rapid Transit

Significant Ridgelines
- Castaic CSD Primary
- Castaic CSD Secondary
- SMMNA Significant

- Census Tract (2000)
- Assessor Map Book (AMB) Bdy
- Zoning Index Map Grid
- Zoning Map Grid
- USGS Quad Sheet Grid
- The Thomas Guide Grid
- TB Internal Page Grid
- Very High Fire Hazard Serverity Zone
- Community Standards District (CSD)
- CSD Area Specific Boundary
- ESHA (Coast Only)
- Significant Ecological Area (SEA)
- Section Line
- Township and Range
- National Forest
- Equestrian District (EQD)
- Transit Oriented District (TOD)
- Setback District
- Zoned District (ZD)
- Supervisorial District Boundary

Safety Related Stations (From TB)
- Fire Station
- Highway Patrol
- Police Station
- Ranger Station
- Sheriff Station

- Zoning (Boundary)

Zoning
- Zone A-1
- Zone A-2
- Zone B-1
- Zone B-2
- Zone C-1
- Zone C-2
- Zone C-3
- Zone C-H
- Zone C-M
- Zone CPD
- Zone C-R
- Zone D-2
- Zone IT
- Zone M-1
- Zone M-1.5
- Zone M-2
- Zone M-3
- Zone MPD
- Zone MXD
- Zone O-S
- Zone P-R
- Zone R-1
- Zone R-2
- Zone R-3-( )U
- Zone R-4-( )U
- Zone R-A
- Zone RPD
- Zone R-R
- Zone SP
- Zone SR-D
- Zone W

Landuse Policy (Not in Comm / Area Plan)
- 1 - Low Density Residential (1 to 6 du/ac)
- 2 - Low/Medium Density Residential (6 to 12 du/ac)
- 3 - Medium Density Residential (12 to 22 du/ac)
- 4 - High Density Residential (22 or more du/ac)
- C - Major Commercial
- I - Major Industrial
- O - Open Space
- P - Public and Semi-Public Facilities
- RC - Rural Communities
- R - Non-Urban
- TC - Transportation Corridor

Inland Waterbody
- Perennial
- Intermittent
- Dry

Note: This is a static legend, which includes only a portion of layers. To get full legend, please use "Display Map Legend tab" on the top left side of screen.

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