



County of Los Angeles

**Regional Planning Commission**  
**Airport Land Use Commission**

---

**Commissioners**

David W. Louie, *Chair*  
Esther L. Valadez, *Vice Chair*  
Harold V. Helsley  
Pat Modugno  
Curt Pedersen

January 24, 2013

Tracy Steinkruger, Senior Planner  
City of Burbank Planning & Transportation Division  
150 North Third Street  
Burbank, CA 91502

Dear Ms. Steinkruger,

**SUBJECT: AIRPORT LAND USE COMMISSION ACTION OF JANUARY 23, 2013  
AVIATION CASE NO. 200600001/PROJECT NO. R2006-03145-(5)  
CITY OF BURBANK 2035 GENERAL PLAN AIRPORT LAND USE  
COMPATIBILITY PLAN CONSISTENCY DETERMINATION**

At their January 23, 2013 public hearing, the County of Los Angeles Airport Land Use Commission reviewed the City of Burbank 2035 General Plan for consistency with the policies of the Los Angeles County Airport Land Use Compatibility Plan (ALUCP). After considering staff presentation and discussion, the Commission voted 4-0 to find the project consistent with the ALUCP.

If you have any questions, please contact Carmen Sainz or David McDonald at (213) 974-6425, or email at [csainz@planning.lacounty.gov](mailto:csainz@planning.lacounty.gov) or [dmcDonald@planning.lacounty.gov](mailto:dmcDonald@planning.lacounty.gov), Monday through Thursday from 7:00 a.m. to 6:00 p.m. Our offices are closed on Fridays.

Sincerely,

  
Carmen Sainz  
Supervising Regional Planner

CS:DM

Attachment: Findings and Order of the Airport Land Use Commission, County of Los Angeles

c: California Department of Transportation, Division of Aeronautics

Richard J. Bruckner  
Director of Planning  
Department of Regional Planning

Rosie Ruiz  
Secretary to the Commission

FINDINGS AND ORDER OF THE AIRPORT LAND USE COMMISSION  
COUNTY OF LOS ANGELES

AVIATION CASE NO. 200600001  
PROJECT NO. R2006-03145-(5)

COMMISSION HEARING DATE: January 23, 2013 at 9:00 a.m.

**SYNOPSIS:**

Airport Land Use Commission (ALUC) review of the Burbank 2035 General Plan Project (Plan) is necessary because the Los Angeles County Airport Land Use Compatibility Plan (ALUCP) follows State law which requires that general plans and specific plans of jurisdictions that include public use airports be deemed consistent with the ALUC land use policy. Once an ALUCP is adopted, local agencies must submit these plans for a consistency determination.

**PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION**

January 23, 2013 Public Hearing

Staff made a presentation to the Commission which addressed the Land Use, Noise, Safety and Plan Realization Elements of the Plan. The relevant land use designations with housing within the Airport Influence Area, noise issues affecting residential and other sensitive uses were analyzed with the ALUCP as was the future referrals of major land use actions to the ALUC by the City of Burbank. Staff's conclusion was that the Plan is consistent with the ALUCP. The Commission had questions regarding schools within the 65dB CNEL, the inconsistency between the land use map in the EIR and our adopted 1991 Airport Influence Area Map for Bob Hope Airport and that the ALUCP map showed areas of the Airport Influence Area in the city of Los Angeles as well as the City of Burbank. Staff addressed all of those concerns to the satisfaction of the Commission. The Commission then opened up the hearing to speakers from the public or the City of Burbank. There were no speakers from the public. Tracy Steinkruger, the lead planner on the project for the City of Burbank, spoke briefly about the Plan. After her testimony, the Commissioner closed the public hearing. A vote was then taken and the ALUC found the Plan consistent with the ALUCP by a 4-0 vote; one Commissioner was absent.

**FINDINGS:**

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code (PUC) requires every county in which there is a public use airport to establish an ALUC.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the ALUC for Los Angeles County.

3. In 1991 the Los Angeles County ALUC adopted the Los Angeles County Airport Land Use Compatibility Plan (ALUCP) that sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
4. Public Utilities Code 21676 requires that each local agency whose general plan includes areas covered by an ALUCP shall submit a copy of its general plan or specific plan to the ALUC for determination on whether the plan is consistent with the ALUCP.
5. The 1991 Los Angeles County ALUCP includes Burbank/Glendale/Pasadena Airport, which was renamed Bob Hope Airport in 2003 in honor of entertainer Bob Hope.
6. The Bob Hope Airport is located in the City of Burbank and the City of Los Angeles.
7. The ALUCP contains policies and criteria to minimize the public's exposure to excessive noise and safety hazards associated with airports.
8. The ALUCP establishes an Airport Influence Area (AIA) for Bob Hope Airport, which is defined by the airport property, the area within the four designated Runway Protection Zones (RPZ) and the 65dB CNEL noise contour. The AIA defines the planning boundary for the ALUC.
9. Pursuant to Section 21676 (a) and (b), 21676.5 (a) and (b) of the PUC and Section 65302.3 of the Government Code, the County ALUC has the authority to review specific plans, general plan amendments, zoning ordinances, and related development proposals within the established airport influence area for consistency with the adopted ALUCP, before final action is taken by the local agency.

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION CONCLUDES:

10. With the language to be added to the final adopted version in the Land Use Element Noise Element and Plan Realization Element of the Plan, the Plan is consistent with the ALUCP for the following reasons:
11. The Plan is consistent with ALUCP Policy G-1, which requires new uses to adhere to the Land Use Compatibility Table. The Plan includes a land use compatibility table (Table N-3) which places the same types of restrictions on development within the AIA as the ALUCP based on the text amendments as agreed to by the City of Burbank in **Attachment 12**.
12. The Plan is consistent with ALUCP Policy G-2, which requires recycling of incompatible land uses to uses which are compatible with the ALUCP, pursuant to the Land Use Compatibility Table. The Land Use Compatibility Table lists new residential uses in the 65 dB CNEL as compatible provided sound insulation needs are reviewed, and lists educational facilities as not compatible. Policy 5.1 of the

Plan prohibits incompatible uses related to noise and Policy 7.1 states: *Maintain consistency with the ALUCP as it pertains to Bob Hope Airport* and therefore deemed consistent with the ALUCP.

13. The Plan is consistent with ALUCP Policy G-4, which prohibits projects that would affect safe air navigation into the airport.
14. The Plan is consistent with ALUCP Policy N-1, which requires that the CNEL method for measuring noise impacts near airports be used in determining suitability for various types of land uses. The project incorporated the CNEL method to determine transportation noise levels in the City of Burbank.
15. The Plan is consistent with ALUCP Policy N-2, which requires a maximum allowable interior noise level of 45 dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 dB CNEL or greater.
16. The Plan is consistent with ALUCP Policy N-3, Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.
17. The Plan is consistent with ALUCP Policy N-4, which encourages local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 dB CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.
18. The Plan is consistent with ALUCP Policy S-1, which establishes "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the Federal Aviation Administration's (FAA) runway protection zone (formally called clear zone). The Plan does not propose any development within or changes to the established runway protection zones for Bob Hope Airport.
19. The Plan is consistent with ALUCP Policy S-2, which prohibits above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. The Plan does not propose any development within the runway protection zones for Bob Hope Airport.
20. The Plan is consistent with ALUCP Policy S-3, which prohibits, within a runway protection zone, any use which would direct a steady light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport. The Plan does not include any uses that would direct steady light of red, white, green or amber colors toward any runway protection zone at Bob Hope Airport
21. The Plan is consistent with ALUCP Policy S-4, which prohibits, within a runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA. The Plan does not propose any erection or growth of objects

which rise above the approach surface in any Bob Hope Airport runway protection zone

22. The Plan is consistent with ALUCP Policy S-5, which prohibits uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. The Plan does not propose uses which would attract large concentrations of birds, emit smoke, or otherwise affect safe air navigation.
23. The Plan is consistent with ALUCP Policy S-6, which prohibits uses which would generate interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. The Plan does not propose uses which would generate electrical interference.
24. The Plan is consistent with ALUCP Policy S-7, which requires that projects comply with the height restriction standards of the FAA through FAR Part 77 because Height Ordinance No. 3663 (**Attachment 11**) concurs with the FAR Part 77.

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION DETERMINES: In view of the findings of fact and conclusions presented above, that the project presented in Aviation Case No. 200600001/Project No. R2006-03145-(5) is **CONSISTENT** with the Los Angeles County Airport Land Use Compatibility Plan.

**VOTE: 4:0:0:1**

Concurring: Louie, Helsley, Pedersen, Modugno

Dissenting: 0

Abstaining: 0

Absent: Valadez

Action Date: January 23, 2013

CS:DM

c: Each Commissioner