

Attachment D

Consistency of 1991 CLUP (ALUCP) Goals and Policies
with Proposed Amendments Per LAX Specific Plan
Amendment Study

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Per LAX Specific Plan Amendment Study

<u>1991 CLUP POLICIES</u>	<u>PROPOSED AMENDMENTS PER LAX SPAS RELATING TO THE CLUP</u>
<p>CLUP G-1. Require new uses to adhere to the Land Use Compatibility Chart.</p>	<p>The proposed SPAS Amendments include references in both the LAX Plan and LAX Specific Plan to new on-airport facilities. These uses would be directly related to airport services and would therefore be consistent with the Land Use Compatibility Chart. Pursuant to ALUC Review Procedures § 3.2, these amendments would not create any direct conflicts between the City of Los Angeles General Plan and CLUP, nor would they affect any established review procedure.</p>
<p>CLUP G-2. Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.</p>	<p>The proposed SPAS Amendments do not relate to or address the recycling of incompatible land uses. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP G-3. Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.</p>	<p>The proposed SPAS Amendments do not relate to or address aviation easements. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP G-4. Prohibit any uses which will negatively affect safe air navigation.</p>	<p>The proposed SPAS Amendments include references in both the LAX Plan and LAX Specific Plan to new on-airport facilities. As part of the airport itself, these facilities would be subject to review and approved by the FAA and, as such, would not negatively affect safe air navigation. Pursuant to ALUC Review Procedures § 3.2, these amendments would not create any direct conflicts between the City of Los Angeles General Plan and CLUP, nor would they affect any established review procedure.</p>
<p>CLUP G-5. Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.</p>	<p>The proposed SPAS Amendments do not relate to or address California Noise Standards. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP N-1. Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.</p>	<p>The proposed amendments do not relate to or address the CNEL method. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP N-2. Require sound insulation to insure a maximum</p>	<p>The proposed SPAS Amendments do not relate to or address sound insulation. Pursuant to ALUC</p>

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interior 45 dB CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.	Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.
CLUP N-3. Utilize the table listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.	The proposed SPAS Amendments do not relate to or address utilization of the Land Use Compatibility table. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.
CLUP N-4. Encourage 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.	The proposed SPAS Amendments do not relate to or address buyer awareness measures. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.
CLUP S-1. Establish “runway protection zones” contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA’s runway protection zone (formally called clear zone).	The proposed SPAS Amendments relative to the establishment of Runway Protection Zones are limited to a technical correction to LAX Plan Policy P7 in § 3.1.1 to delete the parenthetical reference to the “clear zone,” as this terminology is no longer used by the FAA. There is no change to the intent of the policy and, thus, pursuant to ALUC Review Procedures § 3.2, the proposed amendment would not create any direct conflicts between the City of Los Angeles General Plan and CLUP, nor would it affect any established review procedure.
CLUP S-2. Prohibit 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. It is recommended that these materials be stored underground.	The proposed SPAS Amendments do not relate to or address above-ground storage of hazardous materials in the RPZs. The proposed amendments relative to Runway Protections Zones are limited to LAX Plan Policy P8 in § 3.1.1, the revision of which would expand the areas subject to prohibited uses to include all FAA-designated safety areas, not just Runway Protections Zones. As such, Policy P8 would go beyond the intent of the CLUP policies. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.
CLUP S-3. Prohibit, within a runway protection zone, any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft engaged in a final approach toward landing at an airport.	The proposed SPAS Amendments do not relate to or address light impacts to aircraft in the RPZs. The proposed amendments relative to Runway Protection Zones are limited to LAX Plan Policy P8 in § 3.1.1, the revision of which would expand the areas subject to prohibited uses to include all FAA-designated safety areas, not just Runway Protections Zones. As such, Policy P8 would go beyond the intent of the CLUP policies. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review

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	procedure be affected.
<p>CLUP S-4. Prohibit, within a designated 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.</p>	<p>The proposed SPAS Amendments do not relate to or address object heights above airport approach surfaces in the RPZs. The proposed amendments relative to Runway Protection Zones are limited to LAX Plan Policy P8 in § 3.1.1, the revision of which would expand the areas subject to prohibited uses to include all FAA-designated safety areas, not just Runway Protections Zones. As such, Policy P8 would go beyond the intent of the CLUP policies. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP S-5. Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.</p>	<p>The proposed SPAS Amendments do not relate to or address the stated uses in this policy. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP S-6. Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p>	<p>The proposed SPAS Amendments do not relate to or address the stated uses in this policy. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>
<p>CLUP S-7. Comply with height restriction standards and procedures set forth in FAR Part 77.</p>	<p>The proposed SPAS Amendments do not relate to or address height restriction standards. Pursuant to ALUC Review Procedures § 3.2, no direct conflicts would be created between the City of Los Angeles General Plan and CLUP, nor would any established review procedure be affected.</p>