



COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

September 10, 2015

TO: Pat Modugno, Chair
Stephanie Pincetti, Vice Chair
Esther L. Valadez, Commissioner
David W. Louie, Commissioner
Curt Pedersen, Commissioner 

FROM: Carmen Sainz, Supervising Regional Planner
Communities Studies East Section
Advance Planning Division

SUPPLEMENTAL MATERIALS

PROJECT NO. R2015-02527-(4); AVIATION CASE NO. 201500003; AIRPORT LAND USE COMMISSION REVIEW OF THE LOS ANGELES INTERNATIONAL AIRPORT NORTHSIDE PLAN UPDATE; SEPTEMBER 16, 2015 – AGENDA ITEM #4

Attached please find the additional materials that supplement the Airport Land Use Commission hearing package on September 16, 2015. Since the original hearing package was submitted, staff prepared the Findings and Order for the LAX Northside Plan Update project. The project materials are also available at the following project website: <http://planning.lacounty.gov/case/view/r2015-02527/>.

If you have any questions, do not hesitate to contact me at (213) 974-6425, or via e-mail at csainz@planning.lacounty.gov. Our office hours are Monday through Thursday from 7:00 a.m. to 6:00 p.m.

Thank you.

CS:mc:ems

Attachments

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

AVIATION CASE NO. 201500003
PROJECT NO. R2015-02527-(4)

HEARING DATE: September 16, 2015 at 9:00 a.m.

SYNOPSIS:

The Los Angeles International Airport (LAX) Northside Plan Update (Project) sets forth new regulations for future development occurring within the Northside area of the LAX Specific Plan (Specific Plan) and would include amendments to the Specific Plan and approval of related design guidelines and standards.

Airport Land Use Commission (ALUC) review of this project is necessary because the Project site is located within the airport influence area (AIA) or planning boundary established for LAX and within the 65 Community Noise Equivalent Level (CNEL) noise contour portion of the AIA. ALUC review is also necessary because amendments to general and specific plans of local jurisdictions that include public use airports must be reviewed for consistency with the policies of the adopted Los Angeles County Airport Land Use Plan (ALUP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

September 16, 2015 Public Hearing
(To be completed after the public hearing)

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 Plan (ALUP) 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 ALUP shall submit a copy of its general plan or specific plan to the ALUC for determination on whether the plan is consistent with the ALUP.

5. The 1991 Los Angeles County ALUP includes Los Angeles International Airport.
6. The LAX Northside Plan Update is within the City of Los Angeles.
7. The ALUP contains policies and criteria to minimize the public's exposure to excessive noise and safety hazards associated with airport operations.
8. The ALUP establishes an Airport Influence Area (AIA) for LAX, 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 Public Utilities Code and Section 65302.3 of the Government Code, the County ALUC has the responsibility to review specific plans, general plan amendments, zoning ordinances, and related development proposals within the established airport influence area for consistency with the adopted ALUP, before final action is taken by the local agency. **(Attachment A: PUC Codes)**

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

10. The Project is consistent with the ALUP policies for the following reasons:
 - a. The Project is consistent with ALUP Policy G-1, which requires new uses to adhere to the Land Use Compatibility Table **(Attachment B: Land Use Compatibility Table)**. The Project does not propose residential uses. Educational uses are restricted to higher education and require noise insulation. Commercial, industrial and recreational uses will have appropriate noise insulation.
 - b. The Project is consistent with ALUP Policy G-2, which encourages the recycling of incompatible land uses to uses which are compatible with the ALUP, pursuant to the Land Use Compatibility Table. Portions of the Project site were formally developed with single-family uses, which have been removed. The Project would allow compatible land uses.
 - c. The Project is consistent with ALUP Policy G-3, which requires dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries. The Project site is owned by the Los Angeles World Airport (LAWA) and therefore an aviation easement is not required. Additionally, the proposed Design Features require that should the property owner of any land proposed for higher education use be any entity other than LAWA, the property owner shall be required to grant LAWA a permanent and irrevocable aviation easement.
 - d. The Project is consistent with ALUP Policy G-4, which prohibits projects that would affect safe air navigation into the airport. The proposed uses will be subject Federal Aviation Administration (FAA) approval for height and will not affect safe air

navigation.

e. The Project is consistent with ALUP Policy G-5, which requires airport proprietors to achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards. The Project adheres to the California Division of Aeronautics Noise Standards. Residences, hospitals, or places of worship are not allowed. Higher educational uses are required to grant LAWA a permanent and irrevocable aviation easement as required in the Design Feature. Additionally, prior to issuance of building permits for any proposed higher educational uses, an interior noise standard of 45 dBA must be demonstrated by an acoustical engineer.

f. The Project is consistent with ALUP 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 Los Angeles. The Environmental Impact Report (EIR) Noise Analysis that was prepared for the Project uses CNEL. As described in the Aircraft Noise Exposure subsection of the Operations of the EIR, the proposed Project operational impacts related to aircraft noise exposure measured using CNEL would be less than significant.

g. The Project is consistent with ALUP 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. All structures are required to adhere to these noise standards.

h. The Project is consistent with ALUP Policy N-3, and Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries. The Table Listing Land Use Compatibility for Airport Noise Environments was utilized to evaluate the proposed Project.

i. The Project is consistent with ALUP 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. The Project site is already owned by LAWA. LAWA publishes quarterly CNEL contour maps that are made publicly available to notify the public of noise levels.

j. The Project is consistent with ALUP 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 runway protection zone (formally called clear zone). There is an existing runway protection zone (RPZ). The Project would not introduce new uses into the existing RPZ and does not include any development within or changes to the established runway protection zones for LAX.

k. The Project is consistent with ALUP 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 Project does not include any uses that would store flammable or toxic materials in excess of 100 gallons above ground within the runway protection zones for LAX.

l. The Project is consistent with ALUP 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 Project does not include any uses that would direct steady light of red, white, green or amber colors toward any runway protection zone at LAX.

m. The Project is consistent with ALUP 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 LAX runway protection zone (**Attachment C: RPZ Map**)

n. The Project is consistent with ALUP Policy S-5, which prohibits uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. The Project does not include development that would attract large concentrations of birds, emit smoke, or otherwise affect safe air navigation. The landscape palette will adhere to the FAA requirements.

o. The Project is consistent with ALUP 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.

p. The Project is consistent with ALUP Policy S-7, which requires that projects comply with the height restriction standards and procedures set forth in FAR 77. The maximum allowable heights will adhere to 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. 2001500003 / Project No. R2015-02527-(4) is **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE: 0:0:0:0

Concurring:

Dissenting: 0

Abstaining: 0

Absent: 0

Action Date: September 16, 2015

CS:mc

c: Each Commissioner

Attachments:

A: PUC Codes

B: Land Use Compatibility Table

C: RPZ Map

