COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

August 31, 2016

TO: Doug Smith, Vice Chair
David W. Louie, Commissioner
Laura Shell, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

PROJECT NO. R2015-03166-(4) / AVIATION CASE NO. 201500005; AIRPORT LAND USE COMMISSION REVIEW OF SOUTH BAY LEXUS TORRANCE; AUGUST 31, 2016 - ITEM NO. 4

At your public hearing meeting on **August 31, 2016**, your Commission, as the Airport Land Use Commission (ALUC), will hold a public hearing to review the revised South Bay Lexus development proposal, referred by the City of Torrance, for a consistency determination with the adopted *Los Angeles County Airport Land Use Plan* (*ALUP*). The proposed project, which is within the airport influence area of Zamperini Field – Torrance Municipal Airport, includes a vehicle inventory/storage lot within a Runway Protection Zone (RPZ) and an auto sales display area adjacent to the RPZ.

This project was previously reviewed by ALUC at a public hearing on February 3, 2016, and the project, as designed at that time, was found inconsistent with the adopted *Los Angeles County Airport Land Use Plan* (*ALUP*). However, since that time, the site plan has been revised to replace the portion of the proposed auto sales and display lot that was previously located within the RPZ with a proposed secure inventory lot for vehicle storage. The site plan revisions also incorporate other adjustments to improve compatibility between the dealership land use and the airport.

This public hearing is to reconsider the findings from the previous consistency determination review in light of these recent project revisions.

Attached please find the Staff Report and all other documents that comprise the ALUC hearing package. The project materials are also available online at the following website: http://planning.lacounty.gov/case/view/r2015-03166/.

If you have any questions regarding this project, please do not hesitate to contact **Amanda L. Reeck** at AReeck@planning.lacounty.gov or (213) 974-6425, Monday through Thursday from 7:30 a.m. to 5:30 p.m.

CS: ALR

Attachments

STAFF REPORT
SOUTH BAY LEXUS TORRANCE
R2015-03166-(4)
AVIATION CASE NO. 201500005

APPLICANT

City of Torrance

PROJECT

Summary

The project before the Airport Land Use Commission (ALUC) for a determination of consistency with the *Los Angeles County Airport Land Use Plan* (*ALUP*) is a proposed modification to an automobile dealership, which consists of addition of a display area with customer parking, addition of a new secured inventory lot for storage of vehicles, reconfiguration of internal vehicle circulation on the site, conversion of spaces from auto service use to auto sales use, and various other site and building improvements.

The primary address for the proposed development is 24777 Crenshaw Boulevard, Torrance, California 90503. The project is in the vicinity of Zamperini Field—Torrance Municipal Airport. The project is located on airport property owned by the City of Torrance (City) and leased to the South Bay Lexus Dealership. The entire project is within the Airport Influence Area (AIA) planning boundary established for Torrance Airport (see **Attachment A**), and the project's secured inventory lot is within a Runway Protection Zone (RPZ) for the airport (see Exhibit 0 and Exhibit 1 in **Attachment B**).

The action before the City of Torrance that is subject to ALUC review is the addition of new uses at the South Bay Lexus site, which also results an expanded footprint of development, within the airport influence area. This item is before the ALUC because the City of Torrance General Plan or Specific Plan for this location and applicable zoning ordinances have not been previously reviewed by ALUC and found consistent with the policies of the adopted *ALUP*. Therefore, due to project's location within the AIA and certain project characteristics, ALUC is mandated to review the project based on the statutory requirements set forth in greater detail below. The current ALUC review will focus on the recent revisions made to the site plan to address potential inconsistencies that were identified in the earlier development proposal during this project's previous ALUC review.

Location and Setting

The location and setting information for this project remains unchanged since the previous ALUC review.

Environmental Determination

The City of Torrance previously found that a Categorical Exemption (CE) applies to this project as an existing facility, provided that the addition will not result in an increase of more than 10,000 square feet to the existing building. The revisions being considered at this ALUC public hearing do not affect the previous environmental determination.

Review and Approval Status

This project was previously reviewed and approved, in its earlier design and site layout, by the City of Torrance Planning Commission in its in May 2015. Due to an appeal that was filed in June 2015, the project is currently pending final review by the Torrance City Council. In February 2016, ALUC found the previously proposed development inconsistent with ALUP, especially in regards to *ALUP* Safety Policy S-1 and acceptable land uses within the RPZ. Additional considerations were also noted related to the project's consistency with the other *ALUP* policies. The Torrance City Council discussed the

previous project design after the applicant received ALUC's consistency determination on that design, but the City Council delayed its final decision until after a revised design could be reviewed by ALUC.

As part of the appeal process, South Bay Lexus made the site plan revisions that are being reviewed by ALUC today. While this revised plan will not be heard again by the City of Torrance Planning Commission, City of Torrance planning staff have reviewed and support the latest design. After ALUC has made a consistency determination regarding the revised project, it will be heard by the Torrance City Council prior to its final approval.

STATUTORY REQUIREMENTS

Section 21676.5(a) of the Public Utilities Code (PUC) indicates that an ALUC may require local agencies whose general plan includes areas covered by an airport land use compatibility plan to submit all actions, regulations, and permits to the commission for review when the applicable general or specific plan for the affected area has not been previously found consistent with the applicable Airport Land Use Compatibility Plan through ALUC review. PUC Section 21676.5(a) provides an exception to this requirement when the local agency has overruled a determination by ALUC of inconsistency between the applicable airport land use compatibility plan and the applicable general or specific plan.

The *Los Angeles County Airport Land Use Commission Review Procedures (Review Procedures)* Section 1.5.2(a) clarifies ALUC policy on PUC Section 21676.5(a), requiring submission of major land use actions when the action occurs within the AIA of an airport and the applicable general or specific plan for the affected area has not been previously found consistent with the applicable Airport Land Use Compatibility Plan through ALUC review. The proposed Project includes characteristics that qualify it as a major land use action, and it requires an ALUC consistency determination pursuant to Sections 1.5.3(a)(9), 1.5.3(a)(10), and 1.5.3(b) of the *Review Procedures*.

For the purposes of ALUC, this project is **not** considered an existing use or existing development under the State Aeronautics Act (PUC Section 21670, et seq.) and *Review Procedures* Sections 1.2.11, 3.3.2(b), or 3.3.4(a)(1) because proposed changes to the existing building, site, and use require discretionary approvals from the City and will attract a different intensity of use of the site within the AIA and RPZ than currently exists without the vestments that will be granted by the City's discretionary approvals.

SUMMARY OF RECENT REVISIONS

In response to feedback received as a result of the previous ALUC review, South Bay Lexus has made the following site plan revisions:

- The portion of the previously proposed sales and display lot that was within the RPZ has been converted to an inventory storage lot, which will be fenced off from the remainder of the dealership and will not be accessible to customers (see Exhibit 1 in **Attachment B**).
- The previously proposed light standards and access driveway that were within the RPZ have been removed from the design, and the site plan revisions have made the potential utility pole/light pole relocation within the RPZ unnecessary (see Exhibit 1 in **Attachment B**).
- Street trees that were proposed within the RPZ have been removed from the landscape plan (see Exhibit 5 in **Attachment B**).
- Six vehicle display pads have been added to the site plan along the Crenshaw Boulevard frontage—with five display pads within the RPZ. These raised concrete pads will be lit by ground mounted LED fixtures, and there will be no pedestrian access to the displays (See Exhibit 4, Exhibit 4A, and Exhibit 5 in **Attachment B**).

ANALYSIS

An ALUC consistency determination focuses on how the proposed development and land use changes relate to the policies contained in the *ALUP* and the *Review Procedures* document. The consistency review focuses only on the new, nonaviation components of the project, which are entirely within the **AIA and par**tially located inside the RPZ. The ALUC has no authority or jurisdiction over existing development.

The following analysis describes how recent revisions to the site plan affect staff's evaluation of the proposed CUP modification as it relates to consistency with *ALUP* General, Noise, and Safety policies, including policies that relate to safety within the RPZ.

General Policies

ALUP General Policies G-1 through G-5 relate to both airport noise and safety impacts. Staff reviewed the revised project for consistency with each of the General Policies and found that the project will be consistent with the policies, provided that the following City of Torrance conditions of approval be included in the relevant permits for the proposed development:

- Requirement that a noise study be completed to ensure compliance with noise regulations.
- Requirement that an updated "Determination of No Hazard to Air Navigation" form is provided prior to the issuance of any Building Permits.
- Requirement that a photometric study for the site be submitted to the City verifying that there will be no lighting spillover onto adjacent properties, prior to the issuance of Building Permits, and that a verification analysis confirming the approved photometric design be provided to the City prior to Final Occupancy.

The findings from this project's previous ALUC review indicated compatibility concerns in two areas related to *ALUP* General Policies: 1) compatibility of the proposed land use with potential noise impacts that may occur within the 65 CNEL contour, especially for any proposed new outdoor uses (see **Attachment C**), and 2) lack of an up-to-date Federal Aviation Administration (FAA) review and approval for project details that were not included in the original FAA notification as required under Federal Aviation Regulations (FAR) Part 77. These compatibility concerns were addressed in the revised site plans by:

- The aforementioned conditions of approval, which the applicant has indicated will be included as recommendations when the project is heard before the Torrance City Council.
- Submittal of a supplemental Form 7460 to the FAA (currently pending approval from the FAA), which requests an analysis all portions of the project site and includes a description all construction, alterations, and development activities occurring on airport property.
- Revisions to the site plan to remove all proposed light poles within the fenced off portion of the RPZ to reduce the potential for lighting affect safe air navigation (see **Attachment B**).
- Provision of lighting details for the vehicle display pads within the RPZ along the Crenshaw Boulevard frontage, which indicate that residual lighting reaching the fenced off portion of airport property will result in less than ½ of a foot candle of spillover occurring over the top of the 8 foot fence (see Exhibit 4A in **Attachment B**).

The applicant will remain responsible for securing all required FAA approvals for all project revisions.

Noise Policies

ALUP Noise Policies N-1 through N-4 relate to the noise impacts of the airport on land uses and the AIA. The Noise Policies include criteria related to the Land Use Compatibility Table in **Attachment C**.

Staff reviewed the revised project for consistency with each of the Noise Policies and found that the potential airport noise impacts related to the latest design are substantially the same as identified during the previous ALUC review. The aforementioned conditions of approval recommended by the City of Torrance would adequately address compatibility related to ALUP Noise Policies.

Safety Policies
ALUP Policies S-1 through S-4 relate to land uses and the Runway Protection Zone (RPZ). *ALUP* Policies S-5 through S-7 discuss safety issues related to uses that may interfere with safe air navigation. Staff reviewed the revised project for consistency with each of the Safety Policies and found that the project will be consistent with the policies, provided that the aforementioned City of Torrance conditions of approval be included in the relevant permits for the proposed development.

The findings from the previous ALUC review discussed compatibility concerns related to the proposed land use in the RPZ; the potential for lighting in the RPZ to create confusing lights, glare, other visual hazards to aircraft flight, or to otherwise affect safe air navigation; and compliance with procedures set forth in FAR Part 77. These compatibility concerns were addressed in the revised site plans by:

- The aforementioned conditions of approval, which the applicant has indicated will be included as recommendations when the project is heard before the Torrance City Council.
- Submittal of a supplemental Form 7460 to the FAA (currently pending approval from the FAA), which requests an analysis all portions of the project site and includes a description all construction, alterations, and development activities occurring on airport property.
- Revisions to the site plan to replace the portion of the proposed sales and display lot located in RPZ with a proposed secure inventory lot for storage of vehicles, which will be fenced off, inaccessible to the public and customers, and accessed only occasionally by dealership employees (see Exhibit 1 in **Attachment B**).
- Revisions to the site plan to remove all proposed light poles within the fenced off portion of the RPZ to reduce the potential for lighting affect safe air navigation (see **Attachment B**).
- Provision of lighting details for the vehicle display pads within the RPZ along the Crenshaw Boulevard frontage, which indicate that residual lighting reaching the fenced off portion of airport property will result in less than ½ of a foot candle of spillover occurring over the top of the 8 foot fence (see Exhibit 4A in **Attachment B**).
- Removal of all street trees from the proposed landscape plan, which were located within the RPZ (see Exhibit 5 in **Attachment B**).
- Alteration of the proposed vehicle circulation plan so that the new driveway will not be located in the RPZ, which will also make the previously discussed potential utility pole/light pole relocation within the RPZ unnecessary (see Exhibit 1 in **Attachment B**).

The applicant will remain responsible for securing all required FAA approvals for all project revisions.

RPZ Land Use and Structures
The revised site plan addresses several project characteristics related to structures and uses within the RPZ, which are discussed above. One of the key concerns identified during the ALUC review of the previous design of this project centered on the increase in "intensity of use" within the RPZ, which is measured in persons per acre. The revised site plan does include some site development within the RPZ, which is in conflict with the California Airport Land Use Handbook recommendation that, ideally, each RPZ be kept entirely free of objects and that automobile parking is acceptable only in certain situations.

However, ALUC staff recognizes that there is a distinction between a paved lot for inventory and storage of vehicles only, and a paved lot for auto sales and display. Additionally, the revised site plans

show a significant reduction in unnecessary construction within the RPZ, by removing some previously proposed features from the plan, such as the 14 foot tall light poles. Therefore, ALUC staff recommends that the proposed secure inventory lot for storage of vehicles be treated similar to surface parking lots, which have been approved by this ALUC in previous aviation cases.

LEGAL NOTIFICATION

In compliance with Section 65090 California Government Code, public notice was provided ten days in advance of the ALUC public hearing in the local newspaper, *The Daily Breeze*. To date, no new comments regarding this revised project have been received from the public.

STAFF RECOMMENDATION

Action

Staff recommends that the ALUC find the proposed project **consistent**, subject to the aforementioned conditions of approval, with the policies of the *Los Angeles County Airport Land Use Plan (ALUP)* because, with the elimination of customer attracted uses from the RPZ in these revised site plans, the project is similar to previous aviation case approvals in which this ALUC has determined that surface parking may be an appropriate use for land within an RPZ. If the aforementioned conditions, which are noted in the draft findings for this review, are incorporated into the City's conditions of approval for the project, all other potential inconsistencies with *ALUP* policies will be sufficiently addressed.

Motion

I move that the Airport Land Use Commission close the public hearing, and based on the evidence presented, find the South Bay Lexus Torrance project **consistent** with the adopted *Los Angeles County Airport Land Use Plan (ALUP)*.

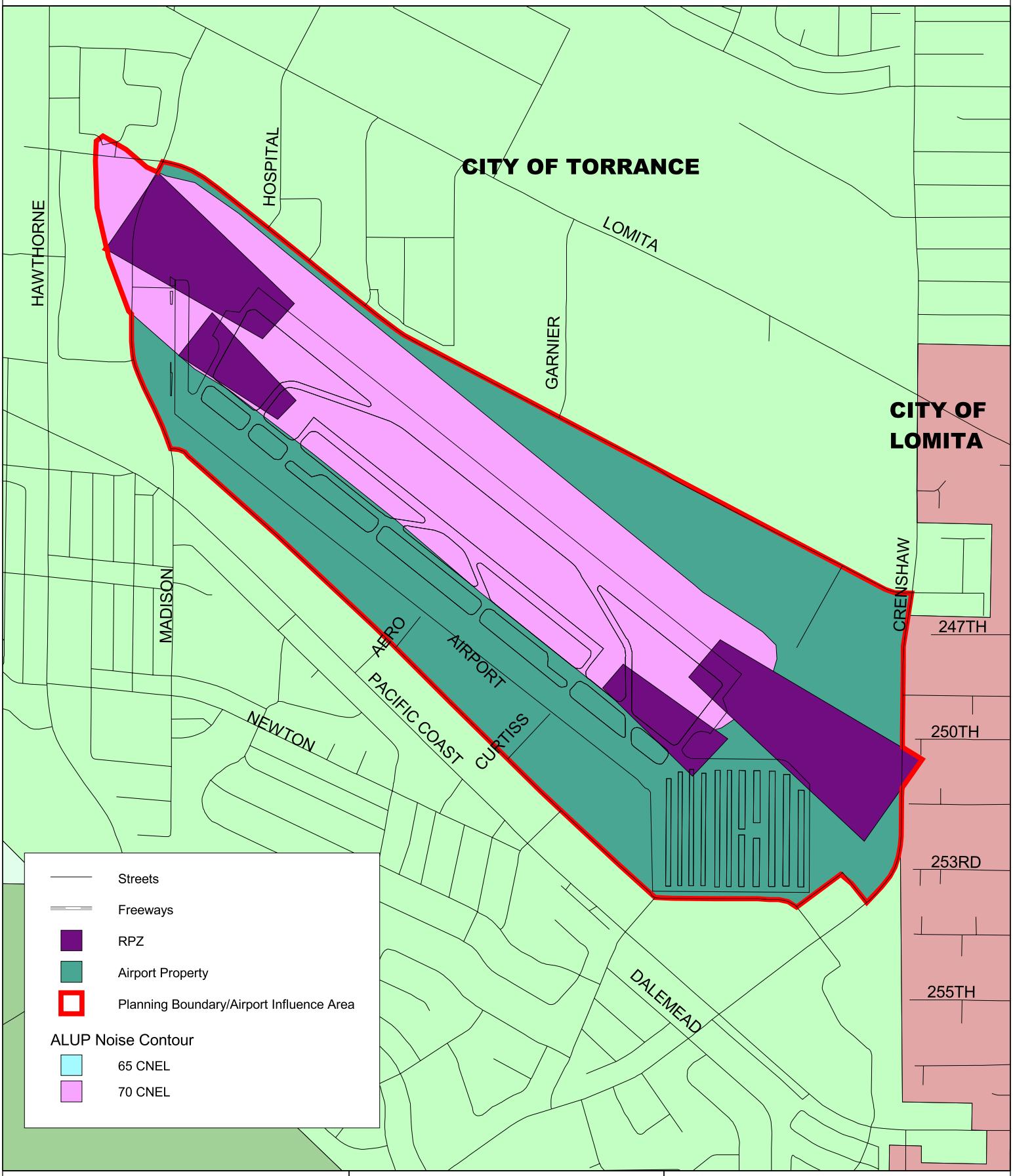
ATTACHMENTS

A. Airport Influence Area Map
B. Vicinity/Site Maps and Plans, Exhibit 0 through Exhibit 5
C. Land Use Compatibility Table
D. Airport Layout Plan (ALP) for Zamperini Field – Torrance Municipal Airport
E. Draft Findings

ATTACHMENT A

AIRPORT INFLUENCE AREA MAP

TORRANCE AIRPORT



LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION
320 W. Temple Street
Los Angeles, CA 90012
(213) 974-6425

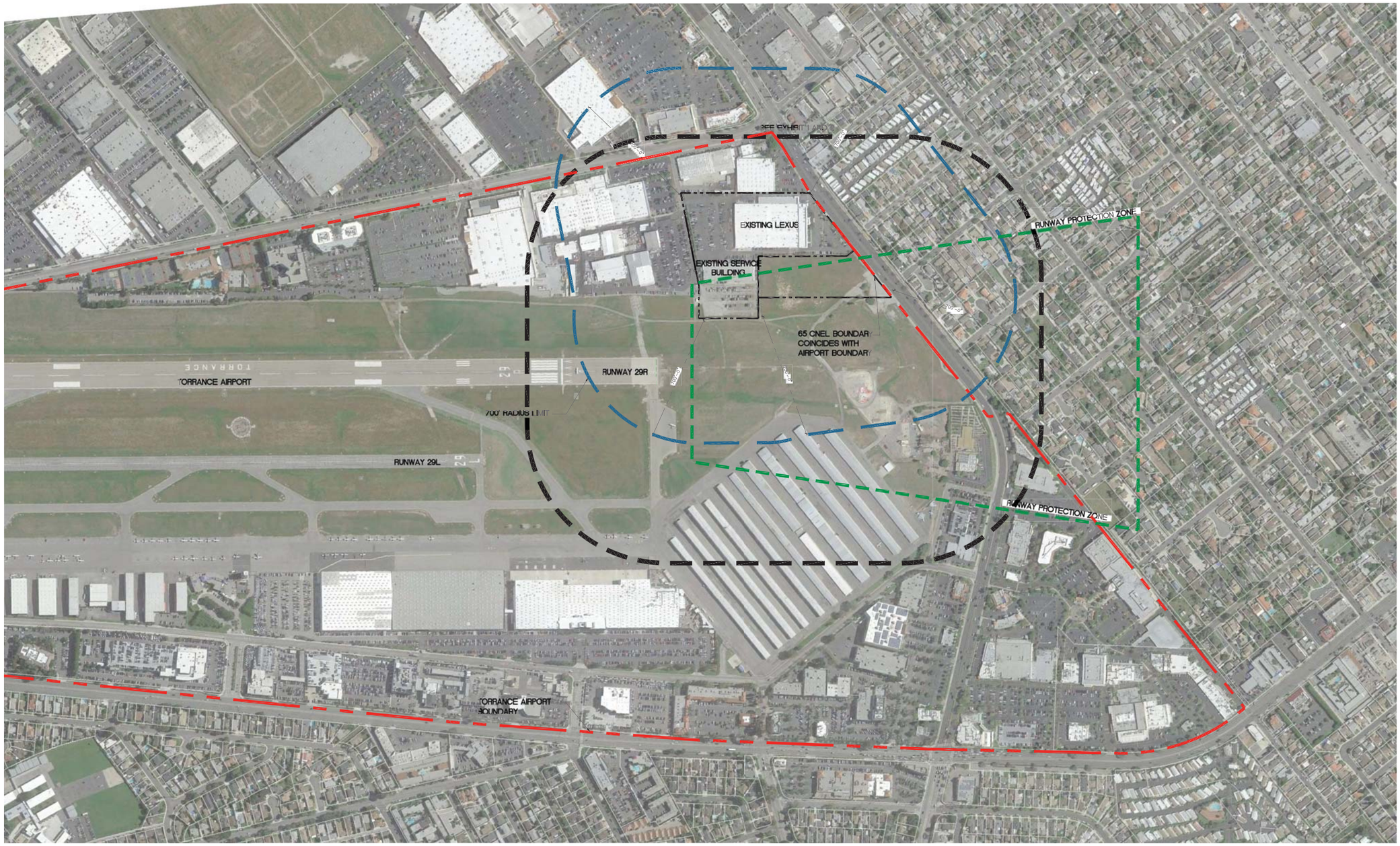
AIRPORT INFLUENCE AREA

0 400 800 1200 Feet

5/13/03

ATTACHMENT B

VICINITY/SITE MAPS AND PLANS, EXHIBIT 0 THROUGH EXHIBIT 5



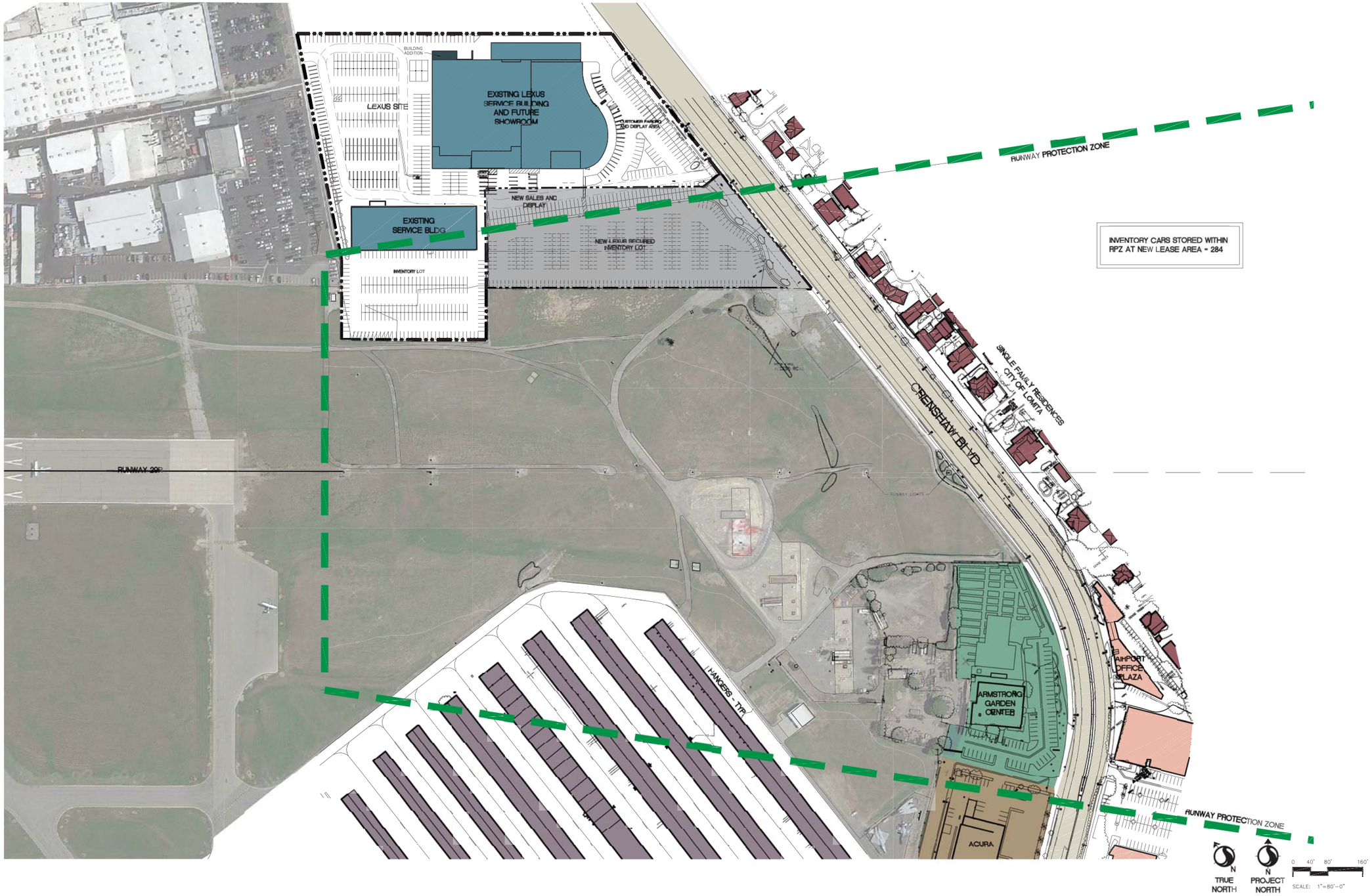
TRUE NORTH | PROJECT NORTH | 0 100' 200' 400' | SCALE: 1"=200'-0"

Stantec

SOUTH BAY LEXUS

24777 CRENSHAW BLVD.
TORRANCE, CA 90502

TORRANCE AIRPORT OVERALL AREA | 0
07/11/16



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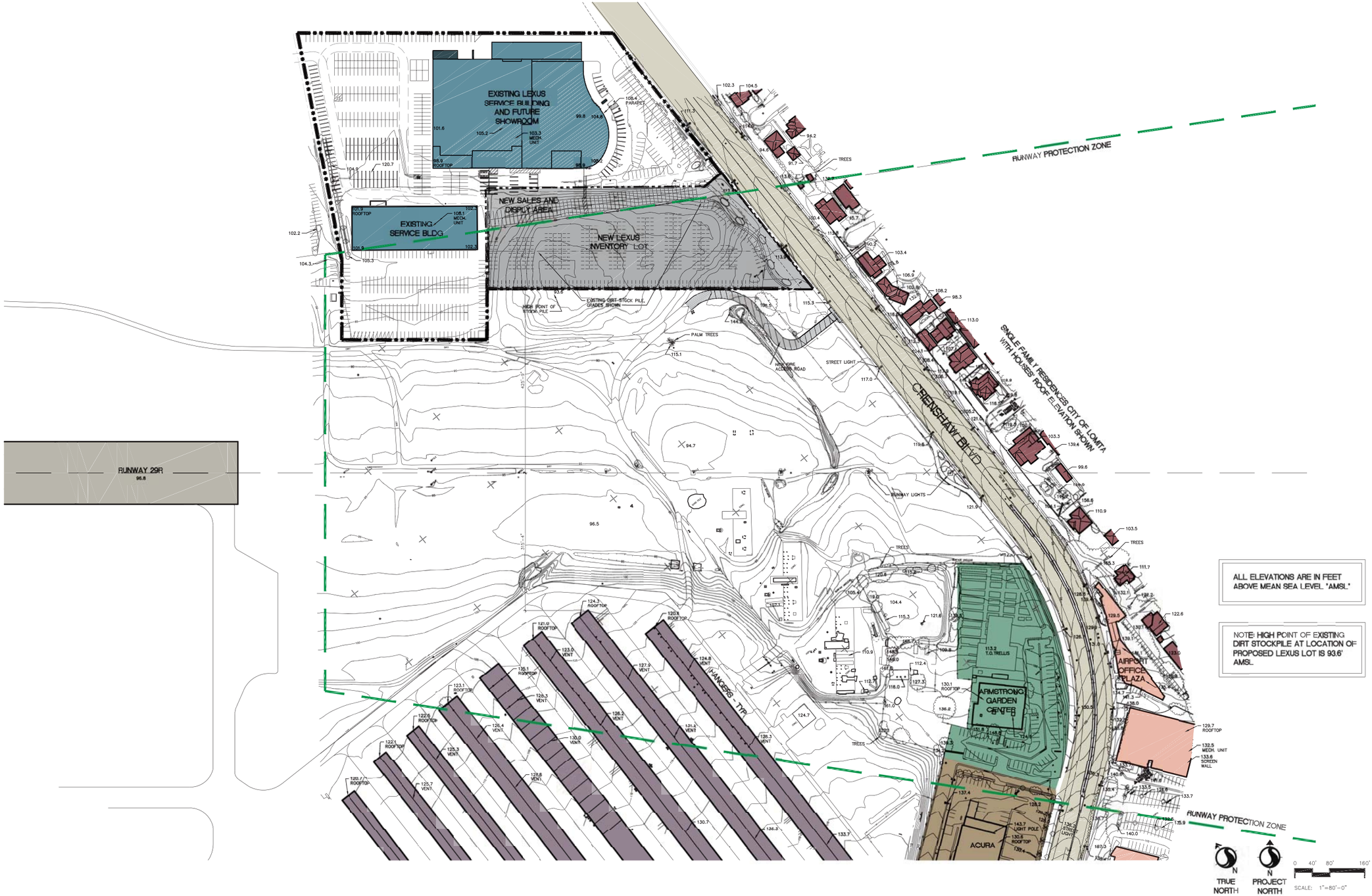
SOUTH BAY LEXUS

24777 CRENSHAW BLVD.
TORRANCE, CA 90502



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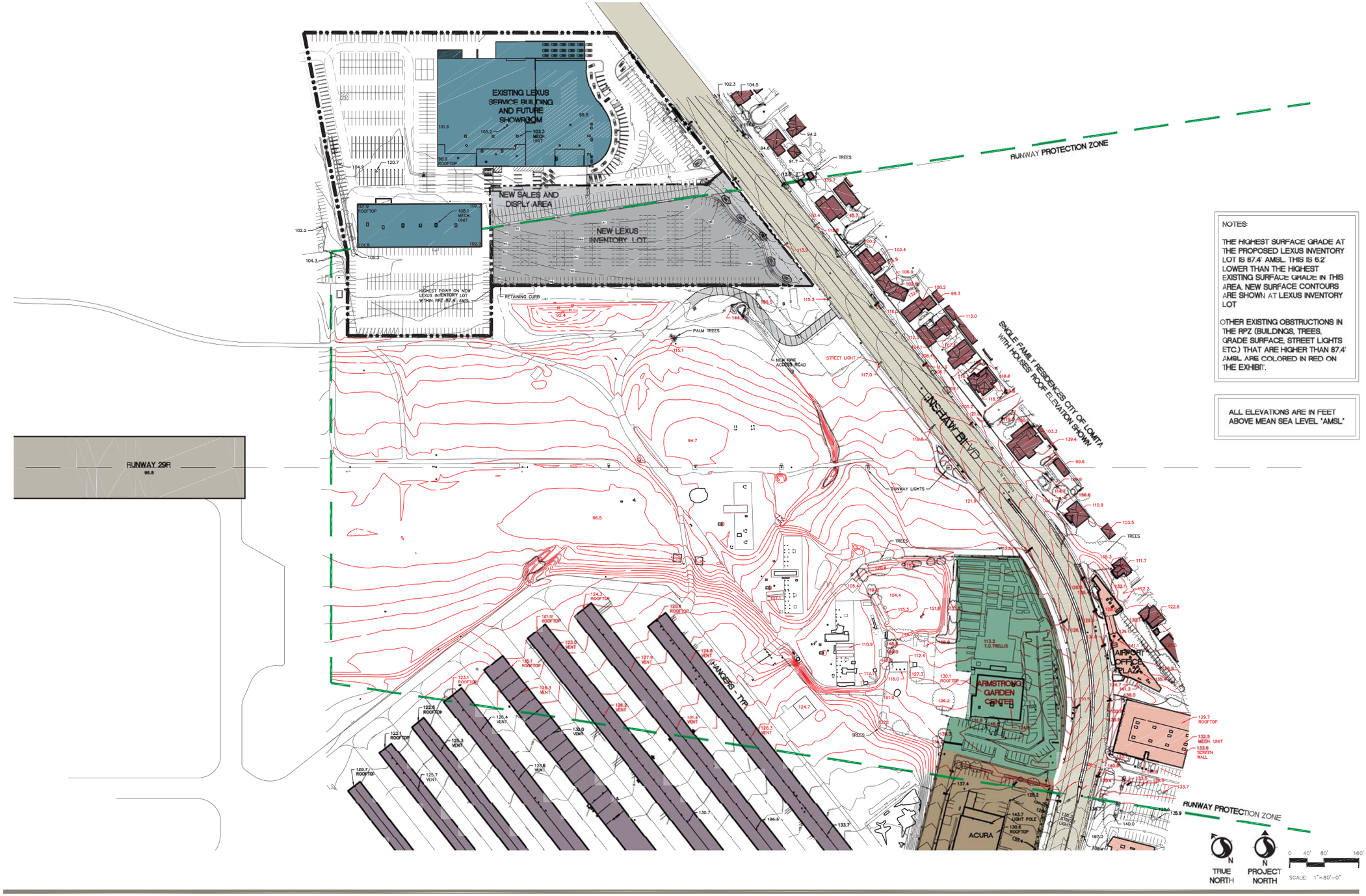


NOTES:

THE HIGHEST SURFACE GRADE AT THE PROPOSED LEXUS INVENTORY LOT IS 87.4' AMSL. THIS IS 6.2' LOWER THAN THE HIGHEST EXISTING SURFACE GRADE IN THIS AREA. NEW SURFACE CONTOURS ARE SHOWN AT LEXUS INVENTORY LOT

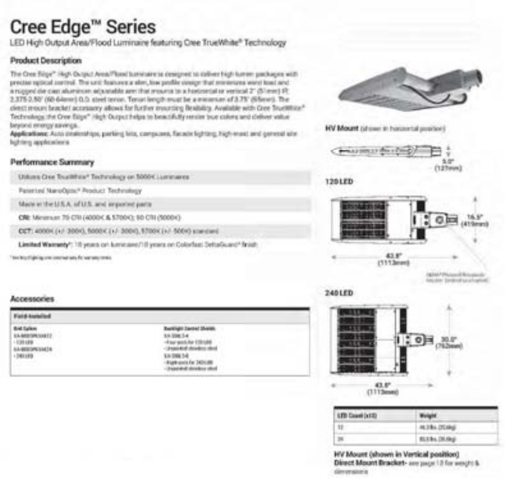
OTHER EXISTING OBSTRUCTIONS IN THE RPZ (BUILDINGS, TREES, GRADE SURFACE, STREET LIGHTS ETC.) THAT ARE HIGHER THAN 87.4' AMSL ARE COLORED IN RED ON THE EXHIBIT.

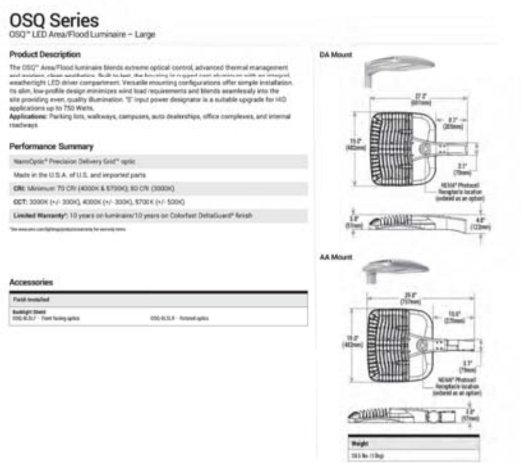
ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL "AMSL"

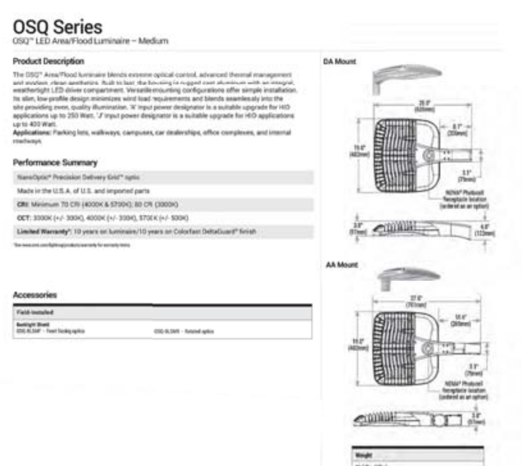
Stantec

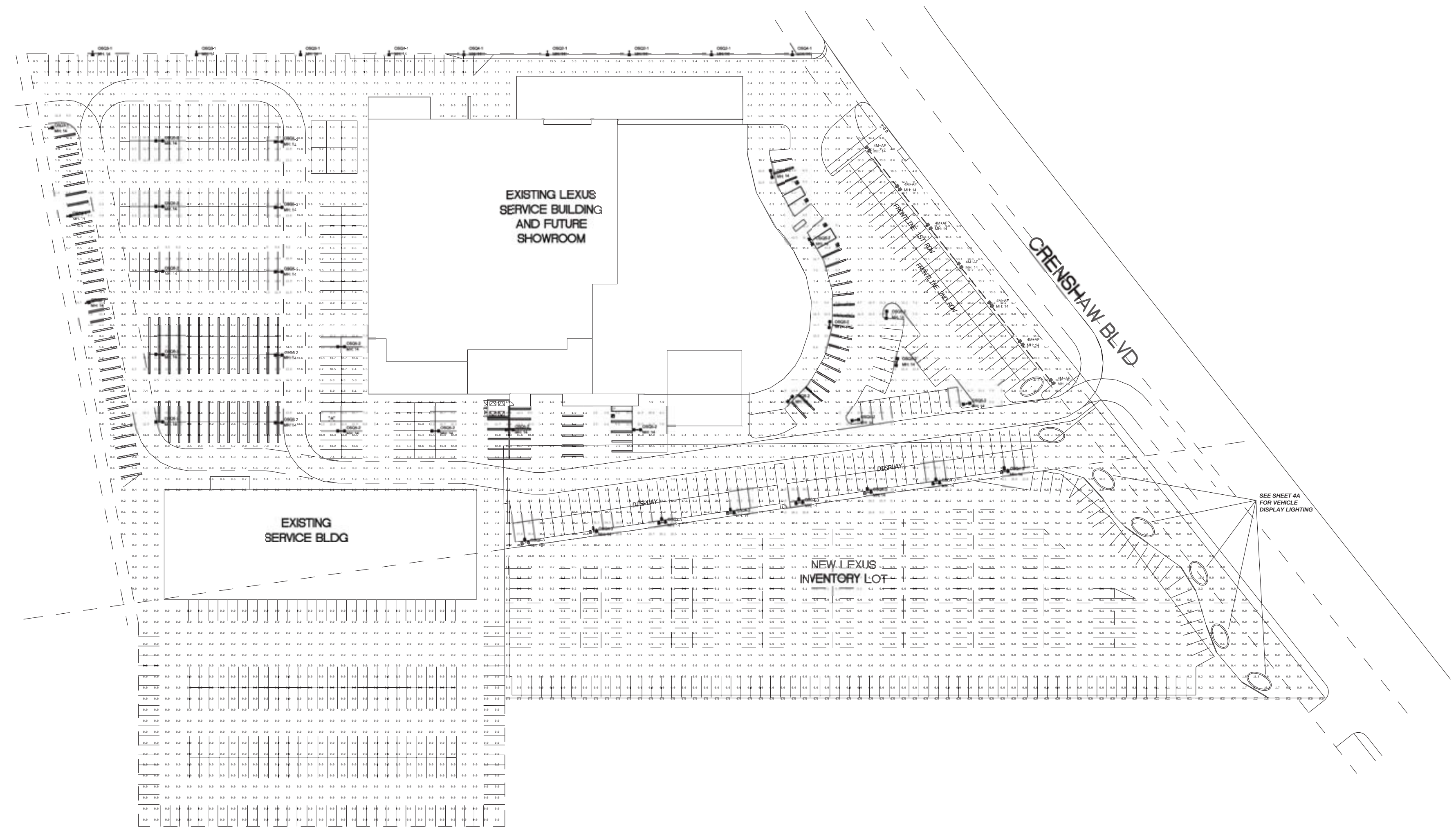
SOUTH BAY LEXUS

24777 CRENSHAW BLVD.
TORRANCE, CA 90502









Pole Schedule
(12) PS4S14C1xx (14' X 4" X .125" STEEL SQUARE POLE)
(23) PS4S14C2xx (14' X 4" X .125" STEEL SQUARE POLE)
(8) PS4S14C5xx (14' X 4" X .125" STEEL SQUARE POLE)
(7) PS4S14C0xx (14' X 4" X .125" STEEL SQUARE POLE)
**Proposed poles meet 120 MPH sustained winds.

**AF REQUIRES ROTATED OPTICS AT 90°.
**4M REQUIRES ROTATED OPTICS AT 270°.

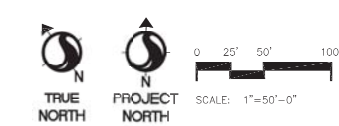
Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lumens/Lamp	LLF	Total Watts	Description	Bug Rating
	3	OSQ2-1	SINGLE	11649	1.000	336	OSQ-A-NM-2ME-A-57K-xx-xx	B2 U0 G2
	23	OSQ5-2	BACK-BACK	21294	1.000	10258	OSQ-A-NM-5SH-S-57K-xx-xx	B5 U0 G4
	3	OSQ4-1	SINGLE	17117	1.000	504	OSQ-A-NM-4ME-J-57K-xx-xx	B3 U0 G3
	6	OSQ3-1	SINGLE	17296	1.000	1008	OSQ-A-NM-3ME-J-57K-xx-xx	B3 U0 G3
	8	OSQ4-3	ROTATED 3	17117	1.000	4032	OSQ-A-NM-4ME-J-57K-xx-xx + OSQ-A-NM-4ME-J-57K-xx-xx-RL + OSQ-A-NM-4ME-J-57K-xx-xx-RR	B3 U0 G3
	7	4M+AF	GROUP	N.A.	1.000	5894	ARE-EHO-AF-HV-12-E-xx-xx-1000 + ARE-EHO-4M-HV-12-E-xx-xx-1000	B4 U0 G2

Footcandles calculated using initial lumen values

Label	Avg	Max	Min	Avg/Min	Max/Min
ENTIRE SITE	4.40	102	0.0	N.A.	N.A.
DISPLAY	14.39	39.4	2.9	4.96	13.59
FRONTLINE 1ST ROW	36.58	102	10.4	3.52	9.81
FRONTLINE 2ND ROW	6.14	12.2	2.6	2.36	4.69

NO LIGHTS FIXTURES IN THE PROPOSED INVENTORY LOT IN RPZ



Specification Sheet — **lumenfacade™** WHITE & STATIC COLORS

Client _____ **Project name** _____

Order# _____ **Type** _____ **Qty** _____

FEATURES AND BENEFITS

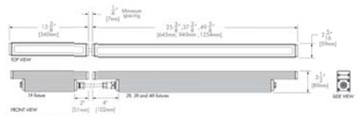
Physical :
- Low copper content extruded aluminum housing
- Available in 1', 2', 3' or 4' sections
- Electro-statically applied polyester powder coat finish
- Machined aluminum end caps and silicone gaskets
- Stainless steel hardware
- Clear tempered glass
- Asymmetric wallwash, 10° x 10°, 10° x 60°, 30° x 60° or 60° x 60° optics
- IP66
- IK07 rated (asymmetric wallwash lens is IK06 rated)
- Meets 3G ANSI C136.31 Vibration standard for bridge applications
- Corrosion-resistant coating for hostile environments**

Performance :
- CRI values: 85+ (2700K), 80+ (3000K), 78+ (4000K)
- Lumen maintenance 120,000 hrs [L70 @ 25°C]
- Lumen measurements comply with LM - 79 - 08 standard
- Resolution per foot of per fixture (configured with lumenID V3 software & DMX/RDM)
- Operating temperature: -25° C to 50° C [-13F to 122F]

4ft HO 4000K	Delivered Output [lm]	Intensity [peak cd]
10°x10°		
10°x60°	3,692	19,654
30°x60°	3,584	4,750
60°x60°	3,676	3,137
WW	3,392	5,139

*Contact Lumenpulse address for the latest ies files.

Electrical :
- Line voltage luminaire for 100 to 277V
- Power and data in 1 cable (#16-5)
- Up to 88 feet with a single120V power feed, HO version
- 5W/ft version meets ASHRAE standards for linear lighting on building facades
- 8.5W/ft Regular Output version
- 15.25W/ft High Output version
- Dimming options: 0-10 volt, DMX/RDM enabled, DALI, Lumentalk or Lutron® EcoSystem® Enabled



*Asymmetric wallwash lens is IK06 rated.
** Use only when exposed to salt spray and harsh chemicals. This option is not required for normal outdoor exposure!

1/10

1751 Richardson, Suite 1505
Montreal (Quebec) Canada
H2K 1G6

t 877.937.3003
f 514.937.3003

info@lumenpulse.com
www.lumenpulse.com

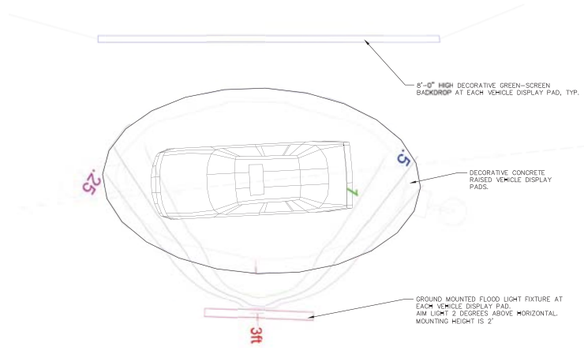
Consult www.lumenpulse.com for our complete Standard Terms and Conditions of Sales.

5 year limited warranty.

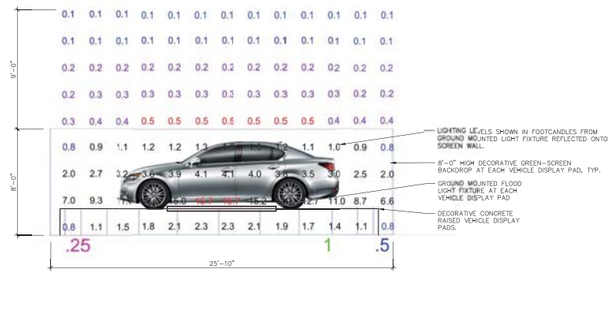
lumenpulse

Lumenpulse reserves the right to make changes to this product at any time without prior notice and such modification shall be effective immediately.

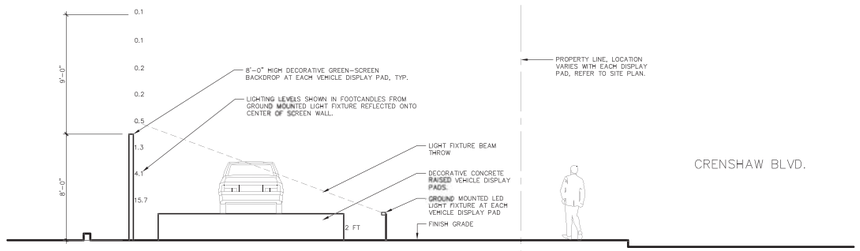
08/29/2016
N:\Installation files\62



PLAN VIEW AT DISPLAY PAD



FRONT VIEW AT DISPLAY PAD



SECTION AT DISPLAY PAD

NOTES:
1) EXACT MOUNTING DETAILS TO BE DETERMINED AT JOBSITE BY OTHERS.
2) CALCULATIONS SHOW THE EFFECT OF SHADOWING CAUSED BY OBJECTS WITHIN THE AREA.
3) READINGS SHOWN ARE MAINTAINED VERTICAL FOOTCANDLES TAKEN AS SHOWN IN NUMERIC SUMMARY
4) FIXTURE ORIENTATION IS SUCH THAT 0 IS TO THE RIGHT OF THE DRAWING AND 90 IS TO THE TOP OF THE DRAWING AS SHOWN.
5) TILT ANGLE IS THE RAISING AND LOWERING OF THE FIXTURE HEAD.
6) THE LAYOUT DRAWING MUST BE COORDINATED WITH THE SITE LOCATION FOR CORRECT FIXTURE ORIENTATION.
7) CHECK GRAPHIC SCALE. DOCUMENTS PRINTED OR PLOTTED FROM ELECTRONIC FILES MAY OCCUR AT OTHER THAN THE DESIRED OR ASSUMED GRAPHIC SCALES. IT IS THE RESPONSIBILITY OF THE RECIPIENT TO VERIFY THAT THE PRINTED OR PLOTTED-TO-SCALE DRAWING IS PRINTED TO SCALE.
8) LUMINAIRE LUMENS = LUMENS LEAVING LUMINAIRE WITH EFFICIENCY CONSIDERED.

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description	Filename
	1	A	SINGLE	3704	0.900	LOG HO 120 48 35K 12XPE2 10x60 SI NO	LOG HO 120 48 35K 10x60 SI NO_G1604071-R1.ies

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Description
WALL	Illuminance	Fc	0.22	0.5	0.1	2.20	5.00	vertical readings taken beyond the wall
WALL_Side_2	Illuminance	Fc	4.50	15.7	0.8	5.63	19.63	readings taken at face of wall

Object Summary

Label	Type	Description
CONCRETE PAD	Polygon-Flat	built as 2' blocking object
WALL	Polygon-Flat	built as 8' blocking object

Stantec

SOUTH BAY LEXUS

24777 CRENSHAW BLVD.
TORRANCE, CA 90502

PLANT PALETTE

LOW 1’-2’ PLANTS

Aloe ‘Rooikappie’
Little Gem Aloe

Cistus ‘Prostratus’
Sageleaf Rockrose

Carex glauca
Blue Sedge

Ceanothus ‘Diamond Heights’
Diamond Heights Carmel Creeper

MEDIUM 2’-4’ PLANTS

Bouteloua gracilis ‘Blonde Ambition’
Blonde Ambition Blue Grama

Agave attenuata ‘Boutin Blue’
Blue Fox Tail Agave

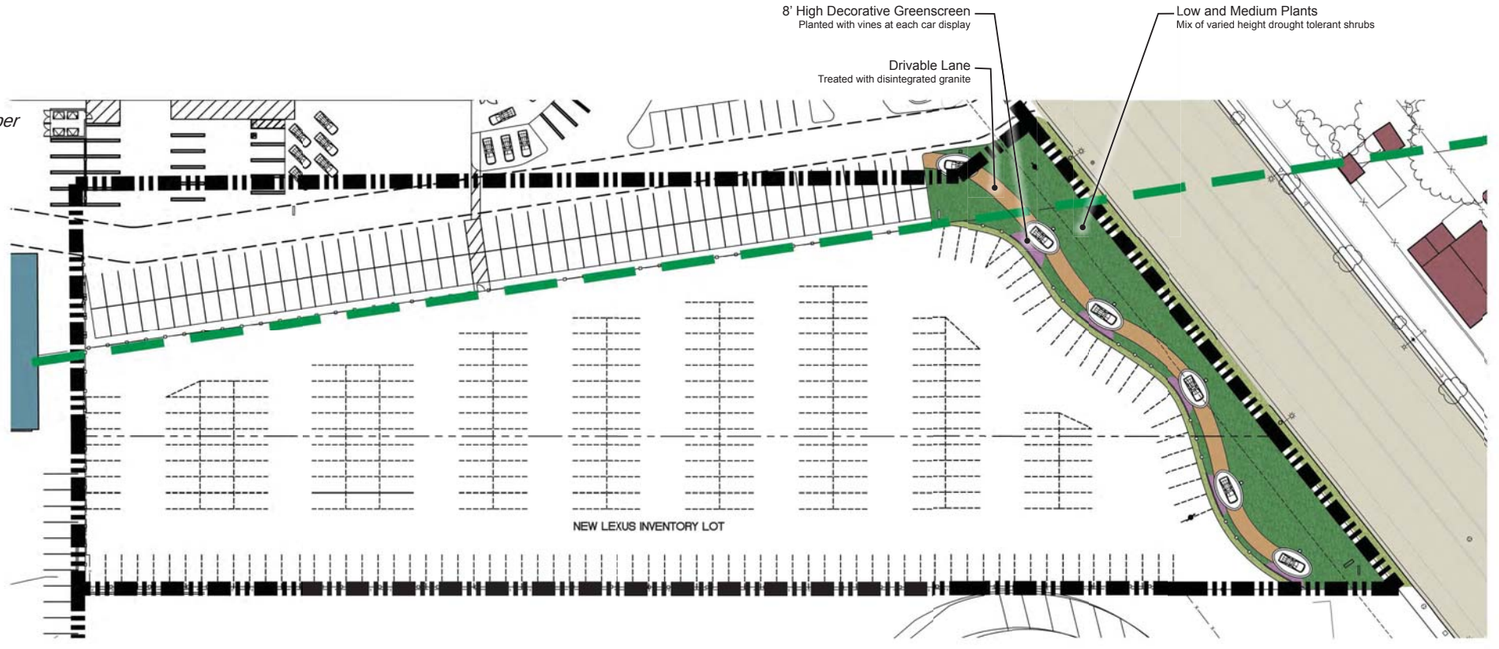
Salvia leucantha ‘Midnight’
Purple Mexican Sage

Adenanthos cuneatus ‘Coral Drift’
Flame Bush

GREENSCREEN VINES

Hardenbergia violacea
Purple Vine Lilac

Kennedia beckxiana
Cape Arid Climber



TRUE NORTH | PROJECT NORTH | 0 15’ 30’ 60’ | SCALE: 1”=30’-0”

Stantec

SOUTH BAY LEXUS
24777 CRENSHAW BLVD.
TORRANCE, CA 90502

ATTACHMENT C

LAND USE COMPATIBILITY TABLE

LAND USE COMPATIBILITY TABLE

Satisfactory
Caution. Review Noise Insulation Needs
Avoid Land Use Unless Related to Airport Services

Land Use Category	*Community Noise Exposure* 55	60	65	70	75
Residential					
Educational Facilities					
Commercial					
Industrial					
Agriculture					
Recreation					

Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

ATTACHMENT D

AIRPORT LAYOUT PLAN (ALP) FOR ZAMPERINI FIELD - TORRANCE MUNICIPAL AIRPORT

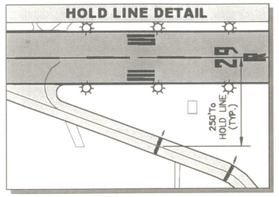
NOTES:

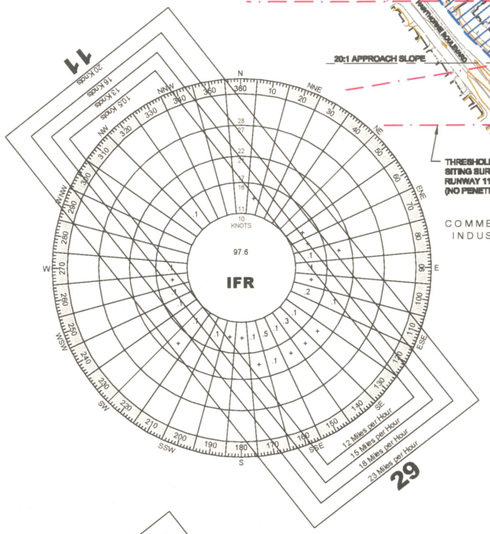
1. Runway end coordinates and elevations are from OC 5179 published by the National Ocean Service (NOS) U.S. Department of Commerce February 2002.
2. California Coordinate System, Zone 5 North American Datum 1983 (NAD 83).
3. All elevations are in North American Vertical Datum 1988 (NAVD 88).
4. All survey monuments are protected in concrete.
5. The airport is part of Rancho Los Palos Verdes and has not been sectioned.

400' 200' 0 400' 800'

GRAPHIC SCALE

HOLD LINE DETAIL





RUNWAY END DATA

RUNWAY		EXISTING	FUTURE
11L	LATITUDE	33°48'29.00" N	SAME
	LONGITUDE	118°20'44.40" W	SAME
	ELEVATION	83.0'	SAME
29R	LATITUDE	33°47'58.23" N	SAME
	LONGITUDE	118°19'57.99" W	SAME
	ELEVATION	96.8'	SAME
11R	LATITUDE	33°48'18.98" N	SAME
	LONGITUDE	118°20'38.80" W	SAME
	ELEVATION	96.3'	SAME
29L	LATITUDE	33°48'00.52" N	SAME
	LONGITUDE	118°20'10.97" W	SAME
	ELEVATION	103.2'	SAME

AIRPORT DATA

DESCRIPTION		EXISTING	FUTURE
AIRPORT ELEVATION (MSL)		103'	SAME
AIRPORT REFERENCE POINT	LATITUDE	33°48'12.20"N	SAME
(ARP) COORDINATES (NAD 83)	LONGITUDE	118°20'22.60"W	SAME
NAVAIDS (ILS, BEACON, ALS)		ATCT, VASI, MALSR, REIL, BEACON	SAME
MEAN MAX. TEMP. OF HOTTEST MONTH		79.1° (Aug)	SAME
AIRPORT REFERENCE CODE		B-II	SAME
GPS AT AIRPORT		YES	SAME

WIND DATA

	ALL WEATHER CROSSWIND COVERAGE				IFR CROSSWIND COVERAGE			
RUNWAY	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.	10.5 Kts.	13 Kts.	16 Kts.	20 Kts.
11	83.83%	84.10%	84.29%	84.31%	83.23%	83.44%	83.55%	83.60%
29	61.78%	62.43%	62.74%	62.80%	48.18%	48.31%	48.42%	48.43%
11-29	98.47%	99.41%	99.91%	99.99%	99.38%	99.72%	99.94%	99.99%

Based on 78,009 observations between 1987 through 2008 taken at Long Beach Airport. Source: National Climatic Data Center Asheville, NC.

Note: IFR conditions occur 4.4% of the time

LEGEND

DESCRIPTION	EXISTING	FUTURE
AIRPORT BOUNDARY		SAME
RUNWAY PAVEMENT		SAME
TAXIWAY/APRON PAVEMENT		SAME
BUILDING RESTRICTION LINE (BRL)		SAME
RUNWAY OBJECT FREE AREA (ROFA)		SAME
RUNWAY OBJECT FREE AREA (ROFA)/ OBSTACLE FREE ZONE (OFZ)		SAME
OBSTACLE FREE ZONE (OFZ)		SAME
RUNWAY SAFETY AREA (RSA)		SAME
BUILDINGS		SAME
GROUND CONTOURS	90'	SAME
AIRPORT REFERENCE POINT (ARP)		SAME
RUNWAY PROTECTION ZONE EASEMENT		SAME
THRESHOLD SITING SURFACE		SAME
ATCT LINE OF SIGHT		SAME
RUNWAY LIGHTS		SAME
AIRPORT BEACON		SAME
ROAD/VEHICLE PARKING		SAME
FENCE		SAME
SURVEY MONUMENT		SAME
NAVAID CRITICAL AREA		SAME

BUILDING TABLE

#	DESCRIPTION	TOP ELEVATION	#	DESCRIPTION	TOP ELEVATION
1	FAA LOCALIZER EQUIPMENT BUILDING	88.7'	27	2797 - 2793 AIRPORT DRIVE	135.4'
2	3481 AIRPORT DRIVE	111.2'	28	2789 - 2785 AIRPORT DRIVE	135.2'
3	3473 AIRPORT DRIVE	120.9'	29	2781 - 2777 AIRPORT DRIVE	135.6'
4	3465 AIRPORT DRIVE	118.6'	30	2773 - 2769 AIRPORT DRIVE	131.2'
5	3457 AIRPORT DRIVE	120.7'	31	2763 - 2759 AIRPORT DRIVE	131.9'
6	3449 AIRPORT DRIVE	124.9'	32	2755 - 2751 AIRPORT DRIVE	131.8'
7	3441 AIRPORT DRIVE	127.5'	33	2747 - 2743 AIRPORT DRIVE	128.8'
8	3433 AIRPORT DRIVE	129.9'	34	RESTROOMS	127.6'
9	3425 AIRPORT DRIVE	133.3'	35	2747 - 2743 AIRPORT DRIVE	135.0'
10	3417 AIRPORT DRIVE	135.4'	36	2735 AIRPORT DRIVE	131.1'
11	3409 AIRPORT DRIVE	136.5'	37	2735 AIRPORT DRIVE	140.2'
12	3407 AIRPORT DRIVE	139.9'	38	2731 - 2729 AIRPORT DRIVE	128.8'
13	3401 AIRPORT DRIVE	132.6'	39	2723 - 2719 AIRPORT DRIVE	130.9'
14	3405 AIRPORT DRIVE	141.2'	40	2715 - 2711 AIRPORT DRIVE	128.3'
15	3347 - 3355 AIRPORT DRIVE	139.9'	41	CIVIL AIR PATROL	127.8'
16	3325 - 3343 AIRPORT DRIVE	141.0'	42	TORRANCE FIRE DEPARTMENT	114.6'
17	3315 - 3319 AIRPORT DRIVE	143.3'	43	TORRANCE FIRE DEPARTMENT	112.9'
18	GENERAL AVIATION CENTER (GAC) 3301 AIRPORT DRIVE	135.6'	44	TORRANCE FIRE DEPARTMENT	113.6'
			45	TORRANCE FIRE DEPARTMENT	112.7'
19	25311 AERO WAY - FAA AIR TRAFFIC CONTROL TOWER (ATCT)	147.9'	46	TORRANCE FIRE DEPARTMENT	123.3'
			47	FARMER TOM	115.7'
20	CIVIL AIR PATROL	123.6'	48	FARMER TOM	117.9'
21	ROBINSON MANUFACTURING	137.6'	49	NIKE SITE	98.2'
22	FAA ATC ANTENNA SITE	118.5'	50	24599 CRENSHAW BOULEVARD	96.9'
23	ROBINSON MANUFACTURING	139.8'	51	24599 CRENSHAW BOULEVARD	95.4'
24	ROBINSON MANUFACTURING	132.4'	52	SEGMENTED CIRCLE AND WIND CONE	108.1'
25	ROBINSON MANUFACTURING GUARD SHACK	130.7'	53	GLIDE SLOPE EQUIPMENT BUILDING	101.2'
			54	LOCALIZER	88.2'
26	WASH RACK AND RESTROOMS	142.1'	55	TORRANCE MEMORIAL HOSPITAL HELIPAD	78.2'

RUNWAY DATA

DESCRIPTION		RUNWAY 11L - 29R EXISTING	RUNWAY 11L - 29R FUTURE	RUNWAY 11R - 29L EXISTING	RUNWAY 11R - 29L FUTURE
EFFECTIVE GRADIENT (IN %)		0.28	SAME	0.23	SAME
MAXIMUM GRADIENT (IN %)		0.79	SAME	0.86	SAME
WIND COVERAGE % (10.5 KNOTS)		99.41	SAME	99.41	SAME
APPROACH VISIBILITY MINIMUMS		1 MILE/CAT I	SAME	VISUAL	SAME
CRITICAL AIRCRAFT	MAKE AND MODEL	DASSAULT FALCON	SAME	BEECH KING AIR	SAME
	WINGSPAN (FEET)	63.4	SAME	45.8	SAME
	UNDERCARRIAGE WIDTH	14.07	SAME	13	SAME
	APPROACH SPEED (KNOTS)	100	SAME	111	SAME
	MAX. TAKEOFF WEIGHT (LBS)	45,500	SAME	11,800	SAME
AIRPORT REFERENCE CODE		B-II	SAME	B-I SMALL	SAME
RUNWAY MARKING		PRECISION	SAME	VISUAL	SAME
APPROACH CATEGORY (FAR PART 77)	RUNWAY 11	NON-PRECISION	SAME	VISUAL	SAME
	RUNWAY 29	PRECISION	SAME	VISUAL	SAME
RUNWAY ℄ TO PARALLEL TAXIWAY ℄		750'	SAME	250'	SAME
TAXIWAY ℄ TO FIXED OR MOVABLE OBJECT		65.5'	SAME	65.5'	SAME
TAXIWAY OBJECT FREE AREA WIDTH		131'	SAME	131'	SAME
TAXIWAY SAFETY AREA WIDTH		79'	SAME	79'	SAME
TAXIWAY WINGTIP CLEARANCE		20'	SAME	20'	SAME
RUNWAY ELEVATIONS (NAVD 88)	TOUCHDOWN ZONE (TDZ)	97'	SAME	NONE	SAME
	HIGH POINT	97.1'	SAME	103.2'	SAME
	LOW POINT	83.0'	SAME	96.3'	SAME
LINE OF SIGHT REQUIREMENT MET		YES	SAME	YES	SAME
RUNWAY LENGTH		5,001'	SAME	3,000'	SAME
RUNWAY WIDTH		150'	SAME	75'	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL		ASPHALT	SAME	ASPHALT	SAME
APPROACH SLOPE		34:1/50:1	SAME	20:1	SAME
PAVEMENT STRENGTH (000 LBS)		30(S) 50(D) 90(DT)	SAME	28(S)	SAME
RUNWAY LIGHTING		MIRL	SAME	MIRL	SAME
NAVIGATIONAL AIDS		ILS,GPS	SAME	NONE	SAME
VISUAL AIDS	RUNWAY 11	VASI	SAME	NONE	SAME
	RUNWAY 29	VASI, MALSR	SAME	VASI, REIL	SAME
RUNWAY SAFETY AREA	LENGTH*	600'	SAME	240'	SAME
	WIDTH	300'	SAME	120'	SAME
RUNWAY OBJECT FREE AREA	LENGTH*	600'	SAME	240'	SAME
	WIDTH	800'	SAME	250'	SAME
OBSTACLE FREE ZONE	LENGTH*	200'	SAME	200'	SAME
	WIDTH	400'	SAME	250'	SAME
RUNWAY CENTERLINE TO HOLD LINE (MIN/MAX)		160'/250'	SAME	135'/155'	SAME

* Length from runway end

DMJM AVIATION | AECOM

999 Town and Country Road, 4th Floor
Orange, CA 92868
Tel: 714.648.2098
Fax: 714.285.0740

Designed By:	No.	Revision	By	App.	Date
AWS	1	ALP Existing Conditions Update	DMJM	SC	6/2007
Drafted By: AWS					
Checked By: PJS					
Approved By: RDD					

Prepared For: City of Torrance, Department of Public Works

Date

Zamperini Field
Torrance, California

Airport Layout Plan

Figure 2

Scale: 1"= 400'

Date: June 2007

AIP Project No.

Sheet No. 1 of 1

ATTACHMENT E

DRAFT FINDINGS

Key to Edits
Black: Existing language, no change
Underline: Proposed new language
Strikethrough: Deleted language

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

ALUC REVIEW OF THE SOUTH BAY LEXUS TORRANCE PROJECT
PROJECT NO. R2015-03166-(4)
AVIATION CASE NO. 201500005

HEARING DATES: February 3, 2016 at 9:00 a. m. and August 31, 2016 at 9:00 a. m.

SYNOPSIS:
The project before the Airport Land Use Commission (ALUC) proposes alterations, renovations and expansions to an automobile dealership site, which is partially within the Runway Protection Zone (RPZ) for one of the runways at Zamperini Field – Torrance Municipal Airport. The land use actions proposed under this project require discretionary approval by the City of Torrance (City) for modifications to a previous Conditional Use Permit. The Project is located on airport property owned by the City and leased to the South Bay Lexus Dealership.

ALUC review of this project is necessary because (a) the City of Torrance General Plan or Specific Plan for this location and applicable zoning ordinances have not been previously reviewed by ALUC and found consistent with the policies of the adopted Los Angeles County Airport Land Use Plan (ALUP), (b) the project site is located within the Airport Influence Area (AIA) planning boundary established for Zamperini Field – Torrance Municipal Airport, and (c) the proposed project has characteristics that qualify it as a major land use action, as described in the Los Angeles County Airport Land Use Commission Review Procedures (Review Procedures) Section 1.5.3.

PROCEEDINGS:
February 3, 2016 Public Hearing
A duly noticed public hearing before the ALUC was held on February 3, 2016. Staff presented a summary of the role of ALUC and project information, followed by staff's recommendation to the ALUC. Commissioner Pedersen requested clarification about whether the current service center is within the Runway Protection Zone (RPZ) and why the existing service center did not previously come before ALUC for review. Staff confirmed that uses related to the existing service center are partially within the RPZ and explained the reasons why only the new proposed uses were before ALUC for review.

Ms. Barbara Lichman of Buchalter Nemer and Mr. Larry Tidball of Stantec testified on behalf of the City of Torrance as the applicant. Commissioner Pedersen requested clarification regarding the corrected versions of the exhibits that were presented by the applicant showing the location of the RPZ. Staff and the representatives of the applicant clarified that they were in agreement that Exhibit 0, as included in the staff report, and Exhibits 1 through 5, as presented at the hearing by the applicant, indicated the corrected location of the RPZ to match the Federal Aviation Administration (FAA) RPZ definition. Chair Pincetl asked for clarification regarding the difference in the cumulative number of people on the entire site between the existing use and proposed use. The applicant answered additional questions from the Commission.

Two speakers from the Torrance Airport Association, Mr. James Gates and Ms. Anne O'Brien, testified in opposition of the project. Then, the applicant presented additional testimony in response to the opponents of the project and answered questions from the Commissioners. Commissioner Smith asked about the current concentration of people specifically in the area that is being proposed for the new display lot. Consultants of the City of Torrance indicated that the new display lot is largely within the fenced area of the airport, so it would not have occupants there today.

Following the discussion, the ALUC determined that the project is inconsistent with the adopted Los Angeles County Airport Land Use Plan (ALUP), closed the public hearing, and instructed staff to finalize the documents for the finding.

August 31, 2016 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 or an airport served by a scheduled airline 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 and thereby coordinating the airport planning of public agencies within the County.

3. Pursuant to Section 21674 of the PUC, the powers and duties of an ALUC include: assisting local agencies in ensuring compatible land uses in the vicinity of new and existing airports; coordinating planning at the state, regional and local levels so as to provide for the orderly development of air transportation; preparing and adopting airport land use compatibility plans; and reviewing plans, regulations, and other actions of local agencies to determine whether such actions are consistent with the applicable airport land use compatibility plan.

4. Public Utilities Code 21676 requires that each local agency, whose general plan includes areas covered by an airport land use compatibility plan, submit a copy of its general plan or specific plan to the ALUC for determination on whether the plan is consistent with the airport land use compatibility plan.

5. In 1991 (amended in 2004), the Los Angeles County ALUC adopted the Los Angeles County ALUP, which is the airport land use compatibility plan for 13 of the 15 airports in the County, including Zamperini Field – Torrance Municipal Airport. The ALUP sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them. It contains policies and criteria to minimize the public's exposure to excessive noise and safety hazards.

6. Pursuant to Section 21676.5 of the PUC, the ALUC may require the local agency refer all actions, regulations, and permits involving land within an airport influence area to ALUC for review when a local agency has not yet had its general plan, or a specific plan for the affected area, reviewed and found consistent with ALUP or made specific findings to overrule an ALUC determination that such plan(s) are inconsistent.

7. In 2004, the Los Angeles County ALUC adopted the Los Angeles County Airport Land Use Commission Review Procedures (Review Procedures) to be used in conjunction with the compatibility plan for each of the individual airport influence areas in Los Angeles County.

8. Review Procedures Section 1.5.2 (a) clarifies Los Angeles County ALUC policy as requiring submittal of only major land use actions within the airport influence area for ALUC review pursuant to Section 21676.5 of the PUC.

9. The ALUP establishes an Airport Influence Area (AIA) for Zamperini Field – Torrance Municipal Airport, which is defined by the airport property, the area within the four designated Runway Protection Zones (RPZ), and the 70 CNEL noise contour. The AIA delineates the planning boundaries adopted by ALUC for each of the public use airports in Los Angeles County. The project site is located within the AIA for Zamperini Field – Torrance Municipal Airport.

10. The site of the proposed development project is located within the City of Torrance.

11. Prior to the subject project referral, the City of Torrance had not requested an ALUC determination of consistency of its General Plan amendments with the ALUP, including related creation of a specific plan.

12. Pursuant to Review Procedures Sections 1.5.3 (a) (9), 1.5.3 (a) (10), and 1.5.3 (b), this proposed project contains characteristics that qualify it as a major land use action. The Project proposes construction and alterations that require review by the Federal Aviation Administration in accordance with Part 77 of the Federal Aviation Regulations. The Project proposes new lighting and placement of a number of other objects within the RPZ. The Project is a nonaviation development of airport property.

13. The local aviation community has publicly stated that potential safety concerns exist, related to electrical or visual hazards to aircraft in flight, if the expansion to the subject automobile dealership is developed as proposed because of its proximity to the Zamperini Field – Torrance Municipal Airport.

14. Pursuant to Review Procedures Section 1.2.6, which defines aviation-related uses as facilities or activities directly associated with the air transportation of persons or cargo or the operation, storage, or maintenance of aircraft at an airport or heliport, the Project proposes only nonaviation development on the affected portion of the airport property, with the exception of one new fire access road.

15. Pursuant to Review Procedures Sections 1.2.11, which defines existing land use for the purposes of ALUC, the Project is not considered an existing use because the Project requires discretionary approvals from the local municipal government authority. The proposed modifications to the previous Conditional Use Permit require discretionary review by the City of Torrance. The project proponent requested changes to the original entitlement because it did not include auto sales.

16. Pursuant to Review Procedures Section 3.1, the ALUP sets forth the compatibility criteria applicable to the review of proposed land use actions in the vicinity of Zamperini Field – Torrance Municipal Airport. In order for ALUC to make a determination that a project is consistent with ALUP, the application materials must demonstrate that the project is consistent with all of the policies in ALUP Section IV, including General Policies G-1 to G-5, Noise Policies N-1 to N-4, and Safety Policies S-1 to S-7, unless one of the special conditions in Review Procedures Section 3.3 applies.

17. ALUC determination of project consistency with the compatibility criteria set forth in all of the General, Noise, and Safety Policies of ALUP is necessary because none of the special conditions in Review Procedures Section 3.3 apply.

18. Pursuant to Review Procedures Section 3.3.1, the Project does not qualify for an exception to the compatibility criteria as infill development because the Project does not meet all of the necessary criteria listed in Review Procedures Section 3.3.1 (b).

19. Pursuant to Review Procedures Sections 3.3.2 (b) and (c), the Project does not qualify for an exception to the compatibility criteria as an existing nonconforming nonresidential development because the portion of the site devoted to a nonconforming use is being expanded and the usage intensity (the number of people per acre) is being increased above existing levels. The proposed auto sales use has a higher usage intensity (people per acre) than the existing use for both the site as a whole, in comparison to the existing auto service center development, and the specific portion of the site that is within the RPZ, in comparison to its existing use as vacant/open land.

20. ALUP, General Policy G-1, requires new uses adhere to the Land Use Compatibility Table. The Project does not propose residential uses, educational facilities or new industrial uses, but does introduce a new commercial use. The entire Project site is within the 65 CNEL contour areas. The

ALUP cautions that, in such areas, noise attenuation be considered for commercial uses. The City of Torrance has recommended that a condition of approval be added to any necessary permits for the Project, requiring a noise study be completed to ensure compliance with noise regulations.

21. ALUP, General Policy G-2, encourages the recycling of incompatible land uses to uses that are compatible with the ALUP, pursuant to the Land Use Compatibility Table. The project does not convert incompatible land uses to more compatible uses. To promote uses which are compatible with ALUP according to the Land Use Compatibility Table, the project proponent will need to use caution and review noise insulation needs in regards to new commercial uses at the project site because the entire site is within a 65 CNEL contour. The project proponent should give special consideration to the impact of noise on proposed new outdoor commercial and industrial uses. The City of Torrance has recommended that a condition of approval be added to any necessary permits for the Project, requiring a noise study be completed to ensure compliance with noise regulations.

22. ALUP, General Policy G-3, encourages local agencies to require 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 City of Torrance, and the City of Torrance is the owner of Zamperini Field – Torrance Municipal Airport. Therefore, an avigation easement is not required for the Project.

23. ALUP, General Policy G-4, prohibits projects that would affect safe air navigation. Some of the proposed construction and alterations have received Federal Aviation Administration (FAA) approval for height and will not affect safe air navigation. ~~The project proponent will need to obtain additional FAA review and approval for details of the Project that have not yet been included in the required FAA notification.~~ The City of Torrance has recommended that a condition of approval be added requiring an updated "Determination of No Hazard to Air Navigation" form to be provided prior to the issuance of any Building Permits. The project proponent will need to comply with all applicable requirements related to maximum Backlight, Uplight, and Glare (BUG) ratings for lighting pursuant to the California State Green Building Standards. The display lighting at the vehicle display pads within the RPZ are expected to create only ½ foot candle of residual lighting spilling over the top of the green screen fencing that separates the display area from the remainder of airport property. The project proponent will need to ensure that lighting for displays, building facades, and other locations where vertical surfaces are illuminated does not negatively affect safe air navigation. The City of Torrance has recommended that a condition of approval be added requiring a photometric study for the site to be submitted to the City, verifying that there will be no lighting spillover onto adjacent properties, prior to the issuance of Building Permits, and a verification analysis confirming the approved photometric design be provided to the prior to Final Occupancy.

24. ALUP, General Policy G-5, 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 state Noise Standards found in California Code of Regulations, Title 21, Subchapter 6. The project does not propose residential, educational, healthcare, or place of worship uses. Zamperini Field – Torrance Municipal Airport is not a designated noise problem airport. Additionally, the airport operator and its community members have existing measures in place related to Noise Abatement.

25. ALUP, Noise Policy N-1, requires that the CNEL method for measuring noise impacts near airports be used in determining suitability for various types of land uses. The project referenced contours that were developed with the CNEL method to illustrate noise impacts in the City of Torrance near Zamperini Field – Torrance Municipal Airport. The Project is entirely within the 65 CNEL contour as shown on the Torrance Airport Overall Area Map. To reflect the suitability of locations with a 65 CNEL rating for particular land uses, the project proponent is advised to use caution and review noise insulation needs in regards to new commercial uses at the project site. The project proponent should give special consideration to the impact of noise on proposed new outdoor commercial and industrial uses. The City of Torrance has recommended that a condition of approval be added to any necessary

permits for the Project, requiring a noise study be completed to ensure compliance with noise regulations.

26. ALUP, Noise Policy N-2, 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. The project does not propose any new residential, educational, or health-related uses.

27. ALUP, Noise Policy N-3, requires that the Land Use Compatibility Table for Airport Noise Environments be used to evaluate projects within the AIA. Pursuant to the Land Use Compatibility Table, the project proponent is advised to use caution and review noise insulation needs in regards to new commercial uses at the project site because the entire site is within a 65 CNEL contour. The City of Torrance has recommended that a condition of approval be added to any necessary permits for the Project, requiring a noise study be completed to ensure compliance with noise regulations.

28. ALUP, Noise Policy N-4, 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 owned by the City of Torrance, which is the operator of Zamperini Field – Torrance Municipal Airport.

29. ALUP, Safety Policy S-1, requires airports to establish runway protection zones ("RPZ") contiguous to the ends of each runway. These RPZs shall be identical to the Federal Aviation Administration's RPZ (formerly called clear zone). There is an existing RPZ for Zamperini Field – Torrance Municipal Airport shown on the Airport Layout Plan (ALP) dated June 2007. The Project would introduce new uses into the existing RPZ and the proposed site layout includes commercial development within the established RPZ for Runway 11L/29R. The California Airport Land Use Handbook, which is referenced in the Review Procedures and Section 21674.7 of the PUC as guidance for ALUC compatibility review criteria, recommends that, ideally, each RPZ be kept entirely free of objects and that automobile parking is acceptable only in certain situations.

30. Surface parking lots have previously been determined to be an acceptable land use within RPZs through ALUC review of aviation cases at Hawthorne Airport and LAX (AV 00-191-[2] and AV 04-162-[2, 4]). ~~However, the Project would have a greater intensity of use (persons per acre) in the RPZ, than a surface parking lot would have, by having display vehicles kept in the RPZ. Display vehicles would attract customers of the dealership to spend extended periods in the RPZ while they examine the vehicle. It would also attract sales persons to patrol the area and engage with customers.~~

~~30.~~31. The Project proposes a new secure inventory lot for the storage of vehicles within the RPZ. This ~~activity is unlike~~ use has an intensity of use similar to or less than a parking lot because ~~persons using a parking lot would usually quickly move away from the vehicle to a retail building~~it will be for vehicle inventory parking only, fenced off from the rest of the dealership, and accessed only occasionally by employees, without any full time occupants.

~~31.~~32. ALUP, Safety Policy S-2, prohibits above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated RPZ. The only flammable liquids or toxic materials that will be stored within the RPZ are those contained within parked or displayed vehicles associated with the automobile dealership. Safety Policy S-2 is intended to apply only to bulk storage of such materials. The Project does not include any use that would include bulk storage of flammable or toxic materials within the RPZs for Zamperini Field – Torrance Municipal Airport.

~~32.~~33. ALUP, Safety Policy S-3, prohibits, within a runway protection zone, any use that 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 display lighting at the vehicle display pads within the RPZ are expected to create only ½ foot candle of residual lighting spilling over the top of the green screen fencing that separates the display area from the remainder of airport property. If the Project meets all California State Green Building Standards requirements for maximum allowable BUG ratings and the project proponent ensures that lighting for displays, building facades, and other locations where vertical surfaces are illuminated is not directed toward take-off or approach areas, then the Project would not include any uses that would direct steady light of red, white, green or amber colors toward any runway protection zone at Zamperini Field – Torrance Municipal Airport. The City of Torrance has recommended that a condition of approval be added requiring a photometric study for the site to be submitted to the City, verifying that there will be no lighting spillover onto adjacent properties, prior to the issuance of Building Permits, and a verification analysis confirming the approved photometric design be provided to the prior to Final Occupancy.

~~33.~~34. ALUP, Safety Policy S-4, 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 Project proposes planting of trees and potential relocation of a utility pole, which may rise above the approach surface of an RPZ of Zamperini Field – Torrance Municipal Airport. To be in compliance with applicable regulations, the project proponent will need to obtain additional FAA review for details of the Project within an RPZ that have not yet been included in the required FAA notification, and the project proponent will need to obtain FAA approval for height and a determination that the proposed objects will not affect safe air navigation.~~ A supplemental Form 7460 has been submitted to the FAA for details of the project within the RPZ that were not included on the previous submittal of the required FAA notification, and an obstruction analysis has shown that all elements of the Project will remain below the approach surfaces. The City of Torrance has recommended that a condition of approval be added requiring an updated "Determination of No Hazard to Air Navigation" form to be provided prior to the issuance of any Building Permits.

~~34.~~35. ALUP, Safety Policy S-5, prohibits uses that attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. Pursuant to City of Torrance Planning Commission Resolution No. 15-013, the proposed Project will not produce damage or nuisance from noise, smoke, odor, dust or vibration. The landscape palette will need to adhere to FAA requirements. The lighting will need to adhere to the California State Green Building Standards requirements for maximum allowable BUG ratings. The City of Torrance has recommended that a condition of approval be added requiring a photometric study for the site to be submitted to the City, verifying that there will be no lighting spillover onto adjacent properties, prior to the issuance of Building Permits, and a verification analysis confirming the approved photometric design be provided to the prior to Final Occupancy. The City of Torrance has recommended that a condition of approval be added requiring an updated "Determination of No Hazard to Air Navigation" form to be provided prior to the issuance of any Building Permits. If the Project meets all of those requirements, then the Project does not include development that would attract large concentrations of birds or otherwise affect safe air navigation.

~~35.~~36. ALUP, Safety Policy S-6, prohibits uses which would generate interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. The Project does not propose uses that generate electrical interference, and all construction and new objects related to the proposed land use would be located outside the NAVAID critical area, also known as the navigational aid critical area, as shown on the ALP.

~~36.~~37. ALUP, Safety Policy S-7, requires that projects comply with the height restriction standards and procedures set forth in FAR 77. The project proponent will need to adhere to procedures set forth in FAR Part 77. ~~Some of the proposed construction and alterations have received Federal Aviation Administration (FAA) approval for height and will not affect safe air navigation. The project proponent will need to provide notice to the FAA as necessary for any construction and alterations on airport~~

~~property related to the Project and not previously included in a Form 7460, such as for alterations to the building itself, potential utility pole relocation, installation of fencing, planting of trees, construction of new driveways, or other Project elements.~~ A supplemental Form 7460 has been submitted to the FAA for details of the project within the RPZ that were not included on the previous submittal of the required FAA notification. The City of Torrance has recommended that a condition of approval be added requiring an updated "Determination of No Hazard to Air Navigation" form to be provided prior to the issuance of any Building Permits.

CONDITIONS

1. A noise study must be completed to ensure compliance with noise regulations.
2. An updated "Determination of No Hazard to Air Navigation" form must be provided prior to the issuance of any Building Permits.
3. A photometric study for the site must be submitted to the City, verifying that there will be no lighting spillover onto adjacent properties, prior to the issuance of Building Permits and a verification analysis confirming the approved photometric design must be provided to the City prior to Final Occupancy.

CONCLUSION

Based on the foregoing, the Airport Land Use Commission concludes that the South Bay Lexus Torrance project is ~~**INCONSISTENT**~~ **CONSISTENT** with the Los Angeles County Airport Land Use Plan (ALUP) because ~~the proposed project will increase the intensity of use (persons per acre) in the RPZ by having display vehicles kept in that area. Display vehicles would attract customers of the dealership to spend extended periods in the RPZ while they examine the vehicle. It would also attract sales persons to patrol the area and engage with customers. This activity is unlike a parking lot because persons using a parking lot would usually quickly move away from the vehicle to a retail building.~~ the uses proposed within the RPZ are similar to a parking lot and the additional conditions of approval recommended by City of Torrance staff adequately address other potential compatibility issues.

ACTION

In view of the findings of fact and conclusions presented above, the Airport Land Use Commission concludes that the South Bay Lexus Torrance project, as presented in Project No. R2015-03166-(4) / Aviation Case No. 201500005, is ~~**INCONSISTENT**~~ **CONSISTENT** with the Los Angeles County Airport Land Use Plan (ALUP).

Vote:

Concurring:

Dissenting:

Abstaining:

Absent:

ACTION DATE: August 31, 2016

CS:ALR
August 18, 2016

c: Each Commissioner