

January 21, 2016

TO: Stephanie Pincetl, Chair
Doug Smith, Vice Chair
David W. Louie, 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; FEBRUARY 3, 2016 - ITEM NO. 4

At your public hearing meeting on **February 3, 2016**, your Commission, as the Airport Land Use Commission (ALUC), will hold a public hearing to review the proposed South Bay Lexus development project, referred by the City of Torrance, for a consistency determination with the adopted Los Angeles County Airport Land Use Plan (ALUP). The proposed project includes an auto sales display area in the vicinity of a runway and is within the airport influence area of the Zamperini Field – Torrance Municipal Airport.

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

Description

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, including addition of a sales and display lot. 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 action before the City of Torrance that is subject to ALUC review is expansion of the South Bay Lexus Dealership, including the addition of display vehicles in a Runway Protection Zone (RPZ) for Zamperini Field—Torrance Municipal Airport.

The modification allows: 1) renovations and expansions to the existing building, 2) renovations and expansions to the dealership site, including development on lots that are currently vacant and recently added to the dealership's lease with the City for use as a sales and display lot, and 3) operation of an automobile dealership in conjunction with the existing automobile service center, which includes placement of display vehicles within an RPZ.

This item is before the ALUC because ALUC is mandated to review the project based on the statutory requirements set forth below. 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, and the project site is within the Airport Influence Area (AIA) planning boundary established for Torrance Airport (see **Attachment A**).

The project is not airport-related, and the proposed use is a nonaviation development that would increase intensity of use (persons per acre) in the RPZ by using land in the RPZ for an auto display area. The auto display area would attract customers of the dealership to spend extended periods in the RPZ while they examine the vehicle. The auto display area 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.

According to the City's staff report from May 2015, the Conditional Use Permit (CUP) that the City of Torrance previously approved for the dealership in 2005 was only for auto **service**. Auto sales are not allowed under the 2005 approval. There are currently no display vehicles on the project site. The addition of auto sales as a new use is one of the reasons that the City needs to approve modifications to the 2005 CUP. The South Bay Lexus dealership is currently a tenant at the 24777 Crenshaw Boulevard site, but it is a service/parts operation for Lexus repairs, with no display or sales of vehicles at that location.

Location

The primary address for the proposed development is 24777 Crenshaw Boulevard, Torrance CA 90503. The site of the proposed project is just south of the intersection of Skypark Drive and Crenshaw Boulevard, in the northeastern portion of the airport property. The leasehold for the South Bay Lexus Dealership is along the eastern boundary of the AIA and falls partially within the RPZ for the eastern end of the airport's longer, northernmost runway (Runway 11L/29R).

Torrance Airport Overall Area (Exhibit 0) in **Attachment B**, illustrates the location of the current and proposed Lexus Dealership development as it relates to the airport property boundary and RPZ. The “Location and Zoning Map” in **Attachment C** illustrates the proposed Lexus expansion location in relation to the current South Bay Lexus Dealership location and the surrounding parcels. The “Lease Boundary Plat” in **Attachment C** illustrates the location of the property that the City recently added to the dealership’s lease agreement.

Setting

The project is within an area of varied existing uses, zoning (as shown on the City of Torrance Property Zoning Map in **Attachment D**), and land use designations (as described in the *City of Torrance General Plan (General Plan)* and shown on the City’s General Plan Land Use Policy Map in **Attachment E**). The City assigned the portion of the site that is currently developed as an auto service center an industrial land use designation of “Light Industrial” (I-LT). The City assigned the portion of the site that is currently vacant a land use designation of “Airport” (AIR). The dealership proposes using portions of the site with an AIR land use designation as the location of an auto-display area for the new automobile sales display use. According to the *City of Torrance Property Zoning Map* (January 2004) in **Attachment D**, the City zoned the entire airport property Heavy Manufacturing (M-2). Torrance Municipal Airport uses the land located immediately adjacent to the project site--along the southwestern boundary of the existing leased area and the newly leased area.

North of the existing auto service center site, there is another lot on airport property with the I-LT land use designation, which is currently used as an aerospace manufacturing facility. Nearby, across Skypark Drive to the north, there are General Commercial uses. Going west along Skypark Drive, there is a parcel with a business park land use designation, adjacent to the west border of the existing auto service center site. The business park parcel is currently used as a manufacturing and research facility for aerospace fasteners. Across Crenshaw Boulevard from the new project site, the City of Torrance has a business park diagonally to the northeast of the project site, and the City of Lomita has low-density residential land use and Single Family Residential zoning directly to the east of the project site.

Within the wider context of the *City of Torrance General Plan*, this project is located near two industrial districts in Torrance, the Torrance Airport and the Southern Industrial District (Industrial Land Use Designations Map in **Attachment F**, from *General Plan* page LU-54). The adjacent zoning and land use designations are summarized in **Table 1** and illustrated in “Location and Zoning Map” from **Attachment C** and the Property Zoning Map from **Attachment D**, and the Land Use Policy Map from **Attachment E**.

Table 1. Surrounding Zoning and Land Use Designations.

	Zoning	Land Use Designation
North	Torrance, M-2, Heavy Manufacturing	I-LT, Light Industrial (south of Skypark Dr)
	Torrance, P-D, Planned Development	C-GEN, General Commercial (north of Skypark Dr)
East	Lomita, R-1, Single Family Residential	Lomita, Residential (Low Density)
Northeast (diagonal)	Torrance, M-1, Light Manufacturing	I-BP, Business Park
	Lomita, M-C, Light Manufacturing/Commercial	Lomita, Industrial/Manufacturing
South	Torrance, M-2, Heavy Manufacturing	AIR, Airport
West	Torrance, M-2, Heavy Manufacturing	I-BP, Business Park

Environmental Determination

The City of Torrance Planning Commission Resolution #15-013 (see **Attachment G**) indicates that the City of Torrance 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.

Status

The City of Torrance Planning Commission voted to approve the project on May 20, 2015 by Resolution #15-013 (see **Attachment G**). On June 2, 2015, an appeal was filed to the City of Torrance City Council (see **Attachment H**), on behalf of the Torrance Airport Association (TAA) and the California Pilots Association, appealing the City Planning Commission decision to approve the project. Therefore, the project will be reviewed by the City Council prior to the City's 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 will attract a different intensity of use of the site within the RPZ.

ANALYSIS

Conclusion on Project Consistency

An ALUC consistency determination focuses on how the proposed development and land use changes relate to the policies contained in the Los Angeles County Airport Land Use Plan (ALUP) and the Los Angeles County Airport Land Use Commission Review Procedures (Review Procedures) document. The entire project is located within the Airport Influence Area (AIA) of Zamperini Field - Torrance Municipal Airport. The consistency review focuses only on the new, nonaviation components of the project, which are partially located inside the Runway Protection Zone (RPZ). The ALUC has no authority or jurisdiction over existing development.

The following analysis evaluates features of the proposed CUP modification as they relate 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 N-5 relate to both airport noise and safety impacts. Staff reviewed the project for consistency with each of the General Policies and found that the project may be consistent with each of the General Policies with the understanding that certain other agency permits/authorizations/reviews are obtained. Potential conflicts with the General Policies were found to be less limiting for this project site and type of land use than the potential conflicts with *ALUP* Noise and Safety policies.

Noise Policies

ALUP Noise Policies N-1 through N-4 relate to the noise impacts of the airport on land uses and the AIA. Staff reviewed the project for consistency with each of the Noise Policies and found that the project may be consistent with each of the Noise Policies with the understanding that certain other agency review and/or approval are obtained. The Noise Policies include criteria related to the Land Use Compatibility Table in **Attachment I**.

The entire project site is within the 65 CNEL noise contour as shown in Torrance Airport Overall Area (Exhibit 0) from **Attachment B**. To achieve consistency with ALUP Noise Policies, the project proponent is advised to use caution and review noise insulation needs for new commercial uses within the 65 CNEL contour. The project proponent is advised to give special consideration to the impact of noise on proposed new outdoor commercial and industrial uses.

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 project for consistency with each of the safety policies, which are listed below, and found that the project is **inconsistent** with Safety Policy S-1 and may be consistent with each of the other safety policies only with the understanding that certain other agency permits/authorizations/reviews will be obtained. However, since surface parking lots have been previously accepted in some situations as an allowable use within an RPZ; if the site were reconfigured to remove the auto sales use from the RPZ and the portion of the site that is within the RPZ were used solely for dealership's minimum required customer and employee parking, then the project could be found consistent with Safety Policy S-1 as well.

The project does not adequately address RPZs as required in Safety Policy S-1. Related to new outdoor lighting in the vicinity of a runway, the project proponent is advised that lighting would need to comply with *California State Green Building Standards* requirements related to maximum Backlight, Uplight, and Glare (BUG) ratings. To achieve consistency with all of the Safety Policies, the project proponent would also need to comply with requirements to provide notice to the FAA and obtain necessary approvals or determinations for construction and alterations on airport property.

RPZ Land Use and Structures

The project as it is proposed is inconsistent with the *ALUP, Review Procedures*, and *California Airport Land Use Planning Handbook (State Handbook)* because it increases the intensity of use (people per acre) within the RPZ through the introduction of a new auto sales and display lot and may need to comply with additional procedures as set forth in FAR Part 77 for proposed construction and alterations that were not included in their original notice to the FAA.

The entire project is near or within an RPZ, which is shown on the Airport Layout Plan (ALP) in **Attachment J**. The project introduces auto dealership employees and customers into portions of the RPZ that are currently vacant, open, and fenced off to prevent any access by people for non-airport purposes. While the proposed use is not considered a congregation of people, the project, as currently proposed, does result in an increase in the potential number of people per acre within the affected portion of the RPZ. The intensity of the proposed land use in terms of the potential number of people per acre is discussed further under "*Commercial Uses in the RPZ.*"

Proposed structures, lighting, landscaping, potential relocation of a utility pole, parking, and commercial uses within the RPZ were analyzed for consistency with ALUP. Aside from the addition of display vehicles within the RPZ, the proposed project could be found consistent with the ALUP's policies concerning RPZs with the understanding that certain other agency permits/authorizations/reviews will be obtained as noted in this analysis.

Structures in the RPZ

The proposed demolition, remodeling, and expansion of the larger of the two buildings on the project site will all occur outside of the RPZ (see Map 1 of **Attachment B**). The smaller existing building, used for the existing auto service center, which is already partially within the RPZ, is not being modified as part of the currently proposed development project. Therefore, the smaller building is considered an existing use and is not subject to this ALUC review.

Lighting in the RPZ

The lighting for the auto sales and display area encroaches into the RPZ and, depending on its characteristics, may expose pilots, aircraft occupants, and people on the ground to potential safety-related hazards. General Policy G-4 and Safety Policies S-3, S-5, and S-7 have relevancy to the review of lighting at sites within an airport influence area and within an RPZ.

The heights of the poles for the lighting were already evaluated for their potential to create obstructions to air navigation as defined in FAR Part 77. However, pilot groups also expressed concern about the potential for such lighting to be distracting to pilots engaged in take-off or approach, create glare, or be confused with airport lighting. The proposed lighting plan is shown in Exhibit 4 of **Attachment B**. *California State Green Building Standards* contains requirements related to maximum Backlight, Uplight, and Glare (BUG) ratings for lighting in outdoor parking, sales or storage lots. These maximum allowable BUG ratings address some of the concerns about the potential for lighting in such close proximity to the runway to create glare or distracting/confusing conditions for pilots..

Landscaping in the RPZ

General Policy G-4 and Safety Policies S-4, S-5, and S-7 have relevancy to the review of landscaping at sites within an airport influence area and RPZ. Plant heights that rise above approach surfaces, plantings that create obstacles within the RPZ, or plant palettes with a tendency of certain to attract "large concentrations of birds" may be prohibited in certain locations or may require a review of the potential hazards created. The Torrance Airport Proposed Landscape Exhibit Plant Palette proposes five new trees in the RPZ as shown on Exhibit 5 in **Attachment B**.

The proposed trees are *Pyrus calleryana* 'Aristocrat' (Aristocrat Ornamental Pear). According to Sunset, *Pyrus calleryana* 'Aristocrat' have a maximum height of 50 feet. The remainder of the proposed landscaping consists of a mix of varied height, drought tolerant low or medium plants that reach heights between 1 foot and 4 feet. While several of the proposed plants may attract hummingbirds, the overall mix of plants is not likely to attract large birds or birds that spend much time very high off the ground. To be consistent with Safety Policy S-5, the landscape palette will need to adhere to FAA requirements.

The five proposed trees within the Airport Influence Area were not included on the initial South Bay Lexus Form 7460 request to the FAA for a determination of no air hazard. Trees, within the RPZ, with a height sufficient to rise above the approach surface will require review and approval by the FAA. Also, since they are located on airport property; these trees require the project proponent to provide notice to FAA under subpart B, Section 77.9 (d) (1) of FAR Part 77, even if they are not tall enough to exceed the obstruction standards of subpart C of FAR Part 77. The project cannot be found consistent unless the project proponent provides notice to the FAA as required and, if the tree(s) have (or will have) a height sufficient to be considered an obstruction, obtains the necessary review and determination from the FAA indicating that the it is not a hazard to air navigation pursuant to FAR Subpart C, Section 77.15 (b).

Potential Utility Pole Relocation in the RPZ

The proposed development includes the potential need to relocate a utility pole within the RPZ to accommodate a new driveway. General Policy G-4 and Safety Policies S-4, S-5, and S-7 have relevancy to the review of utility pole construction within an airport influence area and RPZ.

The utility pole was not included on the initial South Bay Lexus Form 7460 request to the FAA for a determination of no air hazard. It appears the utility pole is taller than the proposed light poles, but the height of the new utility pole is not specified. In addition to the FAR Part 77 requirements (as described above for tree height), the utility pole relocation would need to comply with all applicable local, state, and federal regulations including PUC Section 21658. The project cannot be found consistent unless the project proponent provides notice to the FAA as required and, if the new utility pole will have a height sufficient to be considered an obstruction, obtains the necessary review and determination from the FAA indicating that the it is not a hazard to air navigation pursuant to FAR Subpart C, Section 77.15 (b).

Parking in the RPZ

The proposed development designates the majority of the developed area that is within the RPZ as auto display parking for the auto sales use.

Precedent was set by the ALUC regarding surface parking as an appropriate use for RPZs through previous aviation case approvals (AV 00-191-[2] and AV 04-0162-[2, 4]). However, the auto “parking” area for this development would be used in a more intensive manner than would be present with a general surface parking land use because employees and customers would potentially enter and remain in the area while working or shopping.

Commercial Uses in the RPZ

The proposed development designates the majority of the developed area that is within the RPZ as a sales and display lot for the auto sales use. The auto sales use would bring employees and customers into the RPZ.

The Plan Boundaries section of *ALUP* (Section III) requires that RPZs be kept free of structures and uses that could lead to a congregation of people in the RPZ. According to the FAA Advisory Circular 150/5300-13, “Churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly.” Therefore, this use would not be considered a “place of public assembly;” however, the proposed auto-display area in the currently vacant lot within the RPZ would still result in an increase in the intensity of persons per acre within that portion of the RPZ.

There are various methods for calculating the intensity of a land use in terms of the potential number of people per acre within the affected portion of the RPZ. For this site, ALUC staff applied a method outlined in Appendix G of the *State Handbook* to calculate the intensity of an auto sales and display use. Using this method, as described below, it seems the proposed project would result in an increase in the estimated potential number of people per acre from zero (current use, open and vacant land) to at least 125 people per acre (proposed use, auto sales and display).

Appendix G of the *State Handbook* indicates that the local Parking Ordinance requirements for a land use can provide a calculation of the “number of people who could be present in a given area.” Using the information on parking requirements from page 3 of the City staff report, and assuming 2 customers per each of minimum required parking spaces, with 90 – 140 employees at peak time, there will be an estimated maximum of 446 – 496 people on the entire site (3.509 acres) at peak times, for an intensity calculation range of 127 – 141 people per acre.

Another method is to compare estimated densities (s.f. per person) for the existing and proposed uses on the site (open space + auto service compared to auto sales + auto service); however, the current *ALUP* does not assign such values to specific types of land uses.

The project proponent maintains that the proposed auto sales use will result in no persons “occupying” the site. This may relate to a third method of calculating intensity of a land use, which is to refer to the “Maximum Occupancy” values as provided in the California Building Code (CBC) maximum floor area allowances per occupant. Due to the outdoor nature of activities that would occur within the proposed auto sales and display area, ALUC staff does not consider this to be an accurate characterization of the potential number of people that may enter and spend time within the RPZ for the proposed use. The project proponent also states that “there will be no permanent occupation of the site by any persons, and any transient occupancy will be extremely brief.” While ALUC staff acknowledges that this statement may be true of a lot used for standard surface parking use, ALUC staff views the proposed auto sales and display use as distinct from what would typically occur as part of a surface parking use.

The *ALUP* and the proposed development are therefore **inconsistent** on this topic. However, since surface parking lots have been previously allowed as an allowable use within an RPZ, if the site were reconfigured to remove the auto sales use from the RPZ, then the project could be found consistent on this topic and in regards to Safety Policy S-1 with the understanding that certain other agency permits/authorizations/reviews will be obtained.

Advisory Comments on the Project’s Outdoor Auto Sales Display Area Component

The outdoor auto sales display area, as shown on Exhibits 0 and 1 from **Attachment B**, is within the established RPZ for Runway 11L/29R of Zamperini Field – Torrance Municipal Airport.

The PUC, Aeronautics Act, Section 21670 et seq., which establishes ALUC authority, was created to protect public health, safety and welfare by ensuring the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within an area around airports to the extent that these areas are not already devoted to incompatible uses. The proposed project would convert open/vacant industrial land, which is generally considered compatible with airports, to retail land, a use usually found incompatible with airports due to safety concerns and high noise levels. The retail auto sales use that is partially located in the RPZ falls within City of Torrance M-2 zoning, which is a more intensive level of zoning than would typically be recommended within an RPZ. The Airport (AIR) land use designation shown on the City’s General Plan Land Use Policy Map for the RPZ portion of the project site (See **Attachment E**) would be more consistent with safety and noise impacts that exist within an RPZ than both the Light Industrial (I-LT) land use designation that is assigned to the portion of the project site that is currently developed as an auto service center and the current M-2 zoning that applies to the entire project site (See **Attachment D**).

ALUC staff advises against converting land at a low level of intensity (vacant land, fenced and inaccessible to the public, near existing auto service use) to a higher level of intensity (retail activities, customer and employee access to RPZ for auto sales use) in such close proximity to the airport’s runway because it would introduce the potential for land use conflicts in an area where conflicts do not presently exist.

Surface parking lots have previously been approved as a land use within RPZs at other airports through ALUC review of aviation cases. However, this project is proposing a land use that may potentially increase the number of people within the RPZ at any given time and increase the amount of time employees or customers are spending within the RPZ in comparison to use of the same area as surface parking to meet South Bay Lexus Dealership’s minimum employee and customer parking requirements.

Additionally, parking spaces provided to meet the requirements of the City of Torrance parking ordinance would most likely only be filled to maximum capacity during peak seasons and times of day, leaving many of the parking spaces vacant during less busy periods and outside of normal business hours, which would be different than the proposed use of the space for continual display of merchandise. Continual use of the area for auto sales and display would potentially leave less open area available, than might be present in a typical surface parking lot, in the event of an emergency, for pilots trying to make an emergency landing and could potentially increase the likelihood that objects, such as vehicles, would be present as an additional hazard within the RPZ during such an emergency operation.

Staff advises that a distinction be made between use of a paved lot for surface parking, solely used to provide the necessary amount of employee and customer parking spaces under the City of Torrance parking ordinance, and use of a paved lot for auto sales and display.

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 comments regarding this project have been received from the public.

STAFF RECOMMENDATION

Action

Staff recommends that the ALUC find the proposed project **inconsistent** with the policies of the *Los Angeles County Airport Land Use Plan (ALUP)* because the project is inconsistent with *ALUP* Safety Policy S-1 and the project is inconsistent with the overall intent of *ALUP* regarding acceptable land uses within RPZs as described in *ALUP* Section III. Additional conditions would also need to be met in order for the project to be found consistent with all of the other General, Noise, and Safety Policies of *ALUP*.

However, if the project proponent were to revise the site plan to remove the auto sales use from the RPZ and demonstrate that they either meet all other *ALUP* General, Noise, and Safety Policies or that all noted comments are incorporated into the City of Torrance's conditions of approval for the project, then, upon further review, the proposed project may be found consistent with the policies of *ALUP*. The City of Torrance, as a local agency, also has an option to take steps to overrule an ALUC determination of inconsistency.

Motion

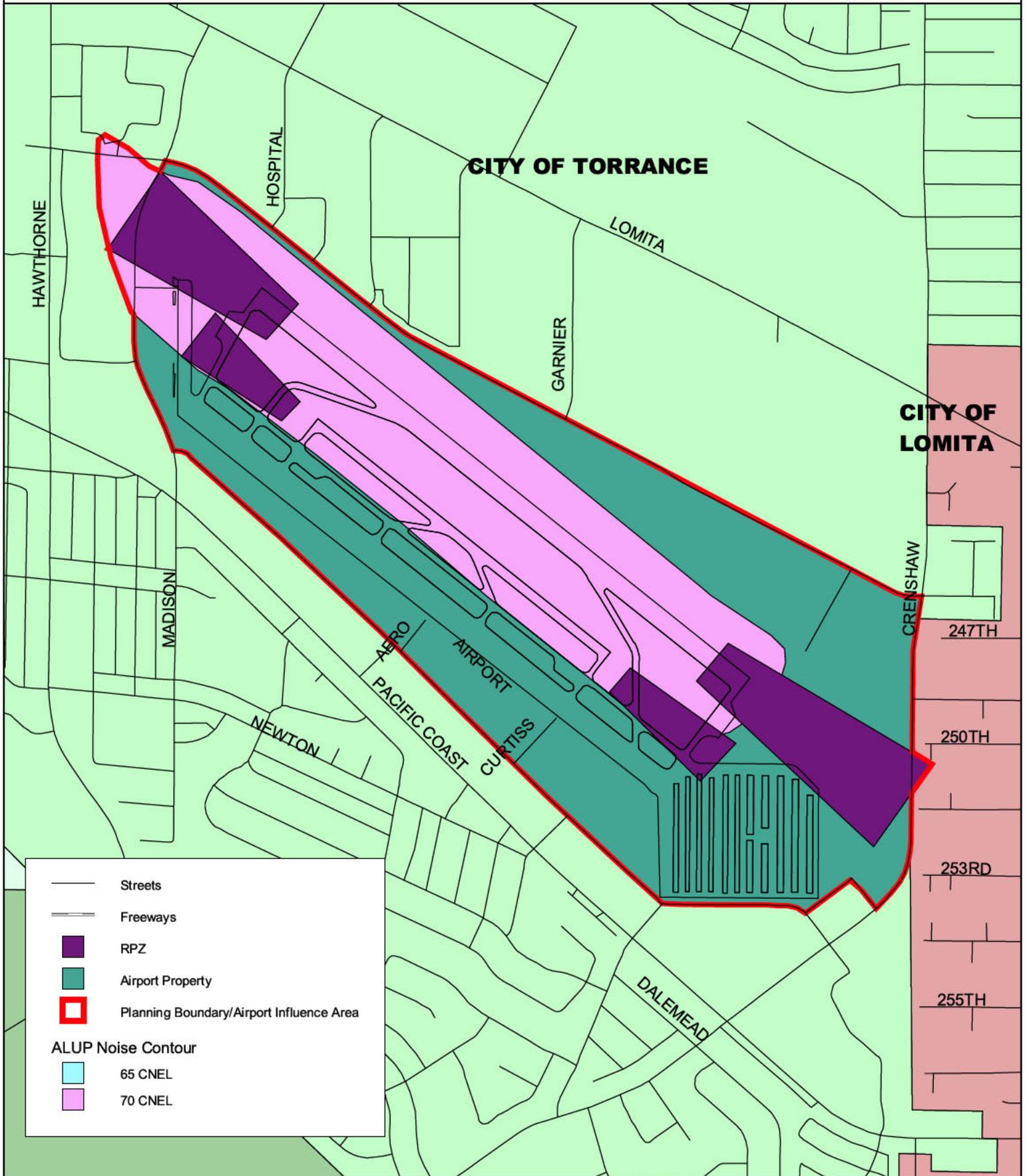
I move that the Airport Land Use Commission close the public hearing, and based on the evidence presented, find the South Bay Lexus Torrance project inconsistent with the adopted <i>Los Angeles County Airport Land Use Plan (ALUP)</i> , unless the revisions noted are made.

ATTACHMENTS

- A. Airport Influence Area Map
- B. Exhibit 0 through Exhibit 5 - Vicinity/Site Maps and Plans
- C. Parcel Location Maps
- D. City of Torrance Property Zoning Map
- E. City of Torrance General Plan Land Use Policy Map
- F. City of Torrance Industrial Land Use Designations Map
- G. City of Torrance Planning Commission Resolution
- H. Appeal of City of Torrance Planning Commission Decision
- I. Land Use Compatibility Table
- J. Airport Layout Plan (ALP) for Zamperini Field- Torrance Municipal Airport
- K. Draft Findings
- L. Public Comments

ATTACHMENT A
AIRPORT INFLUENCE AREA MAP

TORRANCE AIRPORT

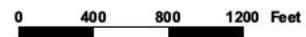


	Streets
	Freeways
	RPZ
	Airport Property
	Planning Boundary/Airport Influence Area
ALUP Noise Contour	
	65 CNEL
	70 CNEL



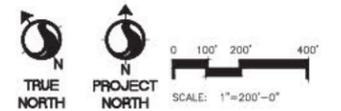
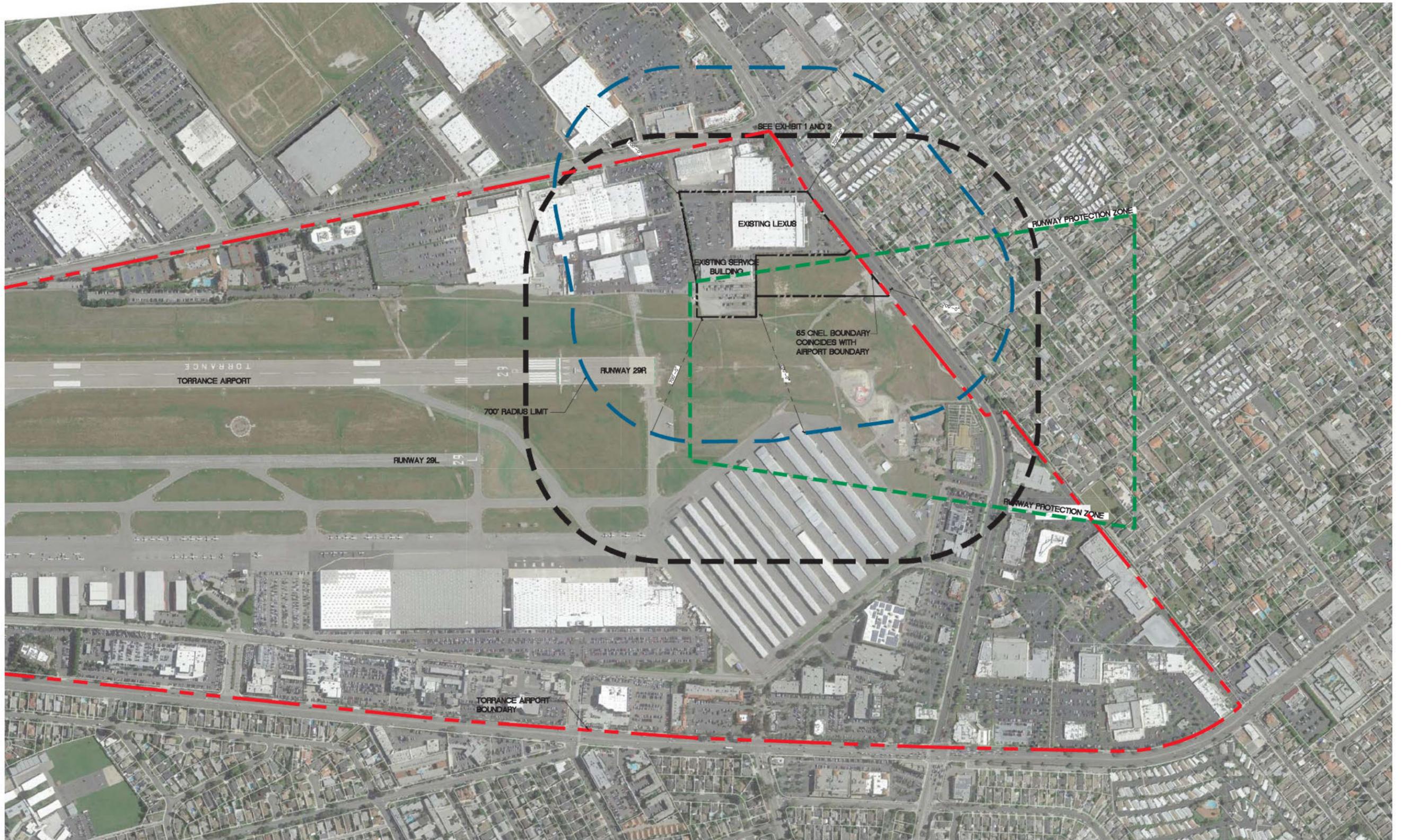
LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION
320 W. Temple Street
Los Angeles, CA 90012
(213) 974-6425

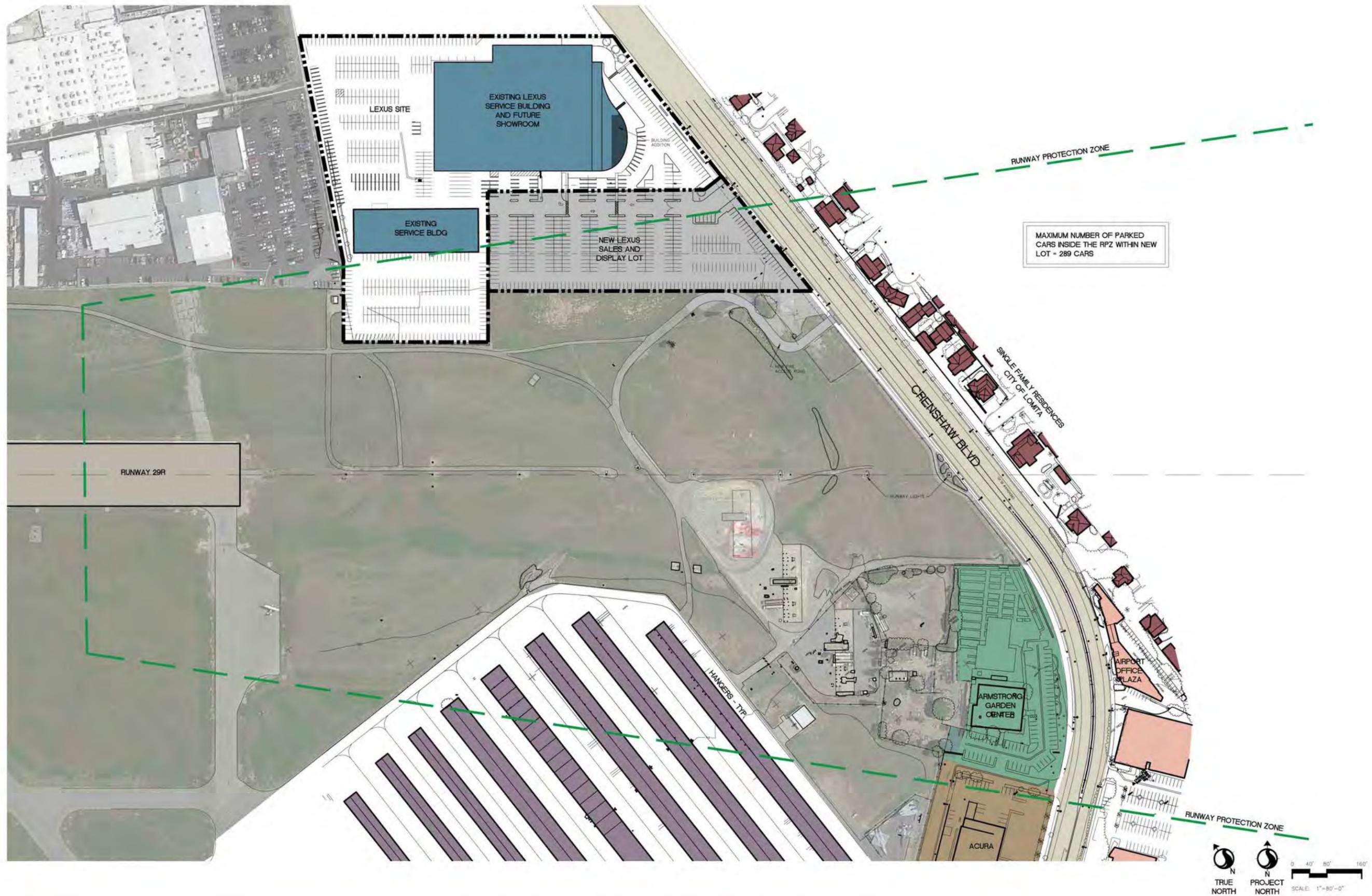
AIRPORT INFLUENCE AREA

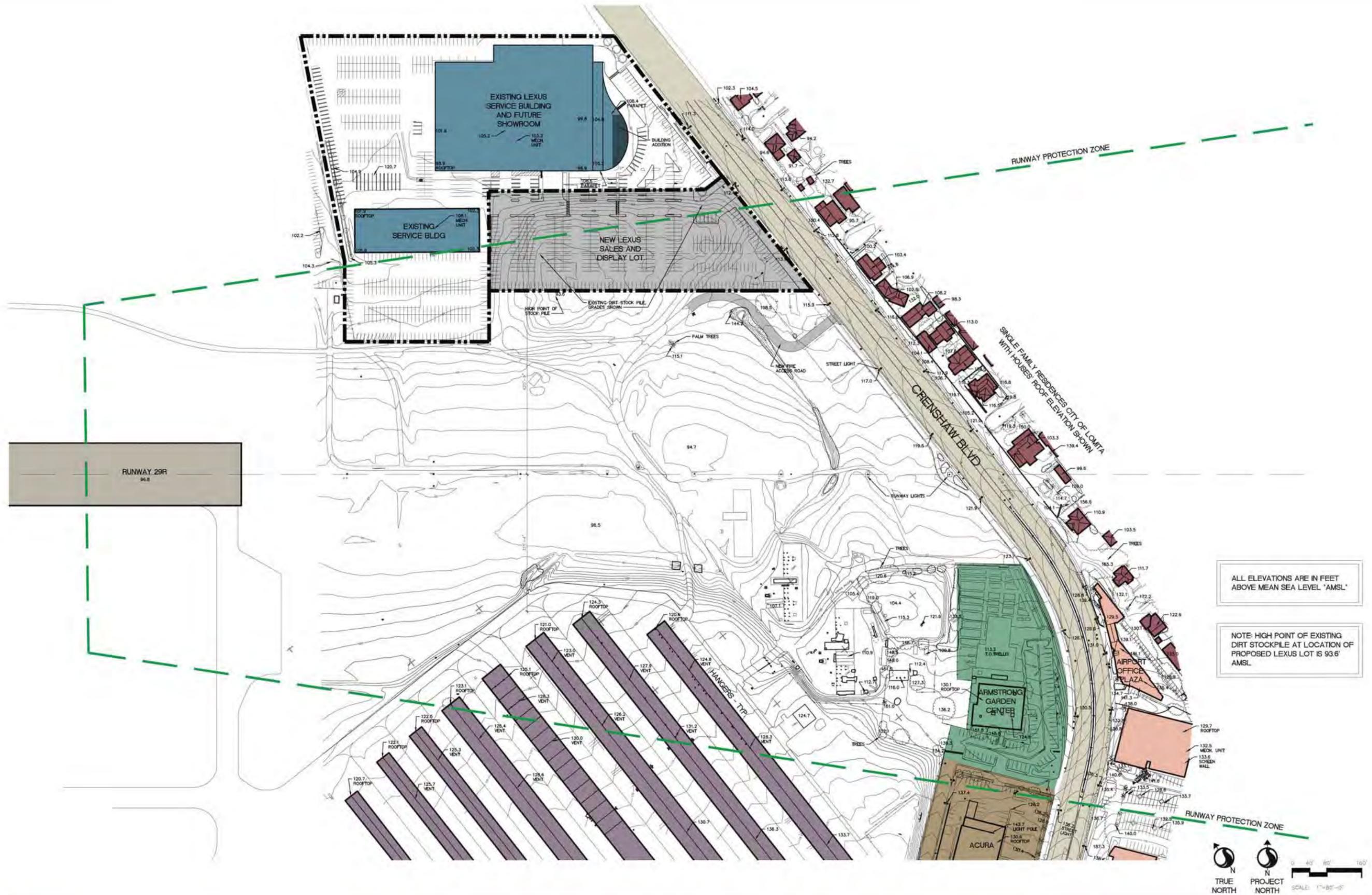


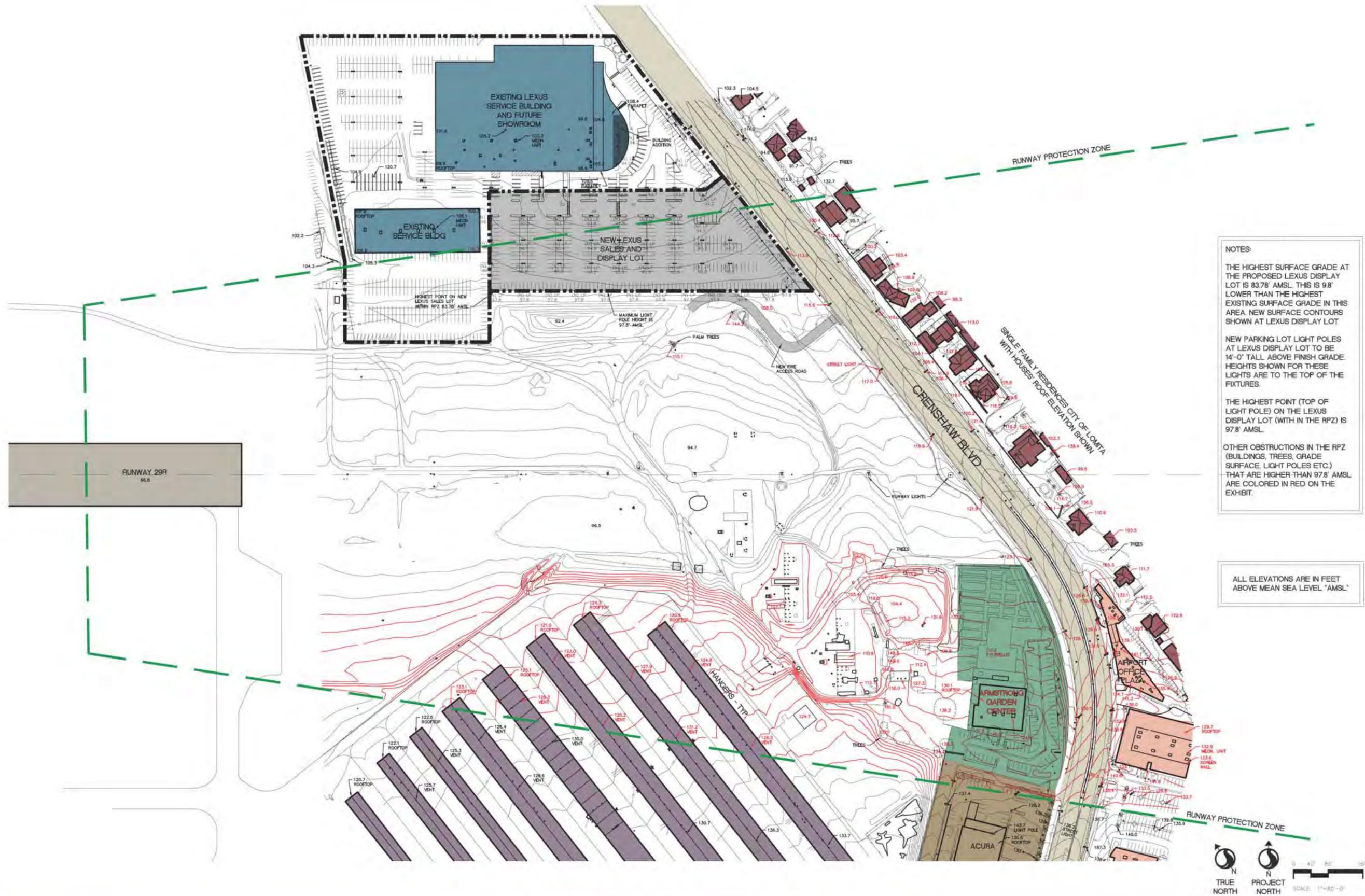
ATTACHMENT B

VICINITY/SITE MAPS AND PLANS









NOTES:

THE HIGHEST SURFACE GRADE AT THE PROPOSED LEXUS DISPLAY LOT IS 83.78' AMSL. THIS IS 9.8' LOWER THAN THE HIGHEST EXISTING SURFACE GRADE IN THIS AREA. NEW SURFACE CONTOURS SHOWN AT LEXUS DISPLAY LOT

NEW PARKING LOT LIGHT POLES AT LEXUS DISPLAY LOT TO BE 14'-0" TALL ABOVE FINISH GRADE. HEIGHTS SHOWN FOR THESE LIGHTS ARE TO THE TOP OF THE FIXTURES.

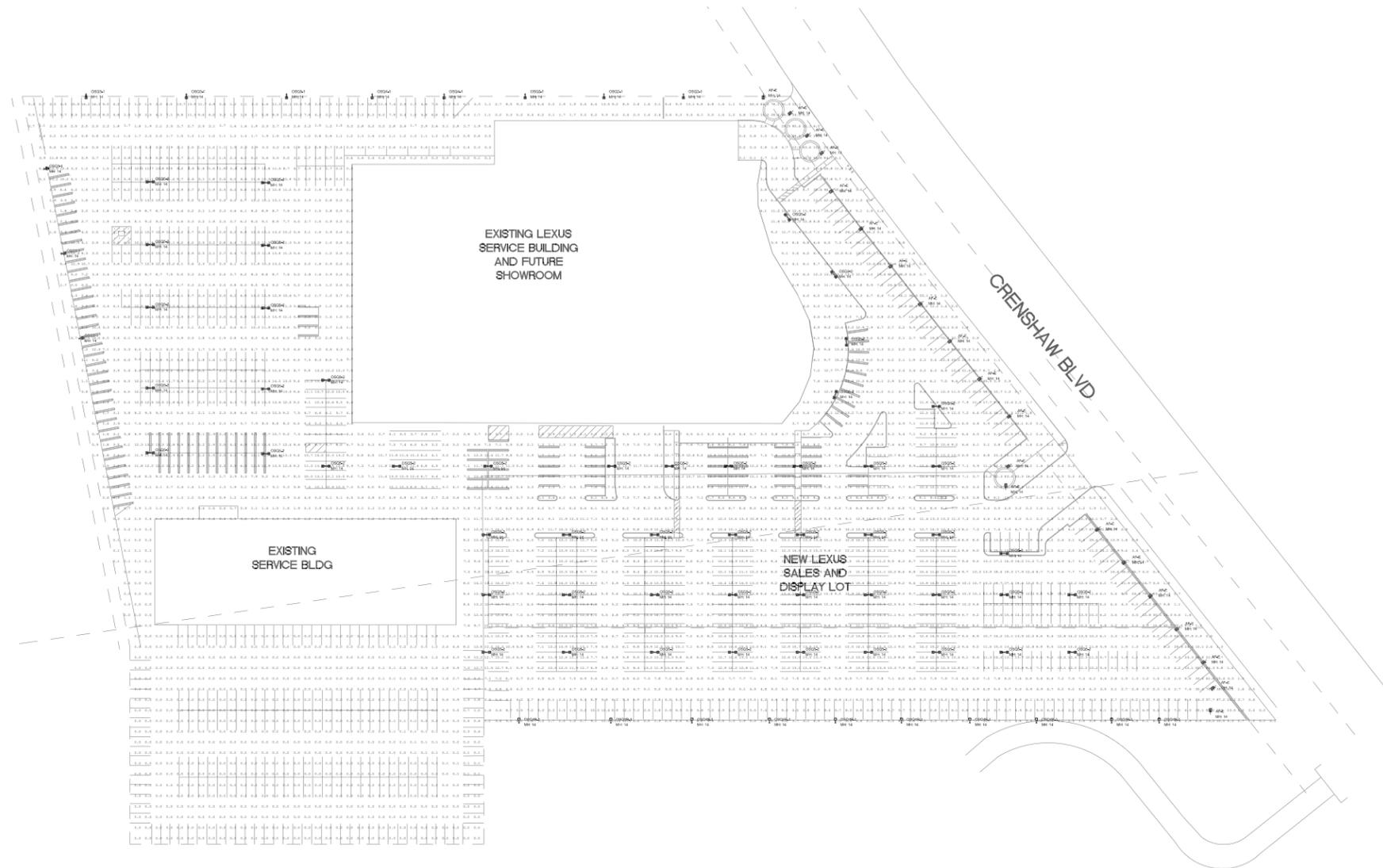
THE HIGHEST POINT (TOP OF LIGHT POLE) ON THE LEXUS DISPLAY LOT (WITH IN THE RPZ) IS 97.8' AMSL.

OTHER OBSTRUCTIONS IN THE RPZ (BUILDINGS, TREES, GRADE SURFACE, LIGHT POLES ETC.) THAT ARE HIGHER THAN 97.8' AMSL ARE COLORED IN RED ON THE EXHIBIT.

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



SOUTH BAY LEXUS
24777 CRENSHAW BLVD.
TORRANCE, CA 90502



Footcandles calculated using initial lumen values

Label	Avg	Max	Min	Avg/Min	Max/Min
ENTIRE SITE	7.68	194	2.9	N/A	N/A
14 MN FRONTLINE	36.15	89.7	6.2	5.83	14.47
DISPLAY	11.16	16.7	4.2	2.66	3.98

Pole Schedule:
 (21) P54814Cxx (14' X 4' X 125" STEEL SQUARE POLE)
 (51) P54814C2xx (14' X 4' X 125" STEEL SQUARE POLE)
 (20) P54814C3xx (14' X 4' X 125" STEEL SQUARE POLE)

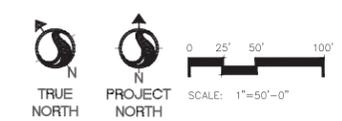
Proposed poles meet 120 MPH sustained winds.

Additional Equipment:
 (123) OSQ DA.xx (OSQ DIRECT ARM MOUNT)
 (10) OSQ BLDMF (FRONT FACING BACK LIGHT SHIELD)

Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lumens/Lamp	LF	Total Watts	Description
1	1	OSQ-1	SINGLE	11640	1,000	336	OSQ-A-NM-4ME-157K-xx-xx
2	2	OSQ-2	BACK-2-2	21284	1,000	22746	OSQ-A-NM-5SH-157K-xx-xx
3	2	OSQ-1	SINGLE	17117	1,000	336	OSQ-A-NM-4ME-157K-xx-xx
4	6	OSQ-1	SINGLE	17206	1,000	10326	OSQ-A-NM-3ME-157K-xx-xx
5	20	AF-E	SINGLE	35970	1,000	8420	ARE-EHO-AF-HV-12-E-xx-xx-1000
6	10	OSQ-1	SINGLE	8747	1,000	1120	OSQ-A-NM-4ME-157K-xx-xx

GROUND LEVEL LIGHTS VALUES SHOWN FOR PROPOSED SALES LOT LIGHTING. ALL LIGHT POLES ARE 14'-0" TALL.



SOUTH BAY LEXUS
24777 CRENSHAW BLVD.
TORRANCE, CA 90502

PLANT PALETTE
TREE



Pyrus calleryana 'Aristocrat'
Aristocrat Ornamental Pear

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

LOW 1'-2' PLANTS



Aloe 'Rooikappie'
Little Gem Aloe



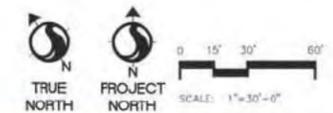
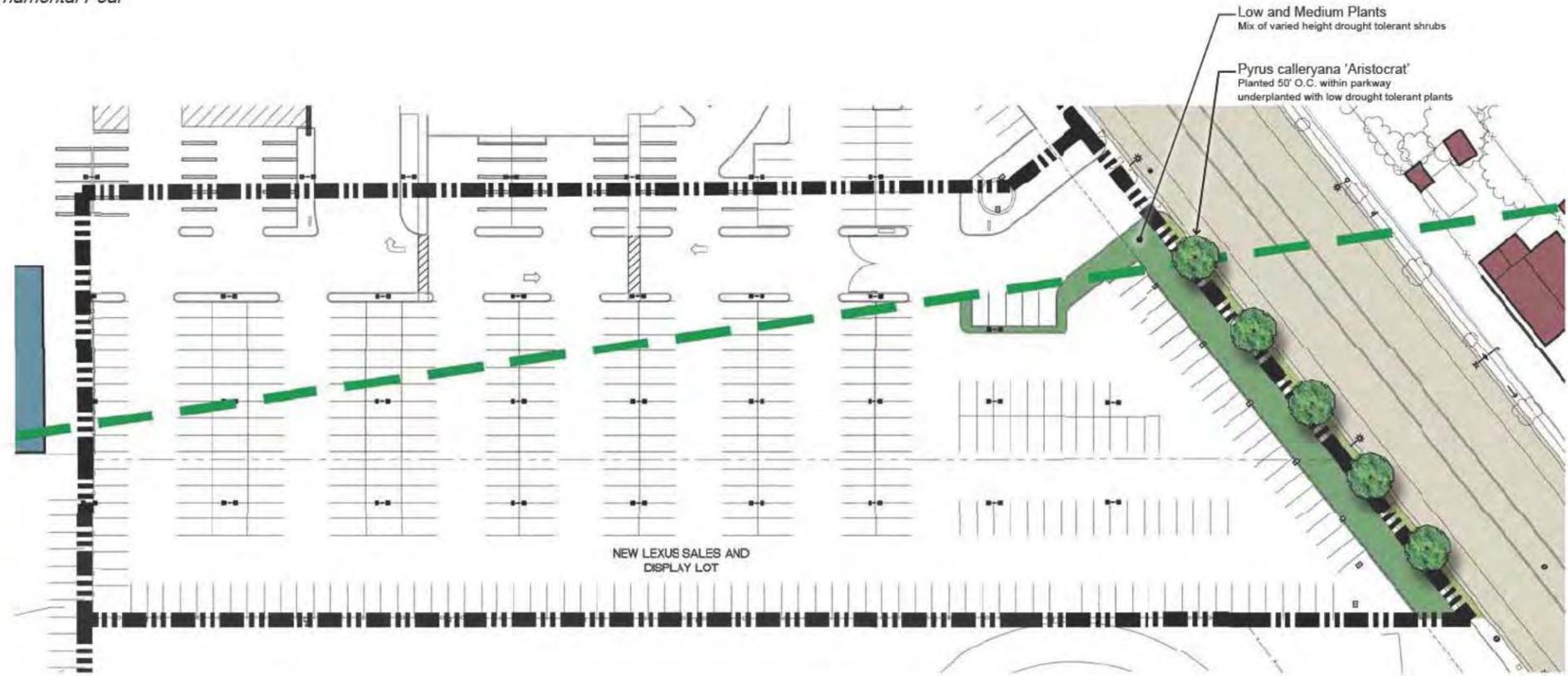
Cistus 'Prostratus'
Sageleaf Rockrose



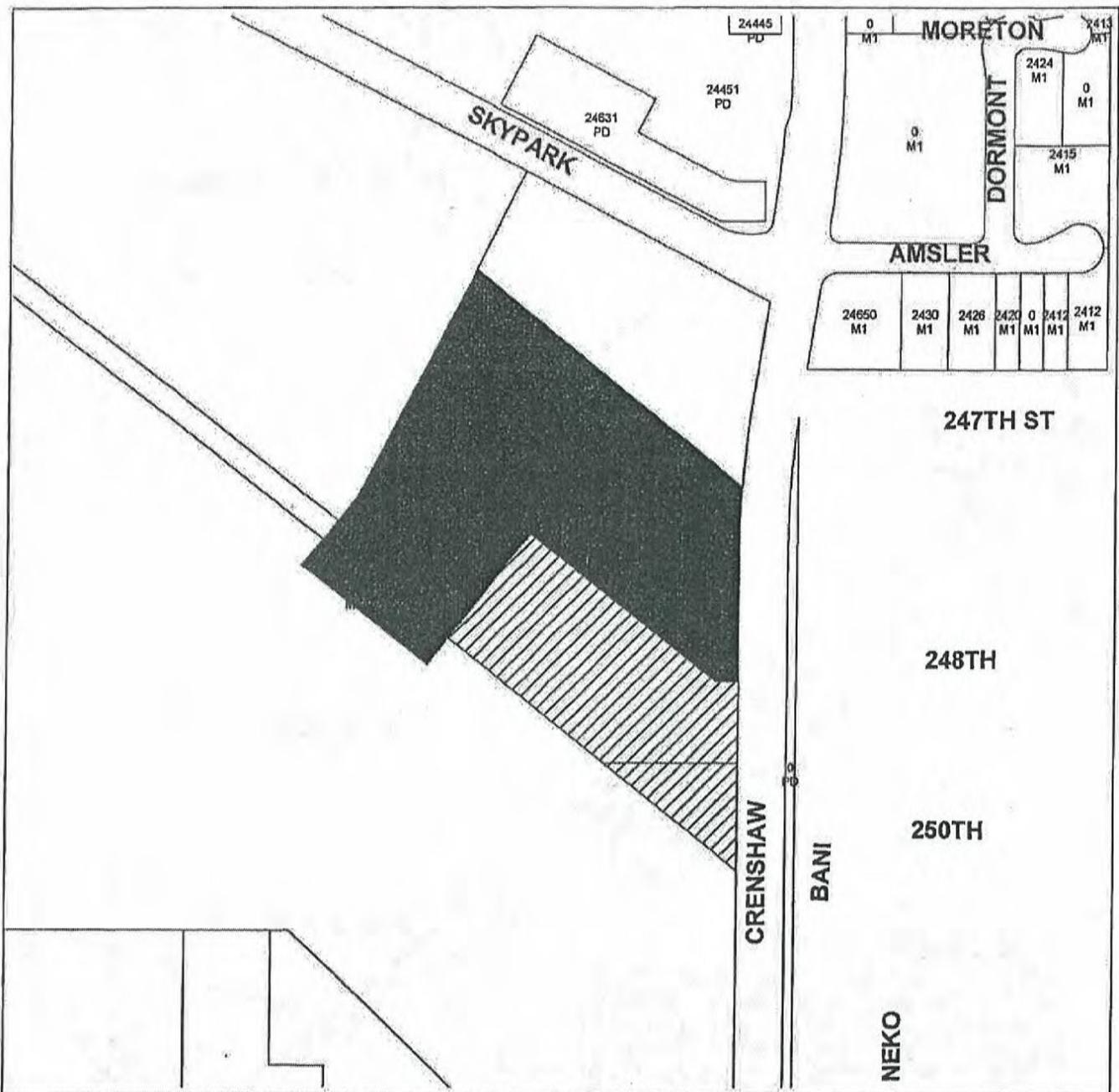
Carex glauca
Blue Sedge



Ceanothus 'Diamond Heights'
Diamond Heights Carmel Creeper



ATTACHMENT C
PARCEL LOCATION MAPS



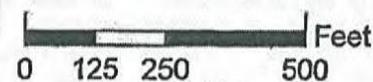
LOCATION AND ZONING MAP

SB Lexus
MOD14-00013

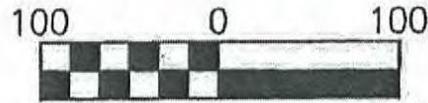


LEGEND

 SB Lexus
 Proposed Lexus Expansion

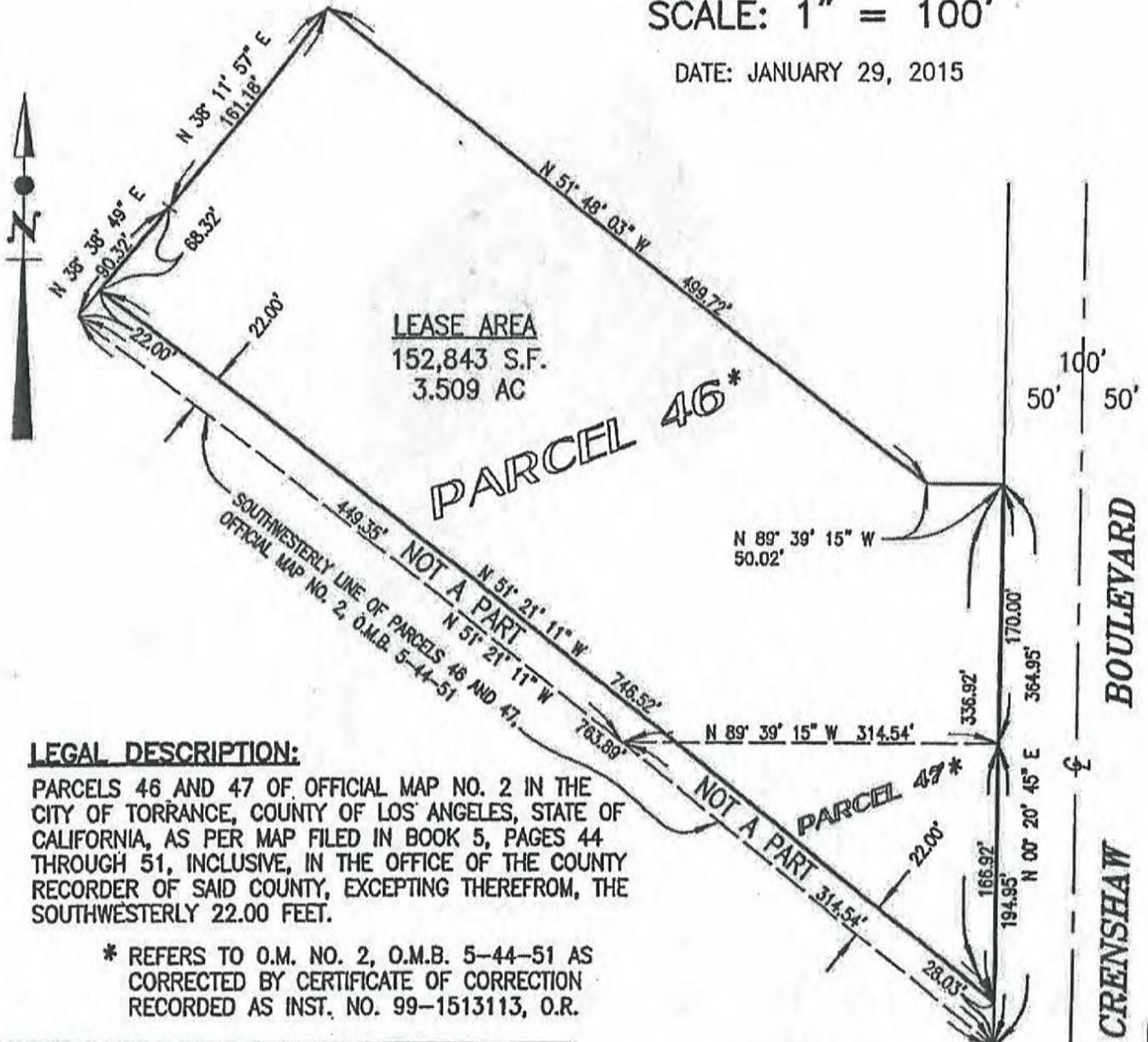


LEASE BOUNDARY PLAT FOR A PORTION OF PARCELS 46* AND 47*



SCALE: 1" = 100'

DATE: JANUARY 29, 2015



PREPARED BY:

Cetech Engineering
ENGINEERS PLANNERS SURVEYORS

2252 West Carson Street, Suite B., Torrance, California, 90501
Ph: 310.533.1550 Fax: 310.533.1550 Email: cetengineer@sboglobal.net

THOMAS T. YUGE, P.E.
REGISTERED CIVIL ENGINEER, R.C.E. NO. 29861

1/29/2015
DATE

Project No. P867-0

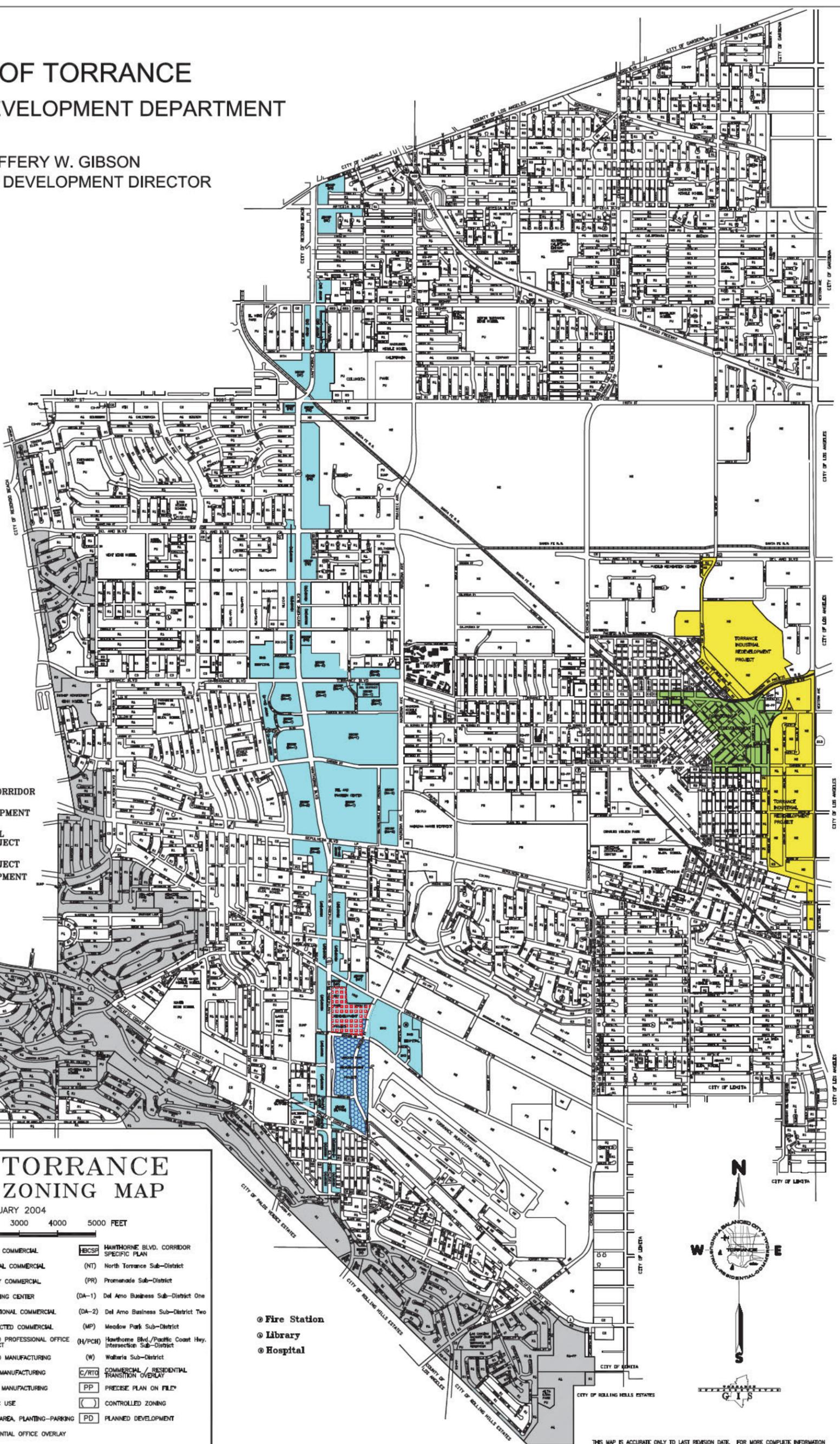


ATTACHMENT D

CITY OF TORRANCE PROPERTY ZONING MAP

CITY OF TORRANCE COMMUNITY DEVELOPMENT DEPARTMENT

JEFFERY W. GIBSON
COMMUNITY DEVELOPMENT DIRECTOR



LEGEND

- HILLSIDE OVERLAY
- HAWTHORNE BLVD. CORRIDOR SPECIFIC PLAN AREA
- DOWNTOWN REDEVELOPMENT PROJECT
- TORRANCE INDUSTRIAL REDEVELOPMENT PROJECT
- MEADOW PARK REDEVELOPMENT PROJECT
- SKY PARK REDEVELOPMENT PROJECT

CITY OF TORRANCE PROPERTY ZONING MAP

JANUARY 2004

0 1000 2000 3000 4000 5000 FEET

A1 LIGHT AGRICULTURAL	C1 RETAIL COMMERCIAL	HBCSP HAWTHORNE BLVD. CORRIDOR SPECIFIC PLAN
RTH RESIDENTIAL TOWNHOUSE	C2 GENERAL COMMERCIAL	(NT) North Torrance Sub-District
R1 SINGLE FAMILY RESIDENTIAL	C3 SOLELY COMMERCIAL	(PR) Promenade Sub-District
R2 TWO FAMILY RESIDENTIAL	C4 SHOPPING CENTER	(DA-1) Del Amo Business Sub-District One
R3 LIMITED MULTIPLE FAMILY RESIDENTIAL	C5 CONDITIONAL COMMERCIAL	(DA-2) Del Amo Business Sub-District Two
R33 THREE FAMILY RESIDENTIAL	CR RESTRICTED COMMERCIAL	(MP) Meadow Park Sub-District
RR3 RESTRICTED MULTIPLE FAMILY RESIDENTIAL	LP LIMITED PROFESSIONAL OFFICE DISTRICT	(H/PCH) Hawthorne Blvd./Pacific Coast Hwy. Intersection Sub-District
RD DOWNTOWN MULTIPLE FAMILY RESIDENTIAL	ML LIMITED MANUFACTURING	(W) Waveria Sub-District
R4 UNLIMITED MULTIPLE FAMILY RESIDENTIAL	M1 LIGHT MANUFACTURING	C/RTD COMMERCIAL / RESIDENTIAL TRANSITION OVERLAY
R5 HIGH RISE RESIDENTIAL	M2 HEAVY MANUFACTURING	PP PRECISE PLAN ON FILE*
RP RESIDENTIAL PROFESSIONAL	PU PUBLIC USE	() CONTROLLED ZONING
R-MF RESIDENTIAL MULTIPLE FAMILY DISTRICT (REDEVELOPMENT PROJECT ONLY)	P1 OPEN AREA, PLANTING-PARKING	PD PLANNED DEVELOPMENT
HMD HOSPITAL-MEDICAL-DENTAL	ROO RESIDENTIAL OFFICE OVERLAY	

- ⊙ Fire Station
- ⊙ Library
- ⊙ Hospital



THIS MAP IS ACCURATE ONLY TO LAST REVISION DATE. FOR MORE COMPLETE INFORMATION PLEASE CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT AT (310) 618-5990

ATTACHMENT E

**CITY OF TORRANCE GENERAL PLAN
LAND USE POLICY MAP**

**Figure LU-1
General Plan
Land Use Policy**

Land Use Designations

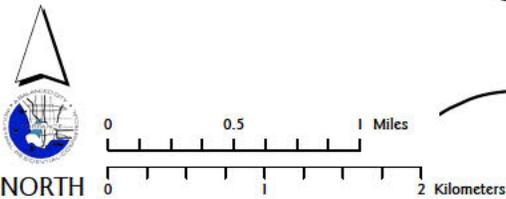
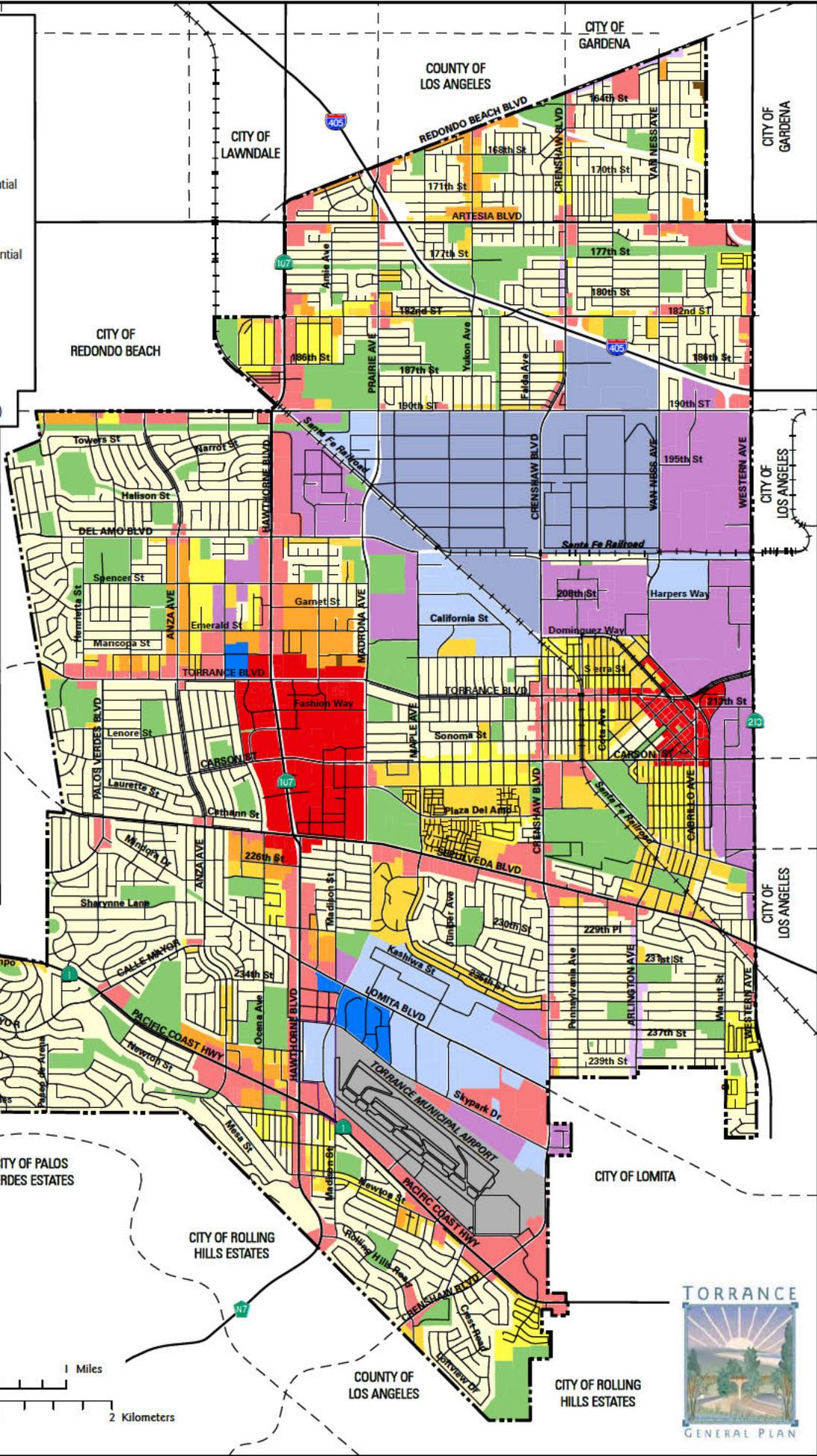
- R-LD Low Density Residential (0-9 du/ac)
- R-LM Low-Medium Density Residential (9.1-18 du/ac)
- R-MD Medium Density Residential (18.1-31 du/ac)
- R-MH Medium High Density Residential (31.1-44 du/ac)
- R-HI High Density Residential (44.1+ du/ac)
- C-GEN General Commercial (max 0.6 FAR)*
- C-Ctr Commercial Center (max 1.0 FAR)
- R-OF Residential Office (max 0.6 FAR**; 18.1-31 du/ac)
- I-LT Light Industrial (max 0.6 FAR)
- I-HVY Heavy Industrial (max 0.6 FAR)
- I-BP Business Park (max 0.6 FAR)
- PUB Public/Quasi-Public/Open Space
- HM Hospital/Medical (max 0.6 FAR)**
- AIR Airport

* A maximum 1.0 FAR will apply to mixed-use projects, solely commercial or office uses have a maximum FAR of 0.6

** A maximum 2.5 FAR will apply only to full-service hospitals in the HM designation. For non-hospital uses a maximum FAR of 0.6 will apply.

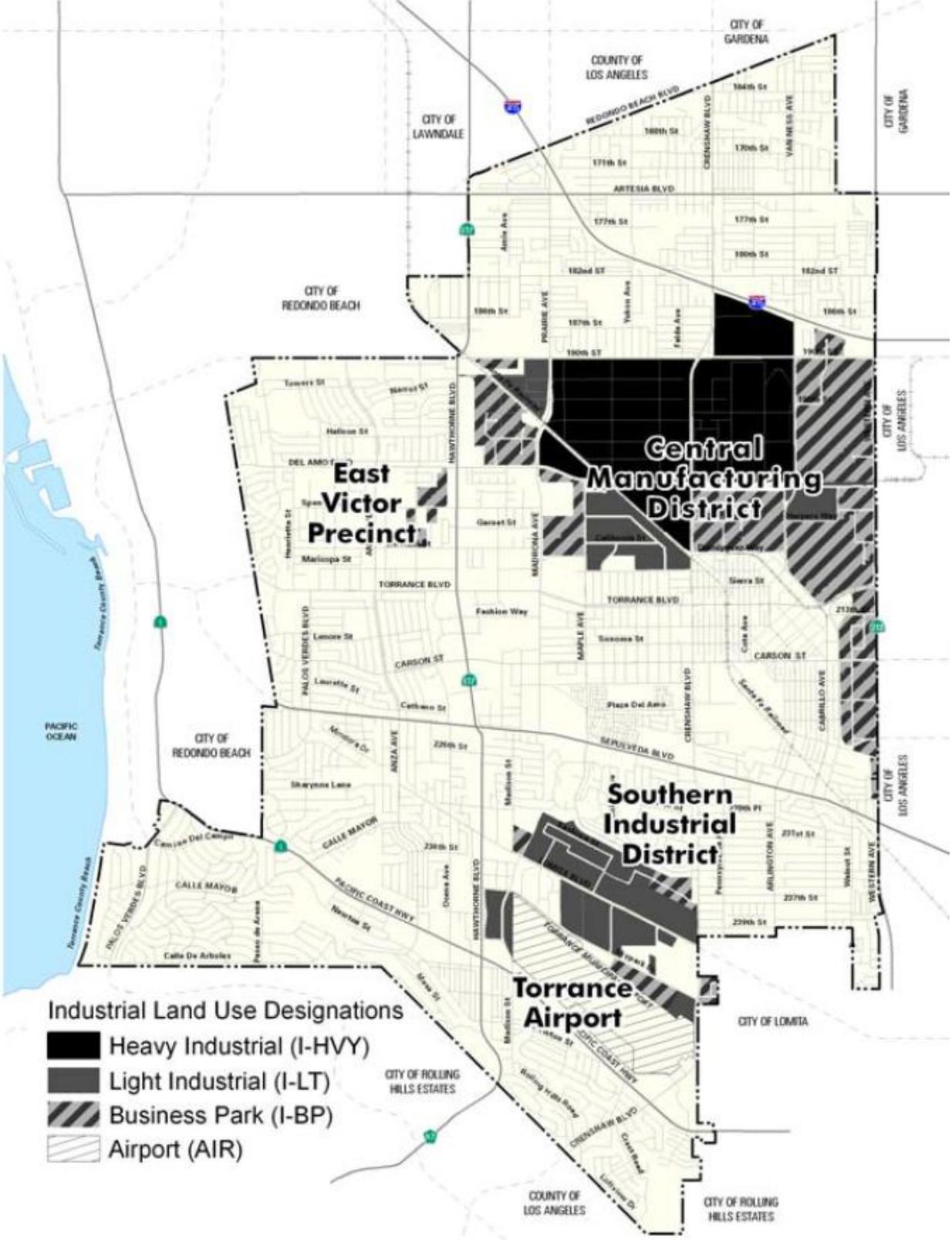
- City Boundary
- Freeway/Highway
- Street
- Railroad

Source: City of Torrance, GIS 2005.



ATTACHMENT F

CITY OF TORRANCE LAND USE DESIGNATION MAP



Industrial Land Use Designations

- Heavy Industrial (I-HVY)
- Light Industrial (I-LT)
- Business Park (I-BP)
- Airport (AIR)

ATTACHMENT G

**CITY OF TORRANCE PLANNING COMMISSION
RESOLUTION**

PLANNING COMMISSION RESOLUTION NO. 15-013

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A MODIFICATION OF A PREVIOUSLY APPROVED CONDITIONAL USE PERMIT (CUP05-00041) TO ALLOW THE OPERATION OF AN AUTOMOBILE DEALERSHIP IN CONJUNCTION WITH THE EXISTING AUTOMOBILE SERVICE CENTER, AND TO ALLOW RENOVATIONS AND EXPANSIONS TO THE EXISTING BUILDING AND SITE, ON PROPERTY LOCATED IN THE M-2 ZONE AT 24777 CRENSHAW BOULEVARD.

MOD14-00013: SOUTH BAY LEXUS (CITY OF TORRANCE)

WHEREAS, the Planning Commission approved CUP05-00041 on November 16, 2005; and

WHEREAS, the Planning Commission of the City of Torrance conducted a public hearing on February 18, 2015, to consider an application for a Modification of a previously approved Conditional Use Permit (CUP05-00041) to allow the operation of an automobile dealership in conjunction with the existing automobile service center, and to allow renovations and expansions to the existing building and site, on property located in the M-2 Zone at 24777 Crenshaw Boulevard; and

WHEREAS, due and legal publication of notice was given to owners of property in the vicinity thereof and due and legal hearings have been held, all in accordance with the provisions of Division 9, Chapter 5, Article 2 of the Torrance Municipal Code; and

WHEREAS, the matter was continued indefinitely; and

WHEREAS, the matter was continued to May 6, 2015; and

WHEREAS, the matter was continued to May 20, 2015; and

WHEREAS, in areas where all public services and facilities are available to allow for maximum development permissible in the General Plan, additions to existing structures, provided that the addition will not result in an increase of more than 10,000 square feet, are Categorically Exempted by the Guidelines for Implementation of the California Environmental Quality Act, Section 15301(e); and

WHEREAS, the Planning Commission of the City of Torrance does hereby find and determine as follows:

- a) That the primary address for this Modification is located at 24777 Crenshaw Boulevard;
- b) That the property is described as Parcel 30, of Official Map 2, in the City of Torrance, County of Los Angeles, State of California, as recorded in book 5, pages 44 through 51 inclusive, of Official Maps, records of said Los Angeles County;

- c) That the proposed automobile dealership is conditionally permitted in the M-2 Zone and the proposal complies with all of the applicable provisions of the Torrance Municipal Code as conditioned;
- d) That the proposed project will not impair the integrity and character of the zoning district because the property is suitable for said use, is consistent with the M-2 Zone, and has been reviewed by the FAA;
- e) That the subject site is physically suitable for the type of land use being proposed because there is already an existing automobile service center, the proposed project is within the height and FAR requirements, and provides adequate parking;
- f) That the proposed use is compatible with the land use presently on the subject property because the project adds an automobile sales use to an existing factory authorized service center;
- g) That the dealership will be compatible with existing and future uses within the M-2 Zone and the general area due to the high quality of the building and landscaped display area and parking lot;
- h) That the proposed use will encourage and be consistent with the orderly development of the City as provided for in the General Plan Light Industrial designation and the M-2 Zoning designation as there are similar auto-related uses to the south and west;
- i) That the proposed use will not discourage the appropriate existing or planned future use of surrounding property or tenancies because access to the surrounding properties is maintained and the dealership is compatible with the existing surrounding uses;
- j) That there will be adequate provisions for water, sanitation, and public utilities and services to ensure that the proposed development is not detrimental to public health and safety;
- k) That there will be adequate provisions for public access to serve the proposed project because this property can be accessed via a new driveway on Crenshaw Boulevard;
- l) That the proposed location, size, design, and operating characteristics of the proposed use would not be detrimental to the public interest, health, safety, convenience or welfare, or to the property of person located in the area due to Code Requirements and special conditions that apply;
- m) That the proposed project will not produce any or all of the following results:
 - Damage or nuisance from noise, smoke, odor, dust or vibration,
 - Hazard from explosion, contamination or fire,
 - Hazard occasioned by unusual volume or character of traffic or the congregating of large numbers of people or vehicles.

WHEREAS, the Planning Commission by the following roll call vote APPROVED MOD14-00013, subject to conditions:

AYES:	COMMISSIONERS:	D'ANJOU; HERRING; SKOLL; TSAO; CHAIRPERSON POLCARI
NOES:	COMMISSIONERS	GIBSON
ABSENT:	COMMISSIONERS:	WATSON
ABSTAIN:	COMMISSIONERS:	NONE

NOW, THEREFORE, BE IT RESOLVED that MOD14-00013 filed by South Bay Lexus (City of Torrance) to allow the operation of an automobile dealership in conjunction with the existing automobile service center, and to allow renovations and expansions to the existing building and site, on property located in the M-2 Zone at 24777 Crenshaw Boulevard, on file in the Community Development Department of the City of Torrance, is hereby APPROVED subject to the following conditions:

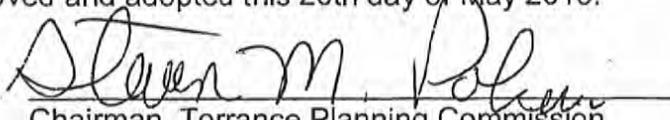
1. That the development and use of the subject property for an automobile dealership and service center shall be subject to all conditions imposed in Planning Commission case Modification 14-00013; and any amendments thereto or modifications thereof as may be approved from time to time pursuant to Section 92.28.1 et seq. of the Torrance Municipal Code on file in the office of the Community Development Director of the City of Torrance; and shall be maintained in conformance with such maps, plans, specifications, drawings, applications or other documents presented by the applicant to the Community Development Department and upon which the Planning Commission relied in granting approval;
2. That if this Modification is not used within one year after granting of the permit, it shall expire and become null and void unless extended by the Community Development Director for an additional period as provided for in Section 92.27.1;
3. That a landscape plan shall be submitted to the Community Development Department for approval prior to the issuance of any building permits and shall be implemented prior to occupancy. The plan shall utilize drought resistant/xeriscape plant materials, and shall provide state-of-the-art water saving irrigation system and/or drip irrigation for larger shrubs and trees. That if more than 2,500 square feet is irrigated, the project shall comply with the 2010 State Water Efficient Landscape Ordinance. Landscaping shall be maintained to the satisfaction of the Community Development Director; (Planning)
4. That the landscape plan shall incorporate landscape elements of different heights, colors, and textures in order to provide an attractive and water efficient design. Proposed landscape layout should include landscape elements of high quality and embrace a cohesive landscape design theme throughout the property; (Planning)
5. That the existing sod parkway shall be replaced with a new drought tolerant landscaping theme and incorporated into the landscape plan for review and approval by the Community Development Director; (Planning)

6. That areas designated for landscaping on the approved planting plan shall not be used for display and/or storage of vehicles or any other type of inventory to the satisfaction of the Community Development Department; (Planning)
7. That exterior color and material samples shall be submitted to the Community Development Director for approval prior to the issuance of any building permits; (Planning)
8. That parking lot lighting shall be updated to current standards and that an exterior lighting plan shall be submitted to the Community Development Department for approval prior to the issuance of any building permits to ensure adequate lighting for exterior doorways, parking spaces, and pedestrian walkways to the satisfaction of the Community Development Director; (Planning)
9. That the building shall be designed so as to screen all roof equipment as an integral part of the building without need of additional roof equipment screening materials, and that the final working drawings shall include a roof section which shows the location of all roof equipment and illustrates that no equipment shall be higher than the roof edge subject to the approval of the Community Development Director prior to the issuance of any building permits; (Planning)
10. That there shall be no outdoor or exterior telephones, vending machines, kiosks, storage containers, donation/collection bins, etc. permitted onsite; (Planning)
11. That a plan shall be submitted for review indicating adequate on-site directional signage and pavement markings/stripping and approved to the satisfaction of the Community Development Director; (Planning)
12. That the proposed trash enclosure shall provide a decorative trellis cover with solid liner to prevent windblown litter, dumping, and rain water from infiltrating into the receptacle. The enclosure and trellis shall be designed to match the design theme for the site to the satisfaction of the Community Development Department; (Planning)
13. That no vehicle display lifts of any kind shall be allowed on the site; (Planning)
14. That the five inventory/display spaces currently shown within the new driveway shall be limited to inventory/display parking only and shall not be publicly accessible during business hours, to prevent potential back-up conflicts; (Planning)
15. That the five inventory/display spaces currently shown within the new driveway shall only be publicly accessible during off-business hours and shall be for service drop-off/service queue parking only. Long term customer parking shall be prohibited for these spaces; (Planning)
16. That customer vehicles shall not be parked or queued onto public streets; (Planning)
17. That the applicant shall show the location of all electrical/mechanical equipment located on the property and the method of screening to the satisfaction of the Community Development Director. Equipment cannot be located within the front landscape setback areas; (Planning)

18. That a detail of the perimeter walls and gates shall be provided to the Community Development Director for approval to assure that there is one cohesive design, finishing/treatment, and placement to the satisfaction of the Community Development Director prior to the issuance of building permits; (Planning)
19. That bollards, gates and/or fencing shall be placed behind landscaped areas and all gates and fences shall be subject to the satisfaction of the Community Development Director; (Planning)
20. That all auto repair activities shall be conducted indoors; (Planning)
21. That vehicles associated with the proposed dealership operation, including employees, customers, and visitors, are required to park onsite; (Planning)
22. That all loading and unloading activities, including but not limited to deliveries, shall be conducted onsite; (Planning)
23. That the applicants shall install two Level 2 Electric Vehicle Supply Equipment (EVSE) and appropriately signed to the satisfaction of the Community Development Director; (Planning)
24. That the applicants shall submit a detailed parking plan that delineates customer parking areas, handicap parking, employee parking, and inventory display areas when submitting for plan check; (Planning)
25. That a test drive route map shall be submitted to the Community Development Department for approval prior to the issuance of building permits and that all test drives shall comply with the approved route; (Planning)
26. That within 30 days of the final public hearing, the applicant shall return the City's "Public Notice" sign and stake (provided there is no appeal) to Planning; (Planning)
27. That any tents or canopies shall require prior approval of a Temporary Parking Lot Event Permit (EVN); (Planning)
28. That all applicable conditions of CUP05-00041 shall continue to apply; (Planning)
29. That the business name and address shall be visible from the street; (Police)
30. That the site shall install non-glare security lighting for the parking lot; (Police)
31. That the applicant shall provide four foot address numerals on the roof of the buildings in a contrasting color; (Police)
32. That all vehicle loading/unloading activity shall be performed onsite; (Police)
33. That the applicant shall provide bins/containers within trash enclosure for the storage and retrieval of trash and recyclable materials; (Environmental)
34. That outside public address speakers, radios, paging, telephone bells, buzzers and similar signaling devices, which are audible on adjoining properties/leaseholds, shall be prohibited; (Environmental)
35. That the applicant shall submit a noise attenuation plan to the satisfaction of the Environmental Division. The consultant shall contact the Environmental Division prior to preparing the noise attenuation plan; (Environmental)

36. That the following types of signage shall be prohibited: A-frame or free standing; bow or flag banners; air-assisted or inflatables; signs attached to light/utility poles, trees, vehicles, or on the roof of the building; persons holding signs; electronically or manually changeable signs; or any other temporary signage that violates Torrance Municipal Code requirements for temporary signs; permits for banners must be obtained before use; (Environmental)
37. That the proposed dealership driveway on Crenshaw Boulevard shall be constructed to a commercial radius type driveway, minimum 30 feet wide, with tapered approach, depressed back of walk and wheelchair ramps. May require utility pole relocation; (Engineering)
38. That on-site drainage shall be collected within the lot and drained through the curb to the public street; (Engineering)
39. That all connections for water service shall be made to the stubouts provided (unless stubouts are undersized). If existing stubouts are not used, they shall be abandoned at the main; (Engineering)
40. That the applicant shall show the new alignment of the access road for the Torrance Airport and the existing City sewer mains on the grading plans for the additional lease area; (Engineering)
41. That the applicant shall design and construct the realigned airport access road along the south side of the proposed project prior to Certificate of Occupancy. May require relocation and separate permit for the existing County catch basin in Crenshaw Boulevard; (Engineering)
42. That a 4-foot wide PCC sidewalk shall be maintained along the lease line with the remainder of the sidewalk removed and replaced with drought tolerant landscaping along the new frontage on Crenshaw Boulevard to the satisfaction of the Community Development Director; (Engineering)
43. That the existing emergency access driveway shall be maintained in place until such time that the relocated emergency access driveway is completed; (Fire)
44. That the new emergency access driveway and road shall comply with the California Fire Code and amended Torrance Fire Department access requirements; and (Fire)
45. That all conditions of all other City departments received prior to or during the consideration of this case by the Planning Commission shall be met

Introduced, approved and adopted this 20th day of May 2015.


Chairman, Torrance Planning Commission

ATTEST:



Secretary, Torrance Planning Commission

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF TORRANCE)

I, Gregg Lodan, Secretary to the Planning Commission of the City of Torrance, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the Planning Commission of the City of Torrance at a regular meeting of said Commission held on the 20th day of May 2015, by the following roll call vote:

AYES:	COMMISSIONERS:	D'ANJOU; HERRING; SKOLL; TSAO; CHAIRPERSON POLCARI
NOES:	COMMISSIONERS	GIBSON
ABSENT:	COMMISSIONERS:	WATSON
ABSTAIN:	COMMISSIONERS:	NONE



Secretary, Torrance Planning Commission

ATTACHMENT H

**APPEAL OF CITY OF TORRANCE
PLANNING COMMISSION DECISION**



CITY OF TORRANCE

RECEIVED
2015 JUN -2 PM 12:54

APPEAL FORM

CITY OF TORRANCE
CITY CLERK'S OFFICE

AN APPEAL TO:

- City Council
- Planning Commission
- _____

RETURN TO:

Office of the City Clerk
 3031 Torrance Boulevard
 Torrance CA 90509-2970
 310/618-2870

RE: MOD14-00013 SOUTH BAY LEXUS (CITY OF TORRANCE)
 (Case Number and Name)

Address/Location of Subject Property 24777 CRENSHAW BLVD
 (If applicable)

Decision of:

- | | |
|---|---|
| <input type="checkbox"/> Administrative Hearing Board | <input type="checkbox"/> License Review Board |
| <input type="checkbox"/> Airport Commission | <input checked="" type="checkbox"/> Planning Commission |
| <input type="checkbox"/> Civil Service Commission | <input type="checkbox"/> Community Development Director |
| <input type="checkbox"/> Environmental Quality & Energy Conservation Commission | <input type="checkbox"/> Special Development Permit |
| | <input type="checkbox"/> Other _____ |

Date of decision: 5/20/2015 Appealing: APPROVAL DENIAL
 OTHER _____

Reason for Appeal: *Be as detailed as necessary. Additional information can be presented at the hearing. Attach pages as required with additional information and/or signatures.*

SEE ATTACHED

Name of Appellant TORRANCE AIRPORT ASSOCIATION 7/4 JIM GATES
CALIFORNIA PILOTS ASSOCIATION 3/6

Address of Appellant 142 VIA PASQUAL REDONDO 90277

Telephone Number (310) 373 7640

Signature [Handwritten Signature]

Appeal Fee paid \$ 276.⁰⁰ For office use only: Date 6-2-15 Received by Elizabeth Pose

Notice to: Community Development Department: Planning Building & Safety
 City Council City Manager City Attorney Other Department(s) _____

Appeal
of Planning Commission decision
to approve MOD14-00013 by South Bay Lexus 5-20-2015

Although we do not oppose plans to renovate the area outside of the Runway 29R Runway Protection Zone (RPZ), the Torrance Airport Association, the California Pilots Association, and over 70 members of the Torrance aviation community oppose for many reasons the plan to build an automobile sales and display lot in the RPZ. The RPZ is an important safety element designed to protect persons and property on the ground near public-use airports.

- 1) Knowingly approving the new construction of objects (fences, light poles, structures, etc.), and the placement of mobile objects (vehicles) and activities (people in the RPZ viewing the vehicles for sale) runs counter to the intended function of the RPZ and the presumed responsibility of the City to maintain a safe airport and community, and is a potential liability issue for the City.
- 2) The description of the project provided to both the Airport Commission and the Planning Commission omitted the true purpose of the proposed lot (auto sales), calling it simply a "parking lot expansion."
- 3) The proposed project in the RPZ will expose Lexus employees and the public (customers) to greater risk from airport operations.
- 4) The bright lighting of a sales lot in the RPZ will make it more difficult for pilots to make safe ILS landings at night during periods of reduced visibility and low ceiling.
- 5) The FAA is not in favor of the planned land use in the RPZ but is prohibited from issuing an approval or disapproval on the record. The Manager of FAA's Los Angeles Airports Division (David Cushing) stated in our meeting on May 29, 2015, that the plan would violate FAA Grant Assurances had the airport grant obligations still been in effect.
- 6) Approval of this land use in the RPZ is contrary to guidance by the State of California, Division of Aeronautics (2011 Airport Land Use Planning Handbook) and the County of Los Angeles.
- 7) The proposed project was not evaluated by, or even identified to, the Los Angeles County Airport Land Use Commission.
- 8) Erroneous information about the project's purpose was submitted to the FAA, to the Airport Commission, and to the Planning Commission.
- 9) Erroneous information about the "expiration" of RPZs with the FAA Grant Assurance obligations was given to the Planning Commission.
- 10) Erroneous information was provided to the Airport Commission and the Planning Commission about the scope of the FAA's Part 77 Obstruction Evaluation and about the resulting determination of "No Hazard to Aerial Navigation."

ATTACHMENT I
LAND USE COMPATIBILITY TABLE

LAND USE COMPATIBILITY TABLE

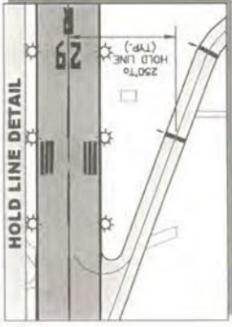
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>					
<i>Land Use Category</i>	<i>Community Noise Exposure</i>					
	55	60	65	70	75	
<i>Residential</i>						
<i>Educational Facilities</i>						
<i>Commercial</i>						
<i>Industrial</i>						
<i>Agriculture</i>						
<i>Recreation</i>						

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

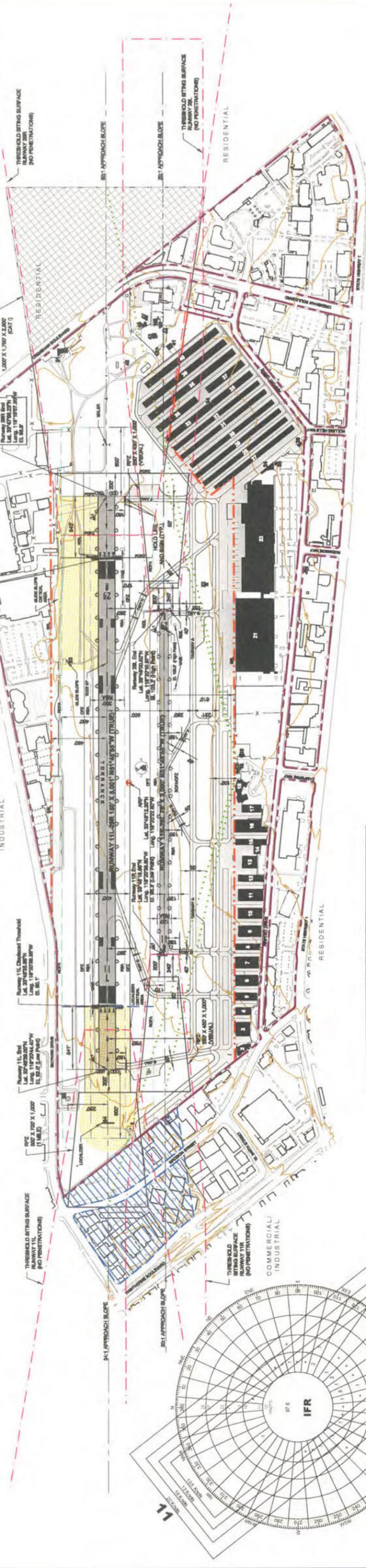
ATTACHMENT J

**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 (NCS) U.S. Department of Commerce February 2002.
 2. California Coordinate System, Zone 5 North American Datum 1983 (NAD 83).
 3. Elevations are in North American Vertical Datum 1988 (NAVD 88).
 4. All survey monuments are collected in concrete.
 5. The airport is part of Rancho Los Palms Verdes and has not been sectioned.



RUNWAY END DATA			
RUNWAY	EXISTING	FUTURE	
11L	33°48'29.00" N	SAME	
	118°20'44.40" W	SAME	
	ELEVATION 83.0	SAME	
29R	33°47'56.22" N	SAME	
	118°19'57.09" W	SAME	
	ELEVATION 96.8	SAME	
11R	33°48'16.96" N	SAME	
	118°20'36.80" W	SAME	
	ELEVATION 98.3	SAME	
29L	33°48'03.52" N	SAME	
	118°20'10.97" W	SAME	
	ELEVATION 103.2	SAME	



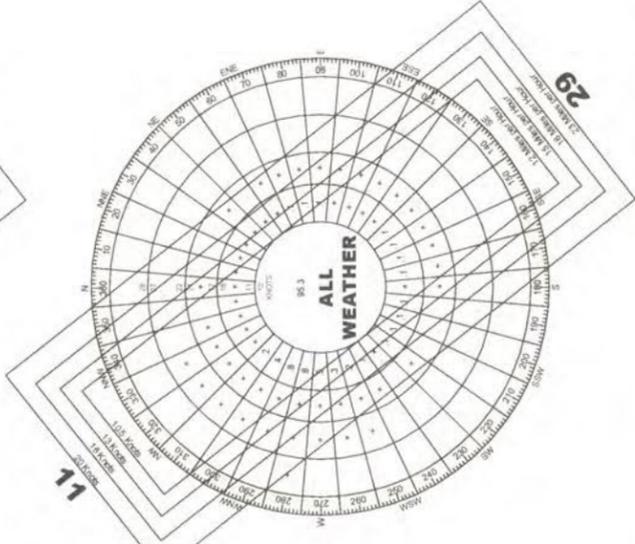
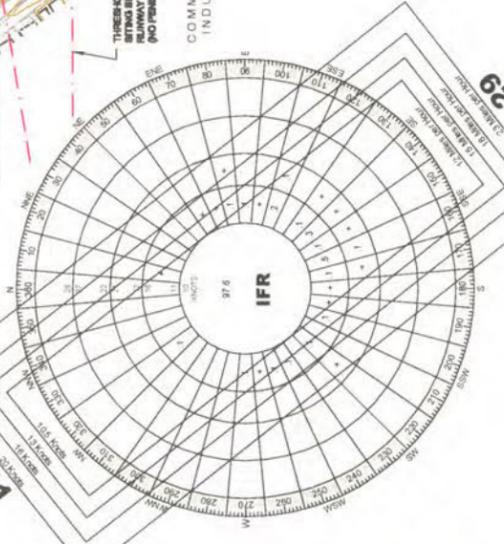
AIRPORT DATA			
DESCRIPTION	EXISTING	FUTURE	
AIRPORT ELEVATION (MSL)	103'	SAME	
AIRPORT REFERENCE POINT	LATITUDE 33°48'12.20" N	SAME	
(ARP) COORDINATES (NAD 83)	LONGITUDE 118°20'22.60" W	SAME	
NAVAIDS (ILS, BEACON, ALS)	ATC, VAS, MALS, REIL, BEACON	SAME	
MEAN MAX. TEMP. OF HOTTEST MONTH	79.1 (Aug)	SAME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

WIND DATA			
ALL WEATHER		IFR	
RUNWAY	CROSSWIND COVERAGE	RUNWAY	CROSSWIND COVERAGE
11	10.5 Kts, 13 Kts, 16 Kts, 20 Kts, 25 Kts, 30 Kts, 35 Kts, 40 Kts, 45 Kts, 50 Kts, 55 Kts, 60 Kts, 65 Kts, 70 Kts, 75 Kts, 80 Kts, 85 Kts, 90 Kts, 95 Kts, 100 Kts, 105 Kts, 110 Kts, 115 Kts, 120 Kts, 125 Kts, 130 Kts, 135 Kts, 140 Kts, 145 Kts, 150 Kts, 155 Kts, 160 Kts, 165 Kts, 170 Kts, 175 Kts, 180 Kts, 185 Kts, 190 Kts, 195 Kts, 200 Kts	11	10.5 Kts, 13 Kts, 16 Kts, 20 Kts, 25 Kts, 30 Kts, 35 Kts, 40 Kts, 45 Kts, 50 Kts, 55 Kts, 60 Kts, 65 Kts, 70 Kts, 75 Kts, 80 Kts, 85 Kts, 90 Kts, 95 Kts, 100 Kts, 105 Kts, 110 Kts, 115 Kts, 120 Kts, 125 Kts, 130 Kts, 135 Kts, 140 Kts, 145 Kts, 150 Kts, 155 Kts, 160 Kts, 165 Kts, 170 Kts, 175 Kts, 180 Kts, 185 Kts, 190 Kts, 195 Kts, 200 Kts
29	8.0 Kts, 10.0 Kts, 12.0 Kts, 15.0 Kts, 18.0 Kts, 22.0 Kts, 25.0 Kts, 30.0 Kts, 35.0 Kts, 40.0 Kts, 45.0 Kts, 50.0 Kts, 55.0 Kts, 60.0 Kts, 65.0 Kts, 70.0 Kts, 75.0 Kts, 80.0 Kts, 85.0 Kts, 90.0 Kts, 95.0 Kts, 100.0 Kts, 105.0 Kts, 110.0 Kts, 115.0 Kts, 120.0 Kts, 125.0 Kts, 130.0 Kts, 135.0 Kts, 140.0 Kts, 145.0 Kts, 150.0 Kts, 155.0 Kts, 160.0 Kts, 165.0 Kts, 170.0 Kts, 175.0 Kts, 180.0 Kts, 185.0 Kts, 190.0 Kts, 195.0 Kts, 200.0 Kts	29	8.0 Kts, 10.0 Kts, 12.0 Kts, 15.0 Kts, 18.0 Kts, 22.0 Kts, 25.0 Kts, 30.0 Kts, 35.0 Kts, 40.0 Kts, 45.0 Kts, 50.0 Kts, 55.0 Kts, 60.0 Kts, 65.0 Kts, 70.0 Kts, 75.0 Kts, 80.0 Kts, 85.0 Kts, 90.0 Kts, 95.0 Kts, 100.0 Kts, 105.0 Kts, 110.0 Kts, 115.0 Kts, 120.0 Kts, 125.0 Kts, 130.0 Kts, 135.0 Kts, 140.0 Kts, 145.0 Kts, 150.0 Kts, 155.0 Kts, 160.0 Kts, 165.0 Kts, 170.0 Kts, 175.0 Kts, 180.0 Kts, 185.0 Kts, 190.0 Kts, 195.0 Kts, 200.0 Kts

LEGEND	
DESCRIPTION	EXISTING
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)	SAME
OBSTACLE FREE ZONE (OFZ)	SAME
RUNWAY SAFETY AREA (RSA)	SAME
BUILDINGS	SAME
GROUND CONTOURS	SAME
AIRPORT REFERENCE POINT (ARP)	SAME
RUNWAY PROTECTION ZONE EASEMENT	SAME
THRESHOLD SITING SURFACE	SAME
ATC LINE OF SIGHT	SAME
RUNWAY LIGHTS	SAME
RUNWAY BEACON	SAME
ROAD/VEHICLE PARKING	SAME
FENCE	SAME
SURVEY MONUMENT	SAME
NAVAID CRITICAL AREA	SAME

DESCRIPTION	RUNWAY 11L-29R		RUNWAY 11R-29L	
	EXISTING	FUTURE	EXISTING	FUTURE
EFFECTIVE GRADIENT (IN %)	0.28	SAME	0.23	SAME
MAXIMUM GRADIENT (IN %)	0.79	SAME	0.86	SAME
WIND COVERAGE % (105 KNOTS)	99.41	SAME	99.41	SAME
APPROACH VISIBILITY MINIMUM	1 MILE/CAT I	SAME	VISUAL	SAME
MAKE AND MODEL	DASSAULT FALCON	SAME	BEECH KING AIR	SAME
CRITICAL AIRCRAFT	WINGSpan (FEET) 63.4	SAME	45.8	SAME
APPROACH SPEED (KNOTS)	14.07	SAME	13	SAME
MAX. TAKEOFF WEIGHT (LBS)	45,500	SAME	11,800	SAME
AIRPORT REFERENCE CODE	B-II	SAME	B-I SMALL	SAME
APPROACH CATEGORY	RUNWAY 11	SAME	NON-PRECISION	SAME
(FAF PART 77)	RUNWAY 29	SAME	PRECISION	SAME
RUNWAY 5 TO PARALLEL TAXIWAY 5	750'	SAME	250'	SAME
TAXIWAY 5 TO PARALLEL TAXIWAY 5	65.5'	SAME	65.5'	SAME
TAXIWAY OBJECT FREE AREA WIDTH	131'	SAME	131'	SAME
TAXIWAY SAFETY AREA WIDTH	79'	SAME	79'	SAME
TAXIWAY WINGSTIP CLEARANCE	20'	SAME	20'	SAME
RUNWAY TOUCHDOWN ZONE (TDZ)	97'	SAME	NOISE	SAME
ELEVATIONS HIGH POINT	103.2'	SAME	103.2'	SAME
INAVD 88 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	75'	SAME	75'	SAME
RUNWAY/TAXIWAY PAVEMENT MATERIAL	ASPHALT	SAME	ASPHALT	SAME
APPROACH SLOPE	34.150:1	SAME	30.1	SAME
PAVEMENT STRENGTH (600 LBS)	30(S) 50(D) 90(OT)	SAME	28(S)	SAME
RUNWAY LIGHTING	MIRL	SAME	MIRL	SAME
NAVIGATIONAL AIDS	ILS DGS	SAME	NOISE	SAME
VISUAL AIDS	RUNWAY 11 VASI MALS R	SAME	NOISE	SAME
RUNWAY SAFETY AREA	LENGTH* 600'	SAME	LENGTH* 240'	SAME
WIDTH* 300'	WIDTH* 300'	SAME	WIDTH* 240'	SAME
RUNWAY OBJECT FREE AREA	LENGTH* 600'	SAME	LENGTH* 240'	SAME
WIDTH* 300'	WIDTH* 300'	SAME	WIDTH* 240'	SAME
OBSTACLE FREE ZONE	LENGTH* 200'	SAME	LENGTH* 200'	SAME
WIDTH* 400'	WIDTH* 400'	SAME	WIDTH* 250'	SAME
RUNWAY CENTERLINE TO HOLD LINE (MIN/MAX)	180/250'	SAME	135/155'	SAME

BUILDING TABLE			
#	DESCRIPTION	TOP ELEVATION	TOP ELEVATION
1	FAA LOCALIZER EQUIPMENT BUILDING	88.7'	27 2707 - 2703 AIRPORT DRIVE
2	3451 AIRPORT DRIVE	111.2'	28 2788 - 2785 AIRPORT DRIVE
3	3475 AIRPORT DRIVE	120.9'	29 2781 - 2777 AIRPORT DRIVE
4	3405 AIRPORT DRIVE	119.8'	30 2773 - 2769 AIRPORT DRIVE
5	3457 AIRPORT DRIVE	120.7'	31 2783 - 2759 AIRPORT DRIVE
6	3449 AIRPORT DRIVE	124.9'	32 2755 - 2751 AIRPORT DRIVE
7	3441 AIRPORT DRIVE	127.9'	33 2747 - 2743 AIRPORT DRIVE
8	3425 AIRPORT DRIVE	128.9'	34 RESTROOMS
9	3425 AIRPORT DRIVE	133.3'	35 2747 - 2743 AIRPORT DRIVE
10	3408 AIRPORT DRIVE	136.5'	36 2735 AIRPORT DRIVE
11	3408 AIRPORT DRIVE	138.9'	37 2731 - 2729 AIRPORT DRIVE
12	3407 AIRPORT DRIVE	132.8'	38 2731 - 2729 AIRPORT DRIVE
13	3407 AIRPORT DRIVE	132.8'	39 2723 - 2719 AIRPORT DRIVE
14	3408 AIRPORT DRIVE	141.2'	40 2715 - 2711 AIRPORT DRIVE
15	3347 - 3355 AIRPORT DRIVE	139.9'	41 CIVIL AIR PATROL
16	3325 - 3343 AIRPORT DRIVE	141.0'	42 TORRANCE FIRE DEPARTMENT
17	3315 - 3319 AIRPORT DRIVE	143.3'	43 TORRANCE FIRE DEPARTMENT
18	GENERAL AVIATION CENTER (GAC)	136.8'	44 TORRANCE FIRE DEPARTMENT
19	25311 AERO WAY - FAA AIR TRAFFIC CONTROL TOWER (ATCT)	147.9'	45 TORRANCE FIRE DEPARTMENT
20	CIVIL AIR PATROL	123.8'	46 FARMER TOM
21	ROBINSON MANUFACTURING	137.8'	47 FARMER TOM
22	FAA ATC ANTENNA SITE	118.5'	48 NIKE SITE
23	ROBINSON MANUFACTURING	138.8'	50 24599 CRESHAW BOULEVARD
24	ROBINSON MANUFACTURING	133.4'	51 SEGMENTED CIRCLE AND WIND CODE
25	GUARD SHACK	130.7'	52 GLIDE SLOPE EQUIPMENT BUILDING
26	WASH RACK AND RESTROOMS	142.1'	53 LOCALIZER
			54 TORRANCE MEMORIAL HOSPITAL HELIPAD
			55 78.2



DMJM AVIATION AECOM
 999 Town and Country Road, 4th Floor
 Orange, CA 92868
 Tel: 714.845.2098
 Fax: 714.285.0740

Designed By: AWS
 Drafted By: AWS
 Checked By: PJS
 Approved By: AWS

No. 1
 Revision: ALP Existing Conditions Update

By: DMJM
 App: SC
 Date: 6/2007

Prepared For: City of Torrance, Department of Public Works

Zammerini Field
 Torrance, California
 Airport Layout Plan
 Figure 2

Scale: 1" = 400'
 Sheet No. 1 of 1
 Date: June 2007

ATTACHMENT K
DRAFT FINDINGS

**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 DATE: February 3, 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
(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.
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.
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 aviation 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 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.

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.
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.
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. 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.

31. 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. 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. If the Project meets all California State Green Building Standards requirements for maximum allowable BUG ratings, 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.
33. 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.
34. 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. 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. 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. 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.

CONCLUSION

Based on the foregoing, the Airport Land Use Commission concludes that the South Bay Lexus Torrance project is **INCONSISTENT** 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.

ACTION

In view of the findings of fact 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** with the Los Angeles County Airport Land Use Plan (ALUP).

Vote:

Concurring:

Dissenting:

Abstaining:

Absent:

ACTION DATE: February 3, 2016

CS:ALR
January 21, 2016

c: Each Commissioner

ATTACHMENT L
PUBLIC COMMENTS