



County of Los Angeles

# Regional Planning Commission Airport Land Use Commission

**Commissioners**

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

November 29, 2012

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

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

**SUBJECT: PROJECT NUMBER R2012-02527-(5)  
ADVANCE PLANNING CASE NO. 201200009  
BRACKETT FIELD AIRPORT LAND USE COMPATIBILITY PLAN  
DISCUSSION ITEM  
AGENDA ITEM NO. 1; DECEMBER 12, 2012**

On behalf of the Airport Land Use Commission (ALUC), the Department of Regional Planning (DRP) staff will develop an Airport Land Use Compatibility Plan (ALUCP) for the Brackett Field Airport in Los Angeles County. Following is a summary of a forthcoming discussion item for your Commission.

## AIRPORT LAND USE COMMISSION (ALUC) OVERVIEW

**Statutory Requirements.** With limited exceptions, an ALUC is required by California law in every county. Each ALUC must develop a plan for promoting and ensuring compatibility between each airport in the county and surrounding land uses. In Los Angeles County, the Regional Planning Commission also acts as the ALUC.

**Purpose.** The purpose of an ALUC is "to protect public health, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." (Public Utilities Code Section 21670(a)(2)).

Richard J. Bruckner  
Director of Planning  
Dept. of Regional Planning

Rosie Ruiz  
Secretary to the Commission

**Powers, Duties and Limitations.** To fulfill its purpose, each ALUC has three primary responsibilities: coordinate airport land use compatibility planning efforts at the state, regional and local levels (PUC Section 21674); prepare and adopt an ALUCP for each public-use airport in its jurisdiction (PUC Section 21675); and, review plans, regulations and other actions of local agencies and airport operators (PUC Section 21676). The powers of the ALUC are limited in that it has no authority over airport operations, except for certain plan features.

## AIRPORT LAND USE COMPATIBILITY PLANS (ALUCP) OVERVIEW

**Function.** The function of an Airport Land Use Compatibility Plan is to: promote compatibility between the airport and surrounding uses; and, establish land use measures, restrictions and standards to be adopted by local jurisdictions.

**Requirements.** To fulfill its function, an ALUCP must: rely upon the guidance provided in the *2011 California Airport Land Use Planning Handbook* (PUC 21670.1); establish the planning boundary of the ALUCP (i.e., airport influence area) after hearing and consultation with the involved agencies (PUC Section 21675); be based upon an adopted Airport Master Plan (AMP) or Airport Layout Plan (ALP) drawing accepted by the Caltrans Division of Aeronautics (PUC Section 21675); and, have a time horizon of at least 20 years (PUC Section 21675).

**Compatibility Concerns.** An airport influence area (AIA) encompasses the geographic extent of four types of compatibility concerns:

- 1) *Noise:* Locations exposed to potentially disruptive levels of aircraft noise;
- 2) *Overflight:* Locations where aircraft overflights can be intrusive and annoying to many people;
- 3) *Safety:* Areas where the risk of an aircraft accident poses heightened safety concerns for people and property on the ground; and,
- 4) *Airspace Protection:* Places where height and certain other land use characteristics, particularly uses that attract birds, need to be restricted in order to protect the airspace required for operation of aircraft to and from the airport.

**Existing ALUCPS in Los Angeles County.** The Los Angeles County Airport Land Use Plan (ALUP), adopted in December 1991, provides airport land use compatibility policies for 14 of the 15 public use airports in the County. A separate Land Use Compatibility Plan was adopted for General William J. Fox Airfield in 2004. Separately, through their planning and zoning powers, each municipality within the airport influence area must specify which compatible uses are appropriate within their jurisdictions.

## BRACKETT FIELD AIRPORT HISTORY

Named after Dr. Fran Brackett, one-time president of Pomona College and a flying enthusiast, Brackett Field is a 276-acre public airport located one mile southwest of La Verne, in Los Angeles County. The Airport began its existence as a dirt strip graded out of a wheat field in the mid 1930s. The Civil Aeronautics Administration formally opened the field as an approved airport in 1940. The County obtained 170 acres of the field through condemnation in 1955, as well as \$500,000 from the Commerce Department to improve the airfield in 1956. The Airport was officially dedicated as a Los Angeles County Airport in 1958; and, in 1961, the FAA authorized the establishment of a control tower at the Airport. The Airport saw a series of expansions and improvements in the 1960s and 1970s, including the addition of a new runway, a relocated control tower and new hangars. An Airport Master Plan was completed in 1992 by the Los Angeles County Aviation Division, which is responsible for airport operations.

## BRACKETT FIELD EXISTING AIRPORT

Brackett Field functions in several roles as defined by Federal Aviation Administration (FAA). Specifically, it is:

- a general aviation airport, which means it enplanes less than 2,500 annual passengers and is used exclusively by private and business aircraft that do not provide common-carrier passenger service;
- contained in the National Plan of Integrated Airport Systems and is classified as a general utility airport, which means it is designed to serve all airplanes classified by FAA as Aircraft Approach Category A and B;
- a designated Reliever airport, which means it provides congestion relief to primary commercial airports (Ontario in this case) and more access for general aviation to the overall community; and,
- a designated "Urban Core" airport by the Southern California Association of Governments (SCAG), which means that it is very active and at or near capacity.

## PROJECT BACKGROUND

**California Department of Transportation (Caltrans) Grant.** On June 22, 2011, based on the recommendation of Caltrans, the California Transportation Commission allocated California Aid to Airports Program (CAAP) funds to the Los Angeles County Department of Regional Planning (DRP) to prepare the Brackett Field ALUCP. The total allocation amount was \$96,408 accompanied by a local match from the County in the amount of \$10,712 to be deposited in a special aviation fund account. The grant agreement was executed between Caltrans and the DRP on November 9, 2012.

**Request for Proposal and Bidding Process.** With the County's Internal Services Department (ISD), staff completed a Request for Proposal (RFP) bidding process for a consultant with experience and expertise in airport land use planning in California. The County received two proposals before the bid closed on July 9, 2012. On July 24, 2012, the Evaluation Review Committee (ERC) met to review and score the proposals. The ERC consisted of staff from the DRP, County Aviation Division and ISD.

**Aviation Consultant Selection.** The aviation planning firm of Mead & Hunt received the highest score and was selected for the project. Mead & Hunt also prepared the Fox Field ALUCP, which was adopted by the ALUC in 2004.

**Project Initiation.** With the permission of Caltrans, staff initiated the project on October 31, 2012 with a team conference call to review the final scope of work, key milestones and deliverables. Staff has established key contacts at the Airport, Aviation Division, and Planning Departments at the neighboring jurisdictions, all of whom will be important partners in the preparation of the ALUCP.

## SUMMARY OF PROJECT SCOPE

The scope of work includes three main phases, which are summarized below.

**Data Collection and Compilation.** The first phase covers project initiation and management, including: workgroup formation (land use planners from the surrounding cities of Claremont, Covina, Glendora, La Verne, Pomona, San Dimas, Walnut and Diamond Bar as well as County Aviation Division staff); project kickoff meetings and conference calls; website development; land use data collection and mapping; airport data and mapping; and, background report development.

**ALUCP Preparation and Environmental Documentation.** The second phase entails: preliminary impact assessment, including airport impact identification, airport-specific policy preparation, initial review of general plan consistency, a workgroup meeting and policy considerations report development; compatibility plan preparation, including an administrative draft for staff and working group review and a public draft for public and ALUC review; and, environmental impact documentation, including a housing displacement analysis, initial study and (anticipated) negative declaration.

**Review and Adoption.** The final phase encompasses: public outreach, including a public workshop and stakeholder conference calls; and, public review and adoption, covering comments, responses to comments, public hearing(s) and final plan preparation.

### **PROJECT DELIVERABLES AND MILESTONES**

Following are the project's major deliverables and target dates of completion:

<b>Deliverable</b>	<b>Target Date of Completion</b>
Discussion Paper: Background Report	February 2013
Discussion Paper: Policy Considerations	April 2013
ALUCP - Administrative Draft	June 2013
ALUCP - Public Draft	July 2013
Initial Study - Administrative Draft	June 2013
Initial Study - Public Draft	July 2013
Public Workshop	July 2013
Stakeholder Outreach	August 2013
Comments and Responses Log	September 2013
Final ALUCP and Environmental Determination	October 2013

### **CONCLUSION**

The Brackett Field ALUCP will set forth land use compatibility policies applicable to future development in the vicinity of the Airport. The policies will be designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activities at the airport, and that the public's exposure to safety hazards and noise impacts are minimized. Once adopted, these policies will provide the basis by which the ALUC can carry out its land use development review responsibilities in accordance with State Law.

Should you have any questions, please contact Lisbeth Sinclair at [lsinclair@planning.lacounty.gov](mailto:lsinclair@planning.lacounty.gov) or (213) 974-6425 between 7:30 a.m. and 6:00 p.m., Monday through Thursday. Our offices are closed on Fridays.

CS: LKS

CC: Richard J. Bruckner, Director of Planning  
Jon Sanabria, Deputy Director, Advance Planning