AIRPORT LAND USE COMMISSION
COUNTY OF LOS ANGELES
BRACKETT FIELD AIRPORT LAND USE COMPATIBILITY PLAN
PROJECT NO. R2012-02527-(1,5)
ADVANCE PLANNING CASE NO. 201200009; ENVIRONMENTAL CASE NO. 201500129

WHEREAS, the Airport Land Use Commission of the County of Los Angeles has conducted a public hearing in the matter of Project No. R2012-02527-(1,5); Advance Planning Case No. 201200009; Environmental Case No. 201500129 on December 9, 2015.

WHEREAS, the Airport Land Use Commission finds as follows:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code ("PUC") requires every county in which there is an airport served by a scheduled airline to establish an Airport Land Use Commission (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 21670(a)(1) of the PUC the purpose of the State Aeronautics Act is to provide for the orderly development of each public use airport and the area surrounding these airports and to prevent the creation of new noise and safety problems.
4. 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 of local agencies to determine whether such plans are consistent with the applicable Airport Land Use Compatibility Plan (ALUCP).
5. Pursuant to Sections 21670(a)(2) and 21674(a), the ALUC has no authority over existing land uses regardless of whether such uses are incompatible with airport activities.
6. Pursuant to section 21675 of the Public Utilities Code (PUC), ALUCs are required to prepare and adopt an ALUCP that will provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The ALUCP shall include and shall be based on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation (Caltrans), which reflects the anticipated growth of the airport during at least the next twenty (20) years. In preparing an airport land use compatibility plan, the commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area.

7. Brackett Field Airport is located within the San Gabriel Valley of eastern Los Angeles County, 25 miles east of downtown Los Angeles. While the airport property lies predominantly within the City of La Verne, lands immediately beyond the eastern and western ends of the runways fall within the jurisdictions of the cities of Pomona and San Dimas, respectively. Other jurisdictions within the ALUCP project area are Claremont and Glendora. Small portions of Covina and Walnut lie along the outer edge of the project area.
8. Los Angeles County owns the airport property and major facilities. Overall responsibility for the airport rests with the County of Los Angeles Department of Public Works Aviation Division.
9. The Brackett Field ALUCP sets forth policies, a planning boundary, intensity and density criteria for promoting compatibility between the airport and the surrounding land uses.
10. The ALUCP will serve as a tool for use by the ALUC to review plans, regulations or other planning actions within the airport influence area (AIA). Additionally, local agencies whose General Plan has been deemed consistent with the ALUCP by ALUC, will use their newly adopted General Plan to review land use projects located within their jurisdictions and the Airport Influence Area (AIA) for consistency with the polices of the ALUCP.
11. The ALUCP identifies three areas that warrant special treatment through area or site specific policies to local jurisdictions. These areas are Old Town La Verne, Los Angeles County Fairplex and University of La Verne Campus West.
12. The Old Town La Verne site is located near two commuter rail stations. The Old Town La Verne Specific Plan proposes redevelopment of this area from low-intensity nonresidential uses (mostly auto parking and mini-storage) to high-intensity, transit-oriented commercial, office, hotel, and residential uses. The site specific policies for this area are intended to remove any potential displacement that could result from the ALUCP. Displacement is defined as inadvertently shifting future development to less restrictive areas of the AIA or to other parts of the community where there are no ALUCP restrictions.
13. The Fairplex Association, a private company responsible for the operations of the Fairplex site, proposes redeveloping various portions of the Fairplex into more intensive uses potentially including: replacement of the horse racing track with a multi-use stadium; hotel and conference facilities; office space reusing existing horse barns; and, east of White Avenue, a shopping center. The site specific policies for this site are intended to allow proposed projects while minimizing airport related impacts.
14. The University of La Verne Master Plan allows housing for up to 5,000 graduate students, a business park, and/or single- or multi-family residential in the southern part of the site. The site specific policies for this area are intended to remove any potential displacement that could result from the ALUCP.

15. On December 19, 1991 the Los Angeles County ALUC adopted the Los Angeles County Airport Land Use Plan (ALUP), and subsequent amendment was made in 2004. For Brackett Field Airport, the ALUCP pre-empts the ALUP.
16. As required by state law, the primary guidelines for preparation of compatibility plans are contained in the California Airport Land Use Planning Handbook (Handbook) published by the Caltrans. The policies and maps in the ALUCP rely upon the guidance provided by the current October 2011, edition of the Handbook.
17. In addition to the requirement that a compatibility plan be based upon the adopted airport master plan or airport layout plan, the Public Utilities Code states that a compatibility plan must reflect "the anticipated growth of the airport during at least the next twenty (20) years." Because the Brackett Field Airport Master Plan has not been updated to reflect current and proposed airport operations, it is no longer relevant for compatibility planning purposes. Therefore, new forecasts were developed to take into account the above guidance and the historical activity at the airport. The resulting forecast used for the ALUCP assumes that Brackett Field could experience as much as 180,000 aircraft operations, though not more than this, within the 20-year planning time frame. This activity level is approximately double that of 2014, but more than 100,000 operations less than the 1990 historical high of nearly 290,000 operations.
18. To provide input to the plan development, a working group was formed that included staff of the County Department of Public Works Aviation Division as the airport owner, the County Chief Executive Office as owner of the Los Angeles County Fairplex facility, the Fairplex Association as operator of the Fariplex facility, representatives of the planning departments of the affected cities, and staff of the Caltrans.
19. Government Code Section 65302.3(a) requires that local jurisdiction's general and specific plans be consistent with the ALUCP. To be consistent a general or specific plan must avoid direct conflicts with compatibility planning criteria and specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document.
20. The general and community plan policies for the County Los Angeles and the Cities of Claremont, Glendora, La Verne, Pomona and San Dimas do not conflict with the proposed ALUCP.
21. No conflicts between the ALUCP's compatibility criteria and local jurisdictions' land use designations are anticipated.
22. Pursuant to Government Code Section 65302.3, each local agency having jurisdiction over land uses within an ALUC's planning area, also referred to as the AIA, must modify its general plan and any affected specific plans to be consistent with the ALUCP. The law states that the local agency must take this action within 180 days of ALUCP adoption or amendment. Each local agency will need to modify its respective general plan and/or implementing ordinances to reflect the adopted

ALUCP. At a minimum, the local agencies will be required to: reference this ALUCP by name and adoption date, or incorporate the compatibility criteria, policies, and zones into the appropriate plan; and define a process that the local agency will follow when reviewing proposed land use development within the Airport Influence Area to ensure that the development will be consistent with the polices set forth in the ALUCP. The aforementioned may be accomplished through administrative review by ALUC staff.

23. The California Department of Transportation, Division of Aeronautics submitted correspondence to ALUC staff, dated December 2, 2015, stating that they "reviewed the Draft Brackett Field ALUCP with respect to airport-related noise and safety land use planning issues pursuant to the Aeronautics Act. The Division has found that the Draft ALUCP meets the requirements in the Aeronautics Act and support the adoption of this ALUCP."

24. At the public hearing three people testified in favor of the project and two people from the Fairplex Association testified in opposition to the project.

25. A Negative Declaration was prepared for the ALUCP and was determined to be the appropriate environmental documentation under the California Environmental Quality Act (CEQA) and the County environmental guidelines. The proposed ALUCP is regulatory in nature, and neither the project, the adoption of the ALUCP, nor its subsequent implementation by local agencies will lead to the development or any physical change to the existing land uses or the environment. Although the proposed ALUCP prohibits or restricts some specific incompatible land uses in certain locations, many types of new land use development will continue to be allowed in the vicinity of the Airport. Therefore, the Initial Study concluded that there is no evidence that the project may have a significant impact on the environment.

26. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting. The stakeholders requested changes to the compatibility zone boundaries and to the polices of the Site-Specific Exception policies. The requested changes were made to the ALUCP

27. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Community Studies East Section, Los Angeles County Department of Regional Planning.

THEREFORE, BE IT RESOLVED that the Airport Land Use Commission:

1. Certifies the Negative Declaration, dated October 27, 2015, that determines that the project will not have a significant impact upon the environment;

2. Adopts the Brackett Field Airport Land Use Compatibility Plan.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Airport Land Use Commission on the County of Los Angeles on December 9, 2015.

Rosie O. Ruiz

Rosie O. Ruiz, Secretary
County of Los Angeles
Airport Land Use Commission

VOTE:

Concurring: Modugno, Pincetl, Smith, Louie, Pedersen

Dissenting: None

Abstaining: None

Absent: None

Action Date: December 9, 2015

c: Each Commissioner, Department of Public Works' Aviation Division, CalTrans Division of Aeronautics

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