

airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also have authority to review proposals for nonaviation development on airport property.

A third, less absolute, limitation concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, Los Angeles County and each city affected by an airport land use compatibility plan is required to make its general plan consistent with the ALUC plan (or to overrule the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

One final limitation worth noting is that ALUCs have no jurisdiction over federal lands such as lands controlled by the U.S. Forest Service, Bureau of Land Management, or Indian tribes. ALUCs can merely inform these agencies about the ALUC policies and seek their cooperation.

Los Angeles County Airport Land Use Commission

In most respects, the Los Angeles County Airport Land Use Commission operates similarly to other ALUCs in the state. However, provisions spelled out in Section 21670.2 of the Public Utilities Code modify certain aspects of how airport land use compatibility planning is conducted in the county. This section of the law applies exclusively to Los Angeles County.

Section 21670.2(a) indicates that the sections of the law requiring establishment of an airport land use commission, either in the standard membership format or through use of a designated body, do not apply to Los Angeles County. Instead, the County Regional Planning Commission is assigned "the responsibility for coordinating the airport planning of public agencies within the county." In practice, the Regional Planning Commission refers to itself as the Airport Land Use Commission when dealing with airport land use compatibility matters.

As further stated in the same section of the law, the Commission is called upon to help resolve "impasses" that may arise among public agencies with regard to airport planning. Any public agency involved in such a situation may appeal to the Commission to resolve the matter. Once the Commission has acted, a four-fifths vote of the governing body of the public agency whose planning led to the appeal is necessary if that agency wishes to overrule the Commission's decision. These provisions go beyond the basic powers and duties of ALUCs as specified in Section 21674 and the two-thirds vote requirements for overruling an ALUC action provided for in Sections 21676(a), 21676(c), and 21676.5(a). Although not explicitly indicated by the law, referring agencies that bring land use and airport development actions to the Commission under the regular provisions of Sections 21676 and 21676.5 presumably would only need the normal two-thirds vote in order to overrule a decision of the Commission.

The Regional Planning Commission consists of five members. Each County Supervisor appoints one member. The members serve four-year terms. The Los Angeles County Department of Regional Planning provides staff for the Commission and the Director of Regional Planning serves as the Commission's Administrative Officer.

4.4. Compatibility Criteria for Proposed New Airports or Heliports

- 4.4.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight annoyance impacts upon surrounding land uses.
- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
 - (b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
 - (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.
- 4.4.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.
- (a) Questions to be considered should include:
 - (1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
 - (2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
 - › Location of flight tracks so as to minimize the impacts;
 - › Other operational procedures to minimize impacts;
 - › Installation of noise barriers or structural noise insulation;
 - › Acquisition of property interests (fee title or easements) on the impacted land.
 - (b) The noise impact assessment criteria listed in Policy 4.3.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

5. APPEALS TO THE ALUC

5.1. General

- 5.1.1. Public Utilities Code Section 21670.2(a) provides that in Los Angeles County, the County Regional Planning Commission shall act as the County's ALUC and perform all of the functions and duties set forth in the ALUC statutes. As part of this responsibility, the ALUC shall coordinate the airport planning of public agencies within the County. In instances where impasses result relative to this planning, an appeal may be made to the ALUC by any public agency involved. The action taken by the ALUC on

such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.

5.2. Rights of Appeal

- 5.2.1. *Who May Appeal:* Any public agency involved in an impasse over the airport planning of another public agency, where the airport or the airport's planning area boundary extends into the County of Los Angeles. A public agency shall meet the definition of "public agency" described in Section 1.2. An impasse shall meet the definition of "impasse" described in Section 1.2. The public agency appealing the local decision shall demonstrate that it has, at a minimum, participated in the airport planning process and has expressed its concerns to the public agency governing body regarding the airport planning project.
- 5.2.2. *Timing of Appeal Submittal:* Appeals of a public agency's governing body's airport planning actions regarding a public use airport shall be initiated within 30 days of the date of the final decision by the governing body on the airport planning project.
- 5.2.3. *Multiple Appeals:* When an appeal from more than one public agency is received by the ALUC on the same airport planning project, each appeal shall be accompanied by a separate fee.

5.3. Appeal Submittal Information

An appeal shall be filed with the ALUC in written form and shall state specifically the nature and details of the impasse and the identification and description of the parties and public agencies involved in the airport planning impasse. An appeal submitted to the ALUC shall include:

- 5.3.1. Copy of a resolution or formal action approved or adopted by a majority of the governing body of the appellant public agency indicating its intent to file the appeal;
- 5.3.2. Documentation of the appellant public agency's participation in the airport planning process;
- 5.3.3. An explanation of the concerns, impacts, issues, etc. related to the impasse that is the subject of the appeal;
- 5.3.4. Any applicable review fees as established by the ALUC.

5.4. ALUC Hearing

- 5.4.1. *Public Hearing Required:* Once a complete appeal submittal has been filed, pursuant to Section 5.3 and including any appropriate fee, the ALUC Administrative Officer shall set the matter for a public hearing before the ALUC. Not less than 10 days prior to the date of any hearing, the ALUC Administrative Officer shall:
 - (a) Cause a copy of a notice of the time and place of the hearing to be published once in a newspaper of general circulation in the County of Los Angeles.

- (b) Cause a notice to be mailed by first class mail, postage prepaid to the appellant public agency, the public agency whose airport planning led to the appeal, any city and any county located within the planning boundary for the affected airport, the Division of Aeronautics, such other persons who, in the opinion of the ALUC Administrative Officer, may be affected by the impasse, and any person who has filed a written request therefore with the ALUC.
- 5.4.2. *Conduct of Hearings:* The appellant public agency, the public agency whose airport planning led to the appeal, and any other person may testify at the appeal hearing. Testimony at the ALUC hearing should be limited to the issues appealed as identified by the appellant pursuant to Section 5.3, and the ALUC may consider additional information and/or the results of studies in order to resolve the impasse. If for any reason the testimony cannot be completed on the appointed day, the chairman of such hearing may, before adjournment or recess, publicly announce the time and place at which said hearing will be continued, and no further notice shall be required.

5.5. ALUC's Possible Actions:

When considering an appeal, the ALUC may take the following possible actions:

- 5.5.1. The ALUC may uphold an appeal if it finds that the information submitted by the appellant and/or presented at the public hearing substantiates that the airport planning proposed by the public agency whose planning led to the appeal is not consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, as set forth in Sections 21670, et seq. of the Public Utilities Code.
- 5.5.2. The ALUC shall deny an appeal where it finds that the information submitted by the appellant and/or presented at public hearing substantiates that the airport planning proposed by the public agency whose airport planning led to the appeal is consistent with the purposes of Article 3.5 of Chapter 4 of the State Aeronautics Act, as set forth in Sections 21670, et seq. of the Public Utilities Code.

5.6. Time Period

The following time periods shall apply to the ALUC review process for an appeal:

- 5.6.1. Within 30 days following the submittal of an appeal, the ALUC Administrative Officer shall determine if an appeal submittal is complete. The date an appeal submittal is considered complete shall be the date on which the ALUC Administrative Officer provides written acknowledgement to the appellant and the public agency whose airport planning led to the appeal that all applicable submittal information required pursuant to Section 5.3 has been received by the ALUC.
- 5.6.2. The ALUC must complete its review of an appeal within 90 days from the date an appeal submittal has been deemed complete by the ALUC Administrative Officer. Nothing in this section restricts the ALUC from completing its review before the end of the 90-day period.
- 5.6.3. If the ALUC fails to act upon an appeal within the time limit prescribed in Section 5.6(b), the appeal shall be deemed denied.

5.7. Notification of Action Taken:

Within five working days after the date of the ALUC's decision, the ALUC Administrative Officer shall provide notice of the ALUC's decision to the appellant, the public agency whose airport planning led to the appeal, the Division of Aeronautics, persons who provided testimony or spoke at the public hearing, and any person who has filed a written request therefore with the ALUC.

6. FEES

6.1. Filing Fees and Deposits:

For the purpose of defraying costs for providing the service for which the fee or deposit is collected, the fees and deposits contained in this section shall accompany the respective submittal.

6.1.1. *Minor Aviation Cases: \$857.* Minor aviation cases involve projects within established airport planning boundaries that require review of one or more of the following: zone changes, zoning ordinance amendments, individual development projects, extensions or re-alignments of existing airport runways, or heliports or helistops regardless of their location.

6.1.2. *Major Aviation Cases: \$3,000* as a deposit, subject to adjustment to defray the actual cost of the review. Major aviation cases involve projects within established airport planning boundaries that require review of one or more of the following: (a) general plans or amendments thereto; (b) community plans or amendments thereto; (c) specific plans; (d) airport master plans; or (e) construction plans for new airports regardless of their location.

(a) The applicant shall also pay the following supplemental deposits, from which actual costs shall be billed and deducted, when actual costs exceed the amount of the initial deposit. If, while processing an aviation case, actual costs incurred reach 80 percent of the amount on deposit, the applicant shall be notified and required to submit a minimum supplemental deposit up to the amount of the initial deposit. There is no limit to the number of supplemental deposits that may be required prior to completion or withdrawal of the aviation case. At the sole discretion of the applicant, the amount of an initial or supplemental deposit may exceed the minimum amounts defined herein, except that at no time shall such initial or supplemental deposit be less than the minimum requirement.

(b) The final fee shall be based on actual costs incurred to review and process the aviation case. Costs shall be computed on a monthly basis and deducted from the amount on deposit. The fee shall be considered final upon completion of the review process. If final costs do not exceed the amount on deposit, the unused portion shall be refunded to the applicant. Should the application be withdrawn, costs to date shall be computed and the unused portion of the amount on deposit shall be refunded to the applicant. Costs shall be computed using actual hours expended by staff multiplied by the most current applicable hourly rates, ap-

21670.2. Application to Counties Having over 4 Million in Population

- (a) Sections 21670 and 21670.1 do not apply to the County of Los Angeles. In that county, the county regional planning commission has the responsibility for coordinating the airport planning of public agencies within the county. In instances where impasses result relative to this planning, an appeal may be made to the county regional planning commission by any public agency involved. The action taken by the county regional planning commission on such an appeal may be overruled by a four-fifths vote of the governing body of a public agency whose planning led to the appeal.
- (b) By January 1, 1992, the county regional planning commission shall adopt the airport land use compatibility plans required pursuant to Section 21675.
- (c) Sections 21675.1, 21675.2, and 21679.5 do not apply to the County of Los Angeles until January 1, 1992. If the airport land use plans required pursuant to Section 21675 are not adopted by the county regional planning commission by January 1, 1992, Sections 21675.1 and 21675.2 shall apply to the County of Los Angeles until the plans are adopted.

21670.3 San Diego County

- (a) Sections 21670 and 21670.1 do not apply to the county of San Diego. In that county, the San Diego County Regional Airport Authority, as established pursuant to Section 170002, is responsible for coordinating the airport planning of public agencies within the county and shall, on or before June 30, 2005, after reviewing the existing airport land use compatibility plan adopted pursuant to Section 21675, adopt an airport land use compatibility plan.
- (b) Any airport land use compatibility plan developed pursuant to Section 21675 and adopted pursuant to Section 21675.1 by the San Diego Association of Governments shall remain in effect until June 30, 2005, unless the San Diego County Regional Airport Authority adopts a plan prior to that date pursuant to subdivision (a).

21670.4. Intercounty Airports

- (a) As used in this section, "intercounty airport" means any airport bisected by a county line through its runways, runway protection zones, inner safety zones, inner turning zones, outer safety zones, or sideline safety zones, as defined by the department's Airport Land Use Planning Handbook and referenced in the airport land use compatibility plan formulated under Section 21675.
- (b) It is the purpose of this section to provide the opportunity to establish a separate airport land use commission so that an intercounty airport may be served by a single airport land use planning agency, rather than having to look separately to the airport land use commissions of the affected counties.
- (c) In addition to the airport land use commissions created under Section 21670 or the alternatives established under Section 21670.1, for their respective counties, the boards of supervisors and city selection committees for the affected counties, by independent majority vote of each county's two delegations, for any intercounty airport, may do either of the following:
 - (1) Establish a single separate airport land use commission for that airport. That commission shall consist of seven members to be selected as follows:
 - (A) One representing the cities in each of the counties, appointed by that county's city selection committee.

HOW TO FILE AN AVIATION APPLICATION

The Airport Land Use Commission (ALUC) reviews the plans, regulations and other actions of local agencies and airport operators for consistency with the Airport Land Use Compatibility Plan (ALUCP) **within the airport influence area** for each of the public use airports in Los Angeles County, except for General William J. Fox Airfield and Brackett Field Airport, which have their own Airport Land Use Compatibility Plan. The link to the General William J. Fox Airfield Land Use Compatibility Plan is provided here: http://planning.lacounty.gov/assets/upl/project/aluc_fox-lucp.pdf. The link to the Brackett Field Airport Land Use Compatibility Plan is provided here: http://planning.lacounty.gov/assets/upl/project/brackett_alucp_final.pdf. Please refer to the Los Angeles County Airport Land Use Commission Review Procedures Section 1.5 for the types of land use actions reviewed, including what the parameters are for major land use actions. The link to that document is provided here: http://planning.lacounty.gov/assets/upl/project/eluc_review-procedures.pdf. The details of land use actions subject to ALUC review and the scope of major land use actions are discussed on pages 2-4 to 2-8 of the ALUC Review Procedures.

The ALUC is concerned with only the potential impacts related to noise, safety, airspace protection and overflights.

<p>REQUIREMENTS TO FILE</p>	<p>Before an application will be processed, two steps must first be completed:</p> <ol style="list-style-type: none"> 1. Obtain preliminary approval from the local jurisdiction. 2. Contact the Federal Aviation Administration (FAA), Airports Division, AWP-600, P.O. Box 92007, Los Angeles, CA 90009 to seek airspace clearance. The FAA is concerned with flight safety standards and maintenance of the regional airport and airspace systems.
<p>SUBMITTAL GUIDELINES</p>	<p>To file an application for the ALUC, the following are required:</p> <ol style="list-style-type: none"> 1. One electronic and one hard copy (color) of all project materials. 2. Completion of the Aviation Application form. To download the form, click the link here: http://planning.lacounty.gov/apps 3. Fees: <ul style="list-style-type: none"> • For major aviation land use action cases, please refer to the Fee Schedule. Supplemental deposits may be required to complete the project review if actual staff costs to process the case exceed the amount on deposit. Requires ALUC hearing. • For minor aviation cases, including helipad and heliport projects, please refer to the Fee Schedule. Does not require ALUC hearing. 4. Minor Aviation Projects <ul style="list-style-type: none"> • Completed Aviation Application form. • Submit one CD and one hard copy of all items listed below: • A description of the existing structures, proposed project, location, current zoning, proposed zoning, and what type of impact this new use will have on the local environment. • A schematic drawing (plot plan) of the proposed project drawn to a convenient scale and completely dimensioned. This layout plan should show the area and elevation (stories/mound) of the proposed project as well as all existing and proposed improvements, including lighting, fences, walls, buildings, landscaping and parking. • A listing and/or maps of surrounding land uses within a one mile radius. • Review Consistency Review Matrix for compatibility and provide additional documentation that is relevant to the project 5. Minor Aviation (For a helipad or heliport project) <ul style="list-style-type: none"> • A description of the location of landing site on property, dimensions and weight capacity of pad, current zoning, structures contemplated, hours of operation, number of flights, and what type of impact this new use will have on the local environment. • A schematic drawing (plot plan) of the aircraft landing area drawn to a convenient scale and completely dimensioned. This layout plan should show the area and elevation (stories/mound) of the proposed project as well as all existing and proposed improvements, including lighting, fences, walls, buildings, landscaping and parking. • A listing and maps of noise sensitive land uses, such as schools, churches, hospitals and rest homes within a one mile radius. This will include each uses name, address, direction and distance away from the proposed facility.

**SUBMITTAL
GUIDELINES**

6. For major land use action projects: (Major Aviation)

- Property location data (assessor's parcel number, street address, subdivision lot number).
- A 700' radius map showing the relationship of the project site to the surrounding community, including the existing residential uses and densities and commercial and industrial uses and the relationship to the airport boundary and runways.
- For residential uses – and indication of the proposed number of dwelling units per acre (including any second units on a parcel); for non-residential uses, the number of people potentially occupying the total site or portions of the site at any one time.
- A detailed site plan showing the ground elevations, the location of structures, open spaces, and water bodies, and the heights of structures and trees.
- A scaled map showing relationship of the project site to the airport boundary and runways. Map should also show the current noise contours.
- A list of sensitive uses (such as schools, day care centers, hospitals) within 1 mile radius of the project site.
- Identification of any characteristics that could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight.

7. Major Aviation (For General Plan Updates & Amendments, Specific Plan Updates & Amendments & Zone Code Changes, Updates & Amendments)

- The latest draft of the project document.
- Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
- Any staff reports regarding the project that may have been presented to local agency decision makers.
- Presentations, study sessions on the project.
- Documentation that confirms to the ALUC that the local jurisdiction's planning commission or other body making recommendations to the decision making body has taken action on the project. This should not be the final action (i.e. city council action), but the preliminary action, a stage at which the project has already been subject to public review and is considered near its final form. There is a 30 day period after submission to deem the projects materials complete. After project materials are deemed complete by the ALUC staff, the 60 day period commences for project review and the ALUC public hearing.
- A completed consistency review matrix. To download the form, click the link here: <http://planning.lacounty.gov/apps> then scroll down to Aviation Permit.

8. Major Aviation (For Airport Master Plans or Airport Development Plans)

- Copies of local jurisdiction's Conditional Use Permit and reports with environmental data.
- The FAA Landing Area Proposal (which includes all other landing areas, obstructions and noise considerations).
- A layout plan drawing of the proposed facility or improvements showing the location of property boundaries; runways or helicopter takeoff and landing areas; runway or helipad protection zones and aircraft or helicopter approach/departure flight routes.
- A map of the proposed airspace surfaces as defined by Federal Aviation Regulations, Part 77, if the proposal would result in changes to these surfaces.
- Activity forecasts, including the number of operations by each type of aircraft proposed to use the facility, the percentage of day versus night operations, and the distribution of takeoffs and landings for each runway direction.
- Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant.
- A map showing existing and planned land uses in the areas affected by aircraft activity associated with implementation of the proposed master plan or development plan.
- Any environmental document (initial study, draft environmental impact report, etc.) that may have been prepared for the project.
- Identification and proposed mitigation of impacts on surrounding land uses.

	<ul style="list-style-type: none"> • Documentation that confirms to the ALUC that the local jurisdiction's planning commission or other body making recommendations to the decision making body has taken action on the project. This should not be the final action (i.e. city council action), but the preliminary action, a stage at which the project has already been subject to public review and is considered near its final form.
CASE PROCESSING	<p>Please call (213) 974-6432 for a project submittal appointment. The completed application packet should be submitted in person to: Department of Regional Planning, Airport Land Use Commission, Hall of Records, 320 West Temple Street, Room 1360, Los Angeles, CA 90012.</p> <ul style="list-style-type: none"> • ALUC Planning Staff will examine the materials for completeness and perform an analysis of the project. • ALUC Staff may take up to 30 days to determine if an application is complete. • The date of referral is deemed to be the date on which all applicable project submittal information as listed above is received by ALUC Staff. <p>Reviews by ALUC Staff and when applicable the ALUC shall be completed within 60 days of the date of when a fully complete application is received.</p>
COMMISSION DECISION	<p>When this procedure is concluded, the applicant will receive notification of the date the proposal will appear on the ALUC agenda.</p> <ul style="list-style-type: none"> • Only major aviation cases require an ALUC hearing. A major aviation case is reviewed as a "discussion and possible action" item. This is a public hearing and the applicant or a representative may attend the meeting to answer any possible questions from the ALUC. • The ALUC makes a determination that the project is consistent or inconsistent with the adopted airport land use compatibility plan for that airport. <p>The ALUC will make a final decision on the case to forward to the California Department of Transportation, Division of Aeronautics. The local jurisdiction can overrule the ALUC by a 2/3 vote.</p>

Department of Regional Planning | Los Angeles County Airport Land Use Commission
320 West Temple Street, Los Angeles, California 90012 Telephone (213) 974-6432 or TDD (213) 617-2292
<http://planning.lacounty.gov/aluc>



Regional Planning Commission Airport Land Use Commission

AVIATION APPLICATION

Applications must be submitted in person. Please call (213) 974-6438 for an appointment.

FOR ALUC STAFF USE ONLY		
Permit No.	_____	
Project No.	_____	
Major _____	Minor _____	Submittal Date _____

Please be advised there is a \$3,000 deposit fee required for major land use actions due at the time of submittal of project materials. However, ADDITIONAL FEES MAY BE INCURRED IF THE CASE REQUIRES MORE STAFF TIME. Major land use actions are defined in the Los Angeles County ALUC Review Procedures in Section 1.5.3 on pages 2-7 & 2-8 located at this website address: http://planning.lacounty.gov/assets/upl/project/aluc_review_procedures.pdf.

1. TIMING OF PROJECT SUBMITTAL (TO BE COMPLETED BY THE APPLICANT)

All major land use actions must be submitted to the Airport Land Use Commission (ALUC) for review prior to final approval by the local agency.

Has the local agency taken preliminary action? No Yes Action Date _____

2. DEVELOPMENT PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Property Owner _____	Applicant _____
Phone _____	Phone _____
Mailing Address _____	Mailing Address _____
Email _____	Email _____

3. DEVELOPMENT PROJECT LOCATION (TO BE COMPLETED BY THE APPLICANT)

Street Address _____

Assessor's Parcel No(s) _____

Parcel Size _____ acres _____ square feet

4. DEVELOPMENT PROJECT DESCRIPTION (TO BE COMPLETED BY THE APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed.

Existing Land Use (describe) _____

Proposed Land Use (describe) _____

Existing Zoning (describe) _____

Proposed Zoning (describe) _____

Existing Use(s) and Structure(s) (square feet): _____

Non-residential Uses:

_____ Proposed Occupant Load

_____ Hours of Operation

Total number of existing residential buildings/units: _____

Proposed New Use(s) and Structure(s) (square feet): _____

_____ Total number of proposed residential units: _____

Proposed Maximum Height of Buildings, Structures or Landscape Features (including chimneys, antennas and trees) _____ ft.

Proposed Highest Elevation (above sea level) of any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

Yes

Not Sure

No

If yes, describe _____

Is the project located in a Runway Protection Zone?

Yes

Not Sure

No

If yes, describe _____

5. DEVELOPMENT PROJECTS (TO BE COMPLETED BY THE APPLICANT)

If applicable, please include a 700' radius map of all proposed and existing land uses. For residential projects, include the proposed and the surrounding existing densities per acre. Please submit one color hard copy and one CD copy.

Type of Project _____

Agency Name _____

Staff Contact _____

Phone _____

Email _____

General Plan Amendment

Specific Plan

Zone Change or Amendment

Vesting Tract Map

Parcel Map

Land Division

6. GENERAL PLANS, SPECIFIC PLANS & ZONING CODE AMENDMENTS/PROPOSED PLANS OR CODES:
Requires \$3,000 deposit due upon submission of materials. Cities updating or amending their general plans, new, updated or amended Specific Plans, zoning code updates or amendments, please complete this section and submit the applicable documents, one color hard copy and one CD copy.

General Plan Latest Draft	<input type="checkbox"/>	Agency Name	_____
Specific Plan Latest Draft	<input type="checkbox"/>	Type of Project	_____
Zoning Code Latest Draft	<input type="checkbox"/>	Staff Contact	_____
Environmental Document Latest Draft	<input type="checkbox"/>	Address	_____
Staff Reports	<input type="checkbox"/>	Phone	_____
Staff Presentations	<input type="checkbox"/>	Email	_____
Study Sessions	<input type="checkbox"/>		
Planning Commission Documents	<input type="checkbox"/>		
Maps	<input type="checkbox"/>		

7. AIRPORT MASTER PLANS/AMENDMENTS OR DEVELOPMENT PLANS: **Requires \$3,000 deposit due upon submission of project materials. Please complete the section below and submit the applicable project materials; one color hard copy and one CD copy.**

Copies of the local jurisdiction's Conditional Use Permit	<input type="checkbox"/>	Agency Name	_____
FAA Land Area Proposal	<input type="checkbox"/>	Type of Project	_____
Airport Layout Plan	<input type="checkbox"/>	Staff Contact	_____
Map of proposed airspace surfaces per FAA Part 77	<input type="checkbox"/>	Address	_____
Airport activity forecasts	<input type="checkbox"/>	Phone	_____
Existing and proposed flight track locations	<input type="checkbox"/>	Email	_____
Current and projected noise contour locations	<input type="checkbox"/>		
Map showing existing and proposed land uses	<input type="checkbox"/>		
Environmental document latest version	<input type="checkbox"/>		
Proposed mitigation measures on surrounding land uses	<input type="checkbox"/>		
Planning Commission documents	<input type="checkbox"/>		

**Los Angeles County ALUC Comprehensive Land Use Plan (adopted1991)
Consistency Review Matrix**

Policy	Discussion	Consistent or Inconsistent
General Policies		
G-1 Require new uses to adhere to the Land Use Compatibility Chart.		
G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.		
G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.		
G-4 Prohibit any uses which will negatively affect safe air navigation.		
G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.		
Noise Policies		
N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.		
N-2 Require sound insulation to ensure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.		
N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.		
N-4 Encourage 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		

**Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix**

Policy	Discussion	Consistent or Inconsistent
these noise levels and of any land use restrictions associated with high noise exposure.		
Safety Policies		
S-1 Establish "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (formally called clear zone).		
S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.		
S-3 Prohibit, within a runway protection zone, any use which would direct a steady light or flashing 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.		
S-4 Prohibit, within a designated 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.		
S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.		
S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.		
S-7 Comply with the height restriction standards and procedures set forth in FAR Part 77.		

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Consistency Review Matrix**

Policy	Discussion	Consistent or Inconsistent
Project location (see ALUCP pages 9-10)		
Is the project located in or near a runway protection zone? Would the proposed use result in the congregation of people in a runway protection zone?		
Infill Requirements from LA County ALUC Review Procedures (if applicable)		
3.3.1.b.(1) The parcel size is no larger than 20.0 acres.		
3.3.1.b.(2) At Least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.		
3.3.1.b.(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.		
3.3.1.b.(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g. through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.		
3.3.1.b.(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the compatibility plan unless replacement open land is provided within the same compatibility zone.		
3.3.1.c.(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or		
3.3.1.c.(2) Double the density permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.		

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<p>3.3.1.d.(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or</p>		
<p>3.3.1.d.(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.</p>		