

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

Policy	Discussion	Consistent or Inconsistent
<b>General Policies</b>		
<b>G-1</b> Require new uses to adhere to the Land Use Compatibility Chart.		
<b>G-2</b> Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.		
<b>G-3</b> 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.		
<b>G-4</b> Prohibit any uses which will negatively affect safe air navigation.		
<b>G-5</b> Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.		
<b>Noise Policies</b>		
<b>N-1</b> Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.		
<b>N-2</b> 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.		
<b>N-3</b> Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.		
<b>N-4</b> Encourage local agencies to adopt procedures to ensure that prospective property		

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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.		
<b>Safety Policies</b>		
<b>S-1</b> 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).		
<b>S-2</b> 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.		
<b>S-3</b> 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.		
<b>S-4</b> 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.		
<b>S-5</b> Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.		
<b>S-6</b> Prohibit uses which would generate electrical interference that may be detrimental to the		

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operation of aircraft and/or aircraft instrumentation.		
<b>S-7</b> Comply with the height restriction standards and procedures set forth in FAR Part 77.		
<b>Project location (see ALUCP pages 9-10)</b>		
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?		
<b>Infill Requirements from LA County ALUC Review Procedures (if applicable)</b>		
<b>3.3.1.b.(1)</b> The parcel size is no larger than 20.0 acres.		
<b>3.3.1.b.(2)</b> At Least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.		
<b>3.3.1.b.(3)</b> The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.		
<b>3.3.1.b.(4)</b> 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.		
<b>3.3.1.b.(5)</b> 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.		
<b>3.3.1.c.(1)</b> The average density represented by all existing lots that lie fully or partially within a		

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distance of 300 feet from the boundary of the parcel to be divided; or		
<b>3.3.1.c.(2)</b> Double the density permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.		
<b>3.3.1.d.(1)</b> 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		
<b>3.3.1.d.(2)</b> Double the intensity permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.		