

**DRAFT FINDINGS AND ORDER OF THE LOS ANGELES COUNTY
AIRPORT LAND USE COMMISSION**

ALUC REVIEW OF CITY OF LA VERNE GENERAL PLAN UPDATE

COMMISSION HEARING DATE: November 13, 2024

SYNOPSIS

The Airport Land Use Commission (ALUC) is conducting a consistency review of the proposed City of La Verne General Plan Update (Project). ALUC review is necessary because the General Plan update is a legislative action affecting property within the ALUC's planning boundary, also known as the Airport Influence Area (AIA), surrounding Brackett Field Airport (Airport) within Los Angeles County.

ALUC's consistency determination focuses on how the Project will impact the surrounding land uses of the Airport, and how it will relate to the policies contained in the Brackett Field Airport Land Use Compatibility Plan (ALUCP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION:

[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 an airport served by a scheduled airline to establish an Airport Land Use Commission.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission 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 that establishes airport land use commissions 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 airport land use commission 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.
5. In 1991, the County ALUC adopted the Los Angeles County Airport Land Use Plan (ALUP), that sets forth policies, purposes, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
6. In 2004, the County ALUC adopted the Los Angeles County Airport Land Use Review Procedures (Review Procedures) to be used in conjunction with the compatibility plan for each of the individual airport influence areas (AIA) in the County.

7. In 2015, the County ALUC adopted the Brackett Field Airport Land Use Compatibility Plan (ALUCP) that supersedes the portion of the ALUP applicable to Brackett Field Airport with regard to noise, safety, airspace protection, and overflight concern.
8. Pursuant to Sections 21674(d), 21676(b), 21672(c), 21661.5, 21664.5(a), and 21664.5(b) of the PUC, the County ALUC has the responsibility to review for consistency with the ALUCP, airport master plans, specific plans, general plan amendments and zoning ordinances for consistency with the adopted ALUCP, before final action is taken by the local agency.
9. 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.
10. The 2015 Brackett Field Airport ALCUP includes Brackett Field Airport (Airport), mainly located in the City of La Verne, and established as the planning boundary an AIA that includes the Airport property, four Runway Protections Zones (RPZ) for its two runways, Compatibility Policy Zones A, B1, B2, C1, C2, D, and E, and associated Basic Compatibility Criteria, and maps for Airspace Protection, Site-Specific Exemption Areas, Noise and Overflight Factors, and Safety Factors.
11. The Project comprises a citywide update to the General Plan for the City of La Verne, which includes new and reorganized elements with goals and policies for guiding development, revisions to the General Plan Land Use Map, a Buildout Analysis, and an Environmental Review in the form of a Program Environmental Impact Report (PEIR).
12. The Project is partially located within the AIA of the Airport, including areas within ALUCP Compatibility Zones A, B1, B2, C1, D, and E. Areas of the Project that are not within the AIA of the Airport do not require ALUC review and are excluded from consistency analysis with the ALUCP.
13. The associated Land Use Map changes are only to modify the existing land use designations established by the General Plan to provide clarification for residential and mixed uses within specific plans. The Project also adds a Very High Density Residential (0-32 du/ac) land use category, however, no land has been assigned to this designation. There are no zoning updates or changes associated with the Project.
14. The Project is consistent with ALUCP Policy 2.2.1 in that the General Plan does not create new residential development within the 60dB Community Noise Equivalent Level (CNEL) contour of the Airport or Compatibility Zones A, B1, B2, and C1. General Plan Policy PS-6.1 would also have development maintain land use compatibility with the adopted ALUCP, which includes meeting the land use acceptability in the Basic Compatibility Table (Table 2A).
15. The Project is consistent with ALUCP Policy 2.2.2 in that Table PS-1, Land Use Compatibility Table for Community Noise Environment, includes land uses that require sound insulation based on noise levels.
16. The Project is consistent with ALUCP Policy 2.2.3 in that the Public Safety Element establishes Table PS-1, a Land Use Compatibility Table for Community Noise Environment, for standards to follow when reviewing development projects, especially noise sensitive uses.
17. The Project is consistent with ALUCP Policy 2.3.1 and 2.3.2 in that the General Plan land use changes do not change or increase the residential development density or nonresidential development intensity to meet the basic compatibility criteria of Table 2A.

18. The Project is consistent with ALUCP Policy 2.3.6 in that land uses of special concerns are also accounted for in ALUCP Table 2A and marked as incompatible for certain Compatibility Zones, and the General Plan directs development to maintain consistency with the ALUCP.
19. The Project is consistent with ALUCP Policy 2.4.2 in that Policy PS-6.4 sets object height criteria to follow FAR Part 77.
20. The Project is consistent with ALUCP Policy 2.4.3 in that land use with sources of glare, bright lights, dust, steam, smoke, emissions that could cause thermal plumes, electrical interference, and features that would cause an increased attraction of wildlife or birds are not included.
21. The Project is consistent with ALUCP Policy 2.5.1, 2.5.2, and 2.6.1 as no specific construction or entitlements for development projects are included that would require notification, disclosure, or an easement dedication for overflight or airport proximity.
22. The Project is consistent with ALUCP Policy 2.7.2 and 2.7.4 in that the changes in land use designation to Specific Plan Mixed Use for site-specific exception areas of Old Town La Verne and University of La Verne West Campus do not change the existing specific plan zoning or development standards.

BASED ON THE FOREGOING, THE AIRPORT LAND USE COMMISSION DETERMINES:

In view of the findings of fact and conclusions presented above, the Project presented in Aviation Case No. RPPL2024005182 is **consistent** with the Brackett Field Airport ALUCP.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

ACTION DATE: