



County of Los Angeles
 Airport Land Use Commission
 320 West Temple Street, 13th Floor
 Los Angeles, California 90012

PROJECT NUMBER

PRJ2022-004615

HEARING DATE

November 6, 2024

REQUESTED ENTITLEMENT(S)

ALUC Case No. RPPL2024001669

- General Plan/Specific Plan Amendment
- Zone Change Amendment
- Development Agreement
- Zoning Ordinance
- Major Land Development
- Airport Land Use Compatibility Plan

STAFF ANALYSIS
AIRPORT LAND USE COMMISSION

PROJECT NAME

Los Angeles County South Bay Area Plan

OWNER / APPLICANT

Los Angeles County

PROJECT DESCRIPTION

This is a Los Angeles County Airport Land Use Commission (ALUC) review of the South Bay Area Plan (SBAP) and associated General Plan Amendment, Zone Change Ordinances, and Environmental Review (Project) for Los Angeles County. The purpose of this review is to determine the consistency of the Project with the Los Angeles County Airport Land Use Plan (ALUP). The Project covers certain properties within the Airport Influence Area (AIA) of Los Angeles International Airport (Airport), which are located immediately to the east and south of the Airport within the unincorporated communities of Del Aire and Lennox. The Project also includes several other unincorporated communities within the SBAP and a Specific Plan Amendment, but as they are not within any AIA, they are excluded from ALUC review.

The purpose for the ALUC review of the Project is “to protect public health, safety, 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.” (Section 21670(a)(2) of the California Public Utilities Code)

LA County Planning will hold a public hearing for the Project along with the Final Program Environmental Impact Report on October 30, 2024, and recommended approval of the Project to the Los Angeles County Regional Planning Commission. The ALUC will review the Project for a determination of consistency with the adopted ALUP at the ALUC meeting on November 6, 2024. The Project is slated for a public hearing with the Los Angeles County Board of Supervisors on January 21, 2025.

STAFF EVALUATION / RECOMMENDATION

Staff recommends the following motion:

I move that the Airport Land Use Commission find the project PRJ2022-004615/Aviation Case No. RPPL2024001669 (South Bay Area Plan and associated General Plan Amendment, Zone Change Ordinances, and Environmental Review for Los Angeles County) is **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

NAME OF AIRPORT

Los Angeles International Airport (LAX)

CASE PLANNER:

Lauren De la Cruz

PHONE NUMBER:

(213) 974-6432

E-MAIL ADDRESS:

ldelacruz@planning.lacounty.gov

ADDRESS	UNINCORPORATED COMMUNITY OR INCORPORATED CITY	ASSESSORS ID NUMBER(S)
Multiple addresses	Unincorporated Lennox and Del Aire	Multiple parcels

COMMUNITY / AREA PLAN	COMMUNITY STANDARDS DISTRICT
South Bay Planning Area	N/A

EXISTING LAND USE(S)

The Project area within the AIA of the Airport is comprised mostly of the unincorporated community of Lennox, which is primarily residential, with some commercial and industrial uses, and a small residential portion of Del Aire. The Project does not propose to change these land uses significantly, rather it only proposes to modify the existing land use designations established by the County General Plan to correct inconsistencies between the zoning and land use.

ZONING

The Project area zoning includes Single-Family Residence (R-1), Two-Family Residence (R-2), Limited Density Multiple Residence (R-3), Neighborhood Commercial (C-2), General Commercial (C-3), Light Manufacturing Industrial Preservation Zone (M-1-IP), Restricted Heavy Manufacturing Industrial Preservation Zone (M-1.5-IP), Heavy Manufacturing Industrial Preservation Zone (M-2-IP), and Mixed Use (MXD). The Project proposes minor modifications to the zoning of specific properties within the AIA in unincorporated Lennox to be consistent with the County General Plan land use designations. Additional zone changes for Del Aire and Lennox as part of the SBAP that are not within any AIA are not subject to ALUC review.

SITE AREA	BUILDING HEIGHT	AREA OF IMPROVEMENTS
Portions of unincorporated Del Aire and Lennox within the AIA of LAX – immediately east and south of LAX	R-1, R-2, R-3: 35 feet maximum height C-2: 35 feet C-3: 13x buildable area	Portions of unincorporated Del Aire and Lennox within the AIA of LAX – immediately east and south of LAX

PROJECT REFERRED BY Los Angeles County

ENVIRONMENTAL DETERMINATION (CEQA): Environmental Impact Report

A Program Environmental Impact Report (PEIR) (**Exhibit D**) was prepared for this Project in accordance with CEQA Guidelines Section 15168(a). As a policy document with no specific construction or development, environmental assessment was needed to determine indirect impacts from programmatic changes to existing land use and zoning. The PEIR’s impact assessments for ALUC’s areas of concern, which are aesthetics, hazards, land use, and noise, identify mostly less than significant impacts associated with the SBAP modifications to the County General Plan land use designations and zoning changes as they pertain to the unincorporated communities of Del Aire and Lennox.

BACKGROUND

The County's General Plan identifies 11 Planning Areas within Los Angeles County, including the South Bay Planning Area, which consists of the unincorporated communities of Alondra Park/El Camino Village, Del Aire, Hawthorne Island, La Rambla, Lennox, West Carson, Westfield/Academy Hills, and Wiseburn. The County's General Plan includes the Planning Areas Framework Program, which requires the creation of an area plan for the unique geographic, demographic, and social diversity of each Planning Area. The Project subject to ALUC review is the SBAP, which includes amendments to the County General Plan, zone changes and a program EIR. Portions of the SBAP located in Del Aire and Lennox are within the AIA of the Airport, which are subject to a consistency review with the ALUP. The areas and communities of the SBAP that are not within an AIA are excluded from ALUC review.

The goals and policies of the SBAP are to establish policies for sustainable development; prioritize, equity and environmental justice; implement the County's Housing Element; consider different ways to move around communities; celebrate community identity and culture; and ensure land use and zoning consistency through 2045. This will be accomplished by aligned changes to the County General Plan land use map with updated land use designation distributions and rezoning throughout the SBAP, amending the Planning and Zoning Code (Title 22) to allow for neighborhood serving Accessory Commercial Units in residential zones, and establish a Planning Area Standards District (PASD) and specific plan updates.

Consideration has been made for the portions of Del Aire and Lennox that are within the AIA, with no significant changes to County General Plan land use designations or zoning in this portion of Del Aire and less than significant changes to County General Plan land use designations and rezoning in Lennox. The main land use designation changes are redesignating Residential H18 to Residential H30 along portions of Lennox Boulevard, Burin Avenue, east of Hawthorne Boulevard and west of Prairie Avenue, and Residential H9 to Residential H18 at the northwest block of Felton Avenue, while the zoning remains the same. Rezoning within the AIA is minimal and includes several specific properties to make technical corrections on existing development on the ground, such as rezoning Lennox Park from R-2 to O-S, and parcels on the Lennox Boulevard corridor with split R-3-P/C-3 zoning to be solely zoned C-3. The PEIR has also analyzed an alternative (PEIR, Alternative D), which excludes changes located within the Airport Noise Contours, which is only slightly less impactful than being included in the Project.

STATUTORY REQUIREMENTS

California Public Utilities Code (PUC) Section 21670.2 established the Los Angeles County Regional Planning Commission as the Los Angeles County Airport Land Use Commission with the mission of protecting public health, safety, 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 around public airports.

PUC Section 21676(b) directs local agencies to submit for ALUC review general plans, specific plans, or the adoption of zoning ordinances or building regulations affecting property within an AIA for consistency with the adopted 1991 ALUP.

Furthermore, ALUC Review Procedures Section 1.5.1.(a) states that the adoption or approval of any general or specific plan, or amendment thereto, affecting property within an AIA, shall be referred to ALUC for a determination of consistency with the Los Angeles County ALUP.

AIRPORT LAND USE COMPATIBILITY PLAN: Los Angeles County Airport Land Use Plan

In 1991, the ALUC adopted the ALUP, which sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them. The adopted ALUP contains policies to help minimize the public's exposure to excessive noise and safety hazards associated with

airport operations. The Airport is covered by the ALUP and includes the unincorporated areas of Del Aire and Lennox in the AIA.

ANALYSIS OF CONSISTENCY WITH AIRPORT LAND USE PLAN POLICIES

ALUP General Policies and Analysis

ALUP general policies establish a land use compatibility table for all land uses within the AIA, require evaluation of projects based on the compatibility table, encourages consideration of aviation easements, and discourage land use projects that could negatively affect safe air navigation.

The ALUP Land Use Compatibility Table lists recreation, agriculture, industrial and commercial land uses within the 65 dB Community Noise Exposure Level (CNEL) contours as compatible from an airport land use perspective. Residential and recreational uses are also listed as compatible uses provided sound insulation needs are reviewed and lists educational facilities as not compatible. The Table also states to avoid residential development within 70 dB or greater CNEL contours.

The Project authorizes changes to land use designations within portions of unincorporated Lennox that are located within the AIA of the Airport. Parcels designated H18 along the corridors of Lennox Boulevard, Burin Avenue, east of Hawthorne Boulevard and west of Prairie Avenue will be redesignated to H30, and parcels designated H9 along the northwest block of Felton Avenue and West 104th Street will be redesignated H18 (SBAP Appendix C, Figure C.5). The majority of Lennox is already developed with existing residential uses and considered nonconforming with the Land Use Compatibility Table. This does not introduce any new residential uses to the area, however, it would increase the residential density for 286 parcels of the 1,712 parcels within the AIA in Lennox. Draft PEIR Table 3-3 calculates implementation of the Project would result in 949 additional dwelling units for Lennox overall, though as a policy document the Project does not propose any direct development or construction. The PEIR included an analysis on Alternative D, where the Project development would exclude land use changes within the Airport Noise Contours in Lennox. The Alternative D analysis concluded this would not eliminate any significant impacts to land use, hazards, noise, or population and housing as the changes adopted by the Housing Element Update in 2022 would still be implemented and there would only be a difference of 137 fewer dwelling units. PEIR Section 4.11 on Land Use notes there could be potential conflicts, however, it acknowledges the LAX AIA as a special management area where ALUC has review jurisdiction for individual development projects which are subject to existing consistency review with the ALUP policies and ALUC Review Procedures, including obtaining obstruction clearance from the FAA for safe air navigation. Therefore, this would result in less than significant impacts for the Project.

The Project also introduces ACUs (SBAP Policy LU 4.5) to certain corner-lot locations within residential neighborhoods, which would be compatible uses within the 65 dB and 70 dB CNEL contours, provided sound insulation needs are reviewed. The development standards for R-2 and R-3 zones allow for a maximum building height of 35 feet, for both new residential and ACU uses.

As a component of the County General Plan (Aviation Case No. RAV-201400002) and Housing Element (Aviation Case No. RPPL2021002776), which ALUC reviewed in 2014 and 2021 respectively and determined both to be consistent with the ALUP, the Project has been developed to be consistent with these policy documents.

Based on the above analysis, the Project is **consistent** with ALUP General Policies G-1 through G-5.

ALUP Noise Policies and Analysis

ALUP noise policies establish a system for measuring noise, sets sound insulation standards for qualified projects, establishes the Land Use Compatibility Table (**Exhibit A**) and encourages a statement of noise disclosure for properties in affected areas.

Figure 4.13-2 of the PEIR shows the land use changes in unincorporated Lennox within the AIA and 65 dB CNEL contours of the Airport, which remain residential and a few commercial parcels for consistency with the existing uses. PEIR Section 4.13 on Noise references ALUP Policy N-2 for requiring new residential, educational, and health-related uses within 65 dB CNEL to have sound insulation for a maximum interior noise level of 45 dB for projects requiring ALUC review. In addition to ALUP Policy N-3, using the Land Use Compatibility Table for evaluating project, the County General Plan Noise Element Policy N 1.12 requires consideration of noise levels from transportation facilities, such as airports, to assure compatibility with adjacent land use proposals and meet the County's goal of reducing excessive noise impacts.

Based on the above analysis, the Project is **consistent** with ALUP Noise Policies N-1 through N-4.

ALUP Safety Policies and Analysis

ALUP safety policies require the establishment of safety zones and set criteria for limiting uses that may create a safety hazard for aircraft in the air and people on the ground.

The Project area includes portions of unincorporated Lennox that are within established AIA planning boundaries for the Airport, as mapped in Draft PEIR Figure 4.9-12 and the ALUP, which also include mapped Runway Protection Zones (RPZs) and Inner Safety Zones for the four runways. Only a small area of Lennox east of La Cienega Boulevard and west of Buford Avenue is within an Inner Safety Zone, which include industrial and residential uses. None of Lennox is located within a RPZ, therefore ALUP Policies to prohibit above ground storage of hazardous materials, lighting associated with airport operations, and objects that rise above the approach surface do not apply. The Project does not include any new uses within the AIA that would attract birds, emit smoke, or cause electrical interference to cause unsafe air navigation or operations. Several goals and policies of the Project include additional lighting sources for safety and security within the Project area, as assessed in Section 4.1 of the PEIR for Aesthetics. Impacts from lighting and glare are determined to be less than significant as the focus is for pedestrian-scale lighting for pedestrian trips, and regulations in the SBAP Implementation Ordinance include lighting standards to avoid light trespass onto adjacent properties by having shielded fixtures that are directed toward the ground. ALUP Policy S-7 also requires compliance with the FAA's Part 77 guidelines for building height restrictions, which also aligns with the maximum building height of 35 feet in zones R-2 and R-3 in Lennox, as analyzed in PEIR Section 4.9 on Hazards and Hazardous Materials.

Based on the above analysis, the Project is **consistent** with ALUP Safety Policies S-1 through S-7.

CONCLUSION

Staff analyzed the Project for consistency with the ALUP policies. The analysis concludes Project presents no conflicts or inconsistencies with the ALUP and ALUC Review Procedures. The Project is therefore **consistent** with the ALUP.

CONSISTENCY WITH THE (GENERAL/LOCAL/SPECIFIC) PLAN

ALUC has reviewed the County General Plan at a hearing on November 25, 2014, and the Housing Element Update of that General Plan at a hearing on September 1, 2021, and determined it to be consistent with the ALUP.

The Staff Report submitted to the Los Angeles County Regional Planning Commission for a public hearing on October 30, 2024, states that the Project will be establishing the South Bay Area Plan as a component of the County General Plan. The Project is consistent with all the other Elements of the County General Plan in that

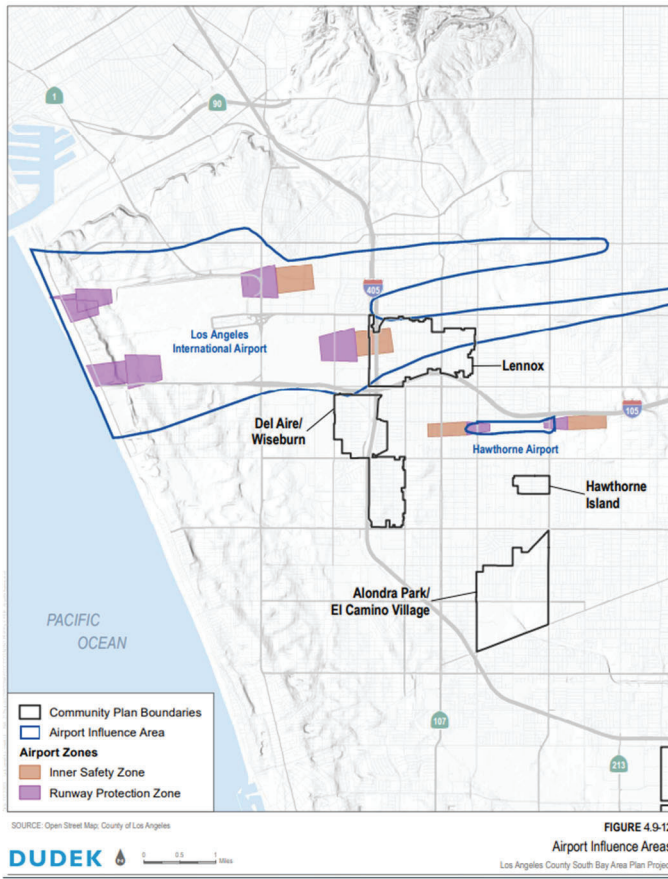
it does not require any significant changes to those Elements or recommend policies or programs that would impact airports at the expense of the goals and policies within the County General Plan.

STATUS OF PROJECT

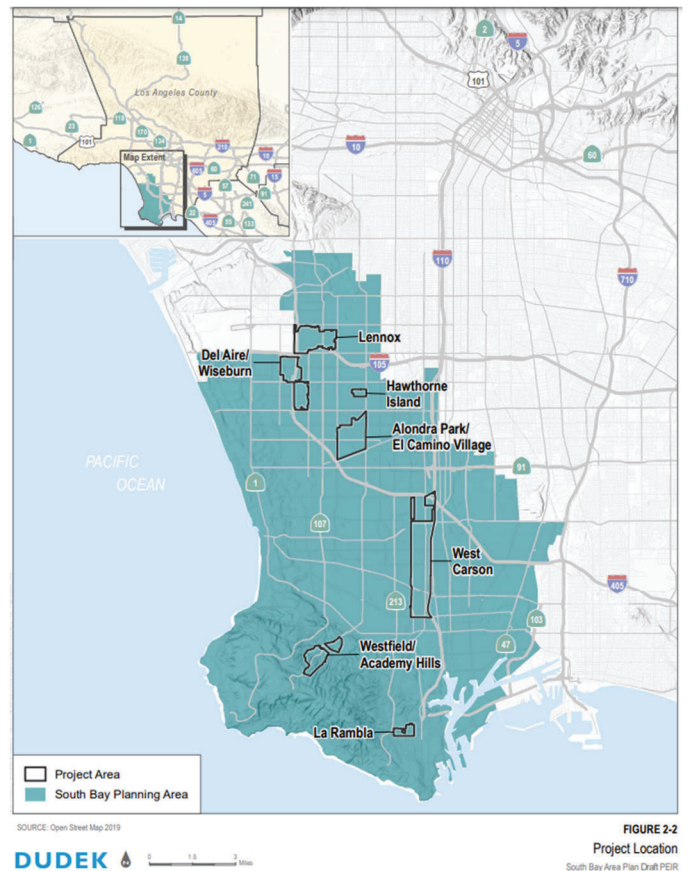
Reviewed by other Review Authority?	Will be reviewed on October 30, 2024
Name of Review Authority:	Los Angeles County Regional Planning Commission
Decision of the Review Authority:	Pending
Date of Decision:	Pending

MAPS – Also in Exhibit B

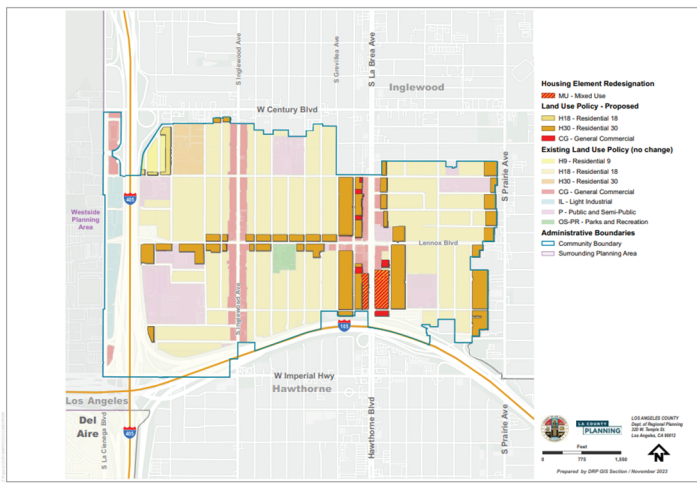
AIRPORT INFLUENCE AREA



PROJECT AREA MAP



LAND USE CHANGES



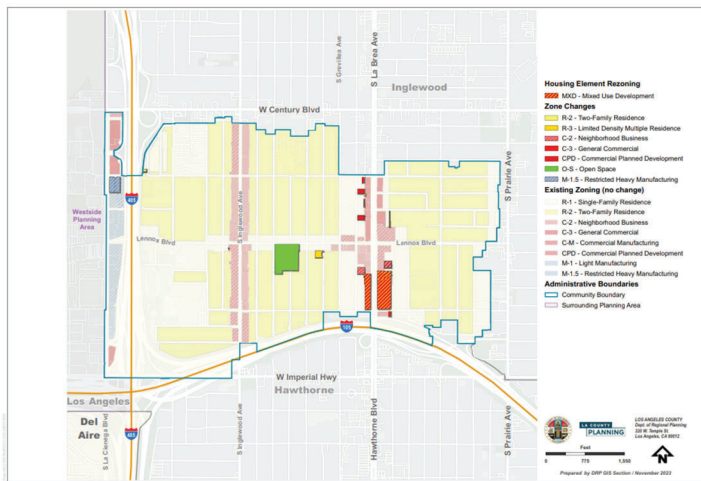
SOURCE: Los Angeles County Department of Regional Planning, 2020

FIGURE 3-1E

DUDEK

Proposed General Plan Land Use, Lemox
 Los Angeles County South Bay Area Plan Project

ZONE CHANGE ORDINANCES



SOURCE: Los Angeles County Department of Regional Planning, 2020

FIGURE 3-2E

DUDEK

Proposed Zoning, Lemox
 Los Angeles County South Bay Area Plan Project

PUBLIC COMMENTS

At the time of preparing this Staff Report, staff has not received any comments. Any comments submitted will be forwarded as soon as they are received.

**Report Reviewed
 By:**

Bruce Durbin

Bruce Durbin, Supervising Regional Planner

**Report Approved
 By:**

Connie Chung

Connie Chung, Deputy Director

LIST OF ATTACHED EXHIBITS

EXHIBIT A	ALUP Policies and Land Use Compatibility Table
EXHIBIT B	Project Maps
EXHIBIT C	Draft Findings and Order
EXHIBIT D	South Bay Area Plan Project Links
EXHIBIT E	Notice of ALUC Hearing

IV. POLICIES AND PROGRAMS

The following policies and programs apply to all airports except Fox Airfield, which has a separate compatibility plan with its own policies and programs.

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


Policies related to noise:

- 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 insure 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 these noise levels and of any land use restrictions associated with high noise exposure.

Policies related to safety

- 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). (See Appendix)
- 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.

V. STATEMENT OF LAND USE COMPATIBILITY

<i>LAND USE COMPATIBILITY TABLE</i>						
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>					
	<i>Community Noise Exposure</i>					
<i>Land Use Category</i>	<i>55</i>	<i>60</i>	<i>65</i>	<i>70</i>	<i>75</i>	
<i>Residential</i>						
<i>Educational Facilities</i>						
<i>Commercial</i>						
<i>Industrial</i>						
<i>Agriculture</i>						
<i>Recreation</i>						

Consider FAR Part 150 for commercial and recreational uses above the 75 CNEL.

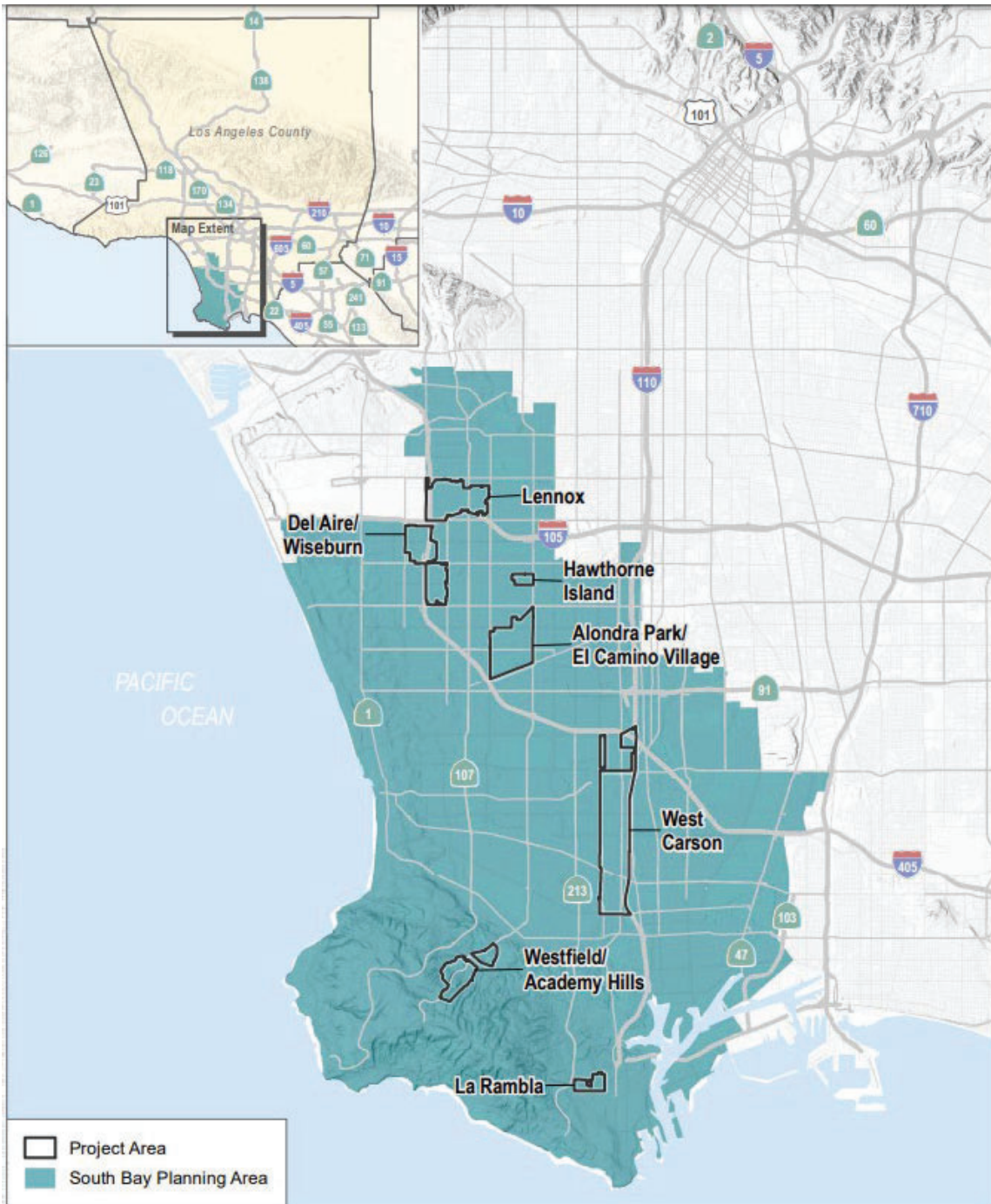
Los Angeles County Airport Land Use Plan

http://planning.lacounty.gov/assets/upl/data/pd_alup.pdf

ALUC Review Procedures

http://planning.lacounty.gov/assets/upl/project/aluc_review-procedures.pdf

PROJECT AREA

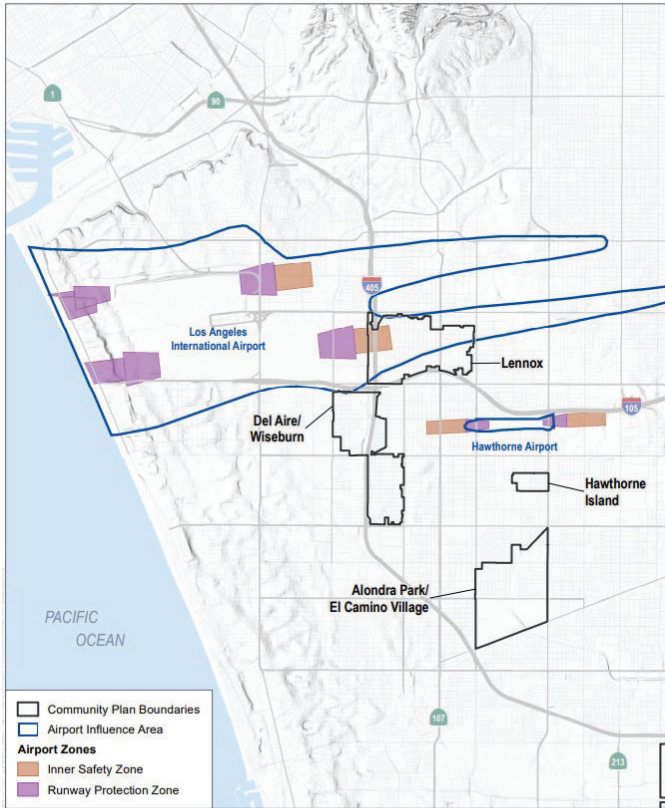


SOURCE: Open Street Map 2019



FIGURE 2-2
Project Location
South Bay Area Plan Draft PEIR

AIRPORT INFLUENCE AREA

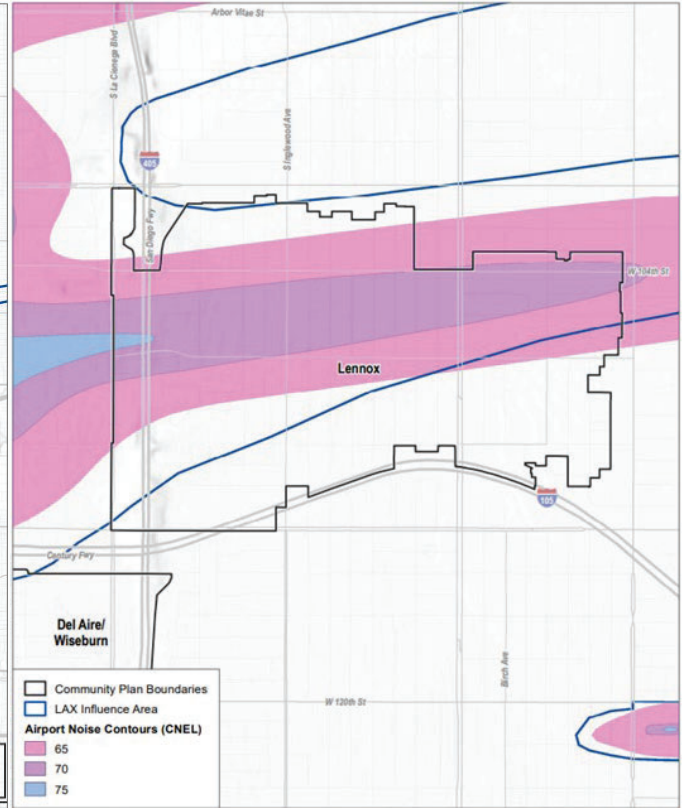


SOURCE: Open Street Map; County of Los Angeles

FIGURE 4.9-12

Airport Influence Areas

Los Angeles County South Bay Area Plan Project



SOURCE: Open Street Map; County of Los Angeles

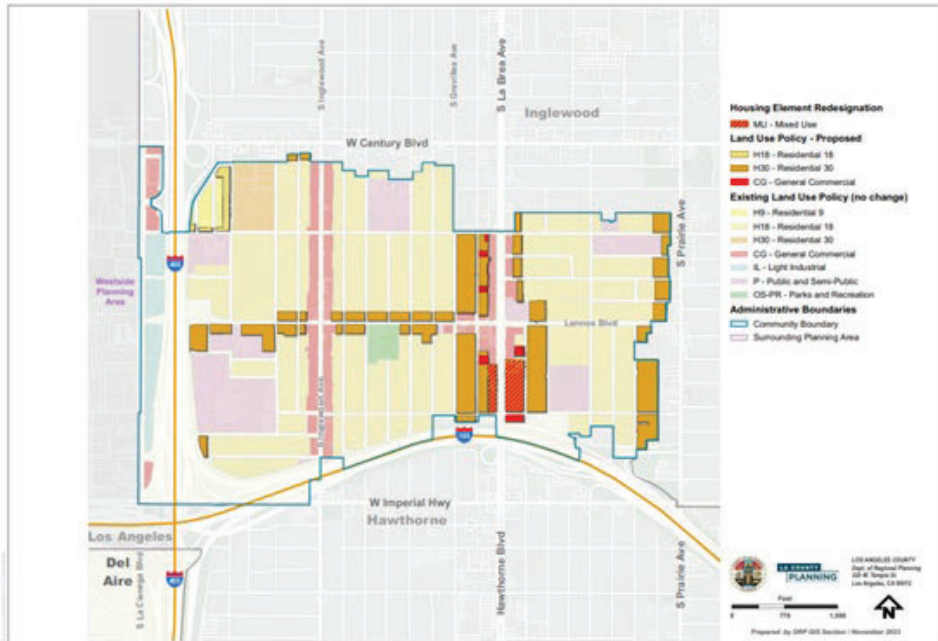
FIGURE 4.13-1

LAX Aviation Noise Contours

Los Angeles County South Bay Area Plan Project



LAND USE CHANGES

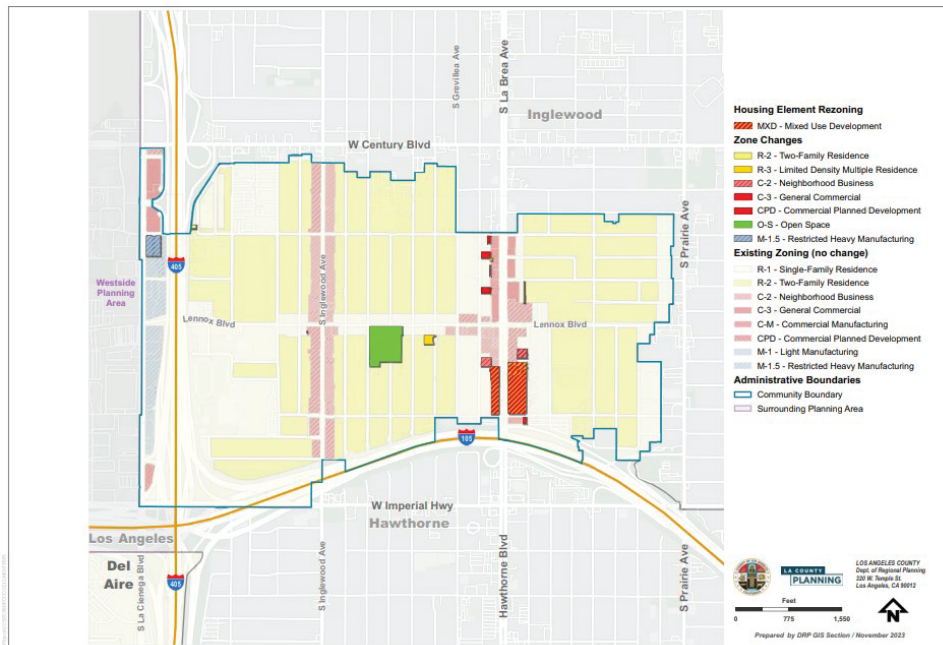


SOURCE: Los Angeles County Department of Regional Planning, 2023

FIGURE 3-1E
Proposed General Plan Land Use, Lennox
Los Angeles County South Bay Area Plan Project



ZONE CHANGE ORDINANCES



SOURCE: Los Angeles County Department of Regional Planning, 2023

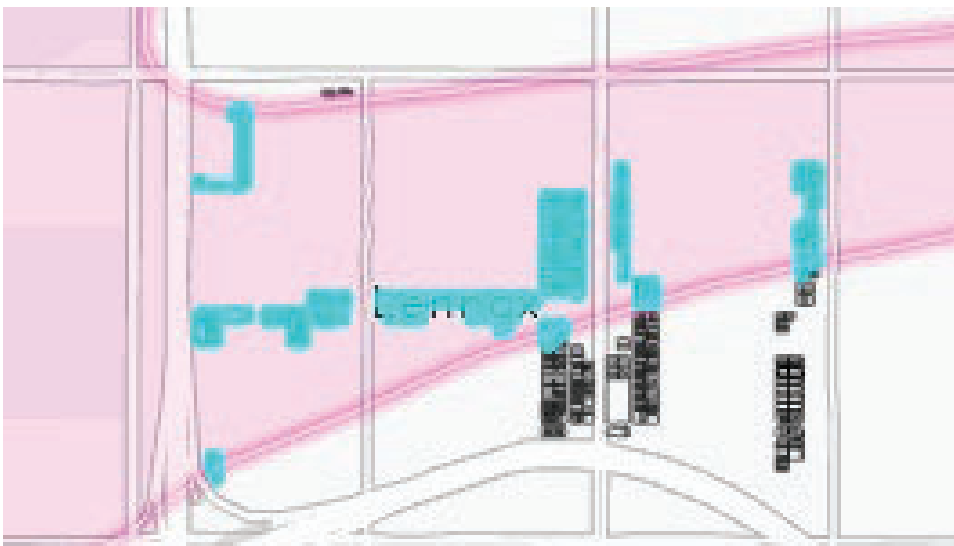
FIGURE 3-2E
Proposed Zoning, Lennox
Los Angeles County South Bay Area Plan Project



GIS MAP OF UNINCORPORATED PARCELS IN THE AIRPORT AIA



GIS MAP OF LENNOX PARCELS WITH LAND USE CHANGES IN THE AIRPORT AIA



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

ALUC REVIEW OF THE LOS ANGELES COUNTY SOUTH BAY AREA PLAN

COMMISSION HEARING DATE: November 6, 2024

SYNOPSIS

The Airport Land Use Commission (ALUC) is conducting a consistency review of the proposed South Bay Area Plan and associated Zone Change Ordinances and Final PEIR (Project) for Los Angeles County. ALUC review is necessary because the General Plan Amendment and Zone Change Ordinances are legislative actions affecting property within the ALUC's planning boundary, also known as the Airport Influence Area (AIA), surrounding Los Angeles International 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 Los Angeles County Airport Land Use Plan (ALUP).

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 Los Angeles 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 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. The ALUP provides for the orderly development of Los Angeles County's public use airports and the area surrounding them. The ALUP contains policies and criteria, including a 65 dB Community Noise Equivalent Level (CNEL) contour, that minimize the public's exposure to

excessive noise and safety hazards. This contour is the planning boundary, also called the Airport Influence Area (AIA), for each airport.

7. Pursuant to Sections 21674(d), 21676(b), 21672(c), 21661.5, 21664.5(a), and 21664.5(b) of the PUC, the ALUC has the responsibility to review for consistency with the ALUP, airport master plans, specific plans, general plan amendments and zoning ordinances for consistency with the adopted ALUP, before final action is taken by the local agency.
8. 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.
9. The 1991 Los Angeles County ALUP includes Los Angeles International Airport (Airport), located in the City of Los Angeles, and established as the planning boundary an AIA that includes the Airport property, five Runway Protection Zones (RPZ) for its four runways, and the 65 dB CNEL noise contour.
10. In 2015, the County adopted a "Planning Areas Framework" as part of the County General Plan Update, which identified 11 Planning Areas, including the South Bay Planning Area, to develop area plans that balance the countywide needs with local priorities based on unique geographic, demographic, economic, and social concerns of each Planning Area.
11. The Project is comprised of amendments to the County General Plan, a Zone Change Ordinance, and Environment Review (Program Environmental Impact Report) to establish the South Bay Area Plan for the South Bay Planning Area.
12. The Project is partially located within the AIA of the Airport, which covers certain properties within the unincorporated communities of Del Aire and Lennox. Only Lennox has properties within the AIA that are affected by the Project's General Plan Amendments and Zone Change Ordinance.
13. The Project does not propose significant land use changes in Lennox that are within the AIA. Changes are to modify the existing land use designations established by the County General Plan to correct inconsistencies where the zoning and land use category did not match. This includes Parcels designated H18 along the corridors of Lennox Boulevard, Burin Avenue, east of Hawthorne Boulevard and west of Prairie Avenue will be redesignated to H30 and align with the R-3 zoning, and parcels designated H9 along the northwest block of Felton Avenue and West 104th Street will be redesignated H18 to align with the R-2 zoning.
14. The Project does not propose significant rezoning changes in Lennox that are within the AIA. Several individual parcels have been rezoned to make technical corrections on existing developments on the ground and resolve split zoned parcel issues.
15. The Project is consistent with ALUP Policy G-1, G-2, and N-3 as no new residential and other noise-sensitive land uses will be directly developed by the Project as advised by the ALUP Land Use Compatibility Table and new development proposals that qualify as Major Land Use Actions per the ALUC Review Procedures document would still be subject to ALUC review.
16. The Project is consistent with ALUP Policy G-4 in that all qualifying projects within an AIA are subject to ALUC review and obtain obstruction clearance from the Federal Aviation Administration (FAA) to ensure the projects do not negatively affect safe air navigation.
17. The Project is consistent with ALUP Policy G-5 in that all development is guided by the Noise Element of the County General Plan.
18. The Project is consistent with ALUP Policy N-1 in that the SBAP considers the ALUP Land Use Compatibility Table and mapped CNEL contours in the land use and zoning changes within Lennox.

19. The Project is consistent with ALUP Policy N-2 in that all qualifying residential, educational, and health-related use projects within the 65dB CNEL contour are subject to ALUC review and would require sound insulation for a maximum interior noise level of 45 dB.
20. The Project is not located within any established RPZ in the County ALUP, therefore, ALUP Policies S-2, S-3 and S-4 are not applicable.
21. The Project is consistent with ALUP Policies S-5 and S-6 in that the SBAP addresses issues of light and glare and does not include new uses that would attract large concentrations of birds, emit smoke, or generate electrical interference which may affect safe air navigation or aircraft operations.
22. The Project is consistent with ALUP Policy S-7 in that R-2 and R-3 zones establish maximum building heights which comply with the FAA's Part 77 regulations, and all development projects in the Project area subject to ALUC review are required to obtain obstruction clearance from the FAA for compliance with Part 77 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 Major Aviation Case No. RPPL2024001669 is **consistent** with the ALUP.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

ACTION DATE:

SOUTH BAY AREA PLAN (SBAP) PROJECT LINKS

October 30, 2024 Regional Planning Commission Hearing materials:

<https://lacrpl.legistar.com/LegislationDetail.aspx?ID=6829934&GUID=D3A4BA8C-DDC8-4D5E-8FC2-2ACAD5543D26>

- EXHIBIT A- Draft Resolution of the RPC
- EXHIBIT B- Proposed Amendments to the General Plan
- EXHIBIT C- SBAP with Appendices
- EXHIBIT D- SBAP Zone Change Maps
- EXHIBIT E- SBAP Implementation Ordinance
- EXHIBIT M- SBAP Final Program Environmental Impact Report (PEIR)

SBAP Project Webpage:

<https://planning.lacounty.gov/long-range-planning/south-bay-area-plan/documents/>

- Draft Public Review Documents (5/6/2024)
- Environmental/CEQA Documents
- Regional Planning Commission Hearing Documents

NOTICE OF PUBLIC HEARING

The Los Angeles County Airport Land Use Commission (ALUC) will conduct a public hearing to consider the project described below. You will have an opportunity to testify, or you can submit written comments to the planner below or at the public hearing.

Hearing Date and Time: Wednesday, November 6, 2024 at 9:00 a.m.

Hearing Location: Hall of Records, 320 West Temple Street Room 150, Los Angeles, CA 90012. Virtual (Online) at bit.ly/ZOOM-RPC. By phone at (669) 444-9171 or (719) 359-4580 (ID: 858 6032 6429).

Project: Project No. 2022-004615/Aviation Case No. RPPL2024001669 – South Bay Area Plan

Project Location: Unincorporated communities of Del Aire and Lennox – within the 2nd Supervisorial District
Project Description: The South Bay Area Plan (SBAP) will develop policies for future community growth and development to respond to the unique and diverse character of the communities within the planning area. The area plan includes modifications to General Plan land use designations and zoning changes in the unincorporated communities of Del Aire and Lennox, which are located within the Airport Influence Area of Los Angeles International Airport (LAX).

For more information regarding this application, contact **Lauren De La Cruz**, Los Angeles County Department of Regional Planning (LA County Planning) via e-mail at ldelacruz@planning.lacounty.gov or by telephone: (213) 974-6432. Case materials are available online at <https://lacrpl.legistar.com/LegislationDetail.aspx?ID=6890544&GUID=509A00F0-E791-46BF-9668-8C0B4839E00B>. All correspondence received by LA County Planning shall be considered a public record.

If you need reasonable accommodations or auxiliary aids, contact the Americans with Disabilities Act (ADA) Coordinator at (213) 974-6488 (Voice) or (213) 617-2292 (TDD) with at least 3 business days' notice. **Si necesita más información por favor llame al (213) 974-6411.**