

# Attachment B

AVIATION CASE NO. RPPL2021000060  
PROJECT NO. R2021-000530-(4)

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

### ALUC REVIEW OF GLOBEMASTER CORRIDOR SPECIFIC PLAN

**COMMISSION HEARING DATE:** March 3, 2021

#### SYNOPSIS

The Airport Land Use Commission (ALUC) is conducting a consistency review of the proposed Globemaster Corridor Specific Plan and associated Zone Change Ordinances (Project) for the City of Long Beach. ALUC review is necessary because the Specific Plan and Zone Change Ordinances are legislative actions affecting property within the ALUC's planning boundary, also known as the Airport Influence Area (AIA), surrounding Long Beach 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:** Staff presented on the Project, including analysis of the Project for consistency with the County ALUP. Staff recommended the ALUC to find the ordinance consistent with the County ALUP. There was no public testimony. Without discussion, ALUC closed the hearing and moved to find the Project consistent with the County ALUP.

#### 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. 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 County 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 Long Beach Airport (Airport), located in the City of Long Beach, and established as the planning boundary an AIA that includes the Airport property, 10 Runway Protection Zones (RPZ) for its five runways, and the 65 dB CNEL noise contour.
10. The McDonnell-Douglas (later Boeing) Globemaster airplane manufacturing plant on Cherry Avenue and Wardlow Road adjacent to the Airport was one of the major centers of employment for Long Beach since World War II, producing military transport planes for the U.S. Department of Defense (DOD). In 2015, due to changes in manufacturing demands, Boeing shuttered the plant.
11. In 2016, the City of Long Beach commissioned a transition study with a grant from the DOD to redevelop the Globemaster property for peacetime uses. The study showed a strong demand to keep the property and surrounding areas as major centers of employment. This transition study served as the base for a new Specific Plan.
12. The Specific Plan includes the Globemaster property and surrounding areas along Cherry Avenue on the west side of the Airport and Spring Street on the south side of the Airport. These properties will remain exclusive for industrial and commercial purposes, with six new land use districts and two overlay zones. The Specific Plan has a targeted vision of what type of businesses will be allowed, along with development regulations to ensure compatibility with the Airport.
13. The associated Zone Change Ordinances will bring two existing Planned Development (PD) Zones into the Specific Plan, by repealing one PD Zone (PD-13) and splitting the other PD Zone (PD-19) into half.
14. The Project is consistent with ALUP Policies G-1, G-2, N-2 and N-3 in that the Specific Plan references the ALUP's Land Use Compatibility Table and introduces six new land use districts and two overlay zones with commercial and industrial uses that are compatible with the CNEL noise contours in the Table. No new residential and other noise-sensitive land uses will be permitted in the Project area.
15. The Project is consistent with ALUP Policy G-3 in that aviation easements will be required as a condition of approval for all development projects within any of the six compatibility zones in the Specific Plan area.
16. The Project is consistent with ALUP Policy G-4 in that all projects must consult with the Federal Aviation Administration (FAA) to ensure the projects do not create any obstruction or hazard to safe air navigation.

17. The Project is consistent with ALUP Policy G-5 in that all development and activities on airport property must comply with the Noise Ordinance in Long Beach Municipal Code.
18. The Project is consistent with ALUP Policy N-1 in that the Specific Plan incorporates the Noise Land Use Compatibility Table from the ALUP, and establishes an overlay zone which the boundaries align with the 65 dB CNEL noise contours.
19. The Project is consistent with ALUP Policy N-4 in that the Airport Department for the City already has procedures to send notifications to prospective property owners near the Airport regarding potential high noise exposure.
20. The Project is consistent with ALUP Policy S-1 in that it establishes restrictions for land uses located in and near the RPZs by incorporating Safety Compatibility Zone policies from the California Land use Planning Handbook and require development projects to consult with FAA.
21. The Project is consistent with ALUP Policies S-2 through S-6 in that it addresses issues of light and glare, establishes height limits, and does not permit uses that would cause bird strikes, smoke, and electrical interference, and requires development projects to consult with the FAA.
22. The Project is consistent with ALUP Policy S-7 in that height districts are established that complies with the FAA's Part 77 regulations, and all development projects in the Project area are required to consult with 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 Aviation Case No. RPPL2021000060 is **consistent** with the Los Angeles County Airport Land Use Plan.

**VOTE:**

Concurring: Shell, Duarte-White, Louie, Modugno, and Moon

Dissenting: None

Abstaining: None

Absent: None

**ACTION DATE: March 3, 2021**