



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

AGENDA ITEM 2

March 19, 2026

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Westminster Citywide Zoning and General Plan Update

The City of Westminster has submitted a Citywide Zoning and General Plan Update for a consistency determination. The proposed project includes amendments to the City's Zoning Code and Zoning Map and the General Plan Land Use Element and Land Use Map. Approximately half of the City (the northwest portion) is located within the Notification/Planning Area for Joint Forces Training Base (JFTB) - Los Alamitos. See Attachment 1A for the City's location in relation to the Notification Area for JFTB Los Alamitos. Attachment 1B shows the changes in land use designations in relation to the Notification Area. Note that the existing General Plan was submitted to ALUC for a consistency review in 2016 and the Commission found it to be consistent with the *AELUP for JFTB-Los Alamitos*.

The City's objective is to expand and refine mixed-use opportunities, protect existing mobile home parks through downzoning, and resolve General Plan and zoning inconsistencies. This report focuses on parcels within the JFTB Airport Notification/Planning Area where there are three proposed categories of changes. The first category includes approximately 78.8 acres of former Mixed-Use Northwest District parcels that would be downzoned from MU-40 to R-3. This would reduce allowable density from 40 dwelling units per acre to 13–14 dwelling units per acre, reduce the maximum height from 95 feet to 35 feet (two stories), and eliminating non-residential uses.

The second category includes a small corridor parcels currently zoned C-1, C-2, R-1 (one parcel), that would be rezoned to Mixed-Use (MU). Residential uses are not currently permitted on the commercial parcel. The Mixed-Use zoning would allow new residential uses and allow maximum heights of 75 or 95 feet depending on development type. Residential density would be tiered by site size, and with most parcels under two acres to have approximately 50 dwelling units per acre unless parcel consolidation occurs.

The third category includes parcels that are already designated and zoned Mixed-Use that would receive increases in allowable residential density only, from 36 or 40 dwelling units per acre to a

maximum of 90 dwelling units per acre (tiered by site size). For these parcels, no change to maximum building height is proposed and existing height limits remain unchanged at 95 feet. Attachment 2 is the City’s list of changes to parcels within the Airport Planning Area.

The City has held/scheduled the following Public Hearings:

March 4, 2026	Planning Commission
March 25, 2026	City Council Public Hearing (tentative)

AE LUP for JFTB - Los Alamitos

Regarding Aircraft Noise Impacts

As shown in Attachment 3, the City of Westminster is entirely outside of the 60 and 65 dB CNEL contours for JFTB Los Alamitos, therefore, noise policies relating to aircraft are not required.

Regarding Height Restrictions

The Project area is within the Notification/Planning Area and the Part 77 Obstruction Imaginary Surfaces for JFTB Los Alamitos, as shown in Attachment 4A. Attachment 4B shows the changes in land use designations in relation to the Obstruction Imaginary Surfaces. The City’s proposed amendments establish maximum building heights up to 95 feet within the Airport Planning Area, and the largest area closest to the JFTB is being reduced to a 35-foot maximum height. Therefore, the proposed height limits would not penetrate the 200-foot notification threshold. Any future site-specific project that could affect navigable airspace, including any proposal that would exceed applicable FAA notification criteria or penetrate Part 77 surfaces, would require separate FAA review and ALUC review, as applicable. Additional references to FAA and ALUC review of height are included in the proposed Land Use Element which is included in Attachment 5.

Regarding Safety

JFTB Los Alamitos has established Clear Zones, also referred to as Runway Protection Zones, located at each end of the runway (shown on Attachment 3). The Clear Zones are trapezoidal areas that are used to enhance the protection of people and property on the ground. The affected parcels are outside of the Clear Zones. The closest part of the City boundary is from the Clear Zones and is being downzoned, reducing allowable height and density. The proposed General Plan and Zoning Code amendments do not amend airport-related Safety Element policies and do not remove or weaken airport-related mitigation measures.

AE LUP for Heliports

The City has stated that new heliports and helistops are not permitted within Westminster City Limits pursuant to Westminster Municipal Code Section 17.120.010.E, and the development of heliports or helistops is not proposed. Therefore, consistency with the *AE LUP for Heliports* was not reviewed.

Environmental Compliance

The City previously certified the 2016 Westminster General Plan Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2015121052). The proposed General Plan and Zoning Code amendments are within the scope of the previously certified FEIR. The City has determined that an Addendum is the appropriate CEQA document for the Project, and an Addendum to the FEIR has been prepared pursuant to CEQA Guidelines Section 15164 and will be considered by the Westminster City Council for action on the Project.

Conclusion

The complete submittal from the City of Westminster for the Zoning and General Plan Update is included as Attachment 6, and the complete Citywide Zoning and General Plan Update materials can be found on the City's website at:

<https://www.westminster-ca.gov/departments/community-development/planning-division/advanced-planning/zoning-gp-update>

ALUC staff has reviewed this project with respect to compliance with the *AELUP for JFTB Los Alamitos*, including review of noise, height and safety. The recommendation below is based on the fact that the entire City of Westminster is outside of the Noise Contours and Clear Zones for JFTB, and the proposed maximum building height within the Airport Planning Area is 95 feet, well below the Obstruction Imaginary Surfaces for JFTB Los Alamitos. The amendments adjust land use designations, zoning classifications, and development standards, but do not revise the City's airport compatibility framework.

Recommendation

That the Commission find the proposed City of Westminster Citywide Zoning and General Plan Update (Zoning Code and Zoning Map and General Plan Land Use Element and Land Use Map) to be consistent with the *AELUP for JFTB Los Alamitos*.

Respectfully submitted,



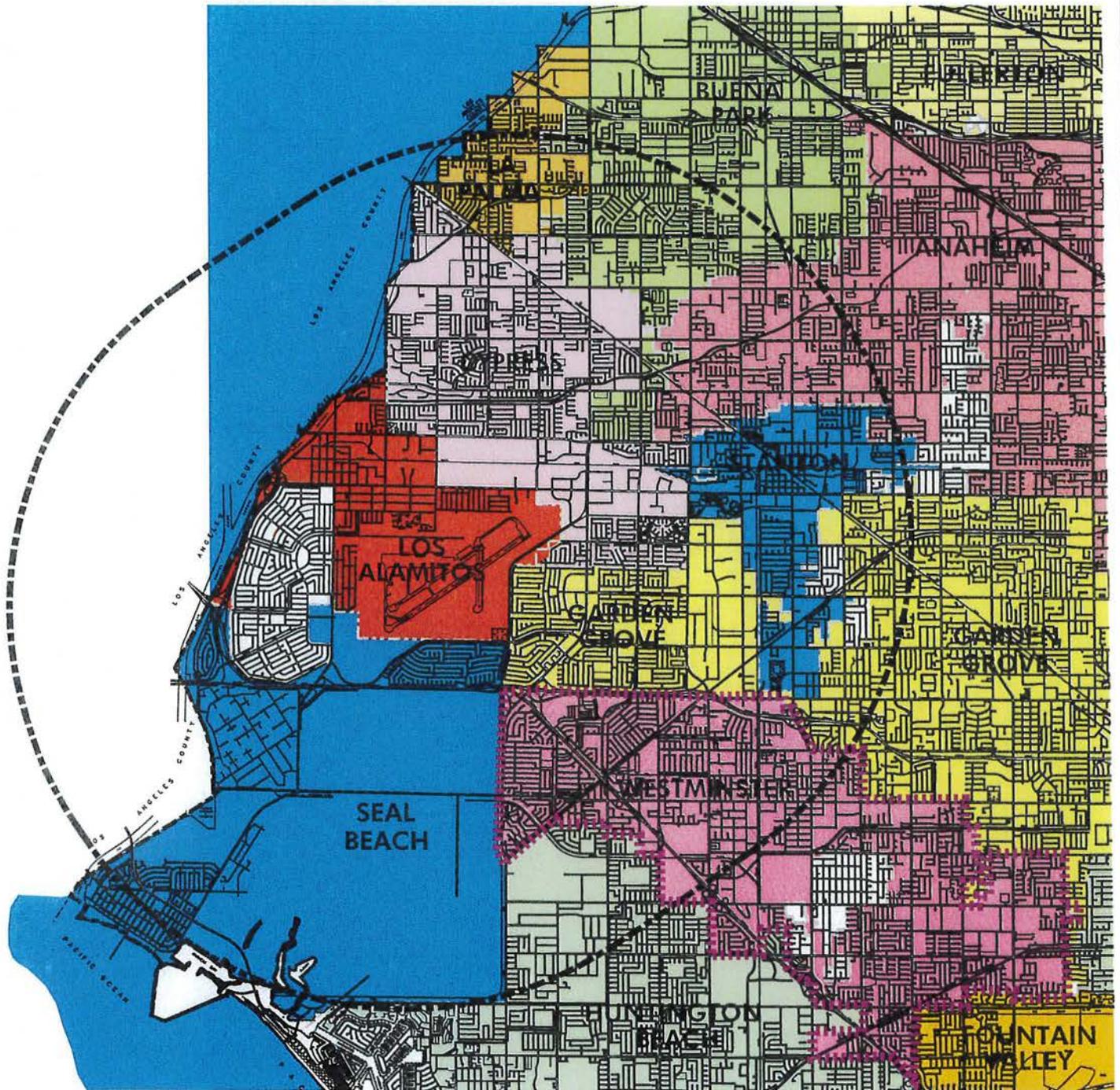
Julie Fitch
Executive Officer

Attachments:

- 1A. Notification Area for JFTB Los Alamitos
- 1B. Westminster Land Use Changes within the Notification Area
2. Westminster Parcel-Level Summary of Changes
3. Noise Contours for JFTB Los Alamitos
- 4A. JFTB Los Alamitos Obstruction Imaginary Surfaces

- 4B. Westminster Land Use Changes within the Obstruction Imaginary Surfaces Area
- 5. Westminster Land Use Policies
- 6. Westminster Submittal

Notification Area for JFTB



Note: County Unincorporated areas are shown in white.

Exhibit D1

AELUP and FAR PART 77

Notification Area for JFTB Los Alamitos: 20,000' Radius at 100:1 Slope



LEGEND

- 20,000' Radius
- CITY BOUNDARIES

CERTIFICATION

for Orange County

ATTACHMENT 1A

3.19.26 ALUC Item #2 Page 5

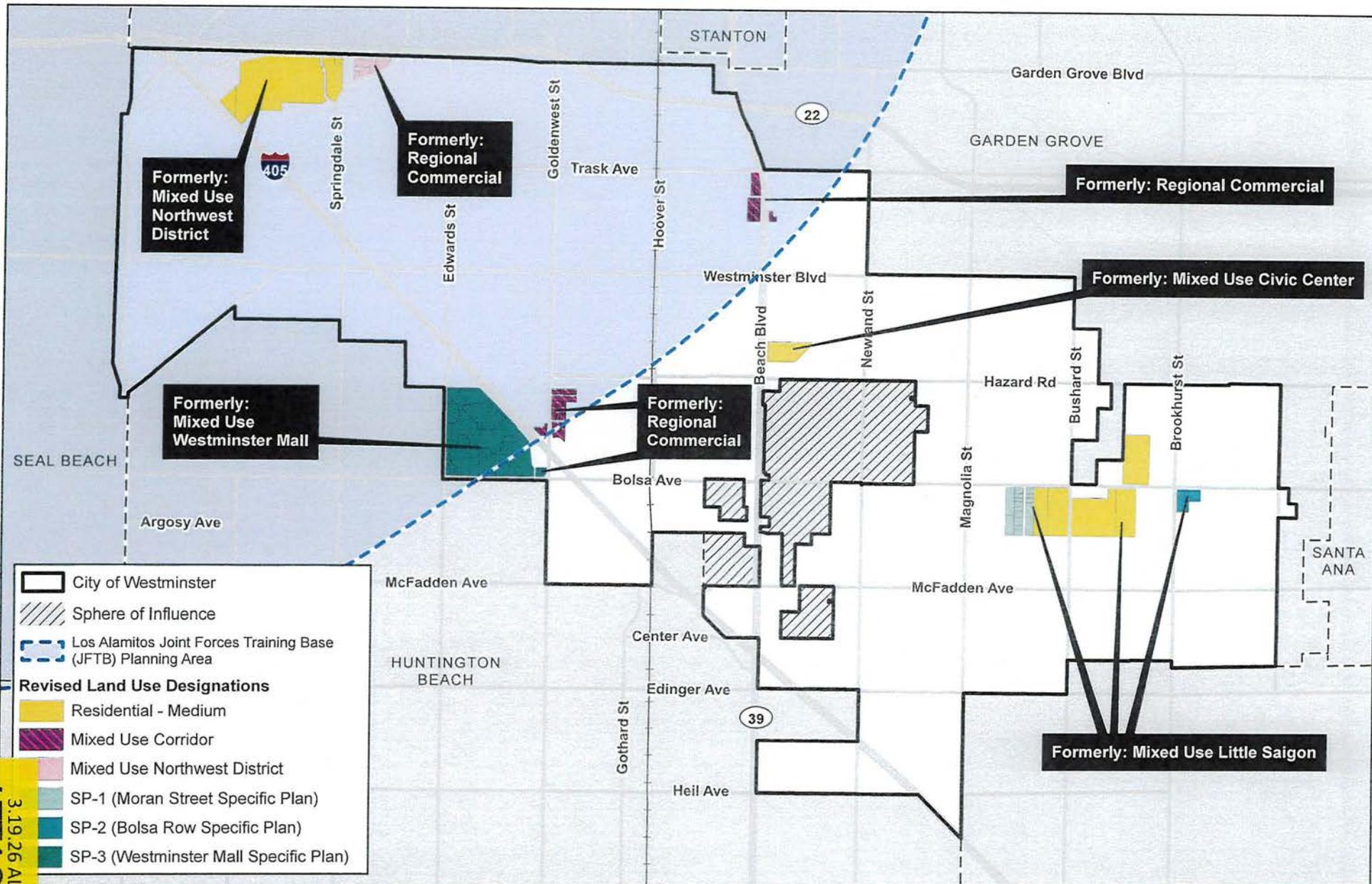


Exhibit 1

Land Use Changes and Los Alamitos Joint Forces Training Base Notification Area

II. PARCEL-LEVEL SUMMARY OF CHANGES

1. Downzoning of Former Mixed-Use Northwest District Parcels

(Approximately 78.8 acres – closest area to JFTB)

Current zoning: MU-40

Current standards:

- 40 dwelling units per acre
- Maximum height: 60, 75, or 95 feet (depending on development type)

Proposed zoning: R-3 (Multiple-Family Residential)

Proposed standards:

- 13-14 dwelling units per acre
- Maximum height: 35 feet (two stories)
- Non-residential uses eliminated

This represents a substantial reduction in residential intensity and building height in the area closest to the JFTB.

2. Commercial Parcels Proposed for Rezoning to Mixed-Use

(Small parcels along established corridors within Airport Influence Area)

These parcels are currently zoned primarily:

- C-1 (Local Business) – maximum height 35 feet
- C-2 (Commercial Business) – variable height (35–105 feet depending on street width)
- One R-1 parcel (35-foot height limit)

Residential uses are not currently permitted on commercial parcels.

Under the proposed Mixed-Use (MU) zoning:

- Maximum height: 75 or 95 feet (depending on development type)
- Residential uses permitted
- Residential density tiered by site size

Because the majority of these parcels are under two acres, the most likely applicable density tier would be approximately 50 dwelling units per acre, unless parcel consolidation occurs. While the ordinance establishes a maximum density of 90 units per acre for larger sites, that tier would not typically apply to these small parcels without lot consolidation.

This represents an intensification relative to existing commercial zoning, in that:

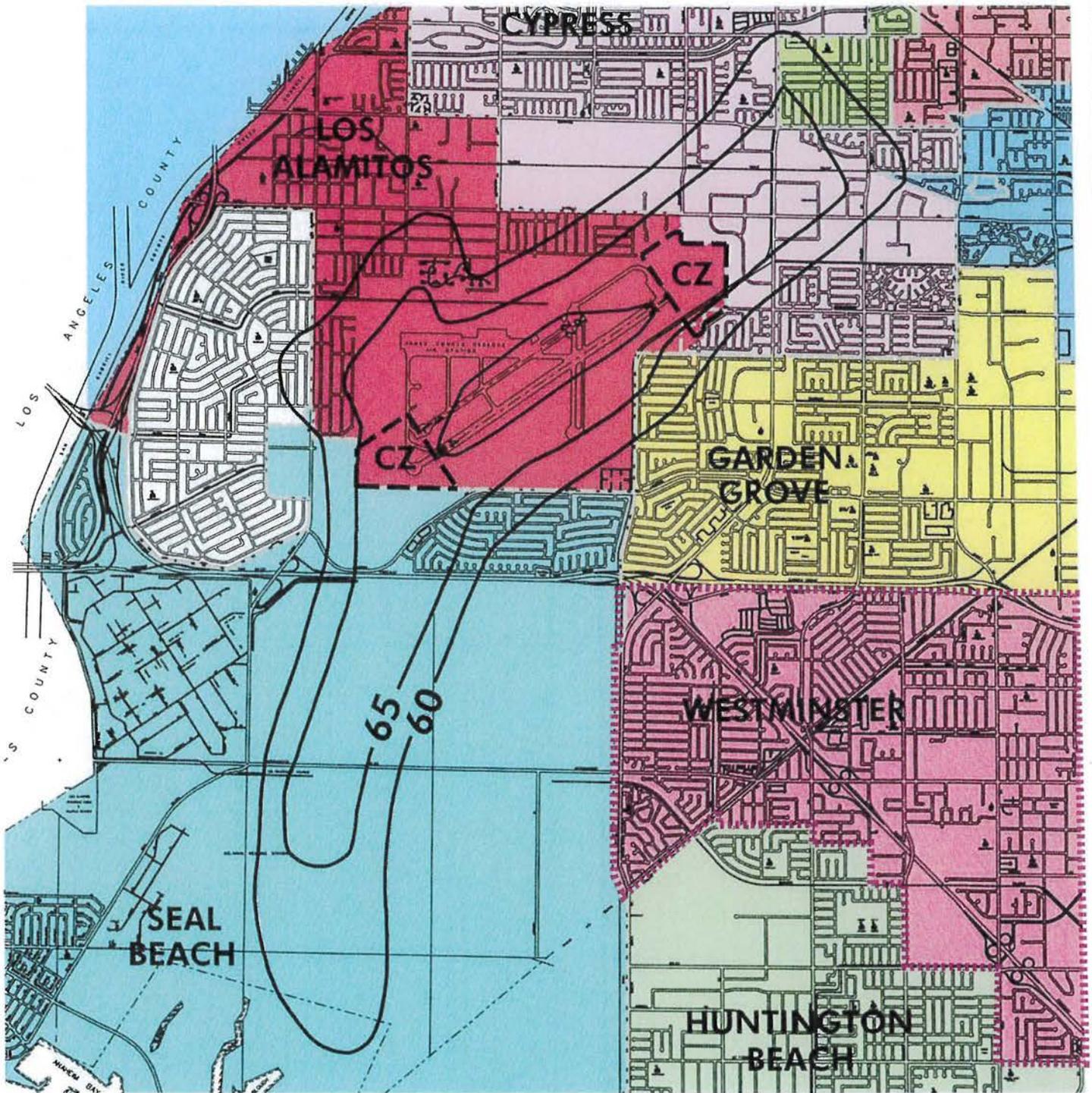
- Residential uses would be newly permitted
- Height may increase from 35 feet to up to 95 feet

3. Existing Mixed-Use Parcels Receiving Density Increases Only

Certain parcels already designated and zoned Mixed-Use would experience an increase in allowable residential density from 36 or 40 units per acre to a maximum of 90 units per acre, tiered by site size.

For these parcels:

- No change to maximum building height is proposed
- Existing height limits (up to 95 feet) remain unchanged
- No new land use categories are introduced



Note: County Unincorporated areas are shown in white.

Impact Zones Joint Forces Training Base Los Alamitos

Source: Final AICUZ Study for JFTB, Los Alamitos, June 1, 1994



- LEGEND**
- ~60/65~ CNEL CONTOUR
 - CLEAR ZONE (CZ)
 - · - · - CITY BOUNDARIES

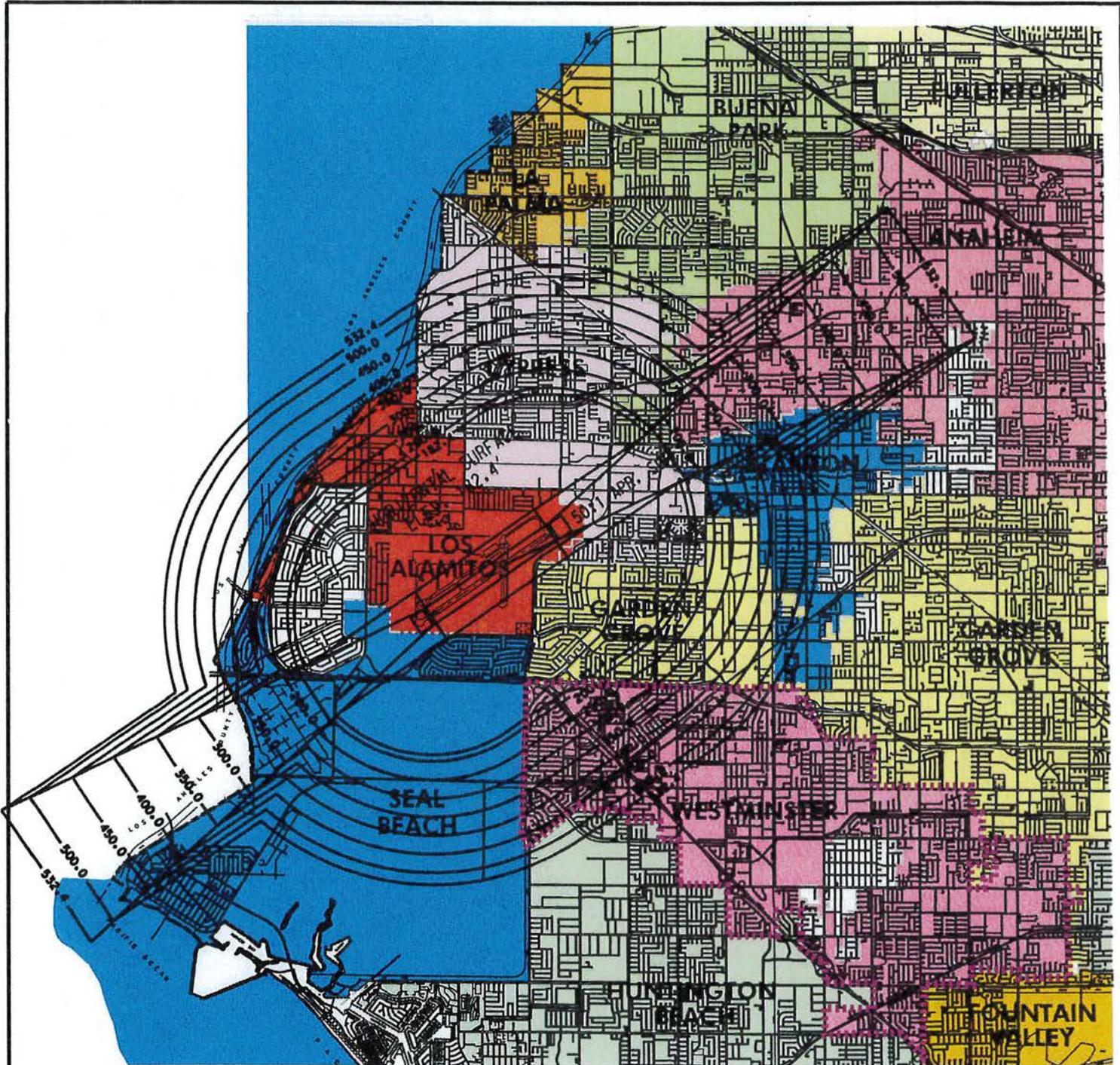
CERTIFICATION

for Orange County

ATTACHMENT 3

3.19.26 ALUC Item #2 Page 9
Date

AELUP Height Restriction Zone for JFTB, Los Alamitos



Note: County Unincorporated areas are shown in white.

FAR PART 77

Exhibit D2

JFTB, Los Alamitos Obstruction Imaginary Surfaces



LEGEND

- 20,000' Radius
- CITY BOUNDARIES

CERTIFICATION

for Orange County

ATTACHMENT 4A

3.19.26 ALUC Item #2 Page 10
Date

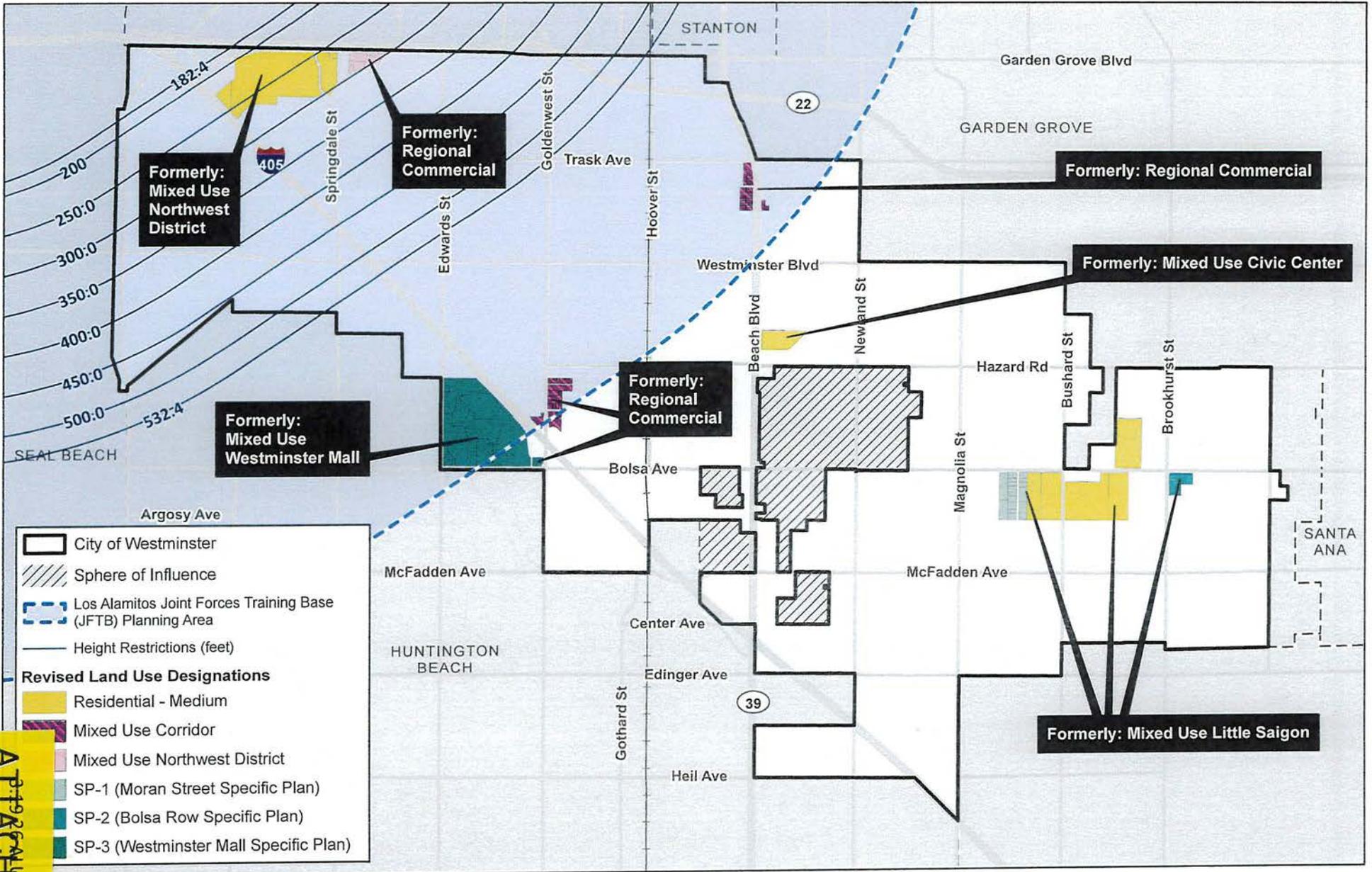


Exhibit 4

Land Use Changes and Los Alamitos Joint Forces Training Base Obstruction Imaginary Surfaces



Community and Military Land Use Planning

The City of Westminster is also required to consider, as part of its Land Use Element, the compatibility between land uses in the City and nearby military facilities, in particular compatibility with airports and military operations and readiness. For Westminster, two relevant facilities are located nearby: the Los Alamitos Joint Forces Training Case (JFTB) and the Naval Weapons Station Seal Beach.

Airport Compatibility

Approximately 50 percent of Westminster (generally north of Westminster Boulevard and west of Goldenwest Street) is within the airport planning area of the Los Alamitos Joint Forces Training Base (JFTB), which is northwest of Westminster in the City of Los Alamitos. The JFTB is home to an Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard, as well as other units not related to aviation.

The JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport environs land use plan (AELUP) for each of the airports within its jurisdiction. The AELUP is a land use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. Although half of the City of Westminster is within the airport planning area, the noise contours of the airport do not encroach into the community, as illustrated on *Figure 2-3, Airport Land Use Planning*. The ALUC is also responsible for reviewing applications for the development of new heliports. The only existing heliport within the City limits is the Huntington Beach Service Center Heliport.

The AELUP identifies standards for development in the airport's planning area based on noise contours, accident-potential zones, and building heights. Land uses in Westminster that are within the airport planning area boundaries, as delineated on *Figure 2-3*, are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. Goal and policy direction supporting these restrictions is provided in this section to ensure long-term land use compatibility with JFTB operations.

GOAL LU-5: AIRPORT LAND USE PLANNING
Development that is consistent with the Airport Environs Land Use Plans for the Joint Forces Training Base and Orange County heliports.

Policies

- LU-5.1 Airport Operations Monitoring.** Maintain regular communication and coordination with Joint Force Training Base (JFTB), Los Alamitos, and request advance notice of any operations that could adversely impact the community, even if those impacts are temporary.
- LU-5.2 Federal Aviation Regulation Part 77.** Do not approve buildings and structures that would penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for JFTB Los Alamitos unless found consistent by the Orange County Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, require applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA) and provide a copy of the FAA determination to the City and the ALUC.
- LU-5.3 Structures above 200 Feet.** For development projects with structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. Proposed projects that would exceed a height of 200 feet above existing grade shall be required to file Form 7460-1 with the FAA.
- LU-5.4 Heliport/Helistop Approval and Requirements.** Approve the development of a heliport or helistop only if it complies with the AELUP for heliports. Ensure that each applicant seeking a conditional use permit or similar approval for the construction or operation of a heliport or helistop complies fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by the FAA, Orange County ALUC, and Caltrans/Division of Aeronautics. This requirement shall be in addition to all other City development requirements.

February 26, 2026

Julie Fitch
Executive Officer
Airport Land Use Commission for Orange County
3160 Airway Avenue
Costa Mesa, CA 92626



**SUBJECT: City of Westminster – Citywide Zoning and General Plan Update
Airport Planning Area: Joint Forces Training Base (JFTB) Los Alamitos**

Dear Ms. Fitch:

The City of Westminster respectfully submits for review its Citywide Zoning and General Plan Update (hereinafter referred to as the “Project”) pursuant to Public Utilities Code Section 21676. Portions of the City are located within the Airport Planning Area, also referred to as the Airport Influence Area (AIA), for the Joint Forces Training Base (JFTB) Los Alamitos as established in the Airport Environs Land Use Plan (AELUP). The proposed Project include updates to the General Plan Land Use Element and Title 17 of the Westminster Municipal Code (Zoning Code), consolidation and refinement of existing mixed-use zoning districts, adjustments to permitted residential density standards, and corresponding zoning and land use map amendments.

The City has reviewed the proposed Project for consistency with the Airport Environs Land Use Plan (AELUP) for JFTB Los Alamitos and submits that the Project is consistent for the reasons described below:

1. No Change to Maximum Building Height Standards

The maximum permitted building height within the affected mixed-use districts remains 95 feet. This height limitation was established in the prior MU zoning regulations and is not being increased as part of this update.

The City’s General Plan (Goal LU-5 and Policies LU-5.2 and LU-5.3) requires compliance with Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces and mandates FAA notification for structures exceeding the 100:1 Notification Surface or 200 feet above existing grade. The proposed amendments do not alter these policies.

Based on the City's review of the JFTB AELUP Height Restriction Zones and FAR Part 77 Notification Surfaces, the 95-foot maximum height does not penetrate the applicable obstruction imaginary surfaces for the areas affected by this amendment. All future development remains subject to FAA Form 7460-1 filing requirements where applicable and to ALUC review if required.

2. No Changes Within Clear Zones or Airport Safety Zones

The proposed Project does not affect land within any Runway Protection Zone (RPZ), Clear Zone (CZ), or identified Airport Safety Zone for JFTB Los Alamitos. The AELUP identifies Clear Zones as located entirely within the boundaries of the Base. The Project does not introduce new land uses in any off-base accident potential areas.

3. Noise Compatibility

The proposed Project does not modify or eliminate existing General Plan noise policies. The City continues to implement state-required noise insulation standards and will ensure compliance with interior CNEL standards for residential development as required by Title 25 of the California Code of Regulations.

No changes are proposed within the 65 CNEL contour. Development within the Airport Planning Area will remain subject to applicable noise mitigation and disclosure requirements consistent with the AELUP and state law.

4. Land Use Compatibility and Density Adjustments

The proposed Project refines mixed-use zoning classifications and adjusts residential density allowances in designated areas. These changes do not introduce new categories of noise-sensitive land uses that are not already permitted under the existing General Plan framework.

The proposed Project does not alter airport safety zones, does not expand development into previously restricted areas, and does not permit structures of excessive height that would interfere with airport operations. Development intensity remains subject to all AELUP standards regarding concentration of people, noise compatibility, and airspace protection.

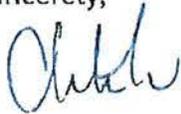
5. Continued Compliance with AELUP Standards

The City's General Plan contains policies expressly requiring consistency with the AELUP for JFTB Los Alamitos. All future discretionary development proposals within the Airport Planning Area will continue to be evaluated for compliance with AELUP noise, safety, and height standards, and will be referred to ALUC when required.

For the reasons outlined above, the City of Westminster respectfully submits that the Citywide Zoning and General Plan Update is consistent with the Airport Environs Land Use Plan for JFTB Los Alamitos.

We appreciate the Commission's review and are available to provide any additional materials or clarification as needed. If you have any questions regarding our submittal, please do not hesitate to contact me at (714) 548-3178 or by e-mail: ccordon@westminster-ca.gov.

Sincerely,



Christine Cordon
City Manager
City of Westminster

AIRPORT LAND USE COMMISSION APPLICATION

City of Westminster

Zoning Amendments

Joint Forces Training Base (JFTB) Los Alamitos

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- Cover letter by the City Manager
- Section I – Project Description
- Section II – Parcel-Level Summary of Changes
- Section III – Consistency with AELUP Standards
- Section IV – Current and Proposed Noise Policies and Mitigation Measures
- Section V – CEQA Compliance
- Section VI – Conclusion
- Table – AELUP Consistency Crosswalk

List of Maps:

- Exhibit 1 – Land Use Changes and Los Alamitos Joint Forces Training Base Planning Area
- Exhibit 2 – Land Use Changes and Los Alamitos Joint Forces Training Base Noise Contours
- Exhibit 3 – Land Use Changes and Los Alamitos Joint Forces Training Base Clear Zone
- Exhibit 4 – Land Use Changes and Los Alamitos Joint Forces Training Base Obstruction Imaginary Surfaces



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY
SUBMITTAL FORM

GENERAL PLAN · SPECIFIC PLAN · ZONING CODE

1. Name of City or County: City of Westminster, California
2. Contact Information - Name/Title Stephanie Tomaino, Contract Principal Planner
Agency: City of Westminster, California
Address: Westminster City Hall, 8200 Westminster Blvd., Westminster, CA 92683
Phone/email: stomaino@westminster-ca.gov
3. Airport Planning Area(s):
 John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos
4. Item being submitted for review (**submit each on a separate form**): Name of General Plan Element, Specific Plan or Planned Community: Citywide Zoning & General Plan Update
5. Scheduled date of Planning Commission Public Hearing: 3/4/2026
6. Tentative date of City Council/Board of Supervisors Public Hearing: 3/25/2026
7. Requested date of ALUC Review March 19, 2026.
Complete submittals must be received by the first day of the month to be considered for the next meeting date.
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area*? No (skip items # 9-12). Yes (continue below).
9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan? No Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport*? No Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of height within the Obstruction Imaginary Surfaces*? No Yes
13. Please indicate current (60, 75, or 95 feet, depending on development type) and proposed (75 or 95 feet, depending on development type) maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing <https://ecode360.com/43534582> and proposed <https://www.westminster-ca.gov/home/showdocument?id=10206&t=639077961454490809> General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.
See attached.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.
- Provide information regarding CEQA compliance.

*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170
ALUCinfo@ocair.com

I. PROJECT DESCRIPTION (Airport Influence Area Only)

A. Overview

The proposed action consists of coordinated amendments to the Westminster General Plan Land Use Element, General Plan Land Use Map, Zoning Code (Title 17), and Zoning Map.

The amendments are legislative in nature and do not approve any site-specific development. Any future development proposal would remain subject to separate discretionary review, building permits, CEQA compliance (as applicable), FAA notification requirements, and all applicable federal, state, and local regulations.

This application focuses exclusively on parcels located within the Los Alamitos Joint Forces Training Base (JFTB) Airport Influence Area.

Within the Airport Influence Area, the amendments affect three categories of properties:

- Parcels being downzoned (reduced intensity and height)
- Commercial parcels being rezoned to Mixed-Use (intensification)
- Existing Mixed-Use parcels receiving density increases only

Supporting exhibits are attached showing land use changes, noise contours, clear zone boundaries, and obstruction imaginary surfaces.

B. Links to existing and proposed Zoning Code

Existing Zoning Code:

<https://ecode360.com/43534582>

Existing Zoning Map:

<https://www.westminster-ca.gov/home/showpublisheddocument/6651/638458268437600000>

Proposed Zoning Code:

<https://www.westminster-ca.gov/home/showdocument?id=10206&t=639077961454490809>

(draft Ordinance on pg. 61)

<https://www.westminster-ca.gov/home/showpublisheddocument/10182>

(amended Zoning Code Chapter 17.260)

Proposed Zoning Map:

<https://www.westminster-ca.gov/home/showpublisheddocument/10170>

II. PARCEL-LEVEL SUMMARY OF CHANGES

1. Downzoning of Former Mixed-Use Northwest District Parcels (Approximately 78.8 acres – closest area to JFTB)

Current zoning: MU-40

Current standards:

- 40 dwelling units per acre
- Maximum height: 60, 75, or 95 feet (depending on development type)

Proposed zoning: R-3 (Multiple-Family Residential)

Proposed standards:

- 13-14 dwelling units per acre
- Maximum height: 35 feet (two stories)
- Non-residential uses eliminated

This represents a substantial reduction in residential intensity and building height in the area closest to the JFTB.

2. Commercial Parcels Proposed for Rezoning to Mixed-Use (Small parcels along established corridors within Airport Influence Area)

These parcels are currently zoned primarily:

- C-1 (Local Business) – maximum height 35 feet
- C-2 (Commercial Business) – variable height (35–105 feet depending on street width)
- One R-1 parcel (35-foot height limit)

Residential uses are not currently permitted on commercial parcels.

Under the proposed Mixed-Use (MU) zoning:

- Maximum height: 75 or 95 feet (depending on development type)
- Residential uses permitted
- Residential density tiered by site size

Because the majority of these parcels are under two acres, the most likely applicable density tier would be approximately 50 dwelling units per acre, unless parcel consolidation occurs. While the ordinance establishes a maximum density of 90 units per acre for larger sites, that tier would not typically apply to these small parcels without lot consolidation.

This represents an intensification relative to existing commercial zoning, in that:

- Residential uses would be newly permitted
- Height may increase from 35 feet to up to 95 feet

3. Existing Mixed-Use Parcels Receiving Density Increases Only

Certain parcels already designated and zoned Mixed-Use would experience an increase in allowable residential density from 36 or 40 units per acre to a maximum of 90 units per acre, tiered by site size.

For these parcels:

- No change to maximum building height is proposed
- Existing height limits (up to 95 feet) remain unchanged
- No new land use categories are introduced

III. CONSISTENCY WITH AELUP STANDARDS

A. Noise Compatibility

As shown in Exhibit 2 (Noise Contours Map):

- The 60 CNEL and 65 CNEL contours for the Los Alamitos JFTB do not extend into Westminster city boundaries.
- None of the affected parcels are located within a mapped 60 or 65 CNEL contour.

Accordingly:

- No residential uses are proposed within incompatible noise contours.
- No increase in density is occurring within a mapped AELUP noise impact zone.
- The amendments do not require additional residential noise mitigation policies under the AELUP.

B. Safety Compatibility and Clear Zone

Exhibit 3 illustrates the JFTB Clear Zone.

No affected parcels are located within the Clear Zone.

The amendments:

- Do not introduce hazardous land uses
- Do not create bird attractants, glare hazards, or other aviation hazards
- Do not intensify land use within an identified incompatible Safety Compatibility Zone

Importantly, the largest area closest to the JFTB is being downzoned, reducing allowable height and density relative to existing entitlements. This increases safety compatibility relative to the current regulatory framework.

C. Height Restrictions and Obstruction Imaginary Surfaces

Exhibit 4 illustrates Obstruction Imaginary Surfaces and height contours.

Within the JFTB Planning Area:

- A 200-foot threshold applies before FAA notification is required.
- The proposed maximum building height anywhere in the Airport Influence Area is 95 feet.
- Certain areas are being reduced to 35 feet.

Therefore:

- Proposed heights remain well below the 200-foot notification threshold.
- No legislative action authorizes penetration of Part 77 imaginary surfaces.
- Any future project exceeding FAA thresholds would require separate FAA and ALUC review.

D. Intensity and Density Considerations

While certain small commercial parcels would experience an increase in allowable residential density and height, these parcels:

- Are located outside mapped 60 and 65 CNEL contours;
- Are not within the Clear Zone;
- Remain subject to a maximum height of 95 feet;
- Are located along established urban corridors.

In contrast, the largest area nearest the JFTB is being downzoned from 40 units per acre and up to 95 feet in height to 13-14 units per acre and 35 feet in height.

Overall, the amendments:

- Do not introduce incompatible land uses within noise or safety zones;
- Do not increase maximum height beyond established citywide limits;
- Reduce intensity in the area closest to the installation.

IV. CURRENT AND PROPOSED NOISE POLICIES AND MITIGATION MEASURES

A. Existing General Plan Policies Related to Airport Noise and Safety

The Westminster General Plan, including the Safety Element and Noise Element, acknowledges the City's location within the Airport Influence Area of the Los Alamitos Joint Forces Training Base (JFTB) and incorporates by reference the Airport Environs Land Use Plan (AELUP) for JFTB Los Alamitos.

The General Plan:

- Recognizes the Airport Influence Area boundary;
- Requires consistency with applicable AELUP safety and height restrictions;
- Acknowledges FAA Part 77 obstruction evaluation requirements;
- Requires compliance with state and federal aviation safety standards for future development.

The 2016 General Plan FEIR (SCH No. 2015121052) evaluated airport-related noise exposure, safety compatibility, and obstruction hazards as part of the environmental analysis.

B. Proposed Amendments – Effect on Noise Policies

The proposed General Plan and Zoning Code amendments:

- Do not amend the Noise Element;
- Do not amend the Safety Element airport-related policies;
- Do not remove or weaken any airport-related mitigation measures;
- Do not modify existing General Plan policies requiring compliance with AELUP standards or FAA regulations.

No new airport-related noise policies are proposed, and no existing policies are being rescinded or altered.

The amendments primarily adjust land use designations, zoning classifications, residential densities, and development standards. They do not revise the City's airport compatibility framework.

C. Airport Noise Exposure Conditions

As documented in the 2016 General Plan FEIR and reaffirmed in the Addendum:

- The 60 CNEL and 65 CNEL aircraft noise contours for JFTB Los Alamitos do not extend into Westminster city limits.
- No portion of the City is located within a mapped AELUP noise compatibility zone.

Accordingly:

- The proposed amendments do not introduce residential uses within incompatible aircraft noise contours;
- No additional aircraft noise mitigation measures are required beyond those already evaluated in the FEIR;
- No changes to the City's airport noise mitigation approach are proposed.

D. Height and Obstruction Mitigation Framework

Existing City regulations require that future development comply with:

- FAA Part 77 obstruction evaluation standards;
- FAA Form 7460-1 filing requirements where applicable;
- Airport Land Use Commission review where required by state law.

The proposed amendments:

- Establish a maximum building height of 95 feet in the Mixed-Use zone;
- Reduce maximum height to 35 feet in certain downzoned residential areas;
- Do not authorize heights exceeding the 200-foot FAA notification threshold applicable within the JFTB Planning Area.

Future site-specific development proposals would remain subject to FAA notification requirements and ALUC review, as applicable.

E. CEQA Addendum Findings Related to Airport Impacts

An Addendum to the certified 2016 General Plan FEIR (SCH No. 2015121052) was prepared pursuant to CEQA Guidelines Section 15164.

The Addendum specifically evaluated whether the proposed amendments would:

- Introduce new aviation safety hazards;
- Increase exposure of residents to aircraft noise;
- Result in new or more severe airport-related environmental impacts.

The Addendum concluded:

- No new significant airport-related impacts would occur;
- No substantial increase in severity of previously identified impacts would result;
- The Project would remain consistent with AELUP safety and compatibility policies.

The decision-making body must consider the FEIR, adopted Mitigation Monitoring and Reporting Program (MMRP), and the Addendum as part of the whole record.

V. CEQA COMPLIANCE

A. Prior Environmental Review

The City of Westminster previously certified the 2016 General Plan Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2015121052) in connection with adoption of the 2016 General Plan Update, including establishment of the City's Mixed-Use land use framework. The previously-adopted General Plan Update Final Environmental Impact Report (FEIR) is available on the City's website:

<https://www.westminster-ca.gov/departments/community-development/planning-division/general-plan>

The proposed General Plan and Zoning Code amendments are within the scope of the previously certified FEIR. An Addendum to the FEIR has been prepared pursuant to CEQA Guidelines Section 15164. The Addendum to FEIR, which will be considered by the Westminster City Council for adoption, is available on the City's website:

<https://www.westminster-ca.gov/home/showdocument?id=10210&t=639077961470611687>

The FEIR, adopted Mitigation Monitoring and Reporting Program (MMRP), and the Addendum are incorporated by reference into this application.

B. Applicability of CEQA Guidelines Sections 15162 and 15164

Pursuant to CEQA Guidelines Section 15162, a Subsequent or Supplemental EIR is required only if:

1. Substantial changes are proposed that would require major revisions due to new significant environmental effects or a substantial increase in severity of previously identified impacts;
2. Substantial changes occur with respect to circumstances under which the project is undertaken;
3. New information of substantial importance shows the project would result in new or more severe significant effects.

As documented in the Addendum:

- The proposed amendments would not result in new significant environmental impacts beyond those analyzed in the FEIR.
- The amendments would not substantially increase the severity of previously identified impacts.
- No substantial changes in circumstances have occurred.
- No new information of substantial importance has been identified.

Therefore, consistent with CEQA Guidelines Section 15164, preparation of an Addendum, rather than a Subsequent or Supplemental EIR, is appropriate.

C. Airport-Related CEQA Analysis

Because this application is before the Airport Land Use Commission, the City has carefully reviewed the FEIR and Addendum findings related specifically to airport safety, noise exposure, and obstruction hazards.

1. Airport Safety Compatibility

The Addendum confirms:

- There are no AELUP-designated safety zones within the affected Project Area.
- The Project Area is not located within an airport safety compatibility zone identified as incompatible with proposed land uses.
- Maximum building heights under the proposed amendments (95 feet) remain below FAA notification thresholds and below obstruction imaginary surface elevations applicable to the area.

The Addendum further explains that future redevelopment projects would remain subject to FAA Part 77 regulations and ALUC review, where applicable.

The Addendum concludes that the Project would not create substantial hazards to aircraft operating to or from JFTB Los Alamitos and would not result in aviation-related safety impacts.

2. Airport Noise Exposure

The Addendum and prior FEIR determined:

- The 60 dBA CNEL contour for JFTB Los Alamitos does not extend into the City of Westminster.
- No portion of the City is exposed to aircraft noise levels exceeding 60 dBA CNEL due to JFTB operations.
- Westminster is not located within an airport noise compatibility zone.

Accordingly:

- Development consistent with the General Plan would not expose residents or workers to excessive airport-related noise.
- Noise impacts would be less than significant.

- The proposed amendments would not result in new or more severe noise impacts beyond those identified in the FEIR.

3. Height and Obstruction Analysis

The Addendum also addresses FAA obstruction evaluation requirements and confirms:

- Sites within the Airport Planning Area are outside the 200-foot height notification threshold.
- Proposed maximum heights of 95 feet remain below FAA notification thresholds applicable to the Project Area.
- No penetration of obstruction imaginary surfaces would occur as a result of the legislative amendments.

Any future project exceeding applicable thresholds would require FAA Form 7460-1 notification and potential ALUC review.

D. Relationship of CEQA Findings to AELUP Consistency

The CEQA Addendum explicitly evaluated airport-related safety, noise, and height impacts in light of the AELUP standards for JFTB Los Alamitos.

The Addendum concludes that:

- The Project remains consistent with AELUP safety and compatibility policies;
- The Project would not result in aviation-related safety hazards;
- The Project would not expose residents to excessive airport noise;
- No new or more severe airport-related impacts would occur relative to the FEIR.

Because the Addendum determined that impacts related to airport safety, noise, and obstruction hazards would be the same or less than those evaluated in the FEIR, and because no new incompatible land uses are introduced within mapped noise or safety zones, the Project remains environmentally consistent with the AELUP framework.

E. CEQA Conclusion

The proposed amendments are covered by the previously certified General Plan FEIR (SCH No. 2015121052). An Addendum has been prepared pursuant to CEQA Guidelines Section 15164.

The Addendum concludes that:

- No new significant environmental impacts would occur;
- No substantial increase in the severity of previously identified impacts would result;
- Airport-related noise, safety, and height impacts remain less than significant;
- No subsequent or supplemental EIR is required.

In taking action on the proposed amendments, the decision-making body must consider the FEIR, the adopted MMRP, and the Addendum as part of the whole record.

V. CONCLUSION

The proposed General Plan and Zoning Code amendments:

- Do not encroach into mapped 60 or 65 CNEL noise contours;
- Do not affect parcels within the JFTB Clear Zone;
- Do not authorize heights exceeding 95 feet;
- Do not penetrate obstruction imaginary surfaces;
- Reduce intensity in the area closest to the installation;
- Introduce limited residential intensification only in areas outside noise and safety constraints.

As summarized in the AELUP Consistency Crosswalk included with this application, the City has evaluated each applicable AELUP review criterion related to noise compatibility, safety compatibility, height restrictions, and CEQA compliance. The analysis demonstrates that the proposed amendments are consistent with the policies and performance standards of the Los Alamitos JFTB Airport Environs Land Use Plan.

Accordingly, the City of Westminster respectfully requests that the Airport Land Use Commission find the proposed amendments Consistent with the Los Alamitos JFTB Airport Environs Land Use Plan.

AELUP CONSISTENCY CROSSWALK

City of Westminster – General Plan & Zoning Amendments

AELUP Review Topic	Applicable AELUP Standard	Project Response	Supporting Exhibit / Reference
Noise Compatibility	Residential uses should not be located within incompatible 60 or 65 CNEL noise contours.	The 60 and 65 CNEL contours for JFTB Los Alamitos do not extend into Westminster city limits. No affected parcels are located within mapped noise contours. Residential uses introduced by the amendments are outside AELUP noise compatibility zones.	<ul style="list-style-type: none"> • Section III.A • Section IV • Exhibit 2 • CEQA Addendum (see Section V)
Clear Zone	No new development or intensification within the Clear Zone.	None of the affected parcels are located within the JFTB Clear Zone. The proposed amendments do not encroach into the Clear Zone boundary.	<ul style="list-style-type: none"> • Section III.B • Exhibit 3
Safety Compatibility Zones	Land uses must be compatible with AELUP safety zones.	The Project Area is not located within any AELUP safety compatibility zone identified as incompatible with residential or mixed-use development. No hazardous land uses are introduced.	<ul style="list-style-type: none"> • Section III.B • CEQA Addendum (see Section V) • Exhibit 1
Height Restrictions / Obstruction Imaginary Surfaces	Structures must not penetrate FAA Part 77 imaginary surfaces; FAA notification required at 200 feet.	Maximum building height under the amendments is 95 feet. This is below the 200-foot FAA notification threshold and below applicable obstruction imaginary surfaces. No legislative action authorizes heights exceeding 95 feet.	<ul style="list-style-type: none"> • Section II • Section III.C • Exhibit 4 • CEQA Addendum (see Section V)
Density / Intensity Near Airport	Intensification should not create incompatible land use concentrations within airport planning areas.	The largest area closest to JFTB (Former Mixed-Use Northwest District) is being downzoned from 40 du/ac and up to 95 feet in height to 13–14 du/ac and 35 feet. Limited intensification occurs only on small commercial parcels outside noise and safety zones.	<ul style="list-style-type: none"> • Section II • Section III.D • CEQA Addendum (see Section V)
New Residential Introduction	Residential uses should not be introduced within incompatible safety or noise zones.	Residential uses are introduced only on parcels outside noise contours and outside the Clear Zone. Height remains capped at 95 feet.	<ul style="list-style-type: none"> • Section III • Section IV • Exhibit 2 • Exhibit 3
CEQA Compliance	Environmental review must evaluate airport-related impacts.	An Addendum to the 2016 General Plan FEIR (SCH No. 2015121052) was prepared under CEQA Guidelines §15164. The Addendum concludes no new or more severe airport-related impacts would occur.	<ul style="list-style-type: none"> • Section V • General Plan Update FEIR (SCH No. 2015121052) • CEQA Addendum
Overall AELUP Consistency Determination	The Commission may find a local action Consistent, Consistent with Conditions, or Inconsistent with the AELUP.	Because the Project does not introduce incompatible land uses within mapped noise or safety zones, does not penetrate obstruction imaginary surfaces, maintains heights below FAA notification thresholds, and reduces development intensity in the area closest to the installation, the City respectfully requests a finding of Consistent with the Los Alamitos JFTB Airport Environs Land Use Plan.	Entire Record

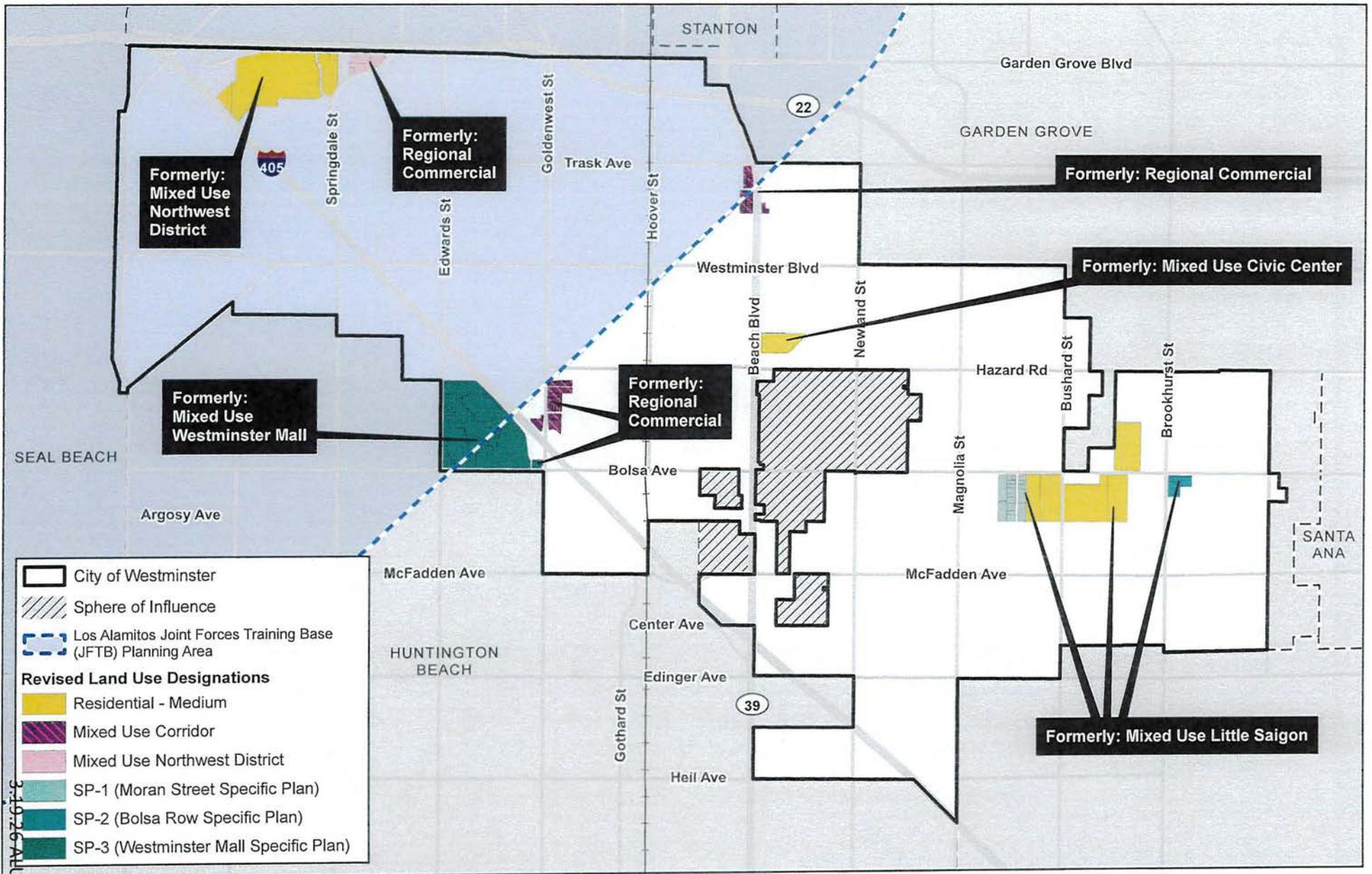


Exhibit 1

Land Use Changes and Los Alamitos Joint Forces Training Base Planning Area



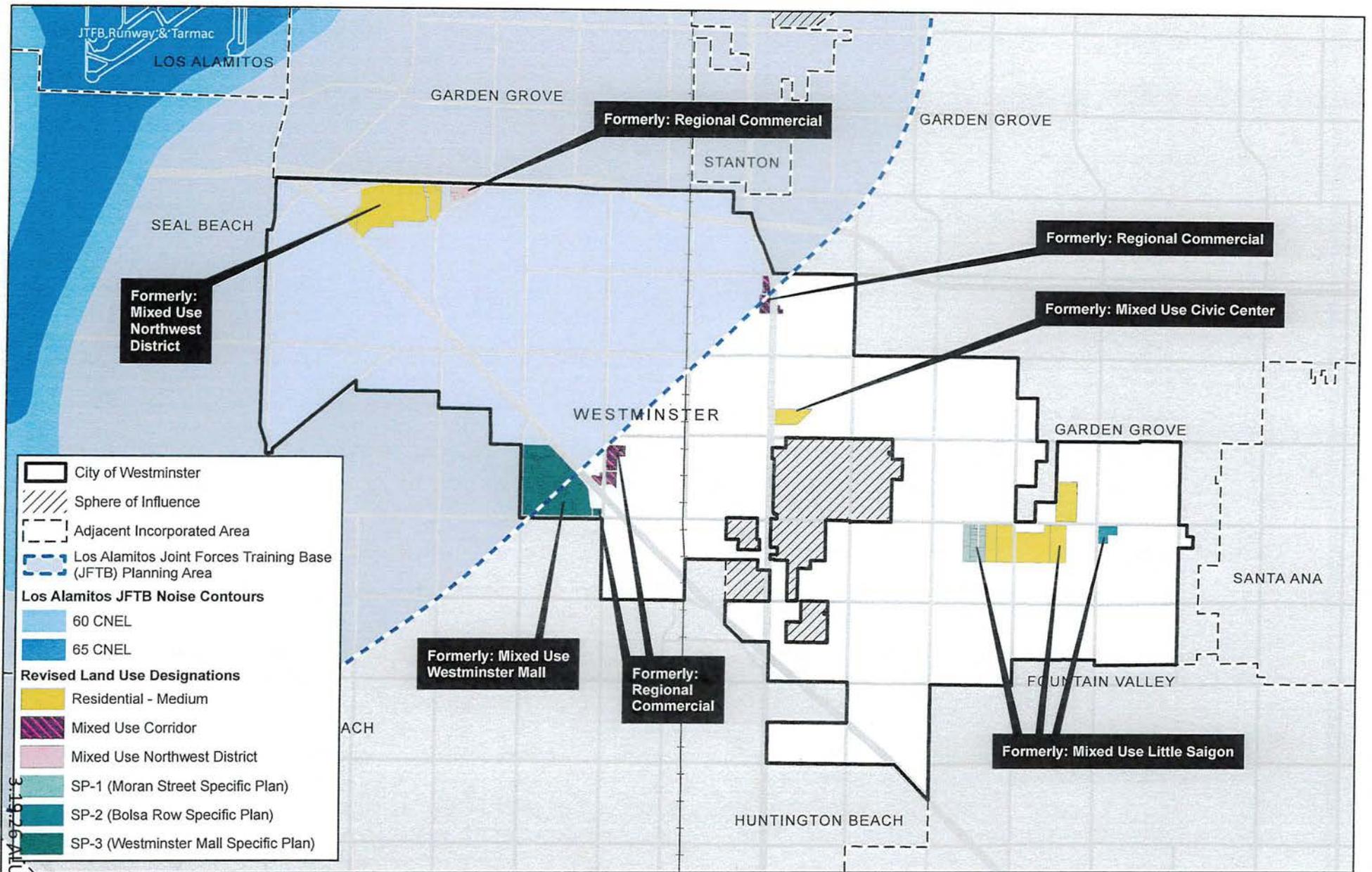
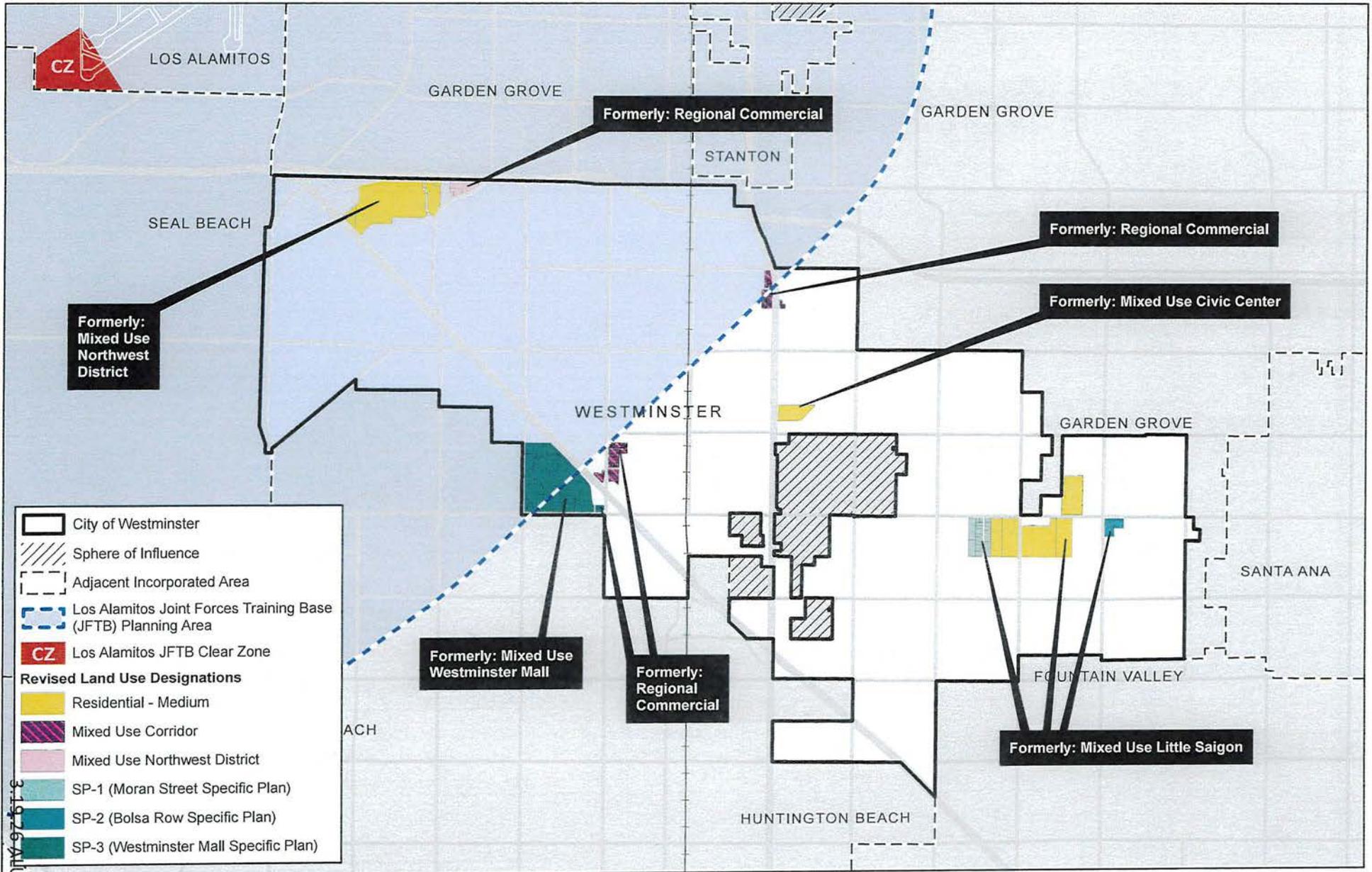


Exhibit 2

Land Use Changes and Los Alamitos Joint Forces Training Base Noise Contours



3-19-26 All UC Item #2 Page 35

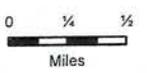


Exhibit 3

Land Use Changes and Los Alamitos Joint Forces Training Base Clear Zone

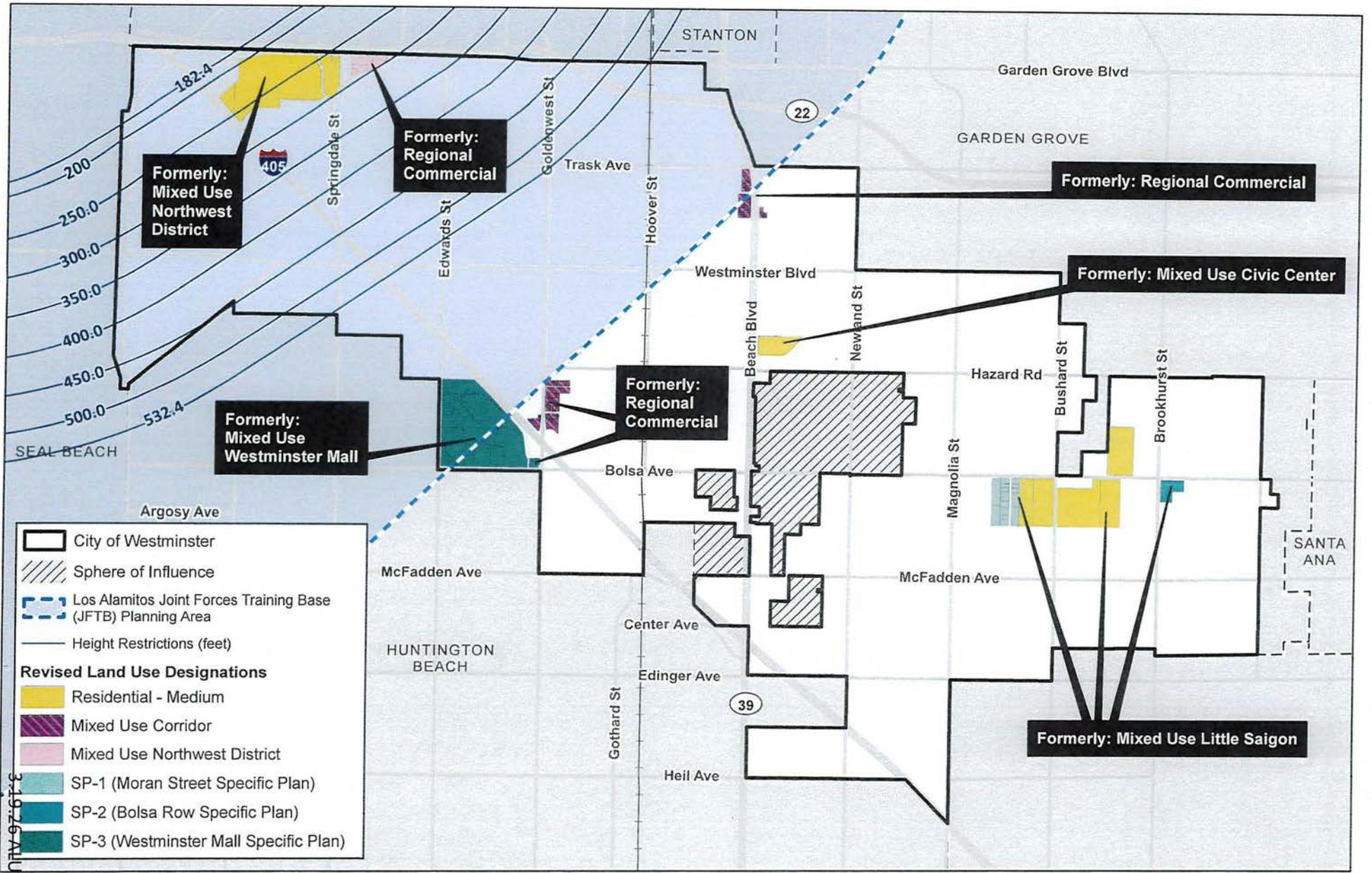


Exhibit 4

Land Use Changes and Los Alamitos Joint Forces Training Base Obstruction Imaginary Surfaces

February 26, 2026

Julie Fitch
Executive Officer
Airport Land Use Commission for Orange County
3160 Airway Avenue
Costa Mesa, CA 92626



**SUBJECT: City of Westminster – Citywide Zoning and General Plan Update
Airport Planning Area: Joint Forces Training Base (JFTB) Los Alamitos**

Dear Ms. Fitch:

The City of Westminster respectfully submits for review its Citywide Zoning and General Plan Update (hereinafter referred to as the “Project”) pursuant to Public Utilities Code Section 21676. Portions of the City are located within the Airport Planning Area, also referred to as the Airport Influence Area (AIA), for the Joint Forces Training Base (JFTB) Los Alamitos as established in the Airport Environs Land Use Plan (AELUP). The proposed Project include updates to the General Plan Land Use Element and Title 17 of the Westminster Municipal Code (Zoning Code), consolidation and refinement of existing mixed-use zoning districts, adjustments to permitted residential density standards, and corresponding zoning and land use map amendments.

The City has reviewed the proposed Project for consistency with the Airport Environs Land Use Plan (AELUP) for JFTB Los Alamitos and submits that the Project is consistent for the reasons described below:

1. No Change to Maximum Building Height Standards

The maximum permitted building height within the affected mixed-use districts remains 95 feet. This height limitation was established in the prior MU zoning regulations and is not being increased as part of this update.

The City’s General Plan (Goal LU-5 and Policies LU-5.2 and LU-5.3) requires compliance with Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces and mandates FAA notification for structures exceeding the 100:1 Notification Surface or 200 feet above existing grade. The proposed amendments do not alter these policies.

Based on the City's review of the JFTB AELUP Height Restriction Zones and FAR Part 77 Notification Surfaces, the 95-foot maximum height does not penetrate the applicable obstruction imaginary surfaces for the areas affected by this amendment. All future development remains subject to FAA Form 7460-1 filing requirements where applicable and to ALUC review if required.

2. No Changes Within Clear Zones or Airport Safety Zones

The proposed Project does not affect land within any Runway Protection Zone (RPZ), Clear Zone (CZ), or identified Airport Safety Zone for JFTB Los Alamitos. The AELUP identifies Clear Zones as located entirely within the boundaries of the Base. The Project does not introduce new land uses in any off-base accident potential areas.

3. Noise Compatibility

The proposed Project does not modify or eliminate existing General Plan noise policies. The City continues to implement state-required noise insulation standards and will ensure compliance with interior CNEL standards for residential development as required by Title 25 of the California Code of Regulations.

No changes are proposed within the 65 CNEL contour. Development within the Airport Planning Area will remain subject to applicable noise mitigation and disclosure requirements consistent with the AELUP and state law.

4. Land Use Compatibility and Density Adjustments

The proposed Project refines mixed-use zoning classifications and adjusts residential density allowances in designated areas. These changes do not introduce new categories of noise-sensitive land uses that are not already permitted under the existing General Plan framework.

The proposed Project does not alter airport safety zones, does not expand development into previously restricted areas, and does not permit structures of excessive height that would interfere with airport operations. Development intensity remains subject to all AELUP standards regarding concentration of people, noise compatibility, and airspace protection.

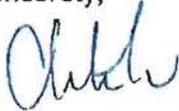
5. Continued Compliance with AELUP Standards

The City's General Plan contains policies expressly requiring consistency with the AELUP for JFTB Los Alamitos. All future discretionary development proposals within the Airport Planning Area will continue to be evaluated for compliance with AELUP noise, safety, and height standards, and will be referred to ALUC when required.

For the reasons outlined above, the City of Westminster respectfully submits that the Citywide Zoning and General Plan Update is consistent with the Airport Environs Land Use Plan for JFTB Los Alamitos.

We appreciate the Commission's review and are available to provide any additional materials or clarification as needed. If you have any questions regarding our submittal, please do not hesitate to contact me at (714) 548-3178 or by e-mail: ccordon@westminster-ca.gov.

Sincerely,



Christine Cordon
City Manager
City of Westminster

AIRPORT LAND USE COMMISSION APPLICATION

City of Westminster

General Plan Land Use Amendments

Joint Forces Training Base (JFTB) Los Alamitos

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- Cover letter by the City Manager
- Section I – Project Description
- Section II – Parcel-Level Summary of Changes
- Section III – Consistency with AELUP Standards
- Section IV – Current and Proposed Noise Policies and Mitigation Measures
- Section V – CEQA Compliance
- Section VI – Conclusion
- Table – AELUP Consistency Crosswalk

List of Maps:

- Exhibit 1 - Land Use Changes and Los Alamitos Joint Forces Training Base Planning Area
- Exhibit 2 – Land Use Changes and Los Alamitos Joint Forces Training Base Noise Contours
- Exhibit 3 – Land Use Changes and Los Alamitos Joint Forces Training Base Clear Zone
- Exhibit 4 – Land Use Changes and Los Alamitos Joint Forces Training Base Obstruction Imaginary Surfaces



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY
SUBMITTAL FORM

GENERAL PLAN · SPECIFIC PLAN · ZONING CODE

1. Name of City or County: City of Westminster, California
2. Contact Information - Name/Title Stephanie Tomaino, Contract Principal Planner
Agency: City of Westminster, California
Address: Westminster City Hall, 8200 Westminster Blvd., Westminster, CA 92683
Phone/email: stomaino@westminster-ca.gov
3. Airport Planning Area(s):
 John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos
4. Item being submitted for review (**submit each on a separate form**): Name of General Plan Element, Specific Plan or Planned Community: Citywide Zoning & General Plan Update
5. Scheduled date of Planning Commission Public Hearing: 3/4/2026
6. Tentative date of City Council/Board of Supervisors Public Hearing: 3/25/2026
7. Requested date of ALUC Review March 19, 2026.
Complete submittals must be received by the first day of the month to be considered for the next meeting date.
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area*? No (skip items # 9-12). Yes (continue below).
9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan? No Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport*? No Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of height within the Obstruction Imaginary Surfaces*? No Yes
13. Please indicate current (60, 75, or 95 feet, depending on development type) and proposed (75 or 95 feet, depending on development type) maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing <https://www.westminster-ca.gov/home/showpublisheddocument/522/637422753110100000> and proposed <https://www.westminster-ca.gov/home/showpublisheddocument/10174> General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.
See attached.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.
- Provide information regarding CEQA compliance.

*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at:
<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

*Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170*

ALUCinfo@ocair.com

I. PROJECT DESCRIPTION (Airport Influence Area Only)

A. Overview

The proposed action consists of coordinated amendments to the Westminster General Plan Land Use Element, General Plan Land Use Map, Zoning Code (Title 17), and Zoning Map.

The amendments are legislative in nature and do not approve any site-specific development. Any future development proposal would remain subject to separate discretionary review, building permits, CEQA compliance (as applicable), FAA notification requirements, and all applicable federal, state, and local regulations.

This application focuses exclusively on parcels located within the Los Alamitos Joint Forces Training Base (JFTB) Airport Influence Area.

Within the Airport Influence Area, the amendments affect three categories of properties:

- Parcels being downzoned (reduced intensity and height)
- Commercial parcels being rezoned to Mixed-Use (intensification)
- Existing Mixed-Use parcels receiving density increases only

Supporting exhibits are attached showing land use changes, noise contours, clear zone boundaries, and obstruction imaginary surfaces.

B. Links to existing and proposed General Plan Element

Existing General Plan (including Land Use Map): <https://www.westminster-ca.gov/home/showpublisheddocument/522/63742275311010000>

Proposed General Plan Land Use Element:
<https://www.westminster-ca.gov/home/showpublisheddocument/10174>

Proposed General Plan Land Use Map:
<https://www.westminster-ca.gov/home/showpublisheddocument/10166>

II. PARCEL-LEVEL SUMMARY OF CHANGES

1. Downzoning of Former Mixed-Use Northwest District Parcels

(Approximately 78.8 acres – closest area to JFTB)

Current zoning: MU-40

Current standards:

- 40 dwelling units per acre
- Maximum height: 60, 75, or 95 feet (depending on development type)

Proposed zoning: R-3 (Multiple-Family Residential)

Proposed standards:

- 13-14 dwelling units per acre
- Maximum height: 35 feet (two stories)
- Non-residential uses eliminated

This represents a substantial reduction in residential intensity and building height in the area closest to the JFTB.

2. Commercial Parcels Proposed for Rezoning to Mixed-Use

(Small parcels along established corridors within Airport Influence Area)

These parcels are currently zoned primarily:

- C-1 (Local Business) – maximum height 35 feet
- C-2 (Commercial Business) – variable height (35–105 feet depending on street width)
- One R-1 parcel (35-foot height limit)

Residential uses are not currently permitted on commercial parcels.

Under the proposed Mixed-Use (MU) zoning:

- Maximum height: 75 or 95 feet (depending on development type)
- Residential uses permitted
- Residential density tiered by site size

Because the majority of these parcels are under two acres, the most likely applicable density tier would be approximately 50 dwelling units per acre, unless parcel consolidation occurs. While the ordinance establishes a maximum density of 90 units per acre for larger sites, that tier would not typically apply to these small parcels without lot consolidation.

This represents an intensification relative to existing commercial zoning, in that:

- Residential uses would be newly permitted
- Height may increase from 35 feet to up to 95 feet

3. Existing Mixed-Use Parcels Receiving Density Increases Only

Certain parcels already designated and zoned Mixed-Use would experience an increase in allowable residential density from 36 or 40 units per acre to a maximum of 90 units per acre, tiered by site size.

For these parcels:

- No change to maximum building height is proposed
- Existing height limits (up to 95 feet) remain unchanged
- No new land use categories are introduced

III. CONSISTENCY WITH AELUP STANDARDS

A. Noise Compatibility

As shown in Exhibit 2 (Noise Contours Map):

- The 60 CNEL and 65 CNEL contours for the Los Alamitos JFTB do not extend into Westminster city boundaries.
- None of the affected parcels are located within a mapped 60 or 65 CNEL contour.

Accordingly:

- No residential uses are proposed within incompatible noise contours.
- No increase in density is occurring within a mapped AELUP noise impact zone.
- The amendments do not require additional residential noise mitigation policies under the AELUP.

B. Safety Compatibility and Clear Zone

Exhibit 3 illustrates the JFTB Clear Zone.

No affected parcels are located within the Clear Zone.

The amendments:

- Do not introduce hazardous land uses
- Do not create bird attractants, glare hazards, or other aviation hazards
- Do not intensify land use within an identified incompatible Safety Compatibility Zone

Importantly, the largest area closest to the JFTB is being downzoned, reducing allowable height and density relative to existing entitlements. This increases safety compatibility relative to the current regulatory framework.

C. Height Restrictions and Obstruction Imaginary Surfaces

Exhibit 4 illustrates Obstruction Imaginary Surfaces and height contours.

Within the JFTB Planning Area:

- A 200-foot threshold applies before FAA notification is required.
- The proposed maximum building height anywhere in the Airport Influence Area is 95 feet.
- Certain areas are being reduced to 35 feet.

Therefore:

- Proposed heights remain well below the 200-foot notification threshold.
- No legislative action authorizes penetration of Part 77 imaginary surfaces.
- Any future project exceeding FAA thresholds would require separate FAA and ALUC review.

D. Intensity and Density Considerations

While certain small commercial parcels would experience an increase in allowable residential density and height, these parcels:

- Are located outside mapped 60 and 65 CNEL contours;
- Are not within the Clear Zone;
- Remain subject to a maximum height of 95 feet;
- Are located along established urban corridors.

In contrast, the largest area nearest the JFTB is being downzoned from 40 units per acre and up to 95 feet in height to 13-14 units per acre and 35 feet in height.

Overall, the amendments:

- Do not introduce incompatible land uses within noise or safety zones;
- Do not increase maximum height beyond established citywide limits;
- Reduce intensity in the area closest to the installation.

IV. CURRENT AND PROPOSED NOISE POLICIES AND MITIGATION MEASURES

A. Existing General Plan Policies Related to Airport Noise and Safety

The Westminster General Plan, including the Safety Element and Noise Element, acknowledges the City's location within the Airport Influence Area of the Los Alamitos Joint Forces Training Base (JFTB) and incorporates by reference the Airport Environs Land Use Plan (AELUP) for JFTB Los Alamitos.

The General Plan:

- Recognizes the Airport Influence Area boundary;
- Requires consistency with applicable AELUP safety and height restrictions;
- Acknowledges FAA Part 77 obstruction evaluation requirements;
- Requires compliance with state and federal aviation safety standards for future development.

The 2016 General Plan FEIR (SCH No. 2015121052) evaluated airport-related noise exposure, safety compatibility, and obstruction hazards as part of the environmental analysis.

B. Proposed Amendments – Effect on Noise Policies

The proposed General Plan and Zoning Code amendments:

- Do not amend the Noise Element;
- Do not amend the Safety Element airport-related policies;
- Do not remove or weaken any airport-related mitigation measures;
- Do not modify existing General Plan policies requiring compliance with AELUP standards or FAA regulations.

No new airport-related noise policies are proposed, and no existing policies are being rescinded or altered.

The amendments primarily adjust land use designations, zoning classifications, residential densities, and development standards. They do not revise the City's airport compatibility framework.

C. Airport Noise Exposure Conditions

As documented in the 2016 General Plan FEIR and reaffirmed in the Addendum:

- The 60 CNEL and 65 CNEL aircraft noise contours for JFTB Los Alamitos do not extend into Westminster city limits.
- No portion of the City is located within a mapped AELUP noise compatibility zone.

Accordingly:

- The proposed amendments do not introduce residential uses within incompatible aircraft noise contours;
- No additional aircraft noise mitigation measures are required beyond those already evaluated in the FEIR;
- No changes to the City's airport noise mitigation approach are proposed.

D. Height and Obstruction Mitigation Framework

Existing City regulations require that future development comply with:

- FAA Part 77 obstruction evaluation standards;
- FAA Form 7460-1 filing requirements where applicable;
- Airport Land Use Commission review where required by state law.

The proposed amendments:

- Establish a maximum building height of 95 feet in the Mixed-Use zone;
- Reduce maximum height to 35 feet in certain downzoned residential areas;
- Do not authorize heights exceeding the 200-foot FAA notification threshold applicable within the JFTB Planning Area.

Future site-specific development proposals would remain subject to FAA notification requirements and ALUC review, as applicable.

E. CEQA Addendum Findings Related to Airport Impacts

An Addendum to the certified 2016 General Plan FEIR (SCH No. 2015121052) was prepared pursuant to CEQA Guidelines Section 15164.

The Addendum specifically evaluated whether the proposed amendments would:

- Introduce new aviation safety hazards;
- Increase exposure of residents to aircraft noise;
- Result in new or more severe airport-related environmental impacts.

The Addendum concluded:

- No new significant airport-related impacts would occur;
- No substantial increase in severity of previously identified impacts would result;
- The Project would remain consistent with AELUP safety and compatibility policies.

The decision-making body must consider the FEIR, adopted Mitigation Monitoring and Reporting Program (MMRP), and the Addendum as part of the whole record.

V. CEQA COMPLIANCE

A. Prior Environmental Review

The City of Westminster previously certified the 2016 General Plan Final Environmental Impact Report (FEIR) (State Clearinghouse No. 2015121052) in connection with adoption of the 2016 General Plan Update, including establishment of the City's Mixed-Use land use framework. The previously-adopted General Plan Update Final Environmental Impact Report (FEIR) is available on the City's website:

<https://www.westminster-ca.gov/departments/community-development/planning-division/general-plan>

The proposed General Plan and Zoning Code amendments are within the scope of the previously certified FEIR. An Addendum to the FEIR has been prepared pursuant to CEQA Guidelines Section 15164. The Addendum to FEIR, which will be considered by the Westminster City Council for adoption, is available on the City's website:

<https://www.westminster-ca.gov/home/showdocument?id=10210&t=639077961470611687>

The FEIR, adopted Mitigation Monitoring and Reporting Program (MMRP), and the Addendum are incorporated by reference into this application.

B. Applicability of CEQA Guidelines Sections 15162 and 15164

Pursuant to CEQA Guidelines Section 15162, a Subsequent or Supplemental EIR is required only if:

1. Substantial changes are proposed that would require major revisions due to new significant environmental effects or a substantial increase in severity of previously identified impacts;
2. Substantial changes occur with respect to circumstances under which the project is undertaken;
3. New information of substantial importance shows the project would result in new or more severe significant effects.

As documented in the Addendum:

- The proposed amendments would not result in new significant environmental impacts beyond those analyzed in the FEIR.
- The amendments would not substantially increase the severity of previously identified impacts.
- No substantial changes in circumstances have occurred.
- No new information of substantial importance has been identified.

Therefore, consistent with CEQA Guidelines Section 15164, preparation of an Addendum, rather than a Subsequent or Supplemental EIR, is appropriate.

C. Airport-Related CEQA Analysis

Because this application is before the Airport Land Use Commission, the City has carefully reviewed the FEIR and Addendum findings related specifically to airport safety, noise exposure, and obstruction hazards.

1. Airport Safety Compatibility

The Addendum confirms:

- There are no AELUP-designated safety zones within the affected Project Area.
- The Project Area is not located within an airport safety compatibility zone identified as incompatible with proposed land uses.
- Maximum building heights under the proposed amendments (95 feet) remain below FAA notification thresholds and below obstruction imaginary surface elevations applicable to the area.

The Addendum further explains that future redevelopment projects would remain subject to FAA Part 77 regulations and ALUC review, where applicable.

The Addendum concludes that the Project would not create substantial hazards to aircraft operating to or from JFTB Los Alamitos and would not result in aviation-related safety impacts.

2. Airport Noise Exposure

The Addendum and prior FEIR determined:

- The 60 dBA CNEL contour for JFTB Los Alamitos does not extend into the City of Westminster.
- No portion of the City is exposed to aircraft noise levels exceeding 60 dBA CNEL due to JFTB operations.
- Westminster is not located within an airport noise compatibility zone.

Accordingly:

- Development consistent with the General Plan would not expose residents or workers to excessive airport-related noise.
- Noise impacts would be less than significant.

- The proposed amendments would not result in new or more severe noise impacts beyond those identified in the FEIR.

3. Height and Obstruction Analysis

The Addendum also addresses FAA obstruction evaluation requirements and confirms:

- Sites within the Airport Planning Area are outside the 200-foot height notification threshold.
- Proposed maximum heights of 95 feet remain below FAA notification thresholds applicable to the Project Area.
- No penetration of obstruction imaginary surfaces would occur as a result of the legislative amendments.

Any future project exceeding applicable thresholds would require FAA Form 7460-1 notification and potential ALUC review.

D. Relationship of CEQA Findings to AELUP Consistency

The CEQA Addendum explicitly evaluated airport-related safety, noise, and height impacts in light of the AELUP standards for JFTB Los Alamitos.

The Addendum concludes that:

- The Project remains consistent with AELUP safety and compatibility policies;
- The Project would not result in aviation-related safety hazards;
- The Project would not expose residents to excessive airport noise;
- No new or more severe airport-related impacts would occur relative to the FEIR.

Because the Addendum determined that impacts related to airport safety, noise, and obstruction hazards would be the same or less than those evaluated in the FEIR, and because no new incompatible land uses are introduced within mapped noise or safety zones, the Project remains environmentally consistent with the AELUP framework.

E. CEQA Conclusion

The proposed amendments are covered by the previously certified General Plan FEIR (SCH No. 2015121052). An Addendum has been prepared pursuant to CEQA Guidelines Section 15164.

The Addendum concludes that:

- No new significant environmental impacts would occur;
- No substantial increase in the severity of previously identified impacts would result;
- Airport-related noise, safety, and height impacts remain less than significant;
- No subsequent or supplemental EIR is required.

In taking action on the proposed amendments, the decision-making body must consider the FEIR, the adopted MMRP, and the Addendum as part of the whole record.

V. CONCLUSION

The proposed General Plan and Zoning Code amendments:

- Do not encroach into mapped 60 or 65 CNEL noise contours;
- Do not affect parcels within the JFTB Clear Zone;
- Do not authorize heights exceeding 95 feet;
- Do not penetrate obstruction imaginary surfaces;
- Reduce intensity in the area closest to the installation;
- Introduce limited residential intensification only in areas outside noise and safety constraints.

As summarized in the AELUP Consistency Crosswalk included with this application, the City has evaluated each applicable AELUP review criterion related to noise compatibility, safety compatibility, height restrictions, and CEQA compliance. The analysis demonstrates that the proposed amendments are consistent with the policies and performance standards of the Los Alamitos JFTB Airport Environs Land Use Plan.

Accordingly, the City of Westminster respectfully requests that the Airport Land Use Commission find the proposed amendments Consistent with the Los Alamitos JFTB Airport Environs Land Use Plan.

AELUP CONSISTENCY CROSSWALK

City of Westminster – General Plan & Zoning Amendments

AELUP Review Topic	Applicable AELUP Standard	Project Response	Supporting Exhibit / Reference
Noise Compatibility	Residential uses should not be located within incompatible 60 or 65 CNEL noise contours.	The 60 and 65 CNEL contours for JFTB Los Alamitos do not extend into Westminster city limits. No affected parcels are located within mapped noise contours. Residential uses introduced by the amendments are outside AELUP noise compatibility zones.	<ul style="list-style-type: none"> • Section III.A • Section IV • Exhibit 2 • CEQA Addendum (see Section V)
Clear Zone	No new development or intensification within the Clear Zone.	None of the affected parcels are located within the JFTB Clear Zone. The proposed amendments do not encroach into the Clear Zone boundary.	<ul style="list-style-type: none"> • Section III.B • Exhibit 3
Safety Compatibility Zones	Land uses must be compatible with AELUP safety zones.	The Project Area is not located within any AELUP safety compatibility zone identified as incompatible with residential or mixed-use development. No hazardous land uses are introduced.	<ul style="list-style-type: none"> • Section III.B • CEQA Addendum (see Section V) • Exhibit 1
Height Restrictions / Obstruction Imaginary Surfaces	Structures must not penetrate FAA Part 77 imaginary surfaces; FAA notification required at 200 feet.	Maximum building height under the amendments is 95 feet. This is below the 200-foot FAA notification threshold and below applicable obstruction imaginary surfaces. No legislative action authorizes heights exceeding 95 feet.	<ul style="list-style-type: none"> • Section II • Section III.C • Exhibit 4 • CEQA Addendum (see Section V)
Density / Intensity Near Airport	Intensification should not create incompatible land use concentrations within airport planning areas.	The largest area closest to JFTB (Former Mixed-Use Northwest District) is being downzoned from 40 du/ac and up to 95 feet in height to 13–14 du/ac and 35 feet. Limited intensification occurs only on small commercial parcels outside noise and safety zones.	<ul style="list-style-type: none"> • Section II • Section III.D • CEQA Addendum (see Section V)
New Residential Introduction	Residential uses should not be introduced within incompatible safety or noise zones.	Residential uses are introduced only on parcels outside noise contours and outside the Clear Zone. Height remains capped at 95 feet.	<ul style="list-style-type: none"> • Section III • Section IV • Exhibit 2 • Exhibit 3
CEQA Compliance	Environmental review must evaluate airport-related impacts.	An Addendum to the 2016 General Plan FEIR (SCH No. 2015121052) was prepared under CEQA Guidelines §15164. The Addendum concludes no new or more severe airport-related impacts would occur.	<ul style="list-style-type: none"> • Section V • General Plan Update FEIR (SCH No. 2015121052) • CEQA Addendum
Overall AELUP Consistency Determination	The Commission may find a local action Consistent, Consistent with Conditions, or Inconsistent with the AELUP.	Because the Project does not introduce incompatible land uses within mapped noise or safety zones, does not penetrate obstruction imaginary surfaces, maintains heights below FAA notification thresholds, and reduces development intensity in the area closest to the installation, the City respectfully requests a finding of Consistent with the Los Alamitos JFTB Airport Environs Land Use Plan.	Entire Record

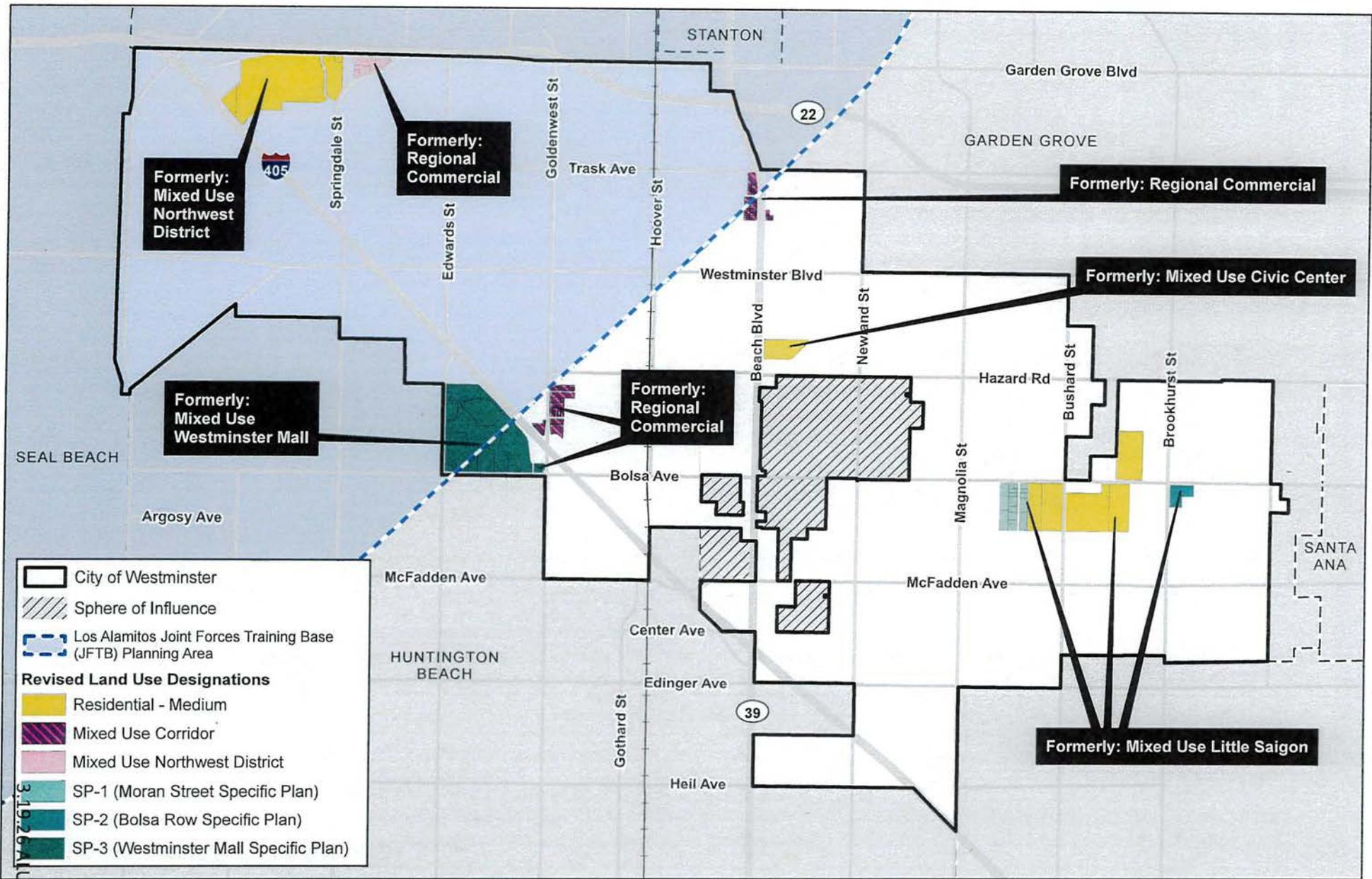


Exhibit 1

Land Use Changes and Los Alamitos Joint Forces Training Base Planning Area

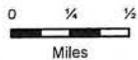
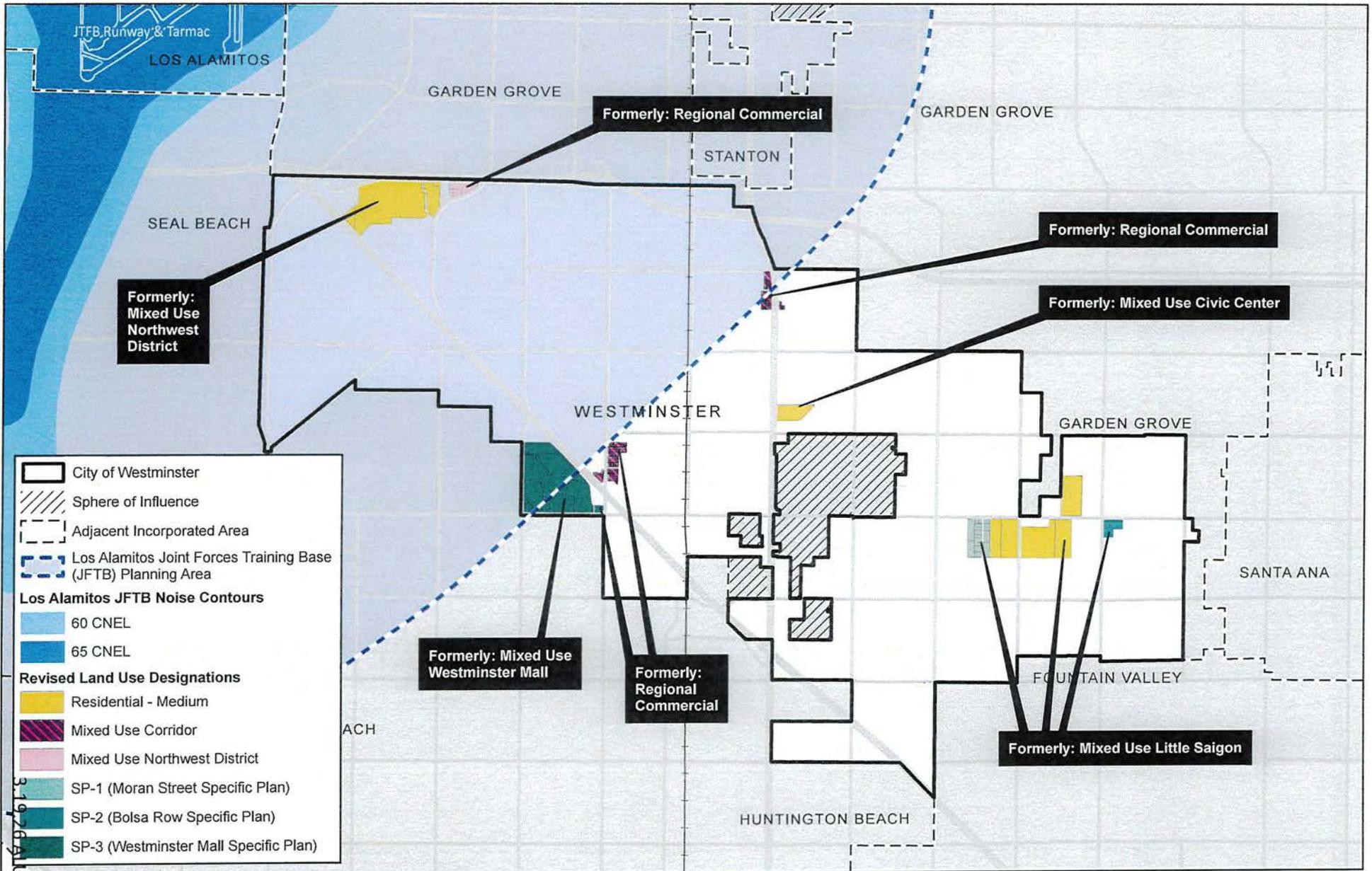


Exhibit 2

Land Use Changes and Los Alamitos Joint Forces Training Base Noise Contours

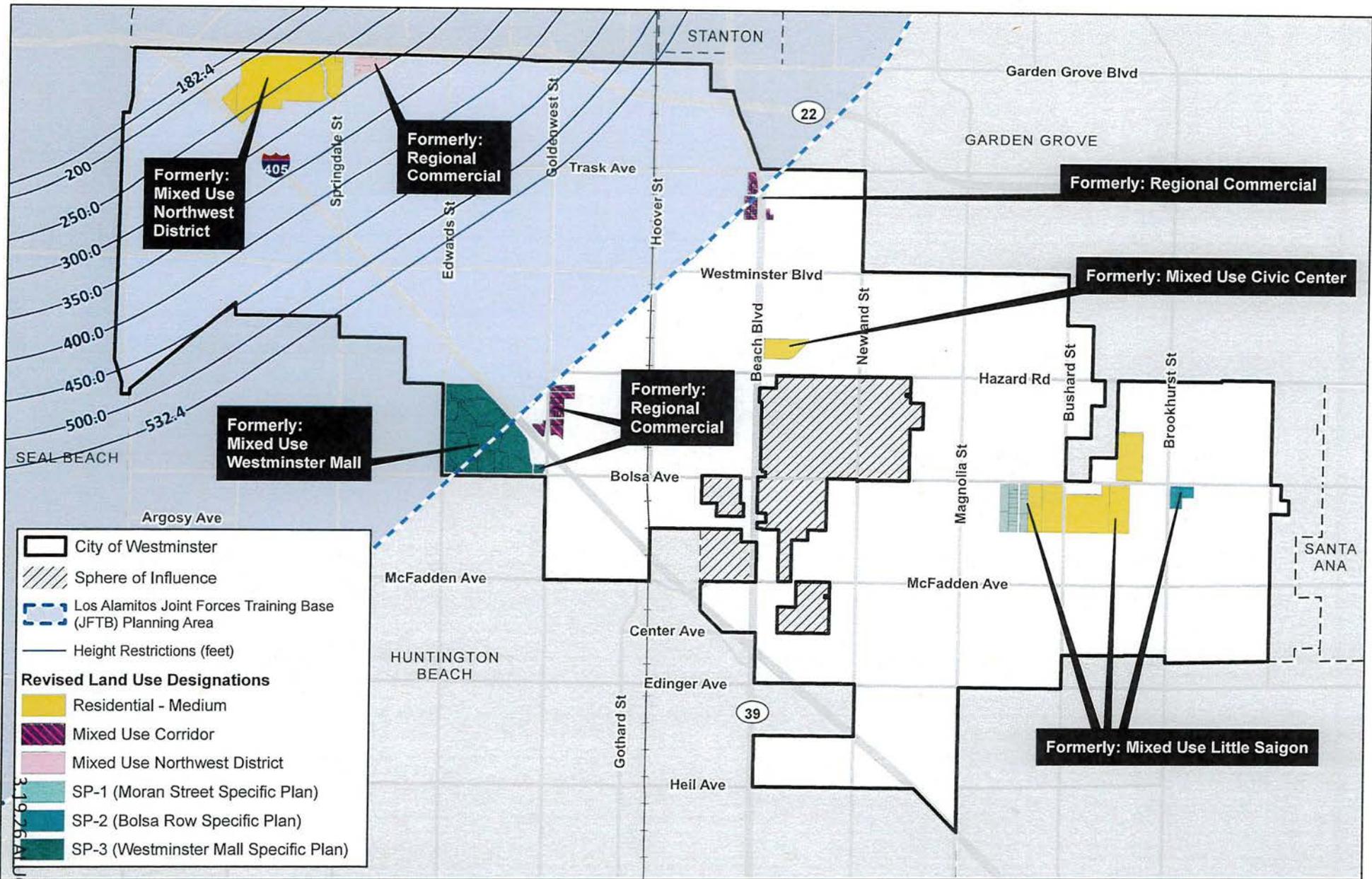


Exhibit 4

Land Use Changes and Los Alamitos Joint Forces Training Base Obstruction Imaginary Surfaces