

**LOS ANGELES COUNTY AIRPORT LAND USE COMMISSION  
STAFF ANALYSIS**

**AVIATION CASE NO. 03-348-(2)  
APPLICANT: CITY OF INGLEWOOD**

**PROJECT DESCRIPTION**

The proposed project is to develop 395 single-family homes on a 37-acre property near the Hollywood Park race track in the City of Inglewood. The project named “Renaissance” would also include a communal outdoor central recreation area, a recreation center, tennis courts and children’s play area.

Airport Land Use Commission (ALUC) review of this project is necessary because the project site is located within the planning boundary established for Los Angeles International Airport. The airport planning boundary consists of a combination of the 65 CNEL noise contour, the airport property boundary and all runway protection zones. The project site is within the 65 CNEL noise contour portion of the planning boundary. ALUC review is also necessary because a general plan amendment and zone change are needed. The project therefore must be reviewed for consistency with the policies of the adopted Los Angeles County Comprehensive Airport Land Use Plan (CLUP).

To approve this project, the City must grant a general plan amendment, a zone change and a special use permit. The general plan amendment would change the project site from “Commercial and Recreation” to “Low Density Residential”. The change of zone would be from C-R (Commercial and Recreation) to R-2 (Limited Multiple-Family Residential) and the special use permit would authorize the development of a master planned gated community. A tract map to subdivide the property would be applied for at a later date.

**LOCATION AND DESCRIPTION OF THE SUBJECT PROPERTY**

The Project Site

The project site is located adjacent to the Hollywood Park horse racing track, within the City of Inglewood and approximately 2.5 miles east of Los Angeles International Airport. The northern property line of the project site follows 90<sup>th</sup> Street. To the west the boundary is an extension of Carlton Drive (a barn access road), to the south is Hollywood Park and to the east is Darby Park, a public community park.

Surrounding Land Uses

North of 90<sup>th</sup> Street are two residential communities: Carlton Square and Briarwood. Carlton Square consists of 470 single and multi-family homes. Briarwood consists of 477 single-family homes. Both communities are located with the 65 CNEL noise contour for Los Angeles International Airport. To the east is Darby community park and to the south are barns serving the Hollywood Park racetrack. To the west remains mostly open space.

**STATUTORY REQUIREMENTS**

Section 21676.5 of the Public Utilities Code (PUC) requires that projects within the airport planning boundary be reviewed by the ALUC when the local agency general plan has not been reviewed for consistency with the Comprehensive Airport Land Use Plan (CLUP). The change to the local agency (City of Inglewood) general plan and zoning ordinance requires an ALUC consistency determination pursuant to Section 21676(b) of the PUC.

**STAFF EVALUATION**General Plan Amendment

The site is presently within the City of Inglewood's "Commercial and Recreation" designation. Development of the project would require the site to be re-designated "Low Density Residential". Although certain commercial and recreational uses would be preferable to residential uses in term of airport compatibility, residential can be considered compatible with a review of noise insulation needs and site design considerations.

Zone Change

A change of zone from "Commercial and Recreation" to R-2 (Limited Multiple-Family Residential) is also required. In airport land use planning, density is normally only a consideration with respect to safety and the CLUP does not identify safety as a concern in this area, it is however worth noting that the proposed change of zone to residential would lower the allowed density on the site. Commercial and recreation uses would likely attract more people per acre than an R-2 residential development.

Special Use Permit

A special use permit is used by the City as a means to review and condition a master-planned gated residential community. The number of units/lots allowed, modification to the site plan for community and airport compatibility would be made through this part of the City's process.

CLUP Noise Policy

Regarding noise, the State of California airport land use planning handbook suggests sound insulation should not be used as a way to make new residential development compatible with an airport. The guidelines suggest that sound insulation is only applicable for retrofits of existing structures and that exterior noise levels should generally be the primary consideration in evaluating the proposed new use (Handbook, page 7-36). However, the Handbook provides guidance for what it terms "infill development" by advising that new construction of this type may be unavoidable and may need to be treated in the same manner as an existing use. The Handbook further suggests that in any situation where sound insulation is required as a condition of approval that the ALUC require an aviation easement be dedicated to the airport proprietor.

The EIR identifies vehicular traffic as the primary and consistent source of noise in the project vicinity. Noise in the vicinity of the project site is therefore only partly an airport issue. Most aviation experts agree that advances in aircraft engine technology will lead to quieter commercial aircraft and will reduce the area that is now within the 65 CNEL noise contour. As the project site is presently at its periphery, a reduction in aircraft noise could reduce the area of the project site within the 65 CNEL noise contour.

#### CLUP Safety Policy

The site is in the approach path of LAX Runway 24L, but as mentioned previously, it is not located in an area that the CLUP considers a safety concern. The airport is approximately 2.5 miles from the site.

#### Conclusion on Project Consistency

This project is to create small single family lots and some shared outside areas. The land division is not part of the entitlement application at this time. The private outside spaces are quite small in relation to the area occupied by buildings and streets and therefore provide the opportunity for only limited outdoor activity. In terms of airport compatibility, this is a positive as it reduces the resident's exposure to aircraft noise. The communal recreation area is location away from the street and adjacent to Darby Park, presumably to avoid as much traffic noise from 90<sup>th</sup> Street as possible. This location also is exposed to less aircraft noise (see attached City of Inglewood Aircraft Noise Mitigation Program map) than along 90<sup>th</sup> Street and is outside the 65 CNEL noise contour.

#### **STATUS OF PROJECT**

The City of Inglewood Planning Commission on December 3, 2003 held a public hearing. The hearing was continued to the evening of December 17, 2003 to allow the commission more time to review the EIR. At the December 17, 2003 hearing, the planning commission recommended that the Inglewood City Council approve the project. A public hearing before the Inglewood City Council will be held January 13, 2004.

#### **ENVIRONMENTAL DOCUMENTATION**

A Final Environmental Impact Report (EIR) has been prepared by the City of Inglewood. Attached for your reference is a copy of the relevant portions of the report. The complete EIR is available upon request.

#### **RECOMMENDED ACTION**

Staff recommends that the Airport Land Use Commission find the project **consistent** with the policies of the Los Angeles County Airport Land Use Plan subject to the attached conditions.

Attachments:

Conditions

Airport vicinity map

Existing zoning map

General Plan map

Site plan

Noise exposure maps

Relevant ALUC excerpts of from the EIR

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JM:MC

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