

RPC MEETING DATE 09/10/2014
AGENDA ITEM NO. 4

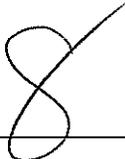
**AIRPORT LAND USE COMMISSION
TRANSMITTAL CHECKLIST**

PROJECT NO. R2009-00805-(2)

CASE NO. RAV 201400003

CONTACT PERSON: Jonathan Bell

- STAFF REPORT
- DRAFT FINDINGS FOR CONSISTENCT DETERMINATION
- CONSISTENCY MATRIX
- AIRPORT INFLUENCE AREA MAP
- SITE MAPS
- AMENDED HOLLYWOOD PARK SPECIFIC PLAN
- ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT
- LAND USE COMPATIBILITY TABLE FROM ALUP
- INGLEWOOD PLANNING COMMISSION RESOLUTION FOR SPA 2014-01
- INGLEWOOD PLANNING COMMISSION RESOLUTION FOR ZC 2014-01
- ORIGINAL 2009 FINDINGS
- PUBLIC COMMENTS – NONE RECEIVED

Reviewed By: 



County of Los Angeles

**Regional Planning Commission
Airport Land Use Commission**

Commissioners
Esther L. Valadez, *Chair*
Laura Shell, *Vice Chair*
David W. Louie
Curt Pedersen
Pat Modugno

DATE: August 27, 2014

TO: Esther L. Valadez, Chair
Laura Shell, Vice Chair
David W. Louie
Curt Pedersen
Pat Modugno

FROM: Carmen Sainz, Supervising Regional Planner
Community Studies East Section

**SUBJECT: HOLLYWOOD PARK SPECIFIC PLAN AMENDMENT HEARING PACKAGE
FOR ALUC CONSISTENCY REVIEW
PROJECT NO. 2009-00805-(2)
AVIATION CASE NO. 201400003**

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission (ALUC) pursuant to provisions of the State Aeronautics Act (California Public Utilities Code section 21670, et seq.).

At your meeting on September 10, 2014, your commission as the ALUC will hold a public hearing to review the project known as Hollywood Park Specific Plan Amendment for consistency with the adopted Los Angeles County Airport Land Use Plan. Enclosed please find the staff report, draft findings and all other attachments for the September 10th ALUC hearing.

If you have questions, please feel free to contact **Jonathan Bell** at (213) 974-6425, or by email at jpbell@planning.lacounty.gov, Monday through Thursday from 7:30 a.m. to 5:30 p.m. Our offices are closed on Fridays.

CS:JPB

Attachments

Richard J. Bruckner
Director
Dept. of Regional Planning

Rosie O. Ruiz
Secretary of Commission

BACKGROUND

On July 1, 2009, the Airport Land Use Commission (ALUC) reviewed the City of Inglewood's Hollywood Park Specific Plan project (RAV200900002-(2)) and found the project consistent with the adopted Los Angeles County Airport Land Use Plan (ALUP). A copy of the original findings is provided (See Attachment A: Original Findings). Hollywood Park is a 238-acre site located at 1050 South Prairie Avenue in the City of Inglewood. The Hollywood Park Specific Plan (HPSP) proposes to replace the Hollywood Park Racetrack and Grandstand with a mixed use development that includes 2,995 dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, and 10,000 square feet of community-serving uses for a Home Owners' Association. The project also allows a 300-room hotel with 20,000 square feet of meeting space. Additionally, twenty-five acres of recreation/open space and four acres of dedicated municipal civic space are proposed.

PROJECT DESCRIPTION

The City of Inglewood proposes a Specific Plan Amendment, SPA 2014-01, and associated Zone Change, ZC 2014-01, for the HPSP. Under the amended HPSP, instead of renovating the existing casino at its current location, a new 120,000 square-foot building to house the relocated casino will be built on-site along Century Boulevard. The existing casino will continue to operate during construction and will be demolished upon completion of the new facility. The amended HPSP also proposes enlargement of the Mixed Use land use category area around the new casino location, revised circulation routes, reduction in the area devoted exclusively to residential uses, four new land uses, and changes to housing density categories.

For the purposes of the ALUC, the consistency determination will focus on the proposed changes within the Airport Influence Area. Proposed changes to the project from what was reviewed in 2009 will increase the commercial area, develop a new casino facility, and reduce the residential component at the site.

LOCATION AND SITE DESCRIPTION

The Project Site

The 238-acre project site is located at 1050 South Prairie Avenue on the northeast corner of Prairie Avenue and Century Boulevard in the City of Inglewood (See Attachment B: Project Site). The site is bounded on the west by Prairie Avenue and on the south by Century Boulevard. Manchester Boulevard is located two blocks north of the site and Crenshaw Boulevard is located one block to the east. The site is currently developed with the Hollywood Park Racetrack (operations ceased in 2013), Hollywood Park Casino, and associated surface parking lots.

Surrounding Land Uses

The project site is located within a developed area comprised of a mix of low-to medium-density residential, commercial, and office uses. Single- and multi-family residential uses are located to the north across Pincay Drive, to the northeast directly adjacent to the

project site, to the east, and to the west across Prairie Avenue. Commercial uses and The Village at Century Boulevard Shopping Mall are located south of the project site across Century Boulevard. Darby Park is located northeast of the site. The Forum and its associated parking lots are located northwest of the site (See Attachment C: Surrounding Land Uses).

ENVIRONMENTAL DOCUMENTATION

The City of Inglewood certified a Final Environmental Impact Report (FEIR) for the project on June 3, 2009. On July 10, 2014, the Inglewood Planning Commission approved an Addendum to the certified FEIR (FEIR Addendum). In affirming the FEIR Addendum, the City Planning Commission found that the modifications to the proposed project will not generate new significant impacts or exacerbate impacts noted in the FEIR.

STATUS OF PROJECT

The City of Inglewood has granted a general plan amendment, zoning code amendment, vesting tentative tract map, final tract map, final parcel map, and an amendment to the Redevelopment Plan. A Development Agreement was secured between the City of Inglewood and Hollywood Park Land Company, LLC. On July 8, 2009, the City adopted the HPSP establishing the permitted uses and development standards for the project site.

On July 10, 2014 the Inglewood Planning Commission approved resolutions for the proposed project recommending that the City Council approve Specific Plan Amendment SPA 2014-01 to amend standards and guidelines of the HPSP, and approve Zone Change ZC 2014-01 to reinstate and expand the underlying C-R Zone to facilitate construction of the new casino at the site (See Attachment D: Inglewood Planning Commission Resolution for SPA 2014-01, and Attachment E: Inglewood Planning Commission Resolution for ZC 2014-01).

Inglewood City Council action to adopt the SPA 2014-01 and ZC 2014-01 is scheduled for September 23, 2014.

AIRPORT INFLUENCE AREA

The project site is located approximately two miles east of Los Angeles International Airport (LAX). ALUC review of the project is necessary because a portion of the site is located within the ALUC's LAX planning boundary, also known as the Airport Influence Area (AIA). The AIA consists of a combination of the 65 dB Community Noise Equivalent Level (CNEL) noise contour, the airport property boundary, and all runway protection zones (RPZ). The project site is partially within the 65 dB CNEL noise contour portion of the AIA (See Attachment F: LAX Airport Influence Area Map).

STATUTORY REQUIREMENTS

Section 21676(b) of the Public Utilities Code (PUC) requires that amendments to a specific plan and the adoption of a zoning ordinance within the airport planning boundary be reviewed by the ALUC when the local agency general plan has not been reviewed for consistency with the ALUP. The project includes changes to the City of Inglewood's Hollywood Park Specific Plan and an associated zone change and therefore requires an ALUC consistency determination pursuant to Section 21676(b) of the PUC.

AMENDMENTS TO THE SPECIFIC PLAN

Specific Plan Amendment – SPA 2014-01

Relocated casino

The amended HPSP proposes building a new 120,000 square-foot building to house the relocated casino along the site's southern boundary adjacent to Century Boulevard and partially within the AIA. The existing casino will operate during construction and will be demolished upon completion of the new building (See Attachment G: Original Land Use Map). The new location gives the casino prominent placement fronting Century Boulevard, a major arterial (See Attachment H: Amended Land Use Map). According to the City of Inglewood, this placement is consistent with site planning practices for large casinos in the U.S. The new casino location will reduce the need for roadways and vehicular traffic into the property.

Modifications to circulation for the Hybrid Retail Center

The amended HPSP proposes to remove some streets and to add landscaped pathways for walking and biking not included in the original HPSP (See Attachment H: Amended Land Use Map).

Changes to housing density categories

The City of Inglewood proposes to modify density ranges under the amended HPSP. The revised approach calls for a minimum/maximum density per housing *typology* instead of a minimum/maximum number of *dwelling units*. The amended HPSP still maintains the overall development limit of 2,995 dwelling units for the project site. The modification will reduce the number of dwelling units within the AIA.

Zoning Code – ZC 2014-01

The amended HPSP proposes to reinstate and expand the Commercial and Recreation (C-R) Zone on a portion of the property designated for the new casino. The reinstated C-R Zone will be approximately 11 acres in size. The proposed zone change affects a portion of the property within the AIA (See Attachment I: Reinstated C-R Zone Map).

According to the City of Inglewood, the improving economy has made constructing a new building for the relocated casino a more viable option for this redevelopment project. In order to build the new facility for the relocated casino in the desired location, the reinstated C-R Zone is required. As discussed above, the existing casino will remain in operation while the new facility is being built. The City of Inglewood explained that the "reinstated CR zone request creates land use continuity between the existing Casino operation and the

location of the new Casino.” After the casino commences operations in the new facility, the existing building will be demolished.

The project site retains the HPSP Overlay Zone. In addition to the uses allowed by the C-R Zone, the HPSP Overlay Zone allows residential, mixed use, and civic uses, subject to the provisions of the HPSP. The purpose of the HPSP Overlay Zone is to ensure that the project site is developed in a comprehensively planned manner, compatible with adjacent residential and commercial uses and consistent with the City of Inglewood’s quality of life goals.

Land Use Plan

The project retains the same land use categories as the original HPSP: Open Space (OS), Mixed Use (MU), Residential (R), Civic (C), and Commercial and Recreation (CR). Land use areas have been reconfigured to allow development of the new casino and additional areas for commercial and mixed uses (See Attachment H: Amended Land Use Map).

The amended HPSP proposes four new land uses: 1) Community Garden, 2) Home Finding Center, 3) Automobile Retail Storefront, and 4) Hotel and Motel. Community Gardens are outdoor spaces where Specific Plan area residents can harvest fresh produce. Home Finding Centers allow prospective buyers to view model homes in the Specific Plan community. The Automobile Retail Storefront will allow potential car buyers to view showroom vehicles and purchase them online. The Hotel and Motel use is proposed to capitalize on the enlarged Lake Park feature in the amended HPSP and the upgraded Forum concert venue adjacent to the site. Lake Park and the Forum are outside of the AIA. Community Gardens will be permitted by-right in all land use category areas. Home Finding Centers will be permitted by-right in MU and R areas. Automobile Retail Storefronts and Hotels and Motels will be allowed in MU areas with discretionary approval.

The entire project site remains designated as Major Mixed-Use in the City of Inglewood General Plan. Major Mixed-Use allows “large-scale development sites integrating commercial, office, entertainment, and/or housing that actively engage and enhance pedestrian activity, enable Inglewood’s residents to live close to businesses and employment; respect the site characteristics, and are well-designed reflecting the traditions of the City.” As determined by the ALUC in 2009, the goals and policies of the Major Mixed-Use land use category are consistent with the ALUP.

STAFF ANALYSIS

Staff conducted a consistency analysis of the project with all applicable ALUP policies (See Attachment J: Consistency Matrix). The analysis disclosed that the amended HPSP and associated zone change present no inconsistencies with the adopted ALUP. The proposed modifications to the project will reduce the project’s noise-sensitive uses and will increase uses that are less noise-sensitive, such as commercial uses. The project area is located within the 65 dB CNEL in the AIA, so the noise policies of the ALUP apply (See Attachment K: Land Use Compatibility Chart). Commercial and recreational development is not considered noise-sensitive at 65 dB CNEL. The residential component of the project was previously reviewed in 2009 and was found to be consistent with the ALUP.

LEGAL NOTICE

In compliance with Section 65090 California Government Code, the ALUC public hearing was noticed for ten days in the local newspaper *The Daily Breeze* on August 26, 2014. Notices were also mailed to interested parties on the City of Inglewood's courtesy list, totaling nine mailings.

PUBLIC COMMENTS

At the time of this writing, staff has received no comments regarding this project.

RECOMMENDED ACTION

As with the original HPSP, the City of Inglewood and ALUC staff worked together through the review of this project. ALUC staff has provided guidance to ensure compatibility between the amended HPSP and the airport. Staff recommends that the ALUC find the project and proposed actions by the City of Inglewood **consistent** with the adopted ALUP. Attached are draft findings for a consistency determination (See Attachment L: Draft Findings).

SUGGESTED MOTION

*"I move that the Airport Land Use Commission close the public hearing and, based on the evidence presented, find the amended Hollywood Park Specific Plan project **CONSISTENT** with the adopted Los Angeles County Airport Land Use Plan."*

Attachments:

Attachment A: Original Findings
Attachment B: Project Site
Attachment C: Surrounding Land Uses
Attachment D: Inglewood Planning Commission Resolution for SPA 2014-01
Attachment E: Inglewood Planning Commission Resolution for ZC 2014-01
Attachment F: LAX Airport Influence Area Map
Attachment G: Original Land Use Map
Attachment H: Amended Land Use Map
Attachment I: Reinstated C-R Zone Map
Attachment J: Consistency Matrix
Attachment K: Land Use Compatibility Chart
Attachment L: Draft Findings

Prepared by: Jonathan P. Bell, Regional Planning Assistant II, Community Studies East Section
Reviewed by: Carmen Sainz, Supervising Regional Planner, Community Studies East Section

Attachment A: Original Findings

**FINDINGS AND ORDER OF THE COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION (ALUC)**

AVIATION CASE NO. T200900002
COMMISSION HEARING DATE: July 1, 2009

SYNOPSIS:

The proposed project consists of a general plan amendment, zoning code amendment, and a new specific plan for the redevelopment of the 238-acre Hollywood Park property located at 1050 South Prairie Avenue in the City of Inglewood. The project, known as Hollywood Park Specific Plan, will replace the Hollywood Park Racetrack and Grandstand to allow a mixed-use development on the property. The casino would remain at its present location. The proposed project includes the new construction of approximately 2,995 dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, and 10,000 square feet of community-serving uses for a Home Owners' Association. The proposed project would also allow a 300-room hotel which would include 20,000 square feet of meeting space and 25 acres of recreation/open space.

Airport Land Use Commission (ALUC) review of the project is necessary because a portion of the project site is located within the Airport Influence Area of Los Angeles International Airport (LAX) and within the 65 CNEL noise contour. The project is located approximately two miles away from LAX. ALUC review is also necessary as a general plan amendment, a zone change and other discretionary actions are needed for project approval. ALUC review of this project is focused on the project's consistency with the Los Angeles County Airport Land Use Plan (CLUP).

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

July 1, 2009 Public Hearing

Staff presented a brief summary of the project and the relevant Los Angeles County Airport Land Use Plan (CLUP) consistency issues. Christopher Meany, representing Hollywood Park Land Company, then made a presentation to the Commission, after which public testimony was heard. After testimony and discussion, the ALUC determined that the project is consistent with the CLUP and directed staff to add two additional findings regarding the height of telecommunications structures and future noise impacts. The Commission then closed the public hearing and instructed staff to finalize the documents for a finding of consistency.

FINDINGS:

1. The project site is 238 acres in size. It is located at 1050 S. Prairie Avenue on the northeast corner of Prairie Avenue and Century Boulevard in the City of Inglewood. The project is bounded on the west by Prairie Avenue and on the south by Century Boulevard. Manchester Boulevard is located a few blocks

north of the project and Crenshaw Boulevard is located a few blocks to the east of the project.

2. Los Angeles International Airport (LAX) was established in 1928 as a 640-acre general aviation field. Commercial service was established in 1946 providing temporary passenger facilities, with the first permanent passenger facilities commencing in 1961. LAX is located at #1 World Way northwest of the 405 and 105 freeway interchange. The Airport is owned and operated by Los Angeles World Airports.
3. The City of Inglewood is reviewing a proposed Specific Plan for the project site. The project site is partially located within the 65 CNEL noise contour area identified on the CLUP's Airport Influence Area for Los Angeles International Airport.
4. To approve the project, the City must certify the Final Environmental Impact Report (FEIR), and approve a general plan amendment, zoning code amendment, redevelopment plan amendment, a new specific plan, a vesting tentative tract map, and a Development Agreement between the City of Inglewood and Hollywood Park Land Company, LLC.
5. In accordance with the Public Utilities Code (PUC) Section 21676, the Airport Land Use Commission (ALUC) has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted Airport Land Use Plan (CLUP) when the local agency's general plan has not been reviewed for consistency with the CLUP.
6. The proposed Hollywood Park Specific Plan would redevelop a 238-acre site, currently occupied by the Hollywood Park Racetrack and Grandstand with approximately 2,995 new dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, and 10,000 square feet of community serving uses for a Home Owners' Association. The proposed project would also allow a 300-room hotel which would include 20,000 square feet of meeting space and 25 acres of recreation/open space.
7. The project site is presently designated as Commercial-Recreation in the Land Use Element of the City of Inglewood's General Plan. A portion of the site along Prairie Avenue from Century Boulevard to Pincay Drive is designated Commercial-Residential. Development of the project would require the site to be re-designated as Major Mixed-Use.
8. The existing zone for the project site is C-R (Commercial and Recreation). The project proposes a zone change to Hollywood Park Specific Plan (HPSP) for the majority of the project site. Approximately eight acres will maintain the C-R zone classification with the HPSP classification serving as an overlay zone.

9. The project would require approval of Vesting Tentative Tract Map No. 69906 which would allow subdivision of the project site from two parcels into 215 parcels.
10. The project would require a Development Agreement between the City of Inglewood and Hollywood Park Land Company, LLC (City Council Resolution No. 1560) as part of the entitlements relating to redevelopment of the property as a new master planned mixed-use community. The proposed Development Agreement provides certain benefits to the City in exchange for granting the Hollywood Park Land Company, LLC a vested right to proceed with the development consistent with the Specific Plan.
11. The Specific Plan proposes mixed use, residential, commercial, and recreation uses for the portion of the project site within the Airport Influence Area. In addition to these uses, civic and open space uses are proposed for the project site outside of the Airport Influence Area.
12. General Policy G-1 and Noise Policy N-3 of the Airport Land Use Compatibility Plan require new uses to adhere to and utilize the Land Use Compatibility Chart in evaluating projects within the planning boundaries. According to this chart, educational facilities, commercial, and recreation land uses are satisfactory uses within the 65 CNEL noise contour and residential uses require review for sound insulation needs. Noise Policy N-2 requires sound insulation to insure a maximum interior 45 CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.
13. Sections 2.8 and 2.9 of the Hollywood Park Specific Plan include provisions to ensure that interior noise levels attributable to exterior sources shall not exceed 45 decibels in any habitable room.
14. Mitigation Measure G-7 of the Final Environmental Impact Report requires that prior to the issuance of building permits, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Inglewood that the 45 dBA interior noise standard has been achieved at residential dwelling units. Mitigation Measure I-1 also requires that that proposed residential uses, including those that fall within the Airport Influence Area's 65 dBA CNEL contour, shall be developed in a manner that achieves a 45 dBA interior noise level and that a qualified noise consultant shall complete an exterior to interior noise analysis during the ministerial building permit stage in conformance with the California Building Code, Title 24, Section 1207 to ensure that interior noise levels are at or below 45 dBA CNEL. The prescribed noise standards must be met during the ministerial building permit stage and prior to the issuance of building permits, based on the 65 dBA CNEL noise contour at that time. Existing and potential future noise impacts are addressed through these mitigation measures in the Final Environmental Impact Report.

15. General Policy G-3 of the Airport Land Use Compatibility Plan states that dedication of an aviation easement should be considered as a condition of approval on any project within the designated planning boundaries. Furthermore, Noise Policy N-4 encourages local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and any land use restrictions associated with high noise exposures.
16. As recommended by the State of California Airport Land Use Planning Handbook, the Commission finds that an aviation easement is necessary to grant the airport the right to continue routing aircraft over the subject property.
17. General Policy G-4 of the Airport Land Use Compatibility Plan prohibits any uses which will negatively affect safe air navigation. Safety Policy S-5 prohibits uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation. Furthermore, Safety Policy S-6 prohibits uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
18. Exhibit 2-1 of the Specific Plan depicts the project's Land Use Plan. Mixed use, residential, and commercial and recreation uses are designated within the Airport Influence Area. Table 2-4 of the Specific Plan lists uses permitted by right and subject to permits in each of the zoning designations within the Specific Plan Area. The uses depicted on the Land Use Plan and within the Table located within the Airport Influence Area are consistent with the Airport Land Use Plan.
19. Safety Policy S-7 of the Airport Land Use Compatibility Plan requires that projects comply with the height restriction standards and procedures set forth in Federal Aviation Regulations (FAR) Part 77.
20. Section 2.7 of the Specific Plan covers building height standards. The maximum heights within the Airport Influence Area are 75' or 150', with copulas, steeples, flags, towers, or other ornamental architectural features permitted to be developed 25' higher than the maximum. One signature architectural feature may have a maximum height of 160'. These heights are compliant with FAR Part 77. Furthermore, Project Design Feature I-3 of the Specific Plan requires "notice to the Federal Aviation Administration in accordance with the applicable requirements of Title 14, Part 77, Subpart B."
21. All uses and structures listed in Land Use Table 2-4 of the Specific Plan, including commercial broadcasting antennas, cellular telephone, antenna installations, and telecommunication facilities, are subject to the building height restrictions of Section 2.7 of the Specific Plan.

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

That the proposed project presented in Aviation Case 2009-00002-(2) is consistent with the Los Angeles Airport Land Use Plan (CLUP).

AIRPORT LAND USE COMMISSION ACTION:

In view of the findings of fact presented above, the project presented in Aviation Case No. 2009-00002-(2) is found **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE

Concurring: Commissioners Helsley, Modugno, Bellamy, Rew

Dissenting: None

Abstaining: None

Absent: Commissioner Valadez

Action Date: July 1, 2009

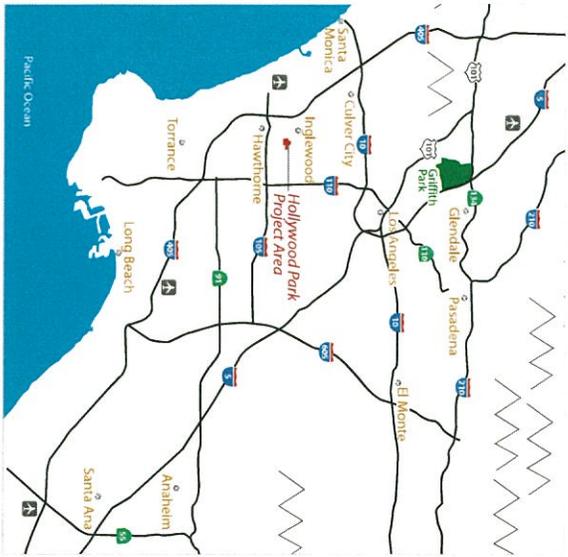


EXHIBIT 1-1—LOCATION MAP

Airport (LAX) and several blocks southeast of downtown Inglewood. Refer to *Exhibit 1-1—Location Map*.

The Hollywood Park Specific Plan project site is located on the northeast corner of Prairie Avenue and Century Boulevard. The streets that border the Specific Plan area include, Prairie Avenue on the west and Century Boulevard to the south. Access to the site can also be obtained from Pincay Drive to the north. Manchester Boulevard (State Route 42) and Crenshaw Boulevard are located a few blocks north and east, respectively. All of the roads, mentioned above, provide access to the nearby regional freeway network. Refer to *Exhibit 1-2—Vicinity Map*.

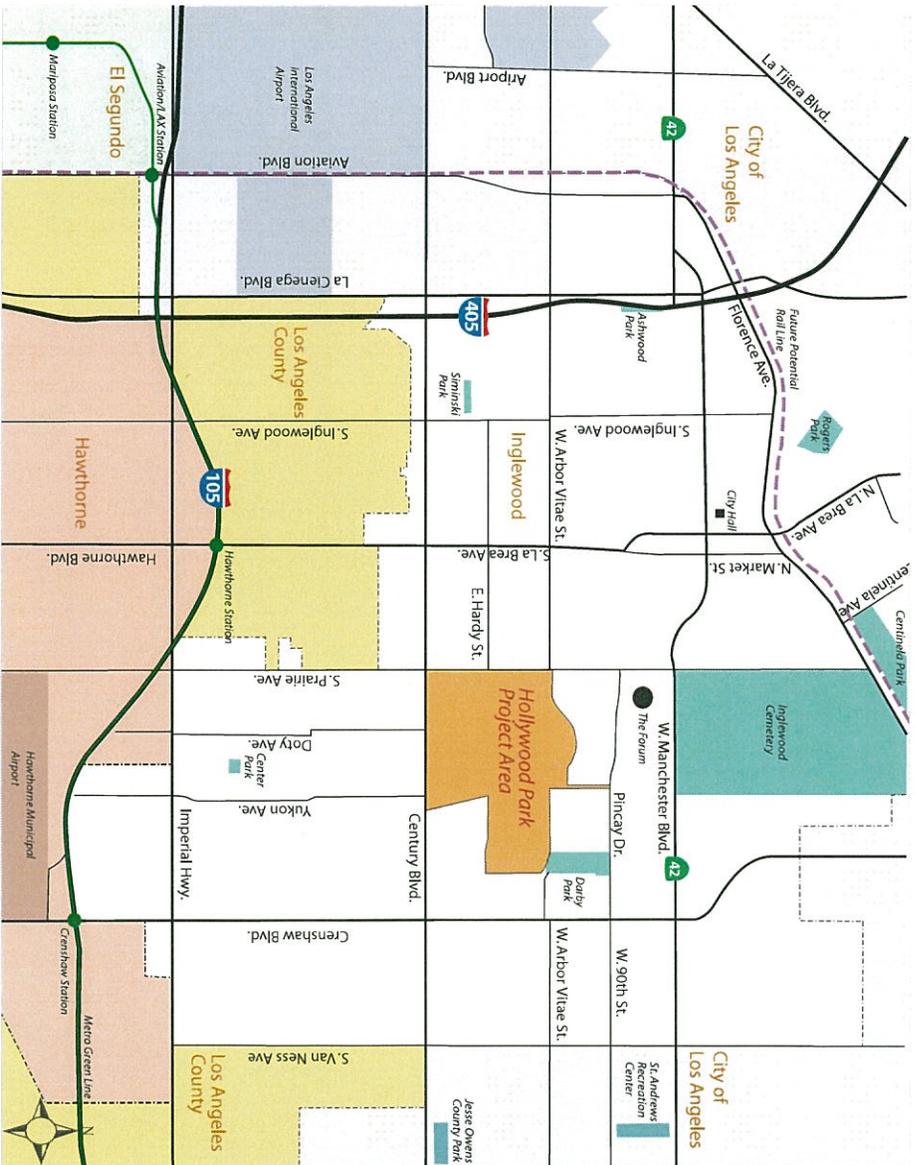


EXHIBIT 1-2—VICINITY MAP

Attachment C: Surrounding Land Uses



Existing Race Truck In Field Lakes



1.3 EXISTING SITE CHARACTERISTICS

The Hollywood Park complex consists of a series of buildings and structures located around a central, one-and-one-eighth mile, oval-shaped racetrack. Perhaps the most distinctive feature of the racetrack is its infield, a park-like setting that includes two scenic lakes and extensive landscaping. The majority of the remaining site consists of asphalt and racing-related buildings.

The surrounding area is comprised of a mix of low- to medium-density residential, commercial, motel and office uses. Refer to *Exhibit 1-3—Aerial* for the aerial photograph of Hollywood Park and the surrounding area. The properties immediately surrounding the site include:

- A vacant lot used for overflow parking for the Forum and single-family residential to the north
- Single-family residential and Darby Park to the northeast
- Single-family residential and Hollywood Park Market Place to the east
- The Village at Century Boulevard shopping center and other commercial uses to the south (across Century Boulevard)
- Single-story commercial and multi-family residential to the west (across Prairie Avenue)

1.4 COMMUNITY INPUT

The Hollywood Park Land Company held four community workshops between April and August 2006. The goal of these meetings was to involve the community in the planning of the future Hollywood Park redevelopment. Community outreach for the meetings included newspaper notices and distribution by the City of Inglewood of over 5,000 flyers to block club captains, senior centers, business and civic organizations and other community organizations.

The public workshops were interactive and iterative. The first workshop used exercises to identify community goals and preferred architectural and landscape characteristics. As part of the meeting, community members were asked to place green dots on images of spaces and building types they found appealing. The highlights of this meeting are identified in the images on the following page.

The second meeting focused on economic realities and market conditions for various types of potential retail and other uses desired by the community.



EXHIBIT 1-3—AERIAL

1 RESOLUTION NO. 1708

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF
4 THE CITY OF INGLEWOOD, CALIFORNIA, APPROVING
5 AND RECOMMENDING TO THE CITY COUNCIL
6 APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 2014-
7 01 (SPA 2014-01) TO AMEND THE HOLLYWOOD PARK
8 SPECIFIC PLAN (ADOPTED JULY 9, 2009).

9 (SPA 2014-01)

10
11 WHEREAS, pursuant to Chapter 12, Article 27 of the Inglewood
12 Municipal Code, there was filed with the Planning Commission of the City of
13 Inglewood, California on the 17th of June 2014, an application by Alexandra
14 Galovich, representing Hollywood Park Land Co, LLC, for Specific Plan
15 Amendment No. 2014-01 to amend certain standards and guidelines of the
16 Hollywood Park Specific Plan (adopted July 9, 2009); and

17 WHEREAS, the Planning Commission conducted a special public hearing
18 on the 10th day of July 2014, in the City Council chamber, ninth floor, of City
19 Hall, beginning at 7:00 p.m. to consider Specific Plan Amendment SPA 2014-01;
20 and

21 WHEREAS, notice of the time and place of the hearing was given as
22 required by law; and

23 WHEREAS, the Planning Commission conducted the hearing at the time
24 and place stated in the notice and afforded all persons interested in the matter of
25 the proposed amendment to the Hollywood park Specific Plan, or in any matter
26 or subject related thereto, an opportunity to appear before the Planning
27 Commission and be heard and to submit any testimony or evidence in favor or
28 against the proposed Specific Plan Amendments; and

1 WHEREAS, after taking public testimony and fully considering all the
2 issues, the Planning Commission determined that Specific Plan Amendment
3 SPA 2014-01 should be recommended for approval to the City Council as set
4 forth herein below.

5 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY
6 OF INGLEWOOD, CALIFORNIA RESOLVES AS FOLLOWS:

7 SECTION 1.

8 The Planning Commission has carefully considered all testimony and
9 evidence presented at the public hearing. The Planning Commission
10 recommendation for approval is based upon information contained in the
11 General Plan, all application materials, the EIR Addendum, the staff report, and
12 all other information contained in the administrative record concerning this
13 matter, and being so advised, finds as follows:

- 14 1. That the proposed amendments are consistent with the intent of the
15 Inglewood General Plan in that it will further the goals of the Major
16 Mixed-Use Land Use designation of the General Plan Land Use Element
17 by providing development of properties and buildings that integrate a
18 diversity of uses such as retail, office, entertainment, and residential uses,
19 which are developed as quality places to live, walk, shop, and be
20 entertained. This goal would be further accomplished by these
21 amendments that facilitate residents to live close to commercial,
22 employment, restaurants, entertainment, and public services and thereby
23 reduce automobile trips, air pollution, and energy consumption.
- 24 2. That the proposed Hollywood Park Specific Plan amendments are
25 appropriate for the subject site in terms of the adequacy of the site to
26 accommodate the land uses within the Specific Plan.
- 27 3. That the Hollywood Park Specific Plan amendments will not constitute
28 the establishment of unique standards, offering special privilege to a

1 particular individual or group of individuals which is inconsistent with
2 the general intent of the provisions of this Chapter or that may be
3 detrimental to the general welfare of the community. The amendments
4 implement the intent of Chapter 12 by providing unified development
5 standards throughout the Hollywood Park Specific Plan area, and closely
6 regulate the design of proposed improvements to the public and private
7 realm, in a manner that will be beneficial to the general welfare.

8 **SECTION 2.**

9 The Planning Commission has carefully considered all testimony and
10 evidence presented at the hearing and now affirms the conclusions contained in
11 the Environmental Impact Report Addendum (EA-EIR-AD-2014-44) to the
12 certified Final Environmental Impact Report for the Hollywood Park
13 Redevelopment Project (SCH No. 2007111018) determining that the Revised
14 Project would not generate any new significant impacts, or increase the number
15 or severity of significant impacts already identified in the Certified EIR.
16 Therefore, the Planning Commission further affirms that pursuant to Public
17 Resources Code section 21166 and CEQA Guidelines section 15162(a),
18 preparation of a subsequent environmental impact report is not warranted.

19 **SECTION 3.**

20 Pursuant to the foregoing recitations and findings, the Planning
21 Commission of the City of Inglewood, California, hereby recommends approval of
22 Specific Plan Amendment SPA 2014-01 to the City Council as set forth in Draft
23 Amendment to the Hollywood Park Specific Plan attached hereto and made a
24 part thereof inclusive of 1) adding a new definition in the Appendix for
25 "Community Gardens" that would set provisions about maintenance and soil
26 testing, 2) adding a definition in the Appendix for "Automobile Retail
27 Storefront" that sets restrictions prohibiting typical ancillary uses associated
28 with automobile sales and service, and 3) revise the definition in the Appendix

1 for "Marketplace Retail" by substituting the wording "slightly used merchandise"
2 with repurposed and vintage.

3 SECTION 4.

4 The Secretary of the Planning Commission is hereby instructed to forward
5 a certified copy of this resolution to the City Council as a recommendation of the
6 Planning Commission to approve the proposed amendments to the Inglewood
7 Municipal Code.

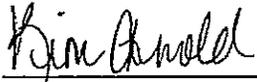
8 Passed, approved and adopted this 10th day of July 2014.

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Larry Springs, Chairperson
City Planning Commission
Inglewood, California

ATTEST:



Kim Arnold, Acting Secretary
City Planning Commission
Inglewood, California

Attachment E: Inglewood Planning Commission Resolution for ZC 2014-01

1 RESOLUTION NO. 1709

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF
4 THE CITY OF INGLEWOOD, CALIFORNIA, APPROVING
5 AND RECOMMENDING TO THE CITY COUNCIL FOR
6 APPROVAL OF ZONE CHANGE NO. 2014-01 (ZC 2014-01)
7 TO REINSTATE AND EXPAND THE UNDERLYING C-R
8 (COMMERCIAL RECREATION) ZONE TO THE
9 HOLLYWOOD PARK SPECIFIC PLAN TO ACCOMMODATE
10 RELOCATION OF THE HOLLYWOOD PARK CASINO.

11 (ZC 2014-01)

12
13 WHEREAS, pursuant to Chapter 12, Article 27 of the Inglewood
14 Municipal Code, there was filed with the Planning Commission of the City of
15 Inglewood, California on the 17th of June 2014, an application by Alexandra
16 Galovich, representing Hollywood Park Land Co, LLC, for Zone Change No.
17 2014-01 to reinstate and expand the underlying C-R (Commercial Recreation)
18 zone to an approximately 11 acre portion of the 238-acre Hollywood Park project
19 site to accommodate the relocation of the Hollywood Park Casino on a property
20 located at 1050 Prairie Avenue on real property legally described as set forth in
21 Attachment A; and

22 WHEREAS, the Planning Commission conducted a special public hearing
23 on the 10th day of July 2014, in the City Council chamber, ninth floor, of City
24 Hall, beginning at 7:00 p.m. to consider Zone Change No. ZC 2014-01; and

25 WHEREAS, notice of the time and place of the hearing was given as
26 required by law; and

27 WHEREAS, the Planning Commission conducted the hearing at the time
28 and place stated in the notice and afforded all persons interested in the matter of

1 the proposed Zone Change, or in any matter or subject related thereto, an
2 opportunity to appear before the Planning Commission and be heard and to
3 submit any testimony or evidence in favor or against the proposed Zone Change;
4 and

5 WHEREAS, after taking public testimony and fully considering all the
6 issues, the Planning Commission determined that Zone Change No. ZC 2014-01
7 should be recommended for approval to the City Council as set forth herein
8 below.

9 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY
10 OF INGLEWOOD, CALIFORNIA RESOLVES AS FOLLOWS:

11 SECTION 1.

12 The Planning Commission has carefully considered all testimony and
13 evidence presented the hearing. The Planning Commission recommendation for
14 approval is based upon information contained in the General Plan, all
15 application materials, the EIR Addendum, the staff report, and all other
16 information contained in the administrative record concerning this matter, and
17 being so advised, finds as follows:

- 18 1. That the requested zone change is consistent with the intent of the
19 Inglewood General Plan in that it will further the goals of the Major
20 Mixed-Use Land Use designation of the General Plan Land Use Element
21 by providing for zoning continuity and consistency with the proposed
22 relocation of the Hollywood Park Casino and provide for the appropriate
23 integration of diverse uses on the site.
- 24 2. That the proposed zone change will not constitute the granting of special
25 privilege to the property owner inconsistent with the proposed or
26 designated uses of limitations of other properties in the vicinity.

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1 3. That the proposed zone change is appropriate for the subject site in terms
2 of the adequacy of the site to accommodate the land uses within the
3 specific plan.

4 4. That the zone change is consistent with the general intent of the
5 provisions of this Chapter 12 to promote the public health, safety, comfort,
6 and convenience of the City of Inglewood and therefore will not be
7 detrimental to its general welfare.

8 **SECTION 2.**

9 The Planning Commission has carefully considered all testimony and
10 evidence presented at the hearing and now affirms the conclusions contained in
11 the Environmental Impact Report Addendum (EA-EIR-AD-2014-44) to the
12 certified Final Environmental Impact Report for the Hollywood Park
13 Redevelopment Project (SCH No. 2007111018) determining that the Revised
14 Project would not generate any new significant impacts, or increase the number
15 or severity of significant impacts already identified in the Certified EIR.
16 Therefore, the Planning Commission further affirms that pursuant to Public
17 Resources Code section 21166 and CEQA Guidelines section 15162(a),
18 preparation of a subsequent environmental impact report is not warranted.

19 **SECTION 3.**

20 Pursuant to the foregoing recitations and findings, the Planning
21 Commission of the City of Inglewood, California, hereby recommends approval of
22 Zone Change No. ZC 2014-01 to the City Council as set forth in Attachment "B"
23 attached hereto and made a part thereof.

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1 SECTION 4.

2 The Secretary of the Planning Commission is hereby instructed to forward
3 a certified copy of this resolution to the City Council as a recommendation of the
4 Planning Commission to approve the proposed amendments to the Inglewood
5 Municipal Code.

6 Passed, approved and adopted this 10th day of July 2014.

7

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9



Larry Springs, Chairperson
City Planning Commission
Inglewood, California

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12 ATTEST:

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Kim Arnold, Acting Secretary
City Planning Commission
Inglewood, California

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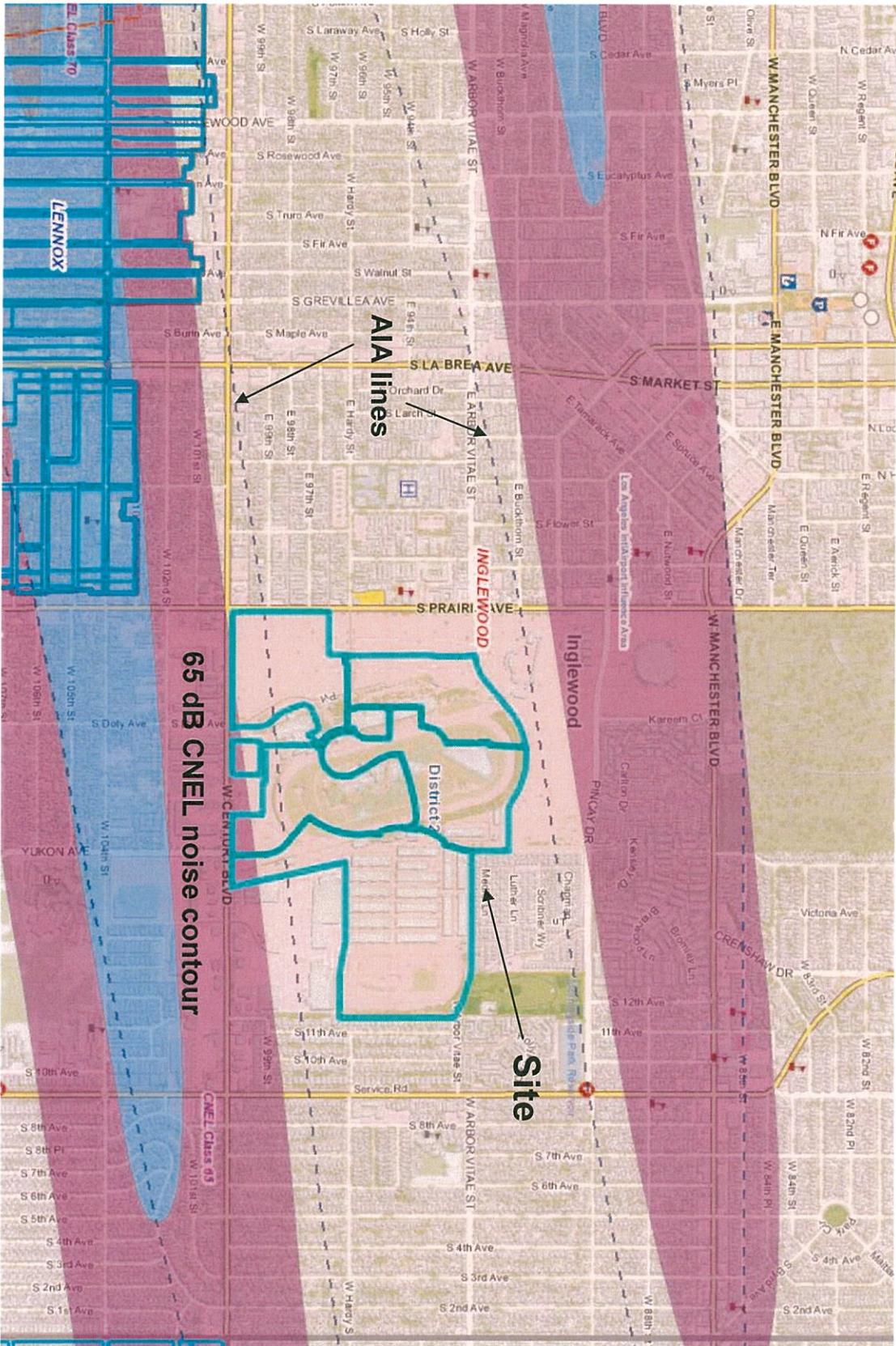
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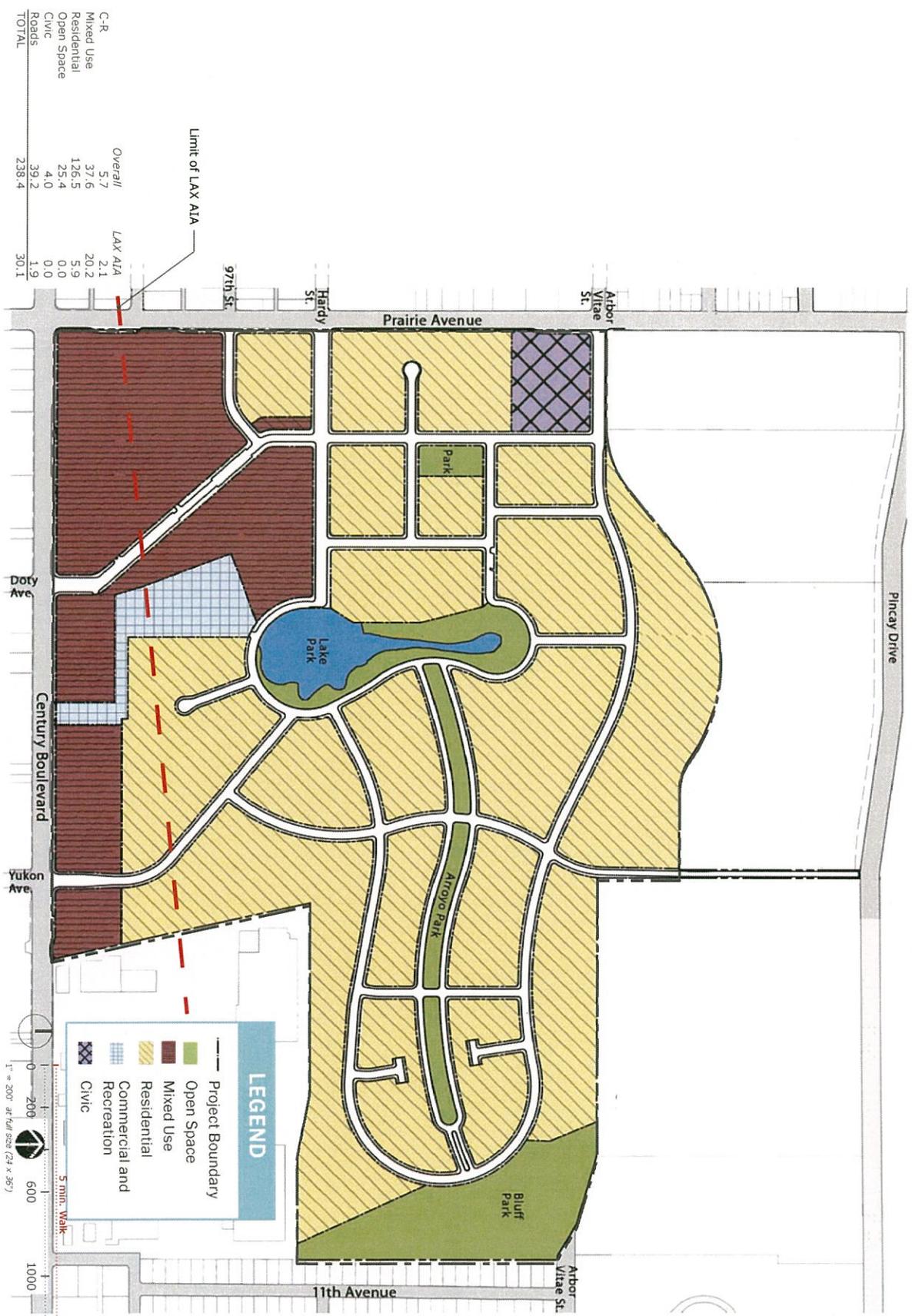
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Attachment F: LAX Airport Influence Area Map



Airport Influence Area

Attachment G: Original Land Use Map



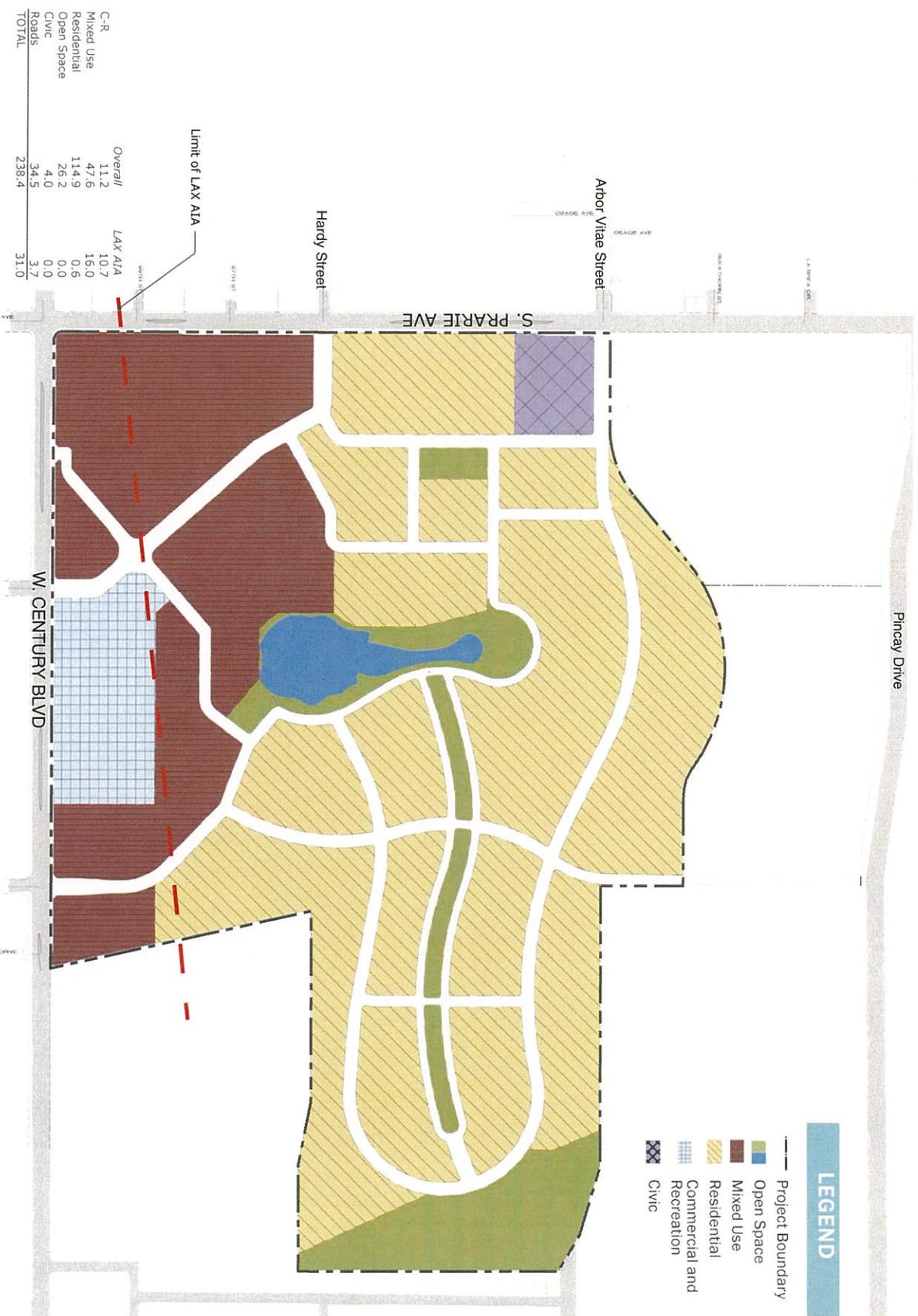
HART HOWERTON

HOLLYWOOD PARK

Specific Plan Exhibit 1-7- Land Use Plan

May 2009

Attachment H: Amended Land Use Map

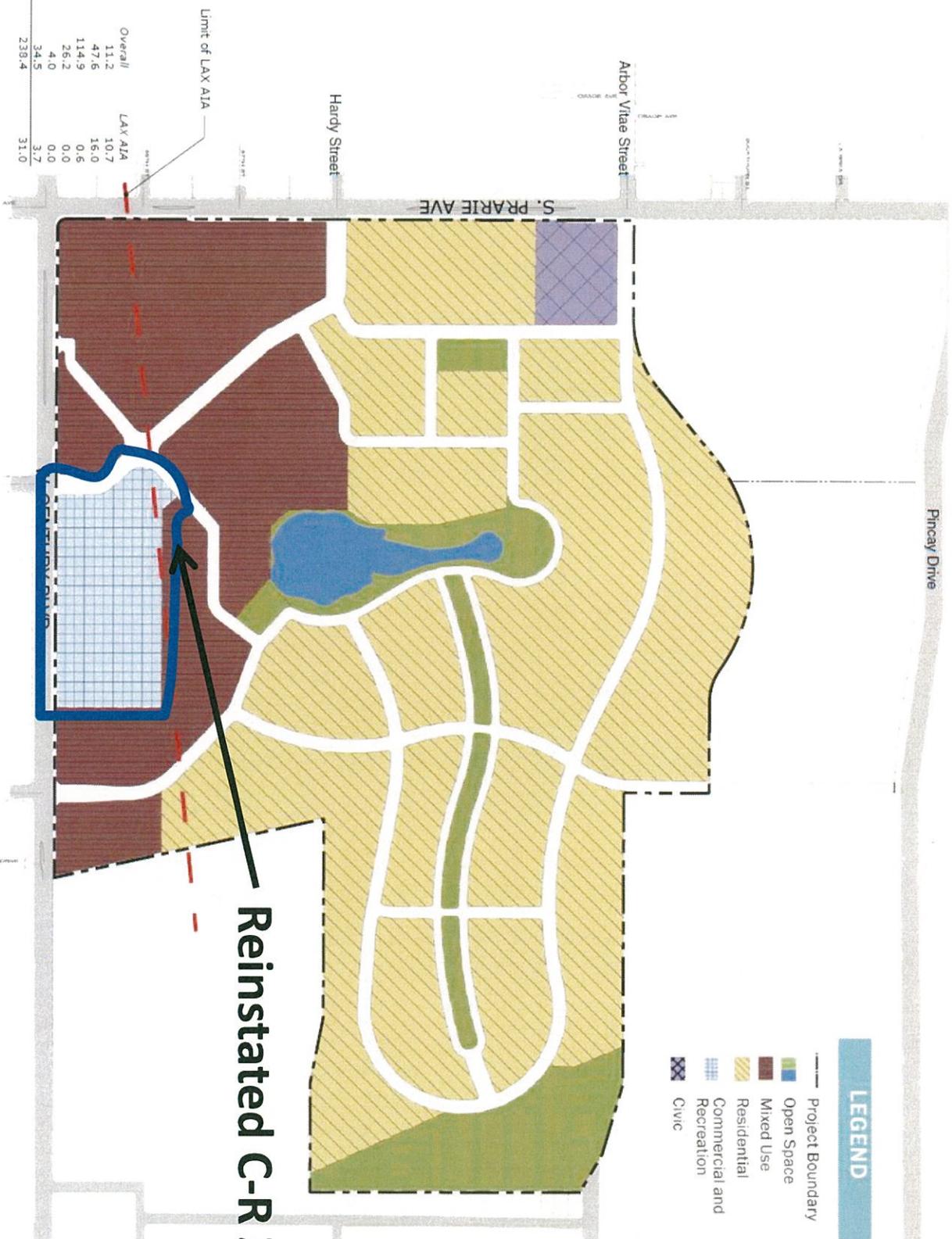


HART HOWERTON

HOLLYWOOD PARK

Revised Exhibit 1-7 - Land Use Plan
June 2014

Attachment I: Reinstated C-R Zone Map



C-R	Overall	LAX AIA
Mixed Use	11.2	10.7
Residential	47.6	16.0
Open Space	114.9	0.5
CIVIC	26.2	0.0
Roads	4.0	0.0
TOTAL	238.4	31.0

Reinstated C-R Zone

Attachment J: Consistency Matrix

Hollywood Park Specific Plan Amendment - R2009-00805-(2) / RAV201400003

Policy	Discussion	Finding
General Policies		
<p>G-1 Require new uses to adhere to the Land Use Compatibility Chart.</p>	<p>The southern portion of the project site is located within the LAX AIA and in the 65 dB CNEL noise contour. Educational facilities, commercial, industrial, agriculture, and recreation land uses are satisfactory according to the Land Use Compatibility Chart. Residential uses must use caution and review noise insulation needs.</p> <p>In 2009, the ALUC found the original HPSP consistent with the Land Use Compatibility Chart. The Land Use Plan within the original HPSP proposes mixed use, residential, and commercial and recreation uses, some of which fall within the AIA. The proposed revisions to the HPSP simply rearrange these uses. Pursuant to the Land Use Compatibility Table, commercial uses – such as the relocated casino facility and the hybrid retail center – are allowed within the AIA in the 65 dB CNEL noise contour.</p> <p>The amended HPSP's four new land uses – 1) Community Garden, 2) Home Finding Center, 3) Automobile Retail Storefront, and 4) Hotel and Motel – are allowed within the MU land use category either by-right or with discretionary permits. These uses are consistent with the type of commercial and open space features proposed in the original HPSP. The four new uses are allowed within the AIA in the 65 dB CNEL area, pursuant to the Land Use Compatibility Table.</p> <p>Within the AIA, the MU land use category has been reconfigured to accommodate implementation of the new casino location and surrounding mixed use housing typologies, such as condominiums, townhouses, live/work units, shopkeeper units, wrap/podium buildings, and residential over retail uses. However, the amended HPSP decreases the amount of residential and mixed use area within the AIA while increasing the amount of area devoted to commercial and recreation uses. With the reduction in residential uses, the amended HPSP has greater airport compatibility.</p> <p>Under the amended HPSP, housing density ranges will be determined by housing typology rather than by the more traditional approach of determining density by dwelling units per acre. This modification has no impact on the proposed housing component or mixed use provisions for the redevelopment site. The amended HPSP retains 2,995 dwelling units, the same number of proposed units in the original HPSP. Overall, the amended HPSP reduces the residential/mixed use within the AIA and adds more areas for commercial uses.</p> <p>The adopted HPSP and Mitigation Monitoring and Reporting Program for the project site included specific provisions and requirements to ensure that the interior noise standard of 45 dB has been achieved at residential dwelling units. The amended HPSP maintains these</p>	<p>Consistent</p>

Policy	Discussion	Finding
	<p>provisions.</p> <p>Based on this analysis, the amended HPSP remains consistent with this policy.</p>	
<p>G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.</p>	<p>Currently, the portion of the project site within the AIA is used for a parking lot, casino, and the former race track. These uses are compatible with the airport. The relocated C-R Zone will facilitate redevelopment of a new casino and mixed uses that have similar characteristics as the existing uses. The proposed revisions to the HPSP expand the area for the casino and parking and reduce the amount of residential and mixed use in this area. Overall, the C-R Zone will allow commercial, recreation and open space uses – though no open space areas are proposed in the reinstated C-R Zone. Pursuant to the Land Use Compatibility Table, commercial and recreational land uses are allowed within the AIA in the 65 dB CNEL area. Therefore, the proposed revisions and the reinstated C-R Zone do not represent a substantial change that is incompatible with the airport and are consistent with this policy.</p>	<p>Consistent</p>
<p>G-3 Consider requiring dedication of an aviation easement to the jurisdiction owning the airport as a condition of approval on any project within the designated planning boundaries.</p>	<p>An Irrevocable Offer of Dedication of Aviation Easement was made in favor of Los Angeles World Airports as of July 6, 2009. The document was recorded against the property on July 7, 2009.</p>	<p>Consistent</p>
<p>G-4 Prohibit any uses which will negatively affect safe air navigation.</p>	<p>The amended HPSP does not propose any uses that will negatively affect safe air navigation within the AIA.</p> <p>An RPZ is a trapezoidal shaped area at ground level that extends beyond the airport runway(s) into properties adjacent to the airport. The RPZ ensures safe aircraft approach by keeping the area clear of obstructions or congregations of people. The project site is not located within any of LAX's RPZ areas. For this project, no obstructions or congregations of people will encroach into an RPZ.</p> <p>The Federal Aviation Administration (FAA) Federal Aviation Regulations, Title 14, Part 77 (FAR Part 77) requires notification to the FAA if a structure measures 200 feet or higher from the ground level. As discussed below in Safety Policy S-7, no use or structure at the project site triggers FAR Part 77 notification.</p> <p>Previously, the ALUC determined that expansion of potential bird habitat areas outside the AIA – and therefore outside of the ALUC's jurisdiction – may negatively affect safe air navigation. In response to this concern, the City of Inglewood imposed mitigation measure MM I-</p>	<p>Consistent</p>

Policy	Discussion	Finding
	<p>3 and a condition of approval requiring the development of a migratory bird management plan in consultation with the Los Angeles World Airports for both the proposed lake and Arroyo Park. (See the longer discussion under Safety Policy S-5, below). Neither MM I-3 nor this condition of approval are changed by virtue of the amended HPSP. Moreover, neither the lake nor Arroyo Park are within the AIA.</p> <p>Based on this analysis, the project continues to be consistent with this policy.</p>	
Noise Policies		
<p>N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.</p>	<p>The HPSP includes a discussion of FAA restrictions and a map of the AIA/65 dB CNEL noise contour boundary in Section 2.12). The project proposes Residential, Mixed Use, and Commercial and Recreation land use designations within this area.</p> <p>Mitigation Measure I-1 states that proposed residential uses, including those within the AIA's 65 dB CNEL shall be developed in a manner that achieves an interior noise level at or below 45 dB.</p> <p>As noted under the discussion for General Policy G-1, the amended HPSP rearranges these uses such that there is a reduction in residential uses within the AIA, while maintaining the original provisions that ensure the interior noise standard of 45 dB has been achieved at residential dwelling units. Therefore, the amended HPSP remains consistent with this policy.</p>	Consistent
<p>N-2 Require sound insulation to insure a maximum interior 45 db CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 CNEL or greater.</p>	<p>The amended HPSP maintains all of the protections proposed in the original HPSP, specifically:</p> <p>Section 2.12 of the HPSP states that areas within the AIA shall comply with all FAA guidelines and that residences within the 65 dB CNEL shall comply with the conditions in the Mitigation Monitoring and Reporting Program.</p> <p>Sections 2.8 and 2.9 of the HPSP include provisions to ensure that "interior noise levels attributable to exterior sources shall not exceed forty-five decibels in any habitable room."</p> <p>Mitigation Measure G-7 of the FEIR requires that prior to the issuance of building permits, the Project Applicant shall utilize an acoustical engineer to demonstrate to the City of Inglewood that the 45 dB interior noise standard has been achieved at residential dwelling units. Mitigation Measure I-1 states that proposed residential uses, including those within the AIA's 65 dB CNEL noise contour shall be developed in a manner that achieves an interior noise level at or below 45 dB.</p> <p>Therefore, the amended HPSP remains consistent with this policy.</p>	Consistent

Policy	Discussion	Finding
<p>N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.</p>	<p>The southern portion of the project site is located within the 65 dB CNEL noise contour component of the AIA. Educational facilities, commercial, industrial, agriculture, and recreation land uses are allowed according to the Land Use Compatibility Chart. The Land Use Compatibility Chart recommends that residential uses must use caution and review noise insulation needs.</p> <p>As discussed under General Policy G-1, the project's Land Use Plan continues to propose mixed use, residential, and commercial and recreation uses within the AIA. Sections 2.8 and 2.9 of the Specific Plan include provisions to ensure that "interior noise levels attributable to exterior sources shall not exceed forty-five decibels in any habitable room." The proposed amendment reduces the area set aside for residential and mixed uses and thus creates no compatibility issues. Therefore, the project is consistent with this policy.</p>	<p>Consistent</p>
<p>N-4 Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.</p>	<p>As discussed in General Policy G-3, an Irrevocable Offer of Dedication of Avigation Easement was recorded against the property on July 7, 2009 and is now part of the title chain for the associated properties. As such, prospective owners will be notified of land use restrictions and potential noise. Accordingly, the amended HPSP is consistent with this policy.</p>	<p>Consistent</p>
Safety Policies		
<p>S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.</p>	<p>No uses that would attract large concentrations of birds are proposed within the AIA. The project site currently contains a lake that is proposed to be maintained on a smaller scale as part of Lake Park. Although this use may attract concentrations of birds, ALUC review does not apply to existing incompatible uses and the lake feature is not within the AIA. Nevertheless, the FEIR included mitigation measure MM I-3, which requires that a Migratory Bird Management Plan be developed in consultation with Los Angeles World Airport to manage the potential population of birds at lake park.</p> <p>In its 2009 advisory comments, the ALUC noted that, according to Section 3.2.1 of the Specific Plan, Arroyo Park is a new use that will provide "habitat for wildlife" and recommended that Arroyo Park be included in the migratory bird management plan. In response, the City of Inglewood imposed a condition of approval requiring that the Project Applicant develop a Migratory Bird Management Plan, in consultation with the Los Angeles World Airport, to manage the</p>	<p>Consistent</p>

Policy	Discussion	Finding
	<p>potential population of birds at the arroyo in Arroyo Park.</p> <p>Neither MM I-3 nor this condition of approval are changed by virtue of the amended HPSP. Moreover, neither the lake nor Arroyo Park are within the AIA. Furthermore, no uses that emit smoke or that may otherwise affect safe air navigation are proposed in the amended HPSP. Accordingly, the project continues to be consistent with this policy.</p>	
<p>S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p>	<p>Section 4.4 of the HPSP indicates that existing electrical distribution facilities will be used to serve the specific plan area and that new, on-site primary electrical infrastructure will be installed underground, beneath the public right-of-way, or in utility easements.</p> <p>Section 4.6 indicates that existing telecommunication distribution facilities will be used to serve the HPSP area and that proposed infrastructure will be installed installed underground, beneath the public right-of-way, and/or in utility easements.</p> <p>These infrastructure facilities will not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>Table 2-4 of the amended HPSP lists the uses permitted by-right and with discretionary actions for each zoning designation within the HPSP. Of the uses listed within the AIA, only commercial broadcasting antennas, cellular telephone antenna installations, and telecommunication facilities and radio broadcasting facilities could potentially interfere with the operation of aircraft and/or aircraft instrumentation. Commercial broadcasting antennas, cellular telephone antenna installations, and telecommunication and radio broadcasting facility uses are not allowed by-right. These uses must obtain a discretionary special use permit. Radio broadcasting facilities are a permitted use in the MU Zone.</p> <p>There are no specific FAA standards for visual and electronic hazards. Potential hazards are evaluated on a case-by-case basis. The ALUC can request an FAA evaluation of a proposed development when certain features appear to be potentially hazardous. Project Design Feature I-3 requires that applicants provide notice to the FAA in accordance with FAR Part 77. Within the HPSP, Section 2.12 states that areas within the AIA shall comply with all FAA guidelines.</p> <p>No changes to the provisions discussed above have been proposed in the amended project, and therefore the project continues to be consistent with this policy.</p>	<p>Consistent</p>
<p>S-7 Comply with the height restriction</p>	<p>Project Design Feature I-2 limits heights to those specified in the project Height Map. Project Design Feature I-3 requires that</p>	<p>Consistent</p>

Policy	Discussion	Finding
<p>standards and procedures set forth in FAR Part 77.</p>	<p>applicants provide notice to the FAA in accordance with the applicable requirements of FAR Part 77.</p> <p>Section 2.7 of the amended HPSP includes Building Height Standards. According to this section, heights within the AIA shall be limited to either a 75 feet or 150 feet maximum. Copulas, steeples, flags, towers or other ornamental architectural features are permitted to be developed 25 feet higher than the maximum building height. One signature architectural feature may have a maximum height of 160 feet.</p> <p>The location of the new casino site is within the AIA. According to the amended HPSP's Building Height Standards, the proposed height of the new casino will not exceed 75 feet. A hotel that was part of the original consistency determination will be adjacent to the new casino and will not exceed 150 feet in height.</p> <p>A portion of the site that will house the hybrid retail center is also located within the AIA. According to the HPSP's Building Height Standards, the proposed height of the hybrid retail center will not exceed 75 feet.</p> <p>According to FAR Part 77, construction of alteration of more than 200 feet in height above the ground level requires FAA notification. Structures less than 200 feet do not require FAA notification. No changes to the building height limits of the original plan have been proposed in the amended HPSP. The building heights proposed within the AIA do not constitute obstructions according to FAR Part 77. Therefore, with respect to proposed buildings heights, the amended HPSP remains consistent with this policy.</p>	

Attachment K: Land Use Compatibility Chart

V. STATEMENT OF LAND USE COMPATIBILITY

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

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

Attachment L: Draft Findings

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

**AVIATION CASE NO. 201400003
COMMISSION HEARING DATE: September 10, 2014**

SYNOPSIS:

The City of Inglewood proposes a Specific Plan Amendment, SPA 2014-01, and associated Zone Change, ZC 2014-01, for the Hollywood Park Specific Plan. Hollywood Park is a 238-acre site located at 1050 South Prairie Avenue in the City of Inglewood. The Hollywood Park Specific Plan proposes to replace the Hollywood Park Racetrack and Grandstand with a mixed use development that includes 2,995 dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, and 10,000 square feet of community-serving uses for a Home Owners' Association. The project also allows a 300-room hotel with 20,000 square feet of meeting space. Additionally, twenty-five acres of recreation/open space and four acres of dedicated municipal civic space are proposed.

Under the amended Hollywood Park Specific Plan, instead of renovating the existing casino at its current location, a new 120,000 square-foot building to house the relocated casino will be built on-site along Century Boulevard. The existing casino will continue to operate during construction and will be demolished upon completion of the new facility. The amended Hollywood Park Specific Plan also proposes enlargement of the Mixed Use land use category area around the new casino location, revised circulation routes, reduction in the area devoted exclusively to residential uses, four new land uses, and changes to housing density categories.

For the purposes of the Airport Land Use Commission (ALUC), the proposed changes to the project from what was reviewed in 2009 will increase the commercial area, develop a new casino facility, and reduce the residential component at the site.

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION

DRAFT FINDINGS:

1. The State Aeronautics Act Section 21670, et seq. of the California Public Utilities Code (PUC) requires every county in which there is a public use airport to establish an ALUC.
2. Pursuant to Section 21670.2 of the PUC, the Los Angeles County Regional Planning Commission has the responsibility for acting as the ALUC for Los Angeles County.

3. In 1991, the Los Angeles County ALUC adopted the Los Angeles County Airport Land Use Plan (ALUP) that sets forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.
4. The ALUP contains policies and criteria to minimize the public's exposure to excessive noise and safety hazards associated with airports.
5. In accordance with PUC Section 21676, the ALUC has the responsibility of reviewing local jurisdiction actions for compatibility with the adopted ALUP when the local agency's general plan has not been reviewed for consistency with the ALUP.
6. PUC Section 21676 requires that each local agency whose general plan includes areas covered by an ALUP shall submit a copy of its general plan or specific plan to the ALUC for determination on whether the plan is consistent with the ALUP.
7. Los Angeles International Airport (LAX) was established in 1928 as a 640-acre general aviation field. Commercial service was established in 1946 providing temporary passenger facilities, with the first permanent passenger facilities commencing in 1961. LAX is located at 1 World Way, northwest of the 405 and 105 freeway interchange, in the City of Los Angeles. LAX is owned and operated by Los Angeles World Airports.
8. The ALUP establishes an Airport Influence Area for LAX, which is comprised of the airport property, the area within the designated Runway Protection Zones and the 65 dB CNEL noise contour. The Airport Influence Area defines the planning boundary for the ALUC.
9. The project site is 238 acre in size. It is located at 1050 South Prairie Avenue on the northeast corner of Prairie Avenue and Century Boulevard in the City of Inglewood. The site is bounded on the west by Prairie Avenue and on the south by Century Boulevard. Manchester Boulevard is located two blocks north of the site and Crenshaw Boulevard is located one block to the east.
10. The project site is partially located within the 65 dB CNEL noise contour area identified on the ALUP's Airport Influence Area for LAX.
11. On July 1, 2009, the ALUC reviewed the Hollywood Park Specific Plan project (RAV2009-00002-(2)) and found the project consistent with the adopted Los Angeles County ALUP.
12. The City of Inglewood has granted a general plan amendment, zoning code amendment, vesting tentative tract map, final tract map, final parcel map, and an amendment to the Redevelopment Plan. A Development Agreement was secured between the City of Inglewood and Hollywood Park Land Company,

LLC. On July 8, 2009, the City adopted the Hollywood Park Specific Plan establishing the permitted uses and development standards for the project site.

13. The Hollywood Park Specific Plan will redevelop the 238-acre project site, currently occupied by the Hollywood Park Racetrack and Grandstand, with a mixed use development that includes 2,995 dwelling units, 620,000 square feet of retail space, 75,000 square feet of office/commercial space, and 10,000 square feet of community-serving uses for a Home Owners' Association. The project also allows a 300-room hotel with 20,000 square feet of meeting space. Additionally, twenty-five acres of recreation/open space and four acres of dedicated municipal civic space are proposed.
14. The entire project site is designated as Major Mixed-Use in the City of Inglewood General Plan. Major Mixed-Use allows "large-scale development sites integrating commercial, office, entertainment, and/or housing that actively engage and enhance pedestrian activity, enable Inglewood's residents to live close to businesses and employment; respect the site characteristics, and are well-designed reflecting the traditions of the City." As determined by the ALUC in 2009, the goals and policies of the Major Mixed-Use land use category are consistent with the ALUP.
15. The City of Inglewood certified a Final Environmental Impact Report for the project on June 3, 2009. On July 10, 2014, the Inglewood Planning Commission approved an Addendum to the certified FEIR. In affirming the Final Environmental Impact Report Addendum, the Inglewood Planning Commission found that the amendments to the proposed project will not generate new significant impacts or exacerbate impacts noted in the Final Environmental Impact Report.
16. The Hollywood Park Specific Plan proposes mixed use, residential, commercial, and recreation uses for the portion of the project site within the Airport Influence Area. In addition to these uses, civic and open space uses are proposed for the project site outside of the Airport Influence Area.
17. The City of Inglewood proposes a Specific Plan Amendment, SPA 2014-01, and associated Zone Change, ZC 2014-01, for the Hollywood Park Specific Plan.
18. On July 10, 2014 the Inglewood Planning Commission approved resolutions for the proposed project recommending that the City Council approve Specific Plan Amendment SPA 2014-01 to amend standards and guidelines of the Hollywood Park Specific Plan, and approve Zone Change ZC 2014-01 to reinstate and expand the underlying Commercial-Recreation (C-R) Zone to facilitate construction of the new casino at the site.
19. Inglewood City Council action to adopt the SPA 2014-01 and ZC 2014-01 is scheduled for September 23, 2014.

20. Under the amended Hollywood Park Specific Plan, instead of renovating the existing casino at its current location, a new 120,000 square-foot building to house the relocated casino will be built on-site along Century Boulevard. The existing casino will continue to operate during construction and will be demolished upon completion of the new facility. The amended Hollywood Park Specific Plan also proposes enlargement of the Mixed Use land use category area around the new casino location, revised circulation routes, reduction in the area devoted exclusively to residential uses, changes to housing density categories, and four new land uses: 1) Community Garden, 2) Home Finding Center, 3) Automobile Retail Storefront, and 4) Hotel and Motel.
21. Zone Change ZC 2014-01 will reinstate the C-R Zone on the southern portion of the site to facilitate development of the new casino location. The reinstated C-R Zone will comprise approximately 11 acres.
22. The project site retains the HPSP Overlay Zone. In addition to the uses allowed by the C-R Zone, the HPSP Overlay Zone allows residential, mixed use, and civic uses, subject to the provisions of the plan. The purpose of the HPSP Overlay Zone is to ensure that the project site is developed in a comprehensively planned manner, compatible with adjacent residential and commercial uses and consistent with the City of Inglewood's quality of life goals.
23. Under the amended Hollywood Park Specific Plan, the hybrid retail center, new casino building, and hotel are located partly within the Airport Influence Area. The proposed height of the hybrid retail center and the new casino building will not exceed 75 feet. The hotel that was part of the original consistency determination will be adjacent to the new casino and will not exceed 150 feet.
24. All uses and structures listed in Land Use Table 2-4 of the amended Hollywood Park Specific Plan, including commercial broadcasting antennas, cellular telephone, antenna installations, telecommunication facilities, are subject to the building height restrictions of Section 2.7 of the Specific Plan.
25. Staff conducted a consistency analysis of the project with all applicable ALUP policies and found that Specific Plan Amendment SPA 2014-01 and associated Zone Change ZC 2014-01 for the Hollywood Park Specific Plan present no inconsistencies with the adopted ALUP. The proposed modifications to the project will reduce the project's noise-sensitive uses and will increase uses that are less noise-sensitive, such as commercial uses. The project area is located within the 65 dB CNEL in the Airport Influence Area, so the noise policies of the ALUP apply. Commercial and recreational development is not considered noise-sensitive at 65 dB CNEL. The residential component of the project was previously reviewed in 2009 and was found to be consistent with the ALUP.

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

That the proposed project presented in Aviation Case No. 201400003 is consistent with the Los Angeles Airport Land Use Plan.

AIRPORT LAND USE COMMISSION ACTION:

In view of the findings of fact presented above, the project presented in Aviation Case No. 201400003 is found **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

CS:JPB

c: Each Commissioner