

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

**ALUC REVIEW OF INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER
AVIATION CASE NO. RPPL2020000310
PROJECT NO. 2020-001033-(2)**

COMMISSION HEARING DATE: July 1, 2020 at 9:00 a.m.

SYNOPSIS:

Murphy's Bowl LLC and the City of Inglewood proposes a General Plan Amendment, Specific Plan Amendment, Zoning Code Amendment, Zone Change, Design Guidelines, and a new Development Agreement to redevelop 28.11 acres of property around W. Century Blvd. and S. Prairie Street into a sports and entertainment complex (Project) that will serve as the future home for Los Angeles Clippers. The Project site is located approximately two miles due east of Los Angeles International Airport (LAX) and is within the Airport Influence Area (AIA) of LAX. The Project proposes over one million square feet of development, 4,125 parking spaces in three parking garages and a transportation hub, a 100-to-150-room hotel (of undetermined square footage), a 80,000 square foot outdoor plaza with a stage and landscaping, relocation of a municipal water well, and a 100-foot marquee sign tower. In order to enable the development, the Project seeks a General Plan Amendment to change the land use designation for certain properties and to vacate two streets, a Specific Plan Amendment to remove properties from an existing Specific Plan area, a Zoning Code Amendment to establish a new overlay zone, Zone Changes to align the zoning of certain properties with their land use designations, Design Guidelines to aid implementation of development standards of the overlay zone, and a Development Agreement that spells out the terms and conditions of development.

General plan, specific plan, and zoning amendments and development agreements affecting property within an AIA are major land use actions subject to Airport Land Use Commission (ALUC) review for consistency with the Los Angeles County Airport Land Use Plan (ALUP), per Section 1.5.1 of the ALUC Review Procedures.

PROCEEDINGS BEFORE THE AIRPORT LAND USE COMMISSION: To be completed after the public hearing.

FINDINGS:

1. The State Aeronautics Act Section 21670, et. seq. of the California Public Utilities Code (PUC) requires every county in which there is an airport served by a scheduled airline to establish an Airport Land Use Commission (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 ALUP that set forth policies, maps with planning boundaries, and criteria for promoting compatibility between airports and the land uses that surround them.

4. The ALUP provides for the orderly development of Los Angeles County's public use airports and the area surrounding them. The ALUP contains policies and criteria, including a 65 dB Community Noise Equivalent Level (CNEL) contour, which minimize the public's exposure to excessive noise and safety hazards.
5. The ALUP establishes an Airport Influence Area (AIA) for each of the 13 airports in Los Angeles County, which is defined by the airport property, the area with the four designated Runway Protection Zones (RPZ) and the 65 dB CNEL noise contour identified in 1991. The AIA defines the planning boundary as an area of interest to the ALUC.
6. Pursuant to Sections 21661.5, 21664.5(a), 21672(c), 21674(d), and 21676(b) of the PUC, the County ALUC has the responsibility to review for consistency with the ALUP, airport master plans, specific plans, general plan amendments, zoning ordinances, and related development proposals within the established AIA for consistency with the adopted ALUP, before final action is taken by the local agency.
7. The site for the Project, known as Inglewood Basketball and Entertainment Center (General Plan Amendment No. 2020-003: Specific Plan Amendment No. 2020-001: Zoning Code Amendment No. 2020-002: Zone Change No. 2020-001: Sports and Entertainment Complex Design Guidelines and Infrastructure Plan (SEC Development Guidelines): Development Agreement Between Murphy's Bowl LLC and the City), is located within the AIA established for Los Angeles International Airport (LAX). It is not located within the AIA established for Hawthorne Municipal Airport.
8. The project site is located two miles due east of LAX Airport. To the north of the site is Hollywood Park Specific Plan, where an NFL stadium is being constructed with future mixed-use development to follow, and a casino. To the west are a mixture of commercial uses, light industrial uses, and residential uses. To the east are various limited industrial uses, and to the south are commercial and residential uses.
9. The components of the Project being reviewed by ALUC are a General Plan Amendment, Specific Plan Amendment, Zoning Code Amendment, Zone Change, and Development Agreement for the 28.11 acres within the AIA, which are major land use actions as defined by Sections 1.5.1(b) and 1.5.3(a)(3) of the Los Angeles County ALUC Review Procedures (Review Procedures).
10. The General Plan Amendment for the area within the AIA will propose changing the land use designation for some properties from Commercial to Industrial and adding specified sports and entertainment facilities to the industrial land use designation, propose updating the Circulation Map to show two street vacations, and propose updating the Safety Element Map to show relocation of a municipal water well.
11. The Specific Plan Amendment for the area within the AIA will propose to remove properties within the site from the existing Inglewood International Business Park Specific Plan.
12. The Zoning Code Amendment for the area within the AIA will propose establishing a Sports and Entertainment Overlay Zone, with development standards to regulate height, setbacks, street frontage, lot size, parking and loading, signage, permitted uses, public art, and a design review process, among other things.

13. Zone Changes for the area within the AIA propose to change the zones from R-2 (Limited Multi-family Residential), R-3 (Multi-family Residential), and P-1 (Parking) to either C-2A (Airport Commercial) or M-1L (Limited Manufacturing) on certain properties to make the zoning consistent with the General Plan designations, and apply the new Overlay Zone to all properties within the Project site.
14. A new Design Guidelines and Infrastructure Plan will establish guidelines for the design and development of the Project site and will include procedures for the implementation and administration of the guidelines, including new design and infrastructure review processes.
15. A Development Agreement between the Project developer and the City for the development of a Sports and Entertainment Complex, addressing community benefits and vesting entitlements for the Project, which includes all the proposed amendments to the General Plan, Specific Plan, and Zoning Ordinance, and proposed Zone Changes, listed above.
16. The applicant has prepared a Final Environmental Impact Report (EIR) for the Project. The EIR found significant and unavoidable impacts on air quality, noise and vibration, and transportation. The EIR found a potentially significant impact on airport hazards as a result of the Project, due to potential penetration of Part 77 airspace for Hawthorne Airport. The EIR did not find significant impacts for exposure to aircraft noise.
17. The City has determined that the Project is consistent with the City's General Plan and will not be inconsistent with the Specific Plan as amended.
18. Pursuant to Section 3.1 of the Review Procedures, the Commission shall make a determination whether the Project is consistent with the policies of the ALUP.
19. The Project is consistent with the ALUP for the following reasons:
 - a. The Project is consistent with General Policies G-1 through G-5 in the ALUP in that:
 - 1) The proposed amendments to the General Plan, Specific Plan, and Zoning Code, the Zone Changes, and the Development Agreement will allow for industrial, commercial and recreational development which are compatible with airport use pursuant to the Land Use Compatibility Table, and will not negatively affect airport operations;
 - 2) The properties that were previously developed with residential uses were acquired by the City or its predecessor agency as part of a noise mitigation program with FAA grants to be redeveloped for more compatible uses;
 - 3) The terms of the FAA grant require that those property acquisitions include covenants which serve as easements granting LAX the right to fly over those properties, including creating noise related to aircraft operations; and
 - 4) The proposed uses authorized by the Project will not negatively affect safe air navigation.
 - b. The Project is consistent with Noise Policies N-1 through N-4 in that:

- 1) The CNEL levels were used to measure projected noise impacts on the project site, and airport noise were found not to be a significant and unavoidable impact to the Project site;
 - 2) The Project does not propose noise-sensitive uses, such as residential, education, and health-related (i.e. hospital) uses on the site within the AIA, and some of the facilities will incorporate sound insulation required by the California Building Code and California Green Building Code; and
 - 3) The Project will not alter any noise policies imposed by the City.
- c. The Project is consistent with Safety Policies S-1 through S-7 in that:
- 1) The Project does not include any property within LAX's Runway Protection Zones;
 - 2) The Project does not propose uses that will generate large concentrations of birds, emit smoke, or generate electrical interferences;
 - 3) The Project will utilize full cut-off shields on all lighting fixtures, will not use spotlights, and will add louvres to and calibrate colors for the LED screen placed in the outdoor plaza to prevent vertical lighting and glare upwards to the sky;
 - 4) All proposed permanent buildings and structures authorized by the Project, as well as proposed zoning amendments for a new maximum height limit, will be below the Part 77 height requirements within the AIA for LAX, and the FAA has issued determinations of no hazards to air navigation for all buildings on the Project site (with the exception of the arena which is pending due to potentially exceeding Part 77 height requirements for Hawthorne Airport); and

CONCLUSION:

Based on the foregoing, the Airport Land Use Commission concludes that the Inglewood Basketball and Entertainment Center Project in Aviation Case No. RPPL 2020000310 is **CONSISTENT** with the Los Angeles County Airport Land Use Plan.

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date: