

**Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix**

Policy	Discussion	Consistent or Inconsistent
General Policies		
<p>G-1 Require new uses to adhere to the Land Use Compatibility Chart.</p>	<p>Parts of the Inglewood Basketball and Entertainment Center Project (IBEC Project or Proposed Project) located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 to 70 dB in the ALUP CNEL contour. This includes both the West Parking Garage, the East Parking Garage, the Plaza and Plaza Buildings, the Hotel, the majority of the Arena Structure, and a portion of the new municipal water well site. Components of the Proposed Project south of West 102nd Street are generally located in areas exposed to CNEL 70 to 75 dB in the ALUP CNEL contour. This includes the South Parking Garage, as well as a small portion of the Arena Structure and a portion of the new municipal water well site (see <u>Attachment D</u>).</p> <p>The elements of the Proposed Project generally fall within the commercial and recreation land use compatibility categories. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for commercial and recreational land uses in areas exposed to CNEL 65 to 70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 to 75 dB within the ALUP CNEL Contour.</p>	<p>Consistent</p>

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	<p>Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive, including the Plaza areas, the South Parking Garage the West Parking Garage, and the East Parking Garage and Transportation Hub and Parking Garage. Standard building construction practices for the Plaza Buildings and the Hotel would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed hotel use. With such actions typically undertaken in the design and building inspection process, the Proposed Project would comply with ALUP Policy G-1, and would not expose people residing (staying in the hotel), working in the project area, or attending events in the Arena to excessive noise levels.</p> <p>In addition, an Aviation Noise Exposure Analysis prepared by AECOM concluded that exterior noise levels from aircraft noise would not expose visitors or attendees in the Plaza to harmful levels of noise under OSHA standards (see <u>Attachment H</u>).</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>The Project Site includes commercial, light manufacturing, warehouse, water infrastructure, and vacant land uses, which are compatible with the airport. The Project Site formerly included residential uses. The residential sites were purchased and residential uses were removed by the City of Inglewood using Federal</p>	<p>Consistent</p>

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	<p>Aviation Administration Airport Improvement Program grants, although portions of the Project Site remain zoned as R-2 Residential Limited Multifamily and R-3 Residential Multiple Family.</p> <p>The Proposed Project Objectives identified in the IBEC Project EIR include “[t]ransform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City.” The Proposed Project does not include residential uses and would allow compatible commercial and recreation uses, consistent with Policy G-2.</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>The substantial majority of the Project Site is composed of properties owned by the City of Inglewood (the City) or the City of Inglewood as Successor Agency to the Former Inglewood Redevelopment Authority (City as Successor Agency). The Project Site also includes certain private parcels that would be acquired through voluntary purchase or eminent domain at the City's discretion under the terms of a proposed Disposition and Development Agreement. The properties owned by the City and the City as Successor Agency were acquired through the use of grant funding from the FAA. If the Proposed Project is approved, those properties would be sold to the project applicant at fair market</p>	<p>Consistent</p>

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	<p>value pursuant to the proposed Disposition and Development Agreement with the City.</p> <p>Under the FAA grants used to acquire the properties within the Project Site, the City and City as Successor Agency would be required to impose covenants on those properties upon disposition reserving to LAX a right of flight for the passage of aircraft in the airspace above those properties, including the right to cause such noise inherent with the operation of aircraft, for operations at LAX.</p>	
<p>G-4 Prohibit any uses which will negatively affect safe air navigation.</p>	<p>The Proposed Project does not propose any uses that will negatively affect safe air navigation.</p> <p>A Runway Protection Zone (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 (see <u>Attachment E</u>). No obstruction or congregations of people will encroach into an RPZ.</p> <p>The Federal Aviation Administration (FAA) Federal Aviation Regulations, Title 14, Part 77 (Part 77) requires notification to the FAA if a structure measures 200 feet or higher from the ground level. The Proposed Project has been submitted to the FAA under the Obstruction</p>	<p>Consistent</p>

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	<p>Evaluation/Airport Airspace Analysis (“OE/AAA,” also known as Form 7460-1) process. The FAA has issued Determinations of No Hazard to Air Navigation for the West Parking Garage, South Parking Garage, East Parking Garage, Plaza Buildings, Hotel, and sign tower components of the Proposed Project (see <u>Attachment F</u>). FAA evaluation of the Arena Structure under the OE/AAA process is underway.</p> <p>Mitigation Measure 3.8-5 of the IBEC Project EIR and IBEC Project MMRP requires that the FAA OE/AAA process be completed for the Proposed Project and requires the implementation of any recommendations by the FAA, including those for marking and lighting of project components. The Mitigation Measure requires that copies of the Determinations of No Hazard to Air Navigation must be provided to the City prior to the issuance of building permits for the Proposed Project.</p> <p>The Proposed Project would include limited landscaping that is relatively small in size related to paved congregation areas in the Plaza areas. Landscaping for the Proposed Project does not include large bodies of water or wetlands, and would not fall into the categories of incompatible land uses in the Los Angeles International Airport Wildlife Hazard Management Plan. This landscaping is not anticipated to attract large</p>	

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	concentrations of birds that negatively affect safe air navigation.	
G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.	The proposed Project adheres to the California Airport Noise Regulations. Residences, public and private schools, hospitals and convalescent homes, and places of worship are deemed incompatible land uses in areas within an airport's 65 CNEL contour unless certain mitigation actions have been taken per Section 5014 of the California Code of Regulations. The Proposed Project does not include residences, public or private schools, hospitals and convalescent homes, or places of worship. The proposed Sports Medicine Clinic would provide consultation and treatment services on an outpatient basis and is not a hospital.	Consistent
Noise Policies		
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.	The Land Use and Planning and the Noise and Vibration analyses provided in the IBEC Project EIR prepared for the Proposed Project used the CNEL method for measuring noise impacts near airports in determining suitability for various types of land uses. The ALUP Land Use Compatibility Chart is depicted in Section 3.10, Land Use and Planning (Figure 3.10-3). Table 3.11-1 of the Draft EIR Noise and Vibration chapter includes ambient noise measurements by dBA CNEL.	

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	<p>Per the CFR Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to 65 dBA CNEL or higher. Commercial land uses are identified as compatible with 65 and 70 dBA CNEL noise levels. The CFR Part 150 Land Use Compatibility Guidelines categorizes hotel uses as a transient lodging form of residential.</p> <p>Additionally, the IBEC Project EIR Noise and Vibration analysis notes that the City of Inglewood’s General Plan Noise Element Noise/Land Use Compatibility Matrix, (Table 3.11-8 of the Draft EIR) identifies that “Normally Compatible” noise levels are up to 80 dBA CNEL for restaurants and retail and up to 75 dBA CNEL for professional office buildings and commercial recreation. As shown in Table 3.11-1 of the Draft EIR, the existing noise environment at the Project Site (long-term measurement locations M1 through M5) would be within the “Normally Compatible” range for the proposed uses. Therefore, the Proposed Project uses the CNEL method for measuring noise impacts near airports in determining suitability for various types of land uses and is consistent with Policy N-1.</p>	
<p>N-2 Require sound insulation to ensure a maximum interior 45 db CNEL in new residential, educational, and health-</p>	<p>Parts of the Project Site located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 to 70 dB in the</p>	<p>Consistent</p>

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<p>related uses in areas subject to exterior noise levels of 65 CNEL or greater.</p>	<p>ALUP CNEL contour. This includes both the West and East Parking Garage sites, the Plaza area including commercial and community uses, most of the Event Center structure, the Hotel, and a portion of the new municipal water well site. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 dBA – 75 dBA. This includes a small part of the Event Center structure, as well as the South Parking Garage, and a portion of the new municipal water well site ((see <u>Attachment D</u>). Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive or where it is not feasible, including the Plaza areas, the South Parking Garage, the West Parking Garage, and the East Parking Garage and Transportation Hub.</p> <p>The Proposed Project does not include residential or educational uses. The proposed Sports Medicine Clinic within the Arena Structure could include medical offices and treatment or rehabilitation facilities for team and potential general public use on an outpatient basis. The proposed uses also include flexible event or activity space for cultural, exhibition, recreational, or social purposes, as well as a Hotel with 100 to 150 guest rooms.</p>	

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	<p>Standard building construction practices and compliance with applicable building codes for the Plaza Buildings and for the Hotel would typically reduce interior noise levels to acceptable levels. Among other applicable standards, the California Green Building Standards Code (Title 24) sets forth specific standards for non-residential structures within the 65 CNEL noise contour of an airport, including requirements that the wall and roof-ceiling assemblies achieve a composite sound transmission class (STC) rating of at least 50, or a composite outdoor-indoor transmission class (OITC) rating of not less than 40 and exterior windows be rated with a minimum STC of 40, or OITC of 30.74 The California Building Code, as incorporated into the Inglewood Municipal Code, requires that new hotel uses be constructed or insulated to achieve interior background sound levels due to exterior-to-interior outdoor noise intrusion of no greater than 45 dBA.</p> <p>With compliance with such standards implemented during the design process and verified in the building inspection process, the Proposed Project would comply with Policy N-2, and would not expose visitors, employees, or event attendees to excessive interior noise levels from aircraft.</p>	
<p>N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise</p>	<p>Parts of the Project Site located between West 102nd Street and West Century Boulevard are generally</p>	<p>Consistent</p>

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<p>Environments in evaluating projects within the planning boundaries.</p>	<p>located in areas exposed to CNEL 65 to 70 dB in the ALUP CNEL contour. This includes both the West and East Parking Garages, the Plaza area including commercial and community uses, most of the Event Center structure, the Hotel, and a portion of the new municipal water well site. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 dBA – 75 dBA. This includes a small part of the Event Center structure, as well as the South Parking Garage and a portion of the new municipal water well site (see <u>Attachment D</u>). The elements of the Proposed Project generally fall within the commercial and recreation land use compatibility categories. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for commercial and recreational land uses in areas exposed to CNEL 65 to 70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 to 75 dB within the ALUP CNEL Contour.</p> <p>Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive, including the Plaza areas, the South Parking Garage, the West Parking Garage, and the East Parking Garage and Transportation Hub.</p>	

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	<p>Standard building construction practices for the Plaza Buildings and for the Hotel would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed hotel use. With such actions typically undertaken in the design and building inspection process, the Proposed Project would comply with ALUP Policy N-3, and would not expose visitors, employees, or event attendees to excessive interior noise levels from aircraft.</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 noted above, the substantial majority of the Project Site is composed of properties owned by City or the City Successor Agency, as well as certain private parcels. The City and City as Successor agency acquired these properties between the mid-1980s and the early 2000s with the support of grants issued by the FAA to the City as part of the Noise Control/Land Use Compatibility Program for LAX. As explained in a letter to the City of Inglewood from the FAA, the purpose of these grants was to remove incompatible land uses such as single-family and multi-family residences from these properties and facilitate the redevelopment of those properties with compatible uses (see <u>Attachment 1</u>).</p> <p>If the Proposed Project is approved, those properties would be sold to the project applicant at fair market</p>	<p>Consistent</p>

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	value pursuant to a Disposition and Development Agreement with the City. Under the FAA grants used to acquire the properties within the Project Site, the City and City as Successor Agency would be required to impose covenants on those properties upon disposition reserving to LAX a right of flight for the passage of aircraft in the airspace above those properties, including the right to cause such noise inherent with the operation of aircraft, for operations at LAX.	
Safety Policies		
S-1 Establish "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (formally called clear zone).	RPZs for LAX are established. The Project Site is not within an RPZ.	Not Applicable
S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.	The Project Site is not within an RPZ.	Consistent
S-3 Prohibit, within a runway protection zone, any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft	The Project Site is not within an RPZ.	Consistent

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engaged in a final approach toward landing at an airport.		
S-4 Prohibit, within a designated runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.	The Project Site is not within an RPZ.	Not Applicable
S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	<p>The Proposed Project contains limited landscaping that is relatively small in size related to paved congregation areas in the Plaza areas. This landscaping is not anticipated to attract large concentrations of birds that negatively affect safe air navigation, and would not fall into the categories of incompatible land uses in the Los Angeles International Airport Wildlife Hazard Management Plan. The Proposed Project does not include features that could attract large concentrations of birds, such as large bodies of water or wetlands.</p> <p>Furthermore, based on an evaluation by Sensory Interactive (see <u>Attachment G</u>), the Proposed Project does not involve characteristics which could create confusing lights, glare, smoke, or other visual hazards to aircraft flight:</p> <ul style="list-style-type: none"> • Any exterior digital display signage within the Project Site would be equipped with light sensors that calibrate and adjust the brightness of those displays 	Consistent

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	<p>relative to ambient light levels to ensure that the digital displays comply with maximum daytime and nighttime luminance levels and not cause glare. Digital displays will transition between daytime and nighttime luminance levels at a smooth and consistent rate.</p> <ul style="list-style-type: none"> • Digital displays will include integrated louvers that limit the vertical viewing angle of display content, thereby limiting the visibility of any digital content from overhead flight paths. • In addition to the integrated louvers, digital displays will be primarily oriented to intended audiences at pedestrian viewpoints within or around the Project Site or to street-level views along West Century Boulevard or South Prairie Avenue, and therefore not primarily oriented towards aircraft in overhead flight paths. • Any non-digital signage for the IBEC Project that may be illuminated would either be internally illuminated or externally illuminated in a manner that directs light to the face of the sign and limits light trespass, including vertical light trespass and therefore would not be illuminated in a manner that would create a visual hazard to aircraft flight. 	

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	<ul style="list-style-type: none"> • The IBEC Project may include signage on the roof surface of a structure intended to be viewed from the sky, but any signs oriented to aerial views would not be digital displays or illuminated in a manner that would create a visual hazard to aircraft flight. • Smoke machines, outdoor pyrotechnic displays, lasers, or drones are not included in the IBEC Project. <p>Although the final design of the Proposed Project parking structures and surface parking facilities has not been completed, it is anticipated that the parking structures would be faced with non-reflective surfaces, and would not contain windows. Therefore, operation of these uses would not be anticipated to contribute to glare. Temporary features such as parked cars could introduce new sources of daytime and nighttime glare, however, Proposed Project features such as landscaping treatments would help to reduce glare, once fully matured, and glare from parked cars is not anticipated to affect safe air navigation.</p> <p>The IBEC Project EIR did not identify any significant potential glare impacts associated with the Arena Structure, Plaza Buildings, West Parking Garage, and East Parking Garage and Transportation Hub.</p>	

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	<p>Any solar panels included in the Proposed Project would be subject to FAA review to ensure that they would not impact safe air navigation under the OA/OEE process.</p> <p>Furthermore, the Mitigation Measure 3.1-2(b) in the IBEC Project EIR and IBEC Project MMRP requires the project applicant to submit to the City of Inglewood a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other project lighting onto the light-sensitive receptor properties identified as part of the Draft EIR lighting analysis report would not result in more than 2 foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are occupied by light-sensitive receptor uses, or that an illuminated sign from the Proposed Project would produce a light intensity of greater than 3 foot candles above ambient lighting on residentially zoned property. Measures to ensure that the lighting and illuminated signage from the Project would not exceed the identified thresholds may include but are not limited to relocating and or/shielding pole- or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for</p>	

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	<p>parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs; and/or providing structural and/or vegetative screening from sensitive uses.</p> <p>Mitigation Measure 3.1-2(c) of the IBEC Project EIR and IBEC Project MMRP also states that the design of the proposed hotel shall be prohibited from using (1) reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) mirrored glass, (3) black glass that exceeds 25 percent of any surface of any building, and (4) metal building materials that exceed 50 percent of any street facing surface of a building.</p> <p>The Arena Structure, Plaza areas and Plaza Buildings, and the South, West, and East Parking Garages would also be subject to design guidelines adopted by the City of Inglewood as part of the approvals for the Proposed Project. These design guidelines would require that colors and materials used for paving and exterior building surfaces not produce excessive reflected glare</p>	

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	<p>from the sun, and would prohibit the use of searchlights, spotlights, or other similar fixtures directed to the open sky or areas outside the Project Site, as well as require lighting to be directed and shielded to direct artificial light to buildings, objects, or areas within the Project Site.</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>The Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site. The closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16 kilovolt system. A second circuit, for redundancy, could come from the same substation, and new overhead and underground facilities would be required to complete this second tie. Existing overhead electrical lines on the Arena Site and West Parking and Transportation Site would be removed and relocated underground within the Project Site. The removal and relocation of existing overhead lines within the Project Site would be conducted to avoid any interruption of service to customers located on properties adjacent to the Project Site.</p> <p>New on-site electrical facilities would be located within a utility yard near the southeast corner of the Arena Site.</p>	<p>Consistent</p>

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	<p>Structures required to serve the Project Site consist of switches, capacitor banks, multiple transformers, and metering equipment. Emergency power would be provided by means of two generators dedicated for the Arena Structure, Plaza Buildings, and the South Parking Garage with total capacity of up to 2,400 kW, located in the utility yard on the east side of the Arena Structure. Emergency power to support emergency lighting would be provided by a 300 kW inverter (battery storage) for the West Parking Garage and a similar 100 kW inverter for the East Transportation Hub and Parking Garage. The emergency generators would automatically start in the event of a power outage.</p> <p>Several new street lights would be installed adjacent to public roadways surrounding the Project Site and near hammerhead-style turnarounds, including the areas of the parking structure and surface parking lot. Power would be provided to these light locations through localized connections within street rights-of-way.</p> <p>Based on an evaluation by Sensory Interactive (5/4/2020), the IBEC Project does not involve characteristics which could create electrical interference or other electrical hazards to aircraft flight:</p> <ul style="list-style-type: none"> • Any digital display included in the IBEC Project will include technical documentation that provides the frequencies emitted by the system, 	

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	<p>including but not limited to the LED's, drivers, and power supplies, and FCC Certification. Systems will not interfere with FCC licensed carrier frequencies for the local jurisdiction. This includes not interfering with the Wi-Fi unlicensed frequencies of 2412 – 2484MHz and 5030 – 5835MHz. The systems will also not generate any intermodulation frequencies that land in any of the abovementioned frequencies as computed when taking the frequency of the LED Systems combined with the frequency of any of the above carrier or Wi-Fi frequencies. These Cellular & Wi-Fi guidelines and FCC certification have largely been adopted by several vendors in the digital display industry and would be included as a requirement for the awarding of any bidder for digital displays within the IBEC Project.</p> <p>The Proposed Project's electrical infrastructure facilities will not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p>	
Project location (see ALUCP pages 9-10)		
Is the project located in or near a runway protection zone? Would the proposed use result in the congregation of people in a runway protection zone?	The Project Site is not within an RPZ.	Not Applicable
Infill Requirements from LA County ALUC Review Procedures (if applicable)		

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3.3.1.b.(1) The parcel size is no larger than 20.0 acres.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(2) At Least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g. through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the compatibility plan unless replacement open land is provided within the same compatibility zone.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.c.(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or	An infill exception is not sought as part of the Proposed Project.	Not Applicable

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3.3.1.c.(2) Double the density permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.d.(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.d.(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.	An infill exception is not sought as part of the Proposed Project.	Not Applicable