

1.5.1.a	Require the adoption or approval of an amendment to a general or specific plan affecting property within an AIA?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The LAX Northside Plan Update (proposed Project) requires amendment to the LAX Specific Plan for the LAX Northside Sub-area (Project site), which is located within the AIA.			
1.5.1.b	Require the adoption or approval of a zoning ordinance or building regulation that affects property within an AIA and potentially create noise, safety, airspace protection, or overflight concerns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The proposed Project would have temporary, significant construction noise impacts. LAWA has included all feasible mitigation measures for construction related noise, however the impact remains significant and unavoidable. Long-term, operations related noise impacts are less than significant. The proposed Project would not have significant impacts on airspace protection, safety, or overflight concerns. Heights are limited to comply with FAA Part 77 requirements and the proposed Project prohibits landscaping that could attract wildlife hazards. Additionally, mirror or reflective surfaces that could create hazards are prohibited as primary building materials.			
1.5.1.c.	Require the adoption or modification of the master plan for an existing public-use airport?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The LAX Master Plan will not be modified for the proposed Project.			
1.5.1.d.	Require an amended airport permit from the state of California for the expansion of an existing airport?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include airport expansion.			
1.5.1.e.	Require an Airport Permit or Heliport Permit issued by the California Department of Transportation for a new airport or heliport whether for public use or private use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include a new airport or heliport.			
1.5.3.a.1.	Require the expansion of the sphere of influence of a city or special district?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include expansion of the sphere of influence of a city or special district.			
1.5.3.a.2.	Require the pre-zoning associated with future annexation of land to a city?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include annexation or any associated pre-zoning.			
1.5.3.a.3.	Require a development agreement or amendment to such agreement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include a development agreement.			
1.5.3.a.4.	Include a proposed residential development, including land divisions, consisting of five or more dwelling units or lots located within runway approach and transitional zones or airport's 60 dB CNEL noise contour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not include residential development.			
1.5.3.a.5.	Include a proposed nonresidential development that: <ul style="list-style-type: none"> <li>• Has a building floor area of 20,000 square feet or greater; and</li> <li>• Is located within a runway approach and transitional zone; and</li> <li>• Is located within the airport's 60 dB CNEL noise contour; and</li> <li>• Requires a discretionary permit?</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Although the proposed Project includes nonresidential development greater than 20,000 square feet, requires a discretionary permit, and is partially within the airport's 60 dB CNEL noise contour, no development is allowed within the runway protection zone.			

1.5.3.a.6.	Requires major capital improvements (e.g., water, sewer, or roads) that would promote urban uses in undeveloped or agricultural areas to the extent that such uses are not reflected in a previously reviewed general plan or specific plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The Project site was previously developed and major water, sewer, and roads are already in place. The proposed Project uses are consistent with and reflect the uses allowed in the LAX Plan, the City of Los Angeles General Plan Land Use Element for the Project site.				
1.5.3.a.7.	Requires land acquisition by a government entity for any facility accommodating a congregation of people (for example, a school or hospital)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed Project does not include land acquisition by a government entity.				
1.5.3.a.8.	Include an off-airport, non-aviation use of land within a civilian airport's runway protection zone or military airport's clear zone?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The Project site is entirely within LAX-owned property. The proposed Project prohibits development in the runway protection zone. The Project site is not within a military airport's clear zone.				
1.5.3.a.9.	Create a potential obstruction having a height that requires review by the Federal Aviation Administration in accordance with <u>Part 77 of the Federal Aviation Regulations</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed Project requires all heights to comply with FAA Part 77 regulations.				
1.5.3.a.10.	Create a potential electrical or visual hazards to aircraft in flight, including: <ul style="list-style-type: none"> <li>• Electrical interference with radio communications or navigational signals;</li> <li>• Lighting which could be mistaken for airport lighting;</li> <li>• Glare in the eyes of pilots of aircraft using the airport; and</li> <li>• Impaired visibility near the airport.</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed Project does not include new uses that could interfere with radio communications or navigational signals. The existing airport radar facility located within the Project site would not be altered as part of the proposed Project. The proposed Project includes light and glare standards to maintain safety of aircraft in flight: off-site glare and light trespass is prohibited, exposed bulbs are prohibited, security lighting is required to be shielded, lighting mounted above ten feet shall incorporate cut-off shield features, and mirror or reflective surfaces are prohibited as primary building materials.				
1.5.3.a.11.	Potentially cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an airport?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The proposed Project is designed to minimize birds and other wildlife that can be hazardous to aircraft operations. Casting and spraying of seed for sod is prohibited, trees are required to be planted to meet specified spacing requirements to prohibit canopies that attract birds, and trees that provide habitat or fruit are prohibited.				
1.5.3.a.12	Include specific actions or types of projects that may be identified in an airport compatibility plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Yes, the proposed Project includes adoption and approval of an amendment to the LAX Specific Plan. The Los Angeles County Airport Land Use Plan identifies Amendments to General or Specific Plans as a project type that requires referrals to the ALUC.				

1.5.3.b.	Include non-aviation development of airport property that has not previously been included in an ALUC reviewed airport master plan or community general plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	The ALUC reviewed the 2004 LAX Master Plan, which included non-aviation development of LAX property within the Project site. The 2004 LAX Master Plan included 4,500,000 sq. ft. of development on the Project site (1,580,000 sq. ft. of office; 870,000 sq. ft. of hotel; 130,000 sq. ft. of retail/restaurant; 1,170,000 sq. ft. of research and development/business park; and 750,000 sq. ft. of airport related uses)(See LAX Master Plan, Chapter 2.9, <a href="http://www.lawa.org/uploadedFiles/OurLAX/pdf/Final_LAX_MP/018_MainDocument_Ch_2.0_9.pdf">http://www.lawa.org/uploadedFiles/OurLAX/pdf/Final_LAX_MP/018_MainDocument_Ch_2.0_9.pdf</a> ). The proposed Project permits an overall development up to 2,320,000 total square feet (1,275,000 office/research and development; 220,000 sq. ft. of mixed use- commercial; 215,000 sq. ft. of community and civic; 10,000 sq. ft. of open space and recreation; and 600,000 sq. ft. of airport support uses); and includes, among other things, establishment of updated design standards and guidelines that were not previously reviewed by the ALUC.			
1.5.3.c.	Include construction or alteration of a structure (including antennas) taller than 200 feet above the ground level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project does not allow construction or alteration of structures above 200 feet above ground level.			
1.5.3.d.	Require a land use action, as determined by the local planning agency, which may be incompatible with airport activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	The proposed Project is designed to be compatible with airport activities. It is anticipated that the City of Los Angeles Planning Commission will determine that it is compatible with airport activities; however no hearing has yet been held to receive Planning Commission determination on the proposed Project.			