

Section 9 Sustainability and Environmental Sensitivity

9.1 Green Buildings

DG-9.1.1 The Event Center Structure and the Event Center Supporting Structures shall be designed to meet the requirements for U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Gold certification for new construction.

DG-9.1.2 The Sports and Entertainment Complex shall include project design features that enable the Arena to exceed the building energy efficiency standards set forth in Part 6 of Title 24 of the California Code of Regulations.

9.2 Solar Energy Generation

DG-9.2.1 The Sports and Entertainment Center Complex shall implement an electrical supply strategy that incorporates a solar energy generation system and battery energy storage.

DG-9.2.2 Solar photovoltaic panels may be incorporated into the design of any structure within the Sports and Entertainment Complex.

Illustrative examples of solar panel design options compatible with these design guidelines are provided in *Exhibit 9.2 Solar Panels*.

9.3 Recycling

DG-9.3.1 The design of the Sports and Entertainment Complex should incorporate features and allocate space to support implementation of a comprehensive waste reduction and diversion program.

9.4 Alternative Transportation

DG-9.4.1 The design of the Sports and Entertainment Complex should include circulation or access features or spaces to accommodate the use of rail transit by employees and attendees of events hosted at the Arena such as a shuttle service pick-up and drop-off area or pedestrian connections to nearby stations.

DG-9.4.2 The design of the Sports and Entertainment Complex should include circulation and parking facilities to accommodate local microtransit service and park-n-ride service for employees and attendees of events hosted at the Arena.

DG-9.4.3 The design of the Sports and Entertainment Complex should include facilities to support active transportation modes, such as bicycle parking, bicycle repair stations, and locker room and shower facilities for employees.

9.5 Parking Facilities

DG-9.5.1 Any parking facility made available to the public for automobile parking shall include a vehicle circulation and parking availability system or features to help reduce vehicle circulation and idling time within the parking facility. DG-9.5.1 Any parking facilities made available to the public for automobile should include preferential parking for carpool vehicles.

9.6 Electric Vehicle Charging

DG-9.6.1 Not less than eight percent (8%) of all parking spaces required or private automobile parking pursuant to Ch. 12, Article 19, Section 12-39.96.1 of the Inglewood Municipal Code shall be equipped with electric vehicle supply equipment (EVSE).

DG-9.6.2 Truck loading spaces or docks provided within the Event Center should be equipped with EVSE to accommodate zero emission or near-zero emission delivery trucks.

DG-9.6.3 All parking and loading spaces with EVSE shall be clearly identified and provide adequate access in accordance with the California Building Code.

DG-9.6.4 All EVSE shall meet the following requirements:

(A) Provide Level II charging capacity (208 – 240 volts) or greater.

- (B) Comply with the relevant regional or local standard for electrical connectors, such as SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler.
- (C) Be networked or internet addressable and capable of participating in a demand-response program or time-of-use pricing.

Illustrative examples of EVSE design options compatible with these design guidelines are provided in *Exhibit 9.3 Electric Vehicle Charging*.

9.7 Water and Stormwater

- DG-9.7.1 Outdoor water use should be reduced through best management practices such the use of water-efficient landscaping materials (emphasizing native or adapted plants), efficient irrigation systems, and the use of reclaimed water for irrigation, or similarly effective strategies or measures.
- DG-9.7.2 Indoor water usage should be reduced through installation of efficient flush and flow fixtures or similarly effective strategies or measures.
- DG-9.7.3 Site design shall comply with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) with Operation and Maintenance Guidelines.
- DG-9.7.4 Site design should employ low impact development (LID) strategies to minimize impervious areas through site design features, which may include but are not limited to:
 - (A) Use of pervious pavement material, such as modular paving blocks, turf blocks, porous concrete and asphalt, brick, and gravel or cobble, to accommodate overflow parking, if feasible and appropriate considering site conditions and soils.
 - (B) Reserve any areas with high permeability soils for either open space or retention-based stormwater quality control measures.
 - (C) Use of vegetated swales to convey stormwater runoff instead of paved gutters where feasible and appropriate considering site conditions and soils.

- (D) Use of two-track/ribbon alleyways/driveways where feasible and appropriate.

9.8 Bird Collision Deterrence

- DG-9.8.1 Exterior façade materials should have a maximum threat factor of 25 in accordance with the American Bird Conservancy Bird Collision Material Threat Factor Reference Standard.
- DG-9.8.2 All externally visible transparent glass panels or façade surfaces should be designed with treatments to reduce bird collisions, such as fritting or similar patterns, etching, stained or frosted glass, or UV reflective or absorbing patterns, or similar treatments.

Illustrative examples of design options for bird collision deterrence features compatible with these design guidelines are provided in *Exhibit 9.8 Bird Collision Deterrence*.