
IV. ENVIRONMENTAL IMPACT ANALYSIS

A. AESTHETICS

ENVIRONMENTAL SETTING

Existing Visual Character

Project Site

The Project Site is the Hollywood Park Racetrack and Casino, which is located on approximately 238 acres in the City of Inglewood at the intersection of Prairie Avenue and Century Boulevard. The Project Site is currently developed with two main structures. The Racetrack Grandstand is an approximately 594,000 sf building which houses 200 general offices. Additionally located in the building are a maintenance department, print shop, laundry and dry cleaning facility, television department, and two gift shops. There are also several concession stands including two full-service restaurants, five kitchens, approximately 50 bar areas, and two gift shops. The second main structure on the Project Site is the Pavilion, a six-story, approximately 400,000 sf building. The Pavilion houses a Casino, restaurants, sports bar, health club, and area for parties and banquets. Representative on-site photographs of the Project Site are provided in Figures IV.A-1 through IV.A-4.

The Project Site is centrally located within the City and provides a visual landmark from surrounding uses and major transportation corridors, such as Century Boulevard and Prairie Avenue, as depicted in Figure IV.A-1, Views 1-3, and Figure IV.A-2, Views 4 and 5. The Casino displays the signature Hollywood Park sign, which along with the Grandstand are among the most prominent views within the City. A combination of landscaping, fountains, and benches is directly adjacent, which is well screened by the 80 foot tall façade of the Grandstand. The racetrack provides views of the surrounding area and is a visually appealing open area with two infield lakes and attractive landscaping (see Figure IV.A-2, View 6, and Figure IV.A-3, Views 7-9 for a complete panoramic view from the Grandstand facing northeast to southeast). Figure IV.A-4, View 10 provides a view of the horse showing area at the main entrance of Hollywood Park, which is representative of the landscaping throughout the facilities. The Pavilion (Hollywood Park Card Club) is landscaped with low growth ground covering, Mexican Fan Palms, ornamental palms, and a large entry fountain. The remaining area of Hollywood Park property consists of paved parking areas and sparse landscaping.

Surrounding Properties

Century Boulevard Corridor

Century Boulevard is located immediately south of the Project Site and is characterized as a major commercial corridor that runs east and west through the City of Inglewood. Southeast of the Project Site at the intersection of Century Boulevard and Crenshaw Boulevard is a large commercial shopping center. The majority of Century Boulevard from Prairie Avenue to Crenshaw Boulevard is characterized by one-



View 1: View of the Hollywood Park Casino entrance from the on-site parking lot facing northeast.



View 2: View of the main entrance of Hollywood Park Racetrack from Hardy Street facing east.



View 3: View from the northwestern portion of the Project Site facing southeast towards Hollywood Park Racetrack.

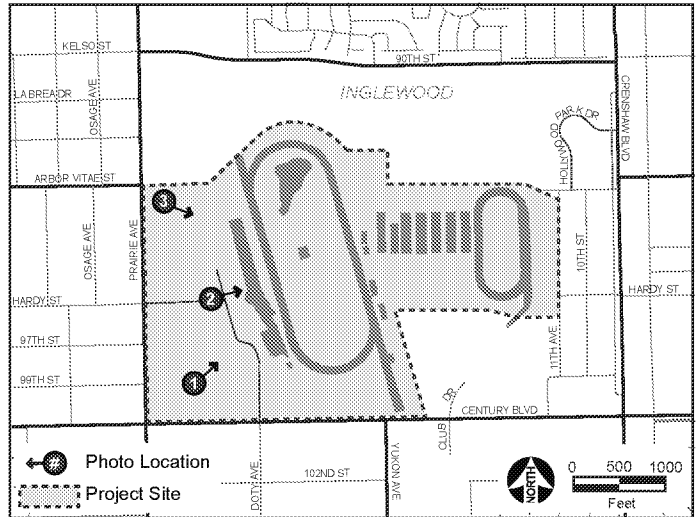


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure IV.A-1
Views of the Project Site
Views 1, 2 and 3



View 4: View of Hollywood Park Casino from the on-site parking lot.



View 5: View of on-site parking facing northwest from the entrance of Hollywood Park Casino.



View 6: View of Hollywood Park Racetrack looking northeast. Views of adjacent residential uses can be seen.

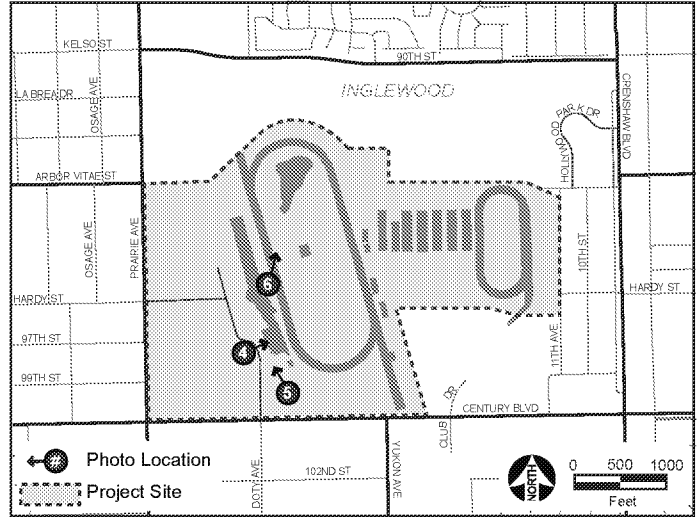


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Figure IV.A-2
Views of the Project Site
Views 4, 5 and 6



View 7: View from Hollywood Park grandstand facing northeast towards the racetrack. One infield lake in the center of the racetrack and surrounding off-site residential uses can be viewed.



View 8: View from Hollywood Park grandstand facing east towards the racetrack. One infield lake in the center of the racetrack and surrounding off-site residential uses can be viewed.



View 9: View from Hollywood Park grandstand facing southeast towards the racetrack. An infield lake and surrounding off-site commercial uses can be viewed.

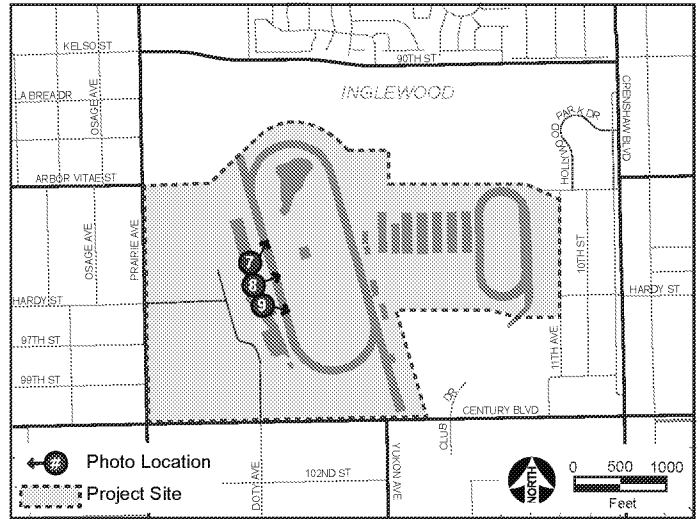


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Source: Christopher A. Joseph & Associates, 2007.

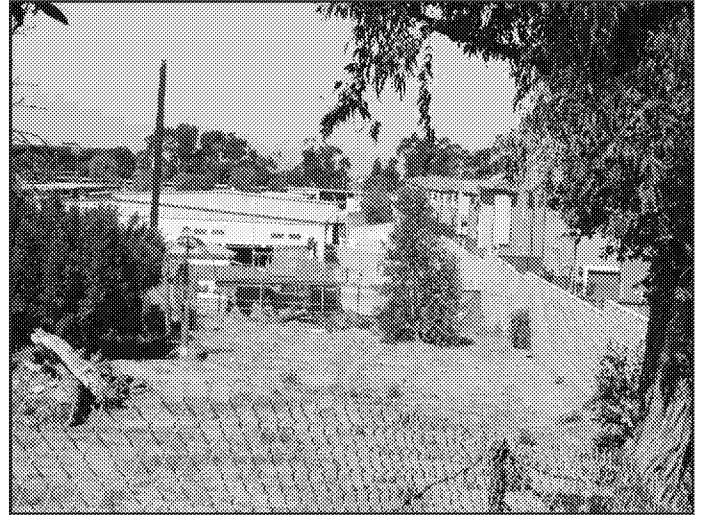


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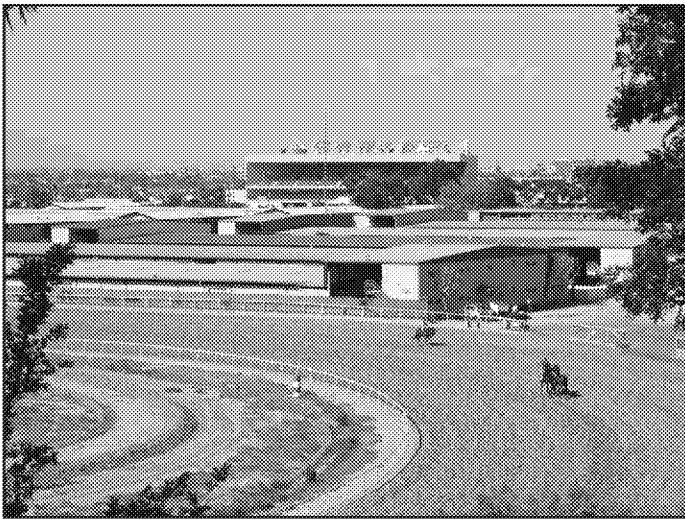
Figure IV.A-3
Views of the Project Site
Views 7, 8 and 9



View 10: View of horse showing area in front of the main entrance of Hollywood Park.



View 11: View from Darby Park of Hollywood Park stable area and adjacent residential neighborhood (right), separated by a masonry block wall.



View 12: View from Darby Park of the training track, with views of the Hollywood Park grandstand in the background.

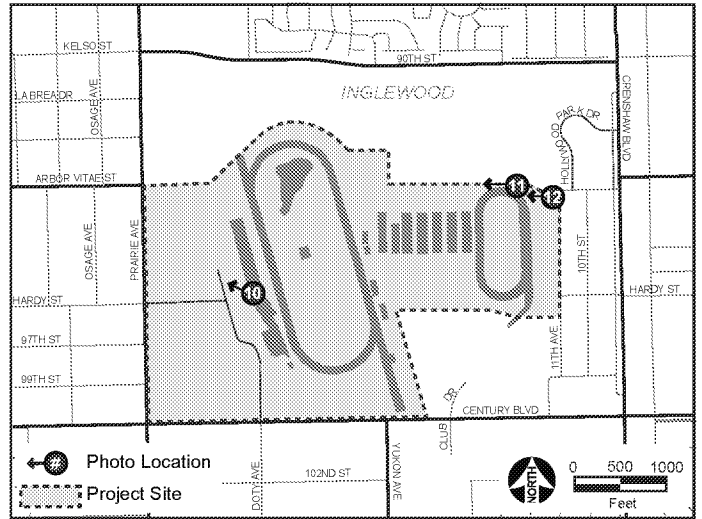


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Figure IV.A-4
Views of the Project Site
Views 10, 11 and 12

to-two story structures, including fast-food restaurants, motels, commercial retail outlets, and small shopping centers. Set back on the south side of Century Boulevard are smaller, quieter streets that have commercial retail, office, and residential uses. Along Century Boulevard across from Doty Avenue is an entrance to Hollywood Park.

Prairie Avenue Corridor

Prairie Avenue is another major commercial corridor that runs north and south through the City of Inglewood. The Project Site is located on the east side of Prairie Avenue between Century Boulevard and W. 90th Street. Uses along Prairie Avenue include several small shopping centers, restaurants, convenience stores, gas stations, commercial retail, and office uses. Several single- and multi-family residential uses are located on Prairie Avenue. Set back on the west side of Prairie Avenue are residential uses, interspersed with religious uses, schools and hospitals. The main entrance to Hollywood Park is located on Prairie Avenue at Hardy Street.

West 90th Street Corridor

West 90th Street is located north of the Project Site and runs east and west through the City of Inglewood. An undeveloped surface parking lot and the Renaissance residential development are located along W. 90th Street and adjacent to the Project Site. Carlton Way, which extends south from W. 90th Street between the undeveloped lot and the Renaissance residential development, provides secondary access to the Project Site. Additionally, W. 90th Street provides access to the Forum, located at the Prairie Avenue intersection, its associated surface parking areas, and adjacent residential neighborhoods. The 10-acre Darby Park is located at the intersection of W. 90th Street and Crenshaw Boulevard. In general, W. 90th Street is quieter and experiences less traffic than Century Boulevard and Prairie Avenue due to lack of commercial development in the area.

Crenshaw Boulevard Corridor

Crenshaw Boulevard is located to the east of the Project Site and runs north and south through the City of Inglewood. The area is characterized by a mix of residential and commercial development. To the west of Crenshaw Boulevard is a residential neighborhood which lies adjacent to the Project Site and due to topography affords views of the racetrack, grandstand, and the Project Site in general. Darby Park, which is located near the intersection of W. 90th Street and Crenshaw Boulevard provides recreational space and views of the Project Site. The area along Crenshaw Boulevard is characterized with more residential uses. A large commercial shopping center, as previously discussed, is located at the intersection of Crenshaw Boulevard and Century Boulevard. Other commercial retail uses are located at the southern end of Crenshaw Boulevard.

Scenic Views and Vistas

A view refers to direct and unobstructed line-of-sight to an on- or off-site aesthetic resource, which may take the form of panoramic viewpoints from particular vantages. The available viewshed or visible landscape within a given field of view is defined by physical elements that occupy a viewer's line-of-sight from a particular location. Existing views may be obstructed or blocked by modification of the environment (e.g., grading, landscaping, building construction, etc.). Conversely, modifications to the existing environment may create or enhance view opportunities.

Under CEQA, only public views need to be considered. Public views are those which can be seen from vantage points which are publicly accessible, such as streets, freeways, parks, and vista points. These views are generally available to a greater number of persons than are private views. Private views, in contrast, are those which are only available from vantage points located on private property. Unless specifically protected by Ordinance, private views are not protected from developments that occupy airspace directly above a private property. Therefore, private views are not considered to be impacted under CEQA if an adjacent land use blocks such view, especially if the project is within the zoning and design guidelines designated for the site. Nonetheless, for informational purposes it is expected that adjacent residential uses may have concerns regarding potential obstruction of private views.

Off-Site Views of the Project Site

In general, the average surface topography of the Project Site rises across the property from the southwest parking area (approximately 106 feet above msl) to the northeast stables area (approximately 150 feet above msl).¹ An escarpment extends along the eastern border of the Project Site adjacent to the Training Track, resulting in areas north and east of the Project Site to have raised elevations (for a complete discussion on topography and geology, see Section IV.C Geology). Due to this difference, views looking down onto the Project Site are available from the northeastern areas adjacent to the Site, as depicted in Figure IV.A-4, Views 11 and 12, and Figure IV.A-5, View 13. The residential areas adjacent to the Project Site to the east have limited views of the Project Site, depicted in Figure IV.A-13, Views 38 and 39.

A commercial shopping center located west of the intersection of Crenshaw Boulevard and Century Boulevard is adjacent to the Hollywood Park horse stables (see Figure IV.A-5, View 14) and practice racetrack, which is separated by a concrete wall. The commercial shopping center abuts the southern and eastern borders of the Project Site and has open views of the grandstand and racetrack (Figure IV.A-5, View 15).

¹ Group Delta Consultants, *Geotechnical Evaluation for Environmental Impact Report, Proposed Residential and Commercial Development, Hollywood Park Redevelopment, Inglewood, California, March 29, 2007* (See Table 5).



View 13: View looking towards the Hollywood Park training track facing south.



View 14: View of Hollywood Park Stables and adjacent commercial shopping center.



View 15: View looking northwest towards Hollywood Park racetrack from an adjacent commercial shopping center. Views of the grandstand and Casino are provided.

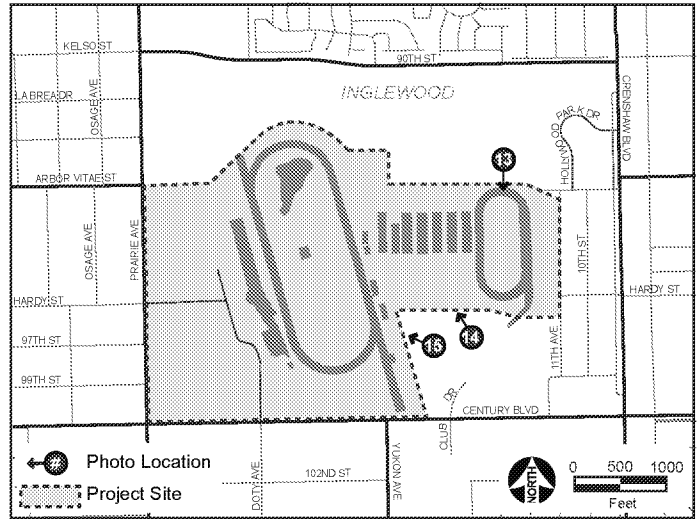


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2007.



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Figure IV.A-5
Views of the Project Site
Views 13, 14 and 15

Off-Site Views of the Surrounding Area

Century Boulevard

Century Boulevard is located immediately south of the Project Site and is characterized as a major commercial corridor that runs east and west through the City of Inglewood. Figure IV.A-6, Views 16 and 17, present representative views along Century Boulevard. As depicted in Figure IV.A-6, View 18, streets adjacent to Century Boulevard are characterized by commercial and residential development. Along Century Boulevard across from Doty Avenue is an entrance to Hollywood Park. A view looking towards the entrance from Doty Avenue is available in Figure IV.A-7, View 19. A view from the Project Site exiting onto Century Boulevard can be seen in Figure IV.A-7, View 20. Additional views north and south along Century Boulevard are depicted in Figure IV.A-7, View 21, and Figure IV.A-8, Views 22-23.

Prairie Avenue Corridor

Prairie Avenue is located immediately west of the Project Site and runs north and south through the City of Inglewood. The portion of Prairie Avenue that directly abuts the Project Site is characterized with mostly commercial development fronting the west side with residential uses set back from the street. The Project Site, specifically the Hollywood Park Casino and Grandstand, can be viewed from some of these residential areas. As depicted in Figure IV.A-8, View 24, and Figure IV.A-9, View 26 these views are partially blocked by street and on-site landscaping. Representative views of the Prairie Avenue corridor are depicted in Figure IV.A-9, Views 25 and 27, and Figure IV.A-10, View 28. Residential uses are set back from the commercial uses on Prairie Avenue on most every side street (see Figure IV.A-10, Views 29 and 30). Further north on Prairie Avenue towards W. 90th Street, single-family residential uses become more prominent than commercial development, as depicted in Figure IV.A-11, Views 31-33.

90th Street

West 90th Street is located north of the Project Site and runs east and west through the City of Inglewood. An undeveloped surface parking lot (see Figure IV.A-12, View 34), and residential development (see Figure IV.A-12, Views 35 and 36) are adjacent to W. 90th Street and adjacent to the Project Site. Access to the Project Site is available from Carlton Way, adjacent to undeveloped surface parking lot and the Renaissance residential development (Figure IV.A-12, View 36 Figure IV.A-13, View 37).

Crenshaw Boulevard Corridor

Crenshaw Boulevard is located to the east of the Project Site and runs north and south through the City of Inglewood. The area is characterized by a mix of residential and commercial development. To the east of Crenshaw Boulevard is a neighborhood which lies adjacent to the Project Site and due to topography affords views of the racetrack, grandstand, and the general area. The residential areas adjacent to the Project Site (Figure IV.A-13, View 38) to the east have limited views of the Project Site, depicted in Figure IV.A-13, View 39.



View 16: View facing west down Century Boulevard adjacent to the Project Site from a commercial shopping center.



View 17: View facing east down Century Boulevard adjacent to the Project Site from a commercial shopping center.



View 18: View adjacent to the Project Site on Century Boulevard looking south on Yukon Avenue.

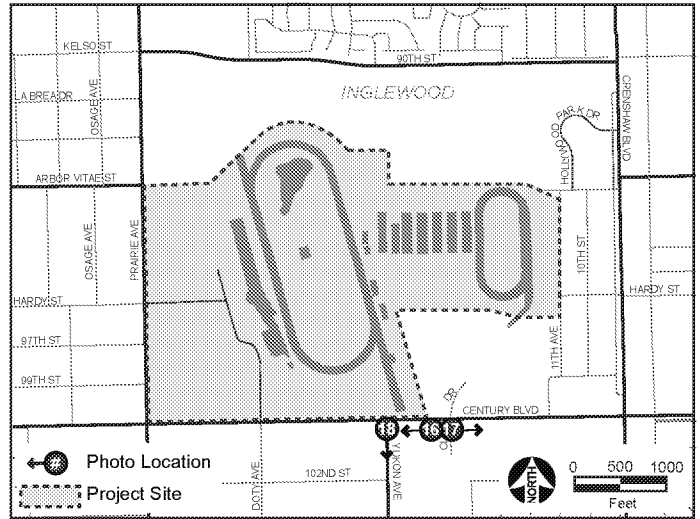


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Source: Christopher A. Joseph & Associates, 2007.



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Figure IV.A-6
Views of the Project Site
Views 16, 17 and 18



View 19: View from Century Boulevard looking north towards Hollywood Park at the Doty Avenue entrance. Views of the casino and grandstand can be seen.



View 20: View exiting the Project Site onto Century Boulevard facing south onto Doty Avenue.



View 21: View from the south side of Century Boulevard towards the Project Site. The Hollywood Park Casino can be partially viewed on the Project Site, which is located on the north side of Century Boulevard.

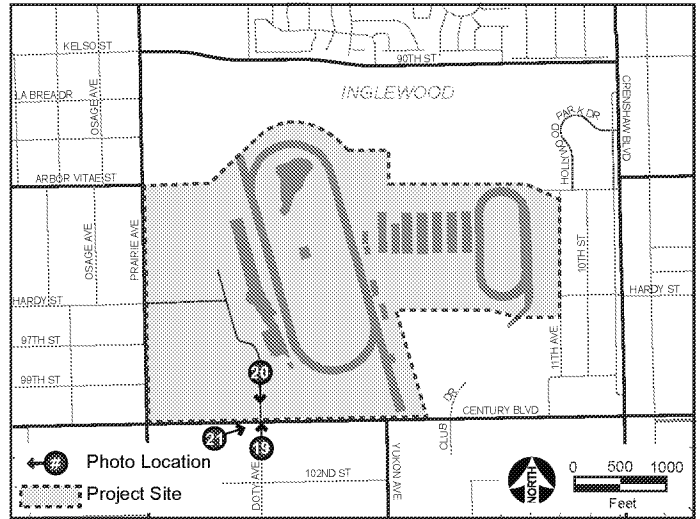


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Figure IV.A-7
Views of the Project Site
Views 19, 20 and 21



View 22: View looking west across Century Boulevard towards Prairie Avenue. Surface parking on the Project Site is located on the north site of Century Boulevard.



View 23: View facing west along Century Boulevard towards the Prairie Avenue intersection.



View 24: View of residential uses on 99th Street facing Prairie Avenue.

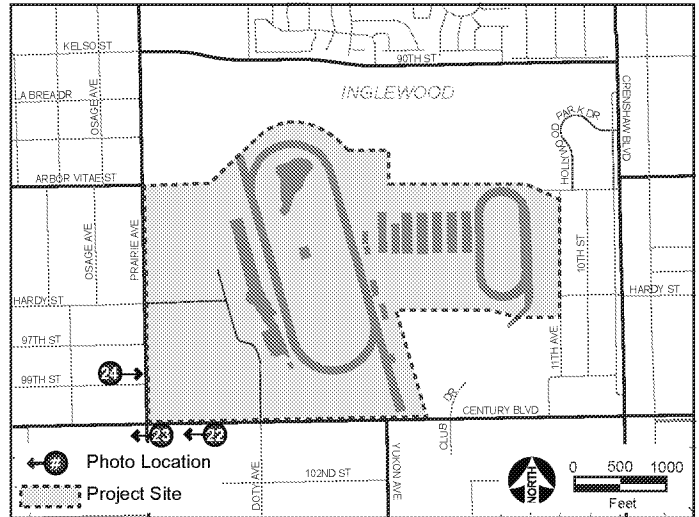


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Figure IV.A-8
Views of the Project Site
Views 22, 23 and 24



View 25: View of the intersection of Prairie Avenue and 99th Street looking south with views of surrounding commercial uses. The Project Site is located on the east (left) side of Prairie Avenue.



View 26: View of residential uses on 97th Street facing Prairie Avenue. Limited views of the Project Site can be seen.



View 27: View looking south at surrounding commercial uses along Prairie Avenue near the Project Site's main entrance.

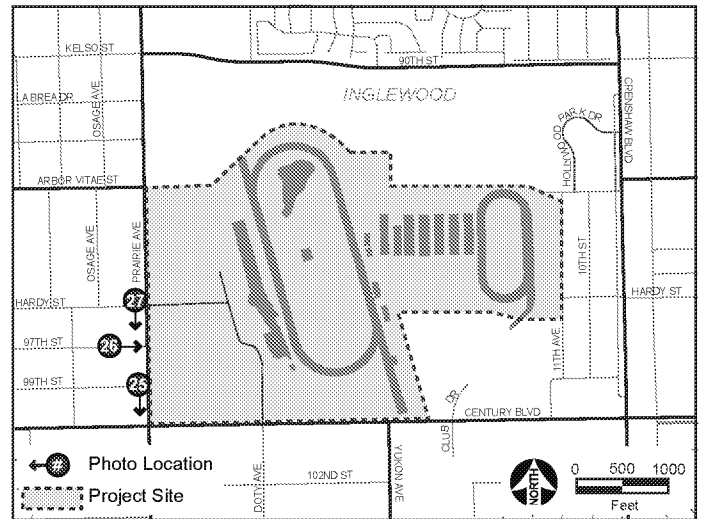


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Source: Christopher A. Joseph & Associates, 2007.



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Figure IV.A-9
Views of the Project Site
Views 25, 26 and 27



View 28: View looking north at surrounding commercial uses along Prairie Avenue near the Project Site's main entrance.



View 29: View of residential uses on Hardy Street facing Prairie Avenue. Limited views of the Project Site can be seen.



View 30: View of residential uses on Arbor Vitae Street facing Prairie Avenue.

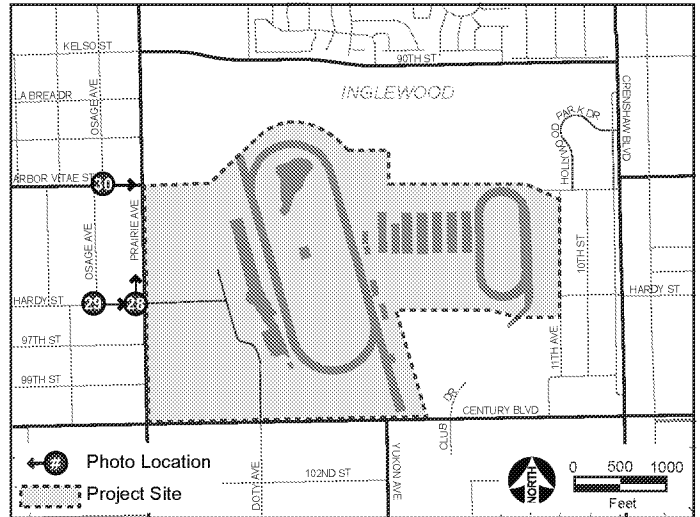


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Figure IV.A-10
Views of the Project Site
Views 28, 29 and 30



View 31: View of the intersection of Prairie Avenue and Arbor Vitae Street looking south with views of surrounding residential and commercial uses. The Project Site is located on the east (left) side of Prairie Avenue.



View 32: View of the intersection of Prairie Avenue and La Brea Drive looking south with views of surrounding residential and commercial uses. The Project Site is located on the east (left) side of Prairie Avenue.



View 33: View adjacent to the Project Site at the intersection of Prairie Avenue and La Brea Drive looking north with views of surrounding residential uses.

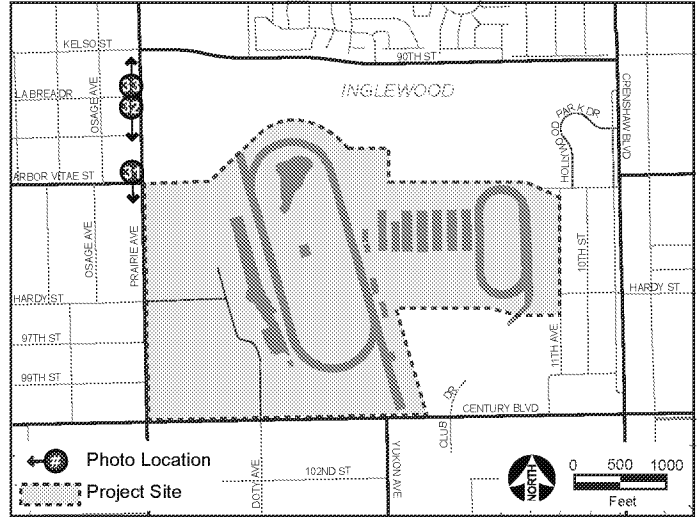


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Figure IV.A-11
Views of the Project Site
Views 31, 32 and 33



View 34: View from the intersection of 90th Street and Kareem Court looking toward the Project Site. Portions of the surface parking located to the east and west are not part of the Project Site.



View 35: View from the intersection of 90th Street and Kareem Court looking north towards adjacent residential and commercial uses.



View 36: View from the intersection of 90th Street and Carlton Way looking south. The Project Site is located south and adjacent residential uses are located to the east (left).

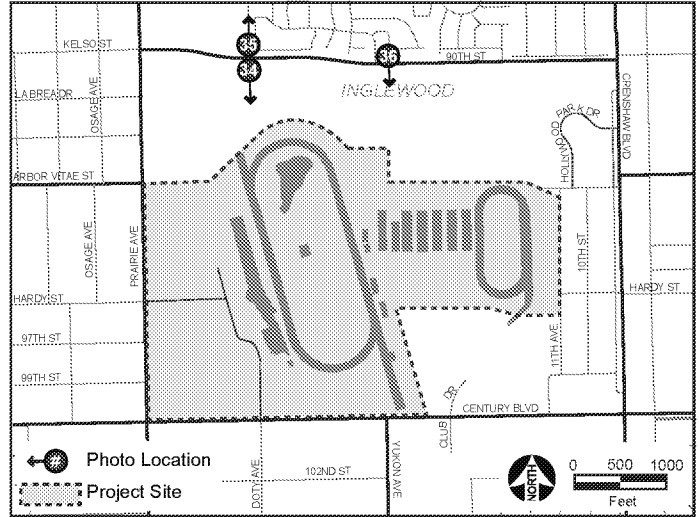


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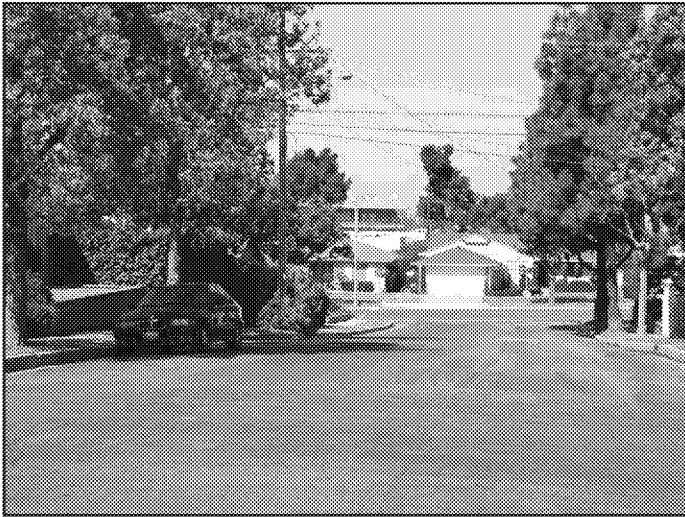
Figure IV.A-12
Views of the Project Site
Views 34, 35 and 36



View 37: View of the northern entrance of Hollywood Park from Carlton Way. The Project Site is located to the south, and adjacent residential land uses are located to the north and east.



View 38: View facing south along 11th Street of surrounding residential uses. The Project Site is located to the west (left) of 11th Street.



View 39: View of surrounding residential uses from the intersection of Hardy Street and 10th Street looking west. The Hollywood Park Grandstand can be seen above the residences.

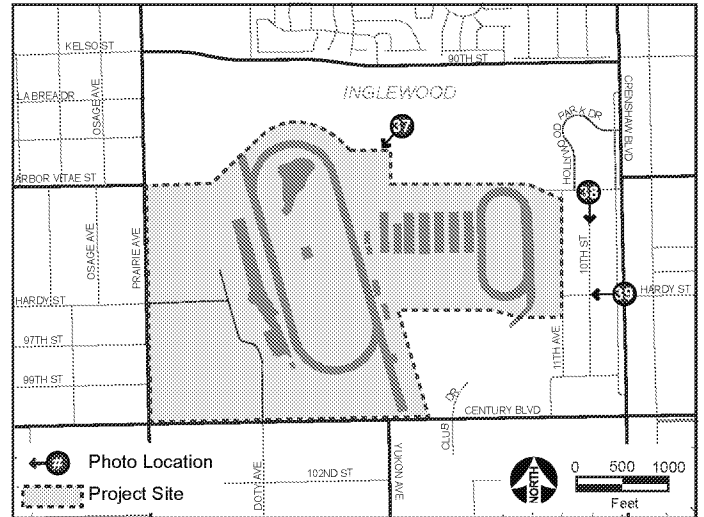


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Figure IV.A-13
Views of the Project Site
Views 37, 38 and 39

Light & Glare

Existing Nighttime Lighting

With respect to nighttime lighting and illumination, the project area provides relatively high levels of ambient lighting, which is generated along the major transportation corridors, such as Century Boulevard and Prairie Avenue, as well as Hollywood Park and the Forum.

Nighttime lighting along the Century Boulevard and Prairie Avenue corridors is generated by street lights, vehicle headlights, and architectural lighting, including illuminated signage, security lighting, and building illumination (i.e., light emanating from the interior of structures through windows) from surrounding commercial and residential uses. The residential areas away from these streets do not generate substantial nighttime lighting, though they do provide some street lighting and receive lighting from passing automobiles. Security lighting, architectural lighting, and building illumination emanate from the Forum, which causes additional night lighting during evening events.

The existing Hollywood Park Racetrack and Casino generates a moderate to high degree of nighttime lighting from vehicle headlights, architectural lighting, illuminated signage, building illumination, and security lighting. During the racing seasons, which are generally scheduled from April to July (summer season) and November to December (autumn season), additional racetrack lighting is used for nighttime events. The Main Track is illuminated with approximately 29 light poles that stand between 60 to 70 feet high above grade. Each pole is equipped with 30 1,000-watt metal halide fixtures (4,160V – 480V). The surface parking lot area is illuminated with approximately 29 100-foot tall light poles with 12 1,000 metal halide fixtures (4160V-480V) per pole. In addition the interior grandstand and pavilion areas are illuminated with over 339 1,000- to 1,500-watt metal halide fixtures (480V). Perimeter landscaping partially obstructs direct views of the Project Site; however, because many of the existing facilities are not concealed due to their mass and scale, emanating light does trespass onto adjacent land uses.

Existing Glare

Glare is a common phenomenon in the southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which result in a large concentration of potentially reflective surfaces. Excessive glare not only restricts visibility but increases the ambient heat reflectivity in a given area. Most glare in the project area is generated by reflective materials on the surrounding buildings and glare from vehicles passing on the surrounding major streets (i.e., Century Boulevard and Prairie Avenue). The Project Site itself generates a moderate to high amount of glare due to the relatively large expanse of existing surface parking lots that occupy the Project Site.

Light and Glare Sensitive Receptors

Residential areas generally surround the Project Site to the north, south, east and west. Residential neighborhoods are immediately adjacent to the Project Site to the west set back from Prairie Avenue, to the east bordering Crenshaw Boulevard, and to the south set back from Century Boulevard. The northern border of the Project Site is generally bounded by an undeveloped surface parking lot which is adjacent to W. 90th Street. Residential uses are located to the north of W. 90th Street and experience light and glare impacts from the existing uses on the Project Site.

Other light and glare sensitive uses within 0.5 mile of the Project Site area include Holy Trinity Church (9300 Crenshaw Blvd.), Westside Bible Church (9619 11th Ave.), Western Congregation Church (3223 Century Blvd.), Greater New Bethel Baptist Church (601 99th St.), Kelso Elementary School (809 E. Kelso St.), and Centinela Hospital (555 E. Hardy Ave.). With the exception of Centinela Hospital, most of the uses operate during the daylight hours and are not substantially impacted by existing light from the Project Site. None of the other uses are immediately adjacent to the Project Site and thus are not currently impacted by glare from the Project Site.

ENVIRONMENTAL IMPACTS

Methodology

This section evaluates the potential impacts of the Proposed Project on aesthetics, views and vistas, and light and glare in the project area. Aesthetics generally refers to visual resources and the quality of what can be seen, or overall visual perception of the environment, and may include such characteristics as building height and mass, development density, architectural design, building condition (i.e., blight), ambient lighting and illumination, landscaping and open space. Views refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic vistas. Lighting issues address the effects of nighttime illumination and daytime glare on adjacent land uses. For purposes of this analysis, representative photographs of the Project Site and surrounding area were taken by CAJA staff in April 2007.

For purposes of this analysis, shade and shadow impacts are generally considered significant if the Proposed Project creates substantial shade/shadows that affect shadow sensitive uses (e.g., residential uses or outdoor spaces associated with residential or recreational uses or existing solar panels) for more than 3 hours between 9:00 a.m. and 3:00 p.m. from late October to early April or for more than 4 hours between 9:00 a.m. and 5:00 p.m. from early April to late October. Due to the proposed Project's location in Southern California, the majority of shadows cast by the Project throughout the day would be to the west, north and east of the Project Site.

Thresholds of Significance

To determine whether a proposed project would have a significant impact to aesthetics, Appendix G to the State CEQA Guidelines questions whether a project would:

- a) Have a substantial adverse effect on a scenic vista;
- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- c) Substantially degrade the existing visual character or quality of the site and its surroundings; or
- d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impacts Determined to be Less Than Significant

As determined in the Initial Study analysis, there are no scenic vistas (panoramic views) afforded within the Proposed Project vicinity. In addition, there are no tall or topographic features of the Project Site (focal views), which may be viewed, or which make up part of the scenic landscape of the surrounding community. Therefore, threshold questions (a) and (b) do not apply to this analysis and no further discussion is warranted.

Project Impacts

The visual impacts that the Proposed Project would have on the visual character of the community are discussed below.

Views and Urban Design

The Proposed Project would implement the goals and objectives identified in the Merged Redevelopment Plan by redeveloping the Project Site with a high quality modern mixed-use development which would be consistent with the surrounding uses within the community. There are no designated scenic highways nor natural elements or unique scenic resources within the City of Inglewood. As such, impacts to scenic views and vistas would be less than significant.

Furthermore, views from the Proposed Project into adjacent residential land uses would be buffered by a 15' landscape buffer between adjacent properties. Broad leaf, evergreen screen of columnar tree species spaced 25' on center (at maturity, trees will be 40' to 50' in height) would provide shade and privacy, offering a more comfortable atmosphere for residents on either side of the property line.

As discussed previously in this Section, under CEQA, private views are not considered to be impacted under CEQA if an adjacent land use blocks such view, especially if the project is within the zoning and design guidelines designated for the site.

Impacts to Light and Glare

The Proposed Project would include the development of a mixed-use master planned development. Outdoor lighting fixtures, illumination from interior spaces, lighting for signage, and vehicle headlights all have the potential to generate potentially significant light and glare impacts upon adjacent commercial and residential land uses. Lighting throughout the Project Site would be consistent with the proposed land use patterns and directed in a way that would minimize impacts to the residential areas proposed to be developed and to the surrounding off-site residential areas. Light and glare impacts emanating from the proposed parking structures in the mixed-use land use areas would be avoided through the Hollywood Park Specific Plan Plot Plan Review process and the implementation of design criteria to specific buildings contained therein. All parking structures would be required to incorporate shielding elements and orient entry and exit driveways to avoid light and glare trespass onto adjacent areas within the Project Site that are designated for residential land uses. (See Mitigation Measure A-1 and Project Design Features (PDFs) A-1 through A-5, below). Low-level security lighting would be installed, where appropriate, to deter criminal activity from the Project Site. (See Section IV.K.1, Police Services.) The majority of lighting associated with the Proposed Project would be directed towards the interior of the Project Site and directed away from the neighboring land uses. The proposed buildings would incorporate a variety of materials that would minimize the transmission of light from the building interiors. Overall, building materials used would not cause excessive glare that is visually inconsistent with surrounding land uses, or result in a substantial increase in glare that would affect nearby sensitive uses.

As discussed previously, ambient nighttime lighting on the Project Site and in the project vicinity is generated by sources that include streetlights, architectural and security lighting, automobile headlights on streets and in parking lots, and indoor building illumination from the on-site uses and surrounding commercial structures. It is anticipated that light and glare from the Proposed Project would be substantially less intrusive than the lighting impacts generated by the existing uses on the Project Site. As such, light and glare impacts would be net beneficial.

Landscape and Open Space Elements

The Proposed Project would introduce new green space elements throughout the Project Site. In total, approximately 25 acres of open spaces areas would be introduced by the Proposed Project as park and recreational space. Landscaped areas would be provided throughout the Project Site to further create a unique new community within the City. The 25 acres of open space would be provided for residents and employees of the Project Site, as well as the entire Inglewood community which is in need of new park space (see Section IV.K.4, Parks and Recreation, for a complete discussion). As a result, the proposed

open space would be an attractive visual attribute to the Proposed Project resulting in a net beneficial aesthetic impact.

Project Signage and Illumination

Signs and graphics will play a large role in creating and reinforcing the desired neighborhood feel of the various public spaces, shopping, entertainment, casino/gaming and civic uses. One of the objectives of the Merged Redevelopment Plan under the provision on design guidelines is to create an attractive and pleasant environment in the Merged Project Area. As a result, plans should give consideration to good design and other amenities to enhance the aesthetic and architectural quality of the affected constituent project area. The proposed Specific Plan includes an established signage program to achieve a unified and cohesive overall appearance, which furthers the goals of the Merged Redevelopment Plan with respect to design guidelines for signage. Controlled way-finding and identity signage is a major factor in creating and preserving the design character of the project. The proposed signage requirements will include regulations to permit the following types of signage within the plan area: (a) project or development identification signs (marquee project identity signs); (b) building identification and tenant signs (anchor signage); (c) directional and service signs; (d) advertising signs and wall graphics; (e) temporary signs; (f) building address signs; and (g) regulatory signs.

Project signage has the potential to result in visual blight and cluttering of the urban environment if signage is not designed and implemented in a uniform and cohesive manner taking into account the surrounding built environment. As such, the proposed Specific Plan includes a comprehensive set of development standards and design guidelines for signage that establish requirements and guidelines for the placement, style, size and location of project signage, to be implemented through the Plot Plan Review process. The proposed signage will incorporate general signage guidelines such as Project Design Features (PDFs) (see PDFs A-4 through A-11, below). Compliance with the proposed signage development standards and design guidelines will ensure that signage is implemented in a manner that furthers the design goals of the Merged Redevelopment Plan, and will ensure that visual impacts associated with the Project's signage are reduced to less than significant levels.

Shade and Shadow Impacts

The Proposed Project would incorporate a variety of building types generally ranging from 25 to 60 feet above finished grade, not including architectural features and roof signage. The hotel structure located on an approximate 2.5-acre parcel on Century Boulevard would be the highest structure within the proposed development at approximately 150 feet. The Preliminary Height Limits Map is illustrated in Figure II-5 in Section II, Project Description.

Shade and shadow impacts from the proposed hotel structure would not significantly impact any existing land uses in the project vicinity. Assuming a maximum height of 150 feet, the maximum possible shadow lengths resulting from the proposed Hotel structure would occur during the winter months and would extend approximately 421 feet to the west at 9:00 a.m. and 485 feet to the east at 3:00 p.m. During the

noon hour, the resulting shadow length would decrease to a maximum of 235 feet oriented in a northerly direction. No shadows would be oriented to the south. As a result of its location along the southern most portion of the Project Site, it is evident that this structure would not cast shadows upon adjacent land uses for more than 3 hours during the winter months.

The maximum shadow lengths resulting from the proposed residential and mixed-use retail product types would extend approximately 180 feet to the west and east, at 9:00 a.m. and 3:00 p.m., respectively, assuming a maximum building height of 60 feet above grade. During the noon hour, the resulting shadow length would reach a maximum of 96 feet oriented in a northern direction. No shadows would be oriented to the south. During the 9:00 a.m. hour, shadows would fall to the west. Because the Project Site is bordered on the west by Prairie Avenue, which provides an approximate 100 foot buffer between the project site and any adjacent land uses, structures up to 60 feet high would not result in significant shade and shadow impacts to any off site properties along Prairie Avenue. Because of the topographical difference in grade that separates the residential land uses to the north from the project site, the project's northerly (noon-time) shadow impacts would be shorter than 96 feet and are anticipated to fall within standard building setbacks for the proposed lots. In addition, because the Proposed Project incorporates an approximate minimum 100 foot setback from the eastern edge of Bluff Park (see Section IV.C, Geology and Soils), the Proposed Project's structures would not impact any of the adjacent residential properties to the east of the Project Site. Therefore, it is evident that none of the proposed project's structures would cast shadows upon adjacent land uses for more than 3 hours during the winter months and the project's shade and shadow impacts would be less than significant.

While the Proposed Project would not significantly impact any existing land uses in the project vicinity, shade and shadow patterns from the hotel structure would cast shadows upon future residential land uses that are proposed to be located directly north of the Mixed-Use Zone parcel where the hotel would be located, as designated on the proposed Hollywood Park Specific Plan Land Use Plan (see Figure II-4 in Section II, Project Description). Residential uses located within a 485 foot radius of the Hotel Parcel would be potentially affected by shade and shadows created by the hotel structure during the winter solstice. During the summer solstice, shadows from the hotel structure would have the potential to affect residential zoned properties to the north that are within a 77 foot radius of the Hotel Parcel in the Mixed-Use Zone. The extent of shading during the winter and summer months in terms of area and duration would be affected by the size of the hotel building footprint and the precise location of the hotel on the Hotel Parcel within the Mixed-Use Zone, which is not known at this time. However, for purposes of assessing impacts upon proposed future uses, such as the adjacent residential land use zone, shade and shadow impacts were evaluated in the context of solar access and compliance with Title 24 Energy Standards. As set forth in the Specific Plan, the location and placement of the hotel structure and the residential uses would be in accordance with the Land Use Plan and in compliance with the minimum building setbacks and building height standards set forth in the development standards of the Specific Plan. As shown in the Specific Plan, Minimum Building Setbacks are proposed to require a 10 foot building setback on the north and south sides of the border between the Mixed-Use Zone that the Hotel Parcel is located within and the adjacent Residential Land Uses Zone. This results in a 20 foot buffer that

would provide for indirect solar access. Therefore, shade and shadow impacts from the hotel upon proposed residential land uses adjacent to the hotel would be less than significant.

Land Use Equivalency Program

The Proposed Equivalency Program allows for specific limited exchanges in the types of land uses occurring within the Hollywood Park Specific Plan Area.

The exchange of office/commercial, retail, hotel and/or residential uses would occur at relatively limited locations within the Project Site, and within the proposed land use areas as show on Figure II-4, Proposed Preliminary Land Use Plan. Furthermore, under the Equivalency Program, there would be no substantial variation in the Project's Circulation Plan, building pad elevations, height limits, or setback requirements. Any additional retail, residential, office/commercial, and/or hotel development would be similar in appearance and character to the rest of the development program.

All Project Design Features (PDFs) and/or recommended mitigation measures to minimize visual quality impacts under the Proposed Project would be implemented, as appropriate, under the Equivalency Program. Therefore, development under all of the Equivalency Scenarios would have a visual character that is similar to that of the Proposed Project and would be consistent with the visual quality regulations that are applicable to the Proposed Project Site, and as with the Proposed Project, would not result in significant impacts to view and urban design.

With respect to light and glare impacts, the Proposed Project and the Equivalency Program would increase nighttime lighting and daytime glare. Similar to the Proposed Project, the Equivalency Program development would comply with Code-required lighting measures and incorporate mitigation measures that would reduce light and glare impacts. Therefore, development under all of the Equivalency Scenarios would not contribute to considerable significant impacts with respect to light and glare.

With respect to shade and shadow impacts, the Proposed Project and the Equivalency Program would not result in any significant shade and shadow impacts to adjacent land uses due to the location of the land uses. Since the height limits under the Equivalency Program are identical to the Proposed Project, impacts associated with shade and shadow would be comparable to those analyzed for the Proposed Project. As such, development under all of the Equivalency Scenarios would be less than significant with respect to shade and shadow impacts.

CUMULATIVE IMPACTS

Cumulative aesthetic impacts could occur if other related projects in the vicinity of the Proposed Project Site would result in the degradation of the project area or the introduction of substantial light or glare in conjunction with the impacts of the Proposed Project. A total of 39 related projects have been identified within the City of Inglewood.

Views and Urban Design Impacts

On a cumulative basis, the Proposed Project, the 39 Related Projects, plus background growth would stimulate the existing visual character within the City of Inglewood by revitalizing the area with new and infill development. Furthermore, the goals of the Merged Redevelopment Plan Area within the City of Inglewood encourage new development to reduce blight and better utilize the City's resources to contribute to a better quality of life and promote the City's image. The Proposed Project, including the Equivalency Program, and Related Projects would further these goals such that no cumulatively significant impact would occur.

Light and Glare Impacts

With respect to light and glare impacts, the Proposed Project, including the Equivalency Program, in combination with the related projects and development in the area, would increase nighttime lighting and daytime glare. Similar to the Proposed Project, related projects would be expected to comply with Code-required lighting measures and to incorporate mitigation measures that would reduce light and glare impacts to the greatest extent feasible. As the related projects discussed generally involve residential, commercial and office development, they would be expected to be consistent and compatible with any surrounding residential sensitive receptors with respect to light and glare impacts and sensitivity. As such, the Proposed Project would not contribute to a substantial increase in light or glare and no cumulatively significant impact would occur.

Overall, the cumulative development underway in the vicinity of the Project Site would positively affect the urban redevelopment and revitalization of the project area. The Proposed Project would not contribute to a cumulatively considerable significant impact with respect to light and glare as it would further the revitalization efforts within the City, and cumulative impacts would be less than significant.

Shade and Shadow Impacts

The Proposed Project, including the Equivalency Program, would not result in any significant shade and shadow impacts to adjacent land uses. In addition, based on a review of the related projects listed in Section III, Environmental Setting, none of the related projects are located such that their shadow impacts would effect the Proposed Project or shade off site sensitive uses in a manner that, when combined with the shade and shadow impacts of the Proposed Project, would increase the severity of shade and shadow patterns in the project vicinity. Therefore the Proposed Project's shade and shadow impact would not contribute to a cumulative shade and shadow impact.

PROJECT DESIGN FEATURES

The following PDFs are proposed to be incorporated into the project description and were used to formulate portions of the environmental analysis with respect to aesthetic impacts, including views and

urban design, light and glare, and shade and shadow impacts. As such, it is recommended that the lead agency incorporate the following project design features as conditions of project approval.

PDF A-1. Public right-of-way landscape plans shall be prepared by a licensed architect for each phase of the project as provided for in the Specific Plan, and shall be implemented as part of the Project.

PDF A-2. The applicant shall obtain Planning Division approval of plot plans, including: final site plans, landscape plans and architectural drawings, as provided for in the Specific Plan, prior to the completion of working drawings and subsequent issuance of a building permit.

PDF A-3. The Proposed project shall be developed in conformance with the Preliminary Building Height Limit Map as adopted in conjunction with the approval of the Specific Plan.

PDF A-4. Signage shall be in conformance with the development standards and design guidelines as provided for in the Specific Plan. Some specific measures include:

- All garage parking areas shall be identified.
- Sign conduits, transformers, junction boxes, etc., must be concealed from view.
- Signs should be clearly legible for universal accessibility. They should meet or exceed ADA standards for type size, type style, color contrast, messaging and heights.
- Typefaces used on identity signs should be easy-to-read fonts. Consideration must be given to colors and materials of the surrounding support walls.
- Freestanding identity signs or development markers should be sited to maintain sight lines at entries and major circulation routes.

PDF A-5. All parking structures within the mixed-use land use areas shall incorporate architectural or site plan design features to shield or avoid light and glare trespass onto adjacent residential properties.

MITIGATION MEASURES

The following mitigation measures are recommended to reduce the Proposed Project's impacts with respect to light and glare:

MM A-1. The Proposed Project shall incorporate low-level directional lighting at the ground, podium, and parking levels of all structures to ensure that architectural, parking and

security lighting does not spill onto adjacent residential properties. Compliance with this measure shall be demonstrated at Plot Plan Review approval for each building permit.

MM A-2. The proposed park and open space areas shall incorporate low-level directional lighting for pedestrian safety and security purposes in a manner that minimizes light trespass onto adjacent properties to the maximum extent feasible. Compliance with this measure shall be demonstrated at Plot Plan review for development of the open space and park areas.

MM A-3. The Proposed Project's façades and windows shall be constructed of non-reflective materials such that glare impacts on surrounding residential properties and roadways are minimized.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

As discussed above, threshold questions (a) and (b) do not apply to this analysis and no further discussion is warranted.

With respect to threshold question (c), the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Implementation of the PDFs identified above would ensure that the proposed project is designed and developed in a manner that results in a positive aesthetic impact within the project and/or the surrounding environs.

With respect to threshold question (d), the Proposed Project's potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area would be mitigated to a less than significant impact through implementation of Mitigation Measures A-1 through A-3 above.

The Proposed Project's impacts to aesthetics, including views and urban design, light and glare, and shade and shadow, would therefore be less than significant after mitigation.