


IBEC: GPA with Exhibits

Marissa Fewell

Sat 6/13/2020 4:05 PM

To: Mindala Wilcox <mwilcox@cityofinglewood.org>;

 1 attachment

5B GPA.pdf;

Hi Mindy-

Attached and for your review is item 5B – GPA with Exhibits.

Thanks!

Marissa Fewell

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Economic and Community Development Department

Planning Division : One Manchester Boulevard, Inglewood, CA 90301

Email: mfewell@cityofinglewood.org

Phone: 310-412-5230

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RESOLUTION NO. ____

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF INGLEWOOD, CALIFORNIA,
RECOMMENDING TO THE CITY COUNCIL FOR
APPROVAL AMENDMENTS TO THE LAND USE,
CIRCULATION, AND SAFETY ELEMENTS OF THE
INGLEWOOD GENERAL PLAN FOR THE
INGLEWOOD BASKETBALL AND ENTERTAINMENT
CENTER PROJECT.**

(Case No. GPA-2020-003)

SECTION 1.

WHEREAS, Section 65302, subdivision (a) of the California Government Code requires certain elements to be included in the City of Inglewood General Plan (General Plan);

WHEREAS, Murphy’s Bowl, LLC (Project Sponsor), seeks the development of the Inglewood Basketball and Entertainment Center (IBEC) that includes an arena calculated to promote the enjoyment and recreation of the public by providing access to the City’s residents in the form of spectator sports, specifically basketball, with up to 18,000 fixed seats to host National Basketball Association games, and with up to 500 additional temporary seats for other events such as family shows, concerts, corporate and community events, and other sporting events; an up to 85,000-square foot team practice and athletic training facility; up to 71,000 square feet of LA Clippers office space; an up to 25,000-square foot sports medicine clinic; up to 63,000 square feet of ancillary and related arena uses including retail and dining; an outdoor plaza adjacent to the arena; parking facilities; relocation of a City of Inglewood groundwater well; and various circulation, infrastructure, and other ancillary uses (the Project). The Project will also include a limited-service hotel. The area of the IBEC Project is shown in Exhibit A;

1 WHEREAS, the majority of the Project Site is designated as Industrial
2 in the General Plan Land Use Element; a small approximately 2.7-acre area of
3 the Project Site is designated as Commercial that is adjacent to S. Prairie
4 Avenue, just south of W. Century Boulevard, comprised of Parcels with
5 Assessor Identification Numbers:

6 4032-001-005	4032-001-904	4032-008-001
4032-001-006	4032-001-906	4032-008-035
7 4032-001-039	4032-001-907	4032-008-903
4032-001-900	4032-001-908	4034-005-900
8 4032-001-901	4032-001-910	

9
10 WHEREAS, implementation of the Project necessitates text and map
11 amendments to the General Plan, including certain text and map amendments
12 to the General Plan Land Use, Circulation, and Safety Elements attached to
13 this Resolution as Exhibits B, C-1, C-2, and C-3 which are incorporated herein
14 by this reference (collectively, the General Plan Amendments);

15 WHEREAS, on May 1, 2020, the Economic and Community
16 Development Department Director of the City of Inglewood directed Planning
17 Division staff to prepare various Project approval materials, including the
18 General Plan Amendments, and schedule a public hearing before the Planning
19 Commission;

20 WHEREAS, the proposal was set for a duly-noticed public hearing
21 before the Planning Commission in the City Council Chambers, Ninth Floor,
22 of the Inglewood City Hall, on the 17th day of June 2020, beginning at the hour
23 of 7:00 p.m.;

24 WHEREAS, on June 17, 2020, the Planning Commission conducted the
25 hearing at the time and place stated above and afforded all persons interested
26 in the matter of the General Plan Amendments, GPA-2020-003, or in any
27 matter or subject related thereto, an opportunity to be heard by the Planning
28

1 Commission and to submit any testimony or evidence in favor of or against the
2 proposed General Plan Amendments;

3 WHEREAS, after taking public testimony and fully considering all the
4 issues, the Planning Commission determined that the proposed General Plan
5 Amendments should be recommended for approval to the City Council as set
6 forth herein; and

7 WHEREAS, pursuant to the California Environmental Quality Act,
8 Public Resources Code section 21000, et seq. (CEQA), the City prepared an
9 Environmental Impact Report (EA-EIR-2020-45) for the Project (EIR), which
10 analyzes potential environmental impacts of the Project, including the General
11 Plan Amendments. Prior to making a recommendation on the General Plan
12 Amendments, the Planning Commission reviewed and considered the EIR and
13 recommended that the City Council certify the EIR, make certain
14 environmental Findings, adopt a Statement of Overriding Considerations
15 (together, the CEQA Findings), and adopt a Mitigation Monitoring and
16 Reporting Program (MMRP) for the Project.

17 **SECTION 2.**

18 NOW, THEREFORE, BE IT RESOLVED by the Inglewood Planning
19 Commission, based on the entirety of the materials before the Planning
20 Commission, including without limitation, agenda reports to the Planning
21 Commission; the EIR and all appendices thereto and supporting information;
22 Resolution No. __ (EIR Certification Resolution) including the CEQA Findings
23 and MMRP attached as Exhibits B and C, respectively, thereto; all plans,
24 drawings, and other materials submitted by the Project Sponsor; minutes,
25 reports, and public testimony and evidence submitted as part of the City
26 Council's duly-noticed meetings regarding the IBEC Project; the record of
27 proceedings prepared in connection with AB 987 pursuant to Public Resources
28 Code section 21168.6.8; and all other information contained in the City's

1 administrative record concerning the Project (collectively, the Record), which
2 it has carefully reviewed and considered, the Planning Commission finds as
3 follows:

4 1. That the foregoing Recitals are true and correct and made a part
5 of this Resolution.

6 2. That all procedural requirements for the Planning Commission to
7 recommend to the City Council approval of the General Plan Amendments
8 have been followed.

9 3. The General Plan Amendments substantially comply with
10 applicable requirements of state law and will ensure internal consistency of
11 the General Plan as required by California Government Code Section 65300.5.

12 4. As described in Exhibit D (General Plan Consistency Findings),
13 which is incorporated by reference as though fully set forth herein, the General
14 Plan Amendments are in general conformity with the General Plan, as it is
15 proposed to be amended, and the Project and the approvals required for
16 implementation of the Project, are, on balance, consistent with the General
17 Plan, as it is proposed to be amended.

18 5. The General Plan Amendments establish appropriate land uses
19 and development standards for the efficient and orderly development of the
20 Project and the adoption of the Amendments is reasonably related to the
21 protection of the public health, safety, and welfare, as further described in the
22 Planning Commission Agenda Report and Planning Commission Resolution
23 No. __ (EIR Certification Resolution), which includes a Statement of
24 Overriding Considerations.

25 6. An EIR has been prepared for the IBEC Project, including the
26 proposed General Plan Amendments, and must be certified by the City Council
27 prior to final approval of these General Plan Amendments, GPA 2020-003. The
28 Planning Commission has recommended that the City Council certify the EIR

1 and adopt CEQA Findings including a Statement of Overriding Considerations
2 for significant and unavoidable impacts of the Project that would remain
3 significant even with the implementation of all feasible mitigation measures
4 specified in the EIR, and adopt an MMRP for the Project in accordance with
5 CEQA as provided in Planning Commission Resolution No. ___ (EIR
6 Certification Resolution).

7
8 **SECTION 3.**

9
10 BE IT FURTHER RESOLVED, that pursuant to the foregoing
11 recitations and findings the Planning Commission of the City of Inglewood,
12 California, hereby recommends that the City Council approve and adopt the
13 General Plan Amendments in the form attached to this Resolution as Exhibits
14 B, C-1, C-2, and C-3.

15 BE IT FURTHER RESOLVED, that the Secretary of the Planning
16 Commission is hereby instructed to forward a certified copy of this Resolution
17 to the Project Sponsor and to the City Council as a report, with the findings
18 and recommendations of the Planning Commission pertaining to the General
19 Plan Amendments attached hereto as Exhibits B, C-1, C-2, and C-3 and to
20 forward a certified copy of all related files, data and instruments.

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BE IT FURTHER RESOLVED, this Resolution, a recommendation to the City Council to approve General Plan Amendment No. 2020-003 (GPA-2020-003) attached hereto as Exhibits B, C-1, C-2, and C-3, is passed, approved and adopted, this 17th day of June 2020.

**Larry Springs, Chairman
City Planning Commission
Inglewood, California**

Attest:

**Evangeline Lane, Secretary
City Planning Commission
Inglewood, California**

Exhibit A
Subject Site

Exhibit A

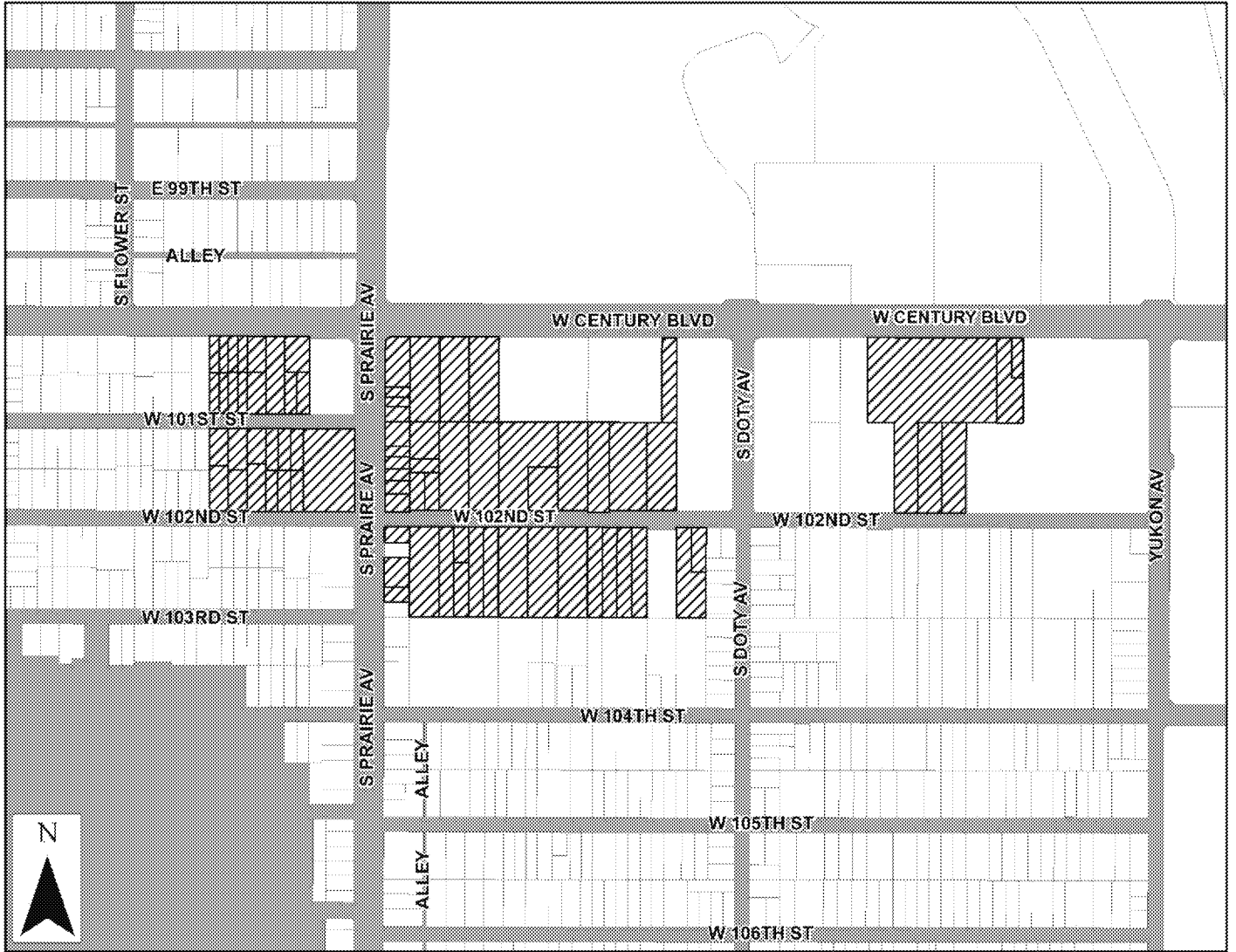


Exhibit B
Text Amendments to the Inglewood General Plan

TEXT AMENDMENTS TO
THE INGLEWOOD GENERAL PLAN

Added text is shown in **bold underline**; removed text is shown in ~~**bold strikethrough**~~.

Section 1.

Land Use Element “Section II – Statement of Objectives” for “Industrial” in Subsection D on pages 7 through 8 is amended to read as follows:

D. Industrial

- Provide a diversified industrial base for the City. Continue to improve the existing industrial districts by upgrading the necessary infrastructure and by eliminating incompatible and/or blighted uses through the redevelopment process.

- Continue the redevelopment of Inglewood by promoting the expansion of existing industrial firms and actively seek the addition of new firms that are environmentally non-polluting.

- Increase the industrial employment opportunities for the city’s residents.

- **Promote the development of sports and entertainment facilities and related uses on underutilized land, in appropriate locations, creating economic development and employment opportunities for the City’s residents.**

Land Use Element “Section VI – Future Land Uses” for “Industrial Land Use” in Subsection C on pages 71 through 74 is amended to read as follows:

C. Industrial Land Use

Usually there are three factors involved in the location of industrial land: infrastructure, compatibility of use, and proximity to an adequate labor force.

[intervening text intentionally omitted]

Industry should be compatible with surrounding land uses. Compact

industrial locations such as an "industrial park" place industries adjacent to other industries, thereby minimizing conflict with residential and commercial areas. In some cases, industrial uses may be placed where residential or commercial land uses are not desirable, such as the area which is under the eastern end of the flight path of Los Angeles International Airport. The Element proposes that the area in the City of Inglewood generally bounded by Crenshaw on the east, La Cienega on the west, Century on the north and 104th Street on the south be designated as industrial from the present residential and commercial. This area is an extremely undesirable location for residential usage because it is severely impacted by jet aircraft noise. The area should be developed with industrial park, commercial, **and/or office park uses, and/or sports and entertainment facilities, and related uses,** utilizing planned assembly district guidelines, **or, in the case of sports and entertainment facilities and related uses, project-specific design guidelines in lieu of the planned assembly district guidelines,** to insure both the quality of the development and **to encourage** its compatibility with surrounding uses.

[intervening text intentionally omitted]

Those industrial areas which front along major arterials such as La Cienega, Florence, or Century will likely be developed for industrial/commercial/office uses, **or sports and entertainment facilities and related uses.**

[intervening text intentionally omitted]

As the construction of the Century Freeway along the City's southern boundary progresses, the highly noise impacted area between Century and 104th which is west of Crenshaw should be recycled from its present residential uses to more appropriate industrial/commercial/office uses, **or sports and entertainment facilities and related uses.** Irrespective of market forces, the City must promote and assist in upgrading of existing industrial uses.

Section 2.

Circulation Element Section on “Street Classification Collectors” (within “Part Two – Circulation Plan” in Subpart 4 on pages 20 through 21) is amended to read as follows:

4. COLLECTORS.

~~35. 102nd Street (east of Prairie Avenue)~~

~~36~~ 35. 104th Street

~~37~~ 36. 108th Street (Prairie Avenue to Crenshaw Boulevard)

Circulation Element Section on “Traffic Generators” within “Part Two – Circulation Plan” on page 22 is amended to read as follows:

Certain facilities or areas in and near Inglewood can be identified as being the destination of significant numbers of vehicles:

[Nos. 1 – 7 intentionally omitted]

8. Inglewood Basketball and Entertainment Center. The sports and entertainment arena can accommodate approximately 18,500 patrons, and includes parking to serve the arena and related uses for approximately 4,125 vehicles, in addition to complementary transportation and circulation facilities.

Circulation Element Section on “Truck Routes” within “Part Two – Circulation Plan” on page 28 is amended to read as follows:

The purpose of designated truck routes is to restrict heavy weight vehicles to streets constructed to carry such weight, in addition to keeping large vehicles--with their potentially annoying levels of noise, vibration and fumes--from residential

Exhibit B

neighborhoods. With the exception of two routes, all designated truck routes are along arterial streets. One exception is East Hyde Park Boulevard and Hyde Park Place which have street widths too narrow to be classified an arterial route but which serve various small light manufacturing and heavy commercial businesses located in northeast Inglewood. The second exception is 102nd Street (between 325 feet west of the centerline of ~~Prairie Doty~~ Avenue and Yukon Avenue) which serves the new manufacturing and air freight businesses being developed in the Century Redevelopment Project area.

Exhibit C-1
Map Amendment to the Land Use Element of the Inglewood General Plan

EXHIBIT C-1

MAP AMENDMENT TO THE LAND USE ELEMENT OF THE INGLEWOOD GENERAL PLAN

Land Use Element “Land Use Map” is amended (as depicted below) to show that certain approximately 2.7-acre area located adjacent to S. Prairie Avenue, just south of W. Century Boulevard, comprised of Parcels

4032-001-005	4032-001-906	4032-008-903
4032-001-006	4032-001-907	4034-005-900
4032-001-039	4032-001-908	
4032-001-900	4032-001-910	
4032-001-901	4032-008-001	
4032-001-904	4032-008-035	

to be designated as “Industrial”.



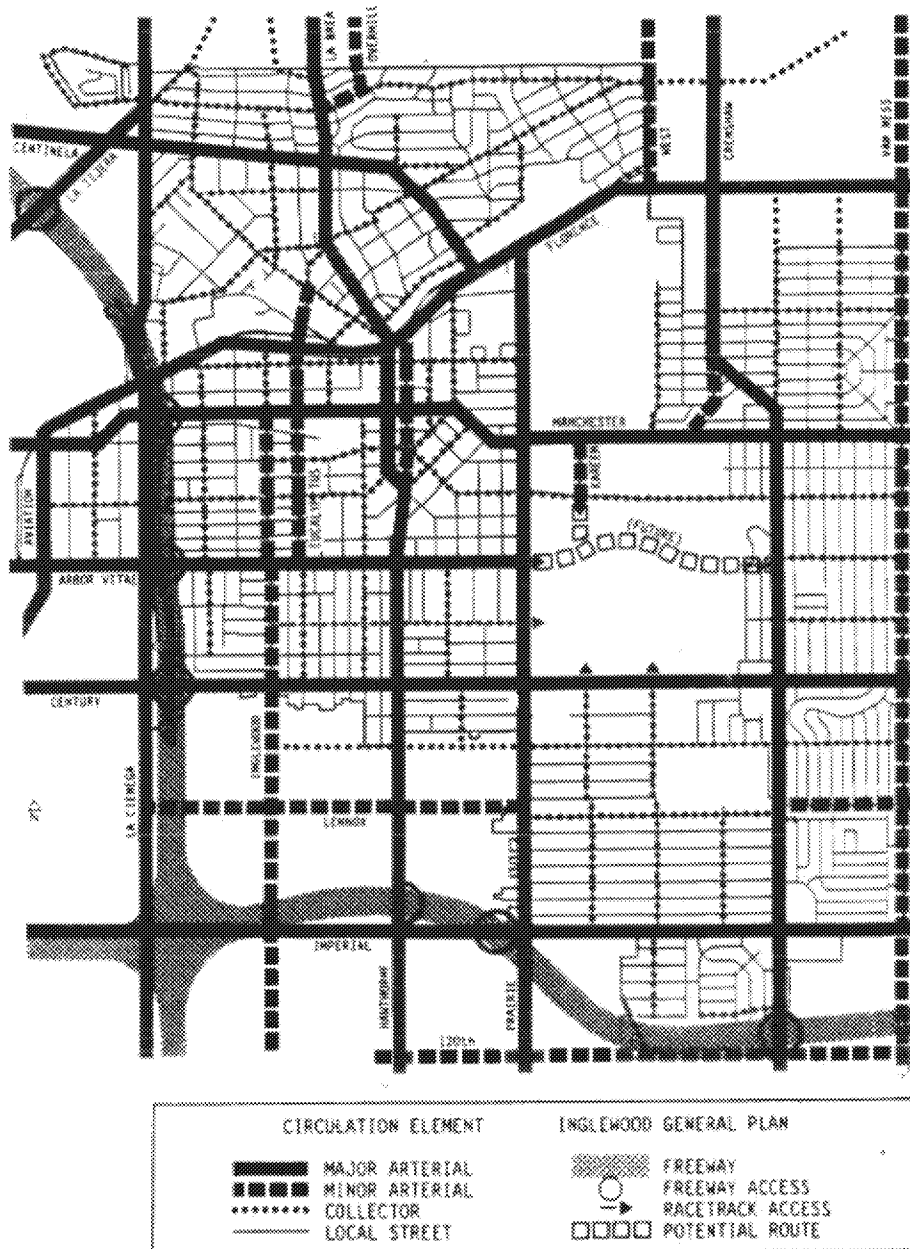
Exhibit C-2
Map Amendments to the Circulation Element of the Inglewood General Plan

EXHIBIT C-2

MAP AMENDMENTS TO THE CIRCULATION ELEMENT OF THE INGLEWOOD GENERAL PLAN

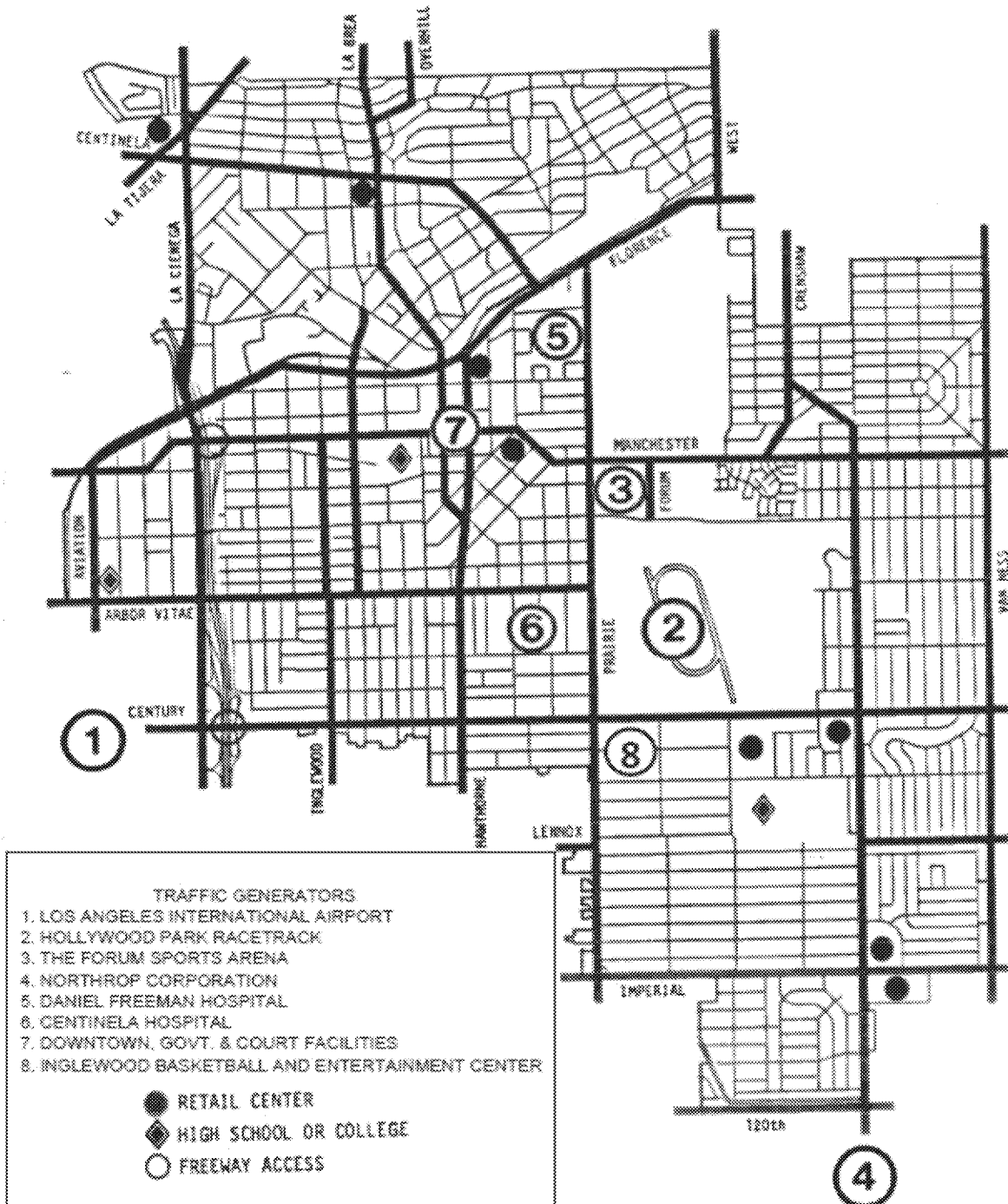
Section 1.

The Circulation Element "Street Classification" Map on page 17 is amended in its entirety (as depicted below) to remove the vacated portions of 101st and 102nd Streets as follows:



Section 2.

The Circulation Element "Traffic Generators" Map on page 23 is amended in its entirety (as depicted below) to add the location of the Project site as follows:



Section 3.

The Circulation Element “Designated Truck Routes” Map on page 29 is amended in its entirety (as depicted below) to remove the vacated portion of 102nd Street as follows:

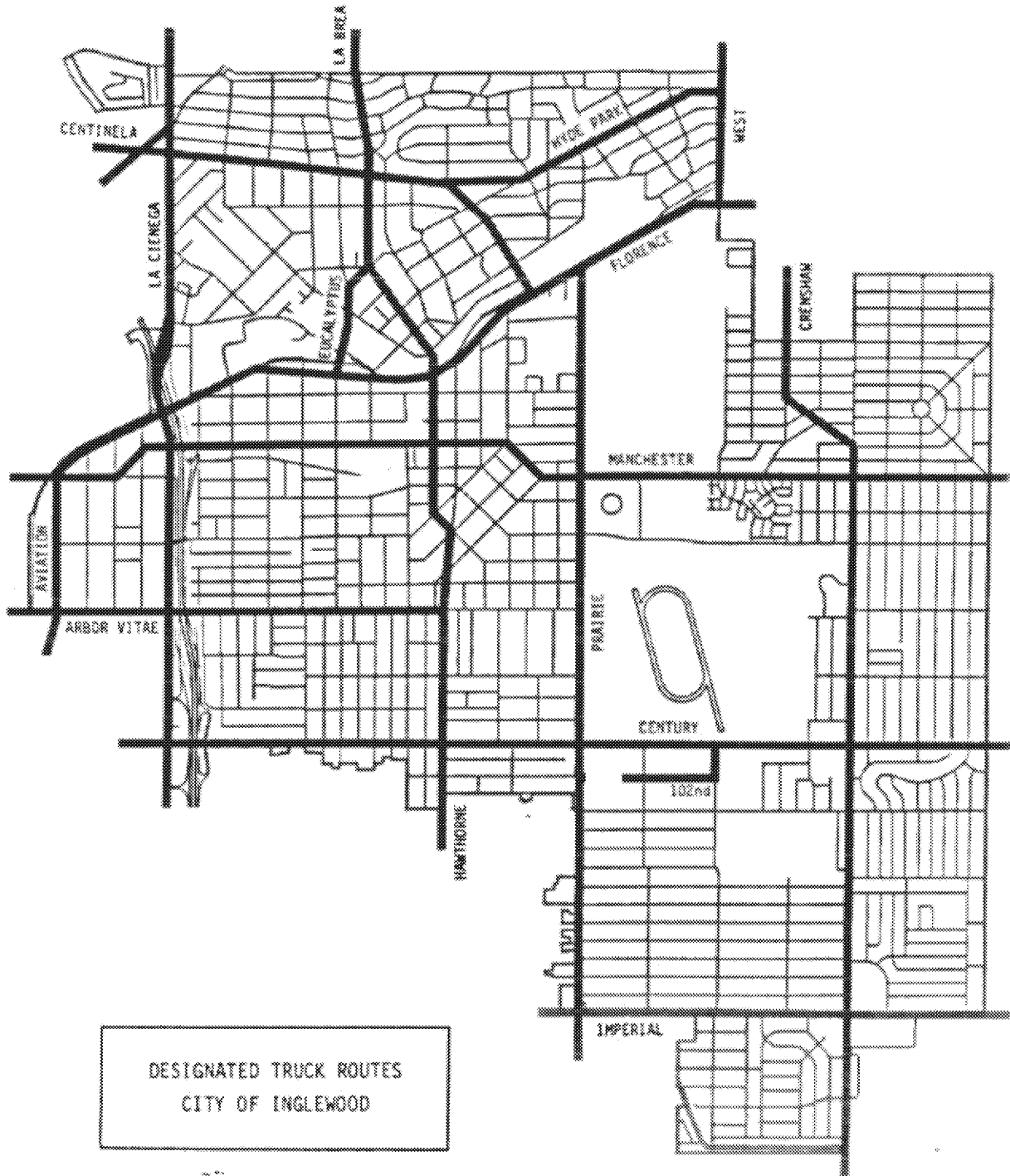


Exhibit C-3
Map Amendments to the Safety Element of the Inglewood General Plan

EXHIBIT C-3

MAP AMENDMENT TO THE SAFETY ELEMENT OF THE INGLEWOOD GENERAL PLAN

Safety Element Water Distribution System Map on page 37 is supplemented (as depicted below) to show the relocation of a water well and accompanying pipelines as follows:

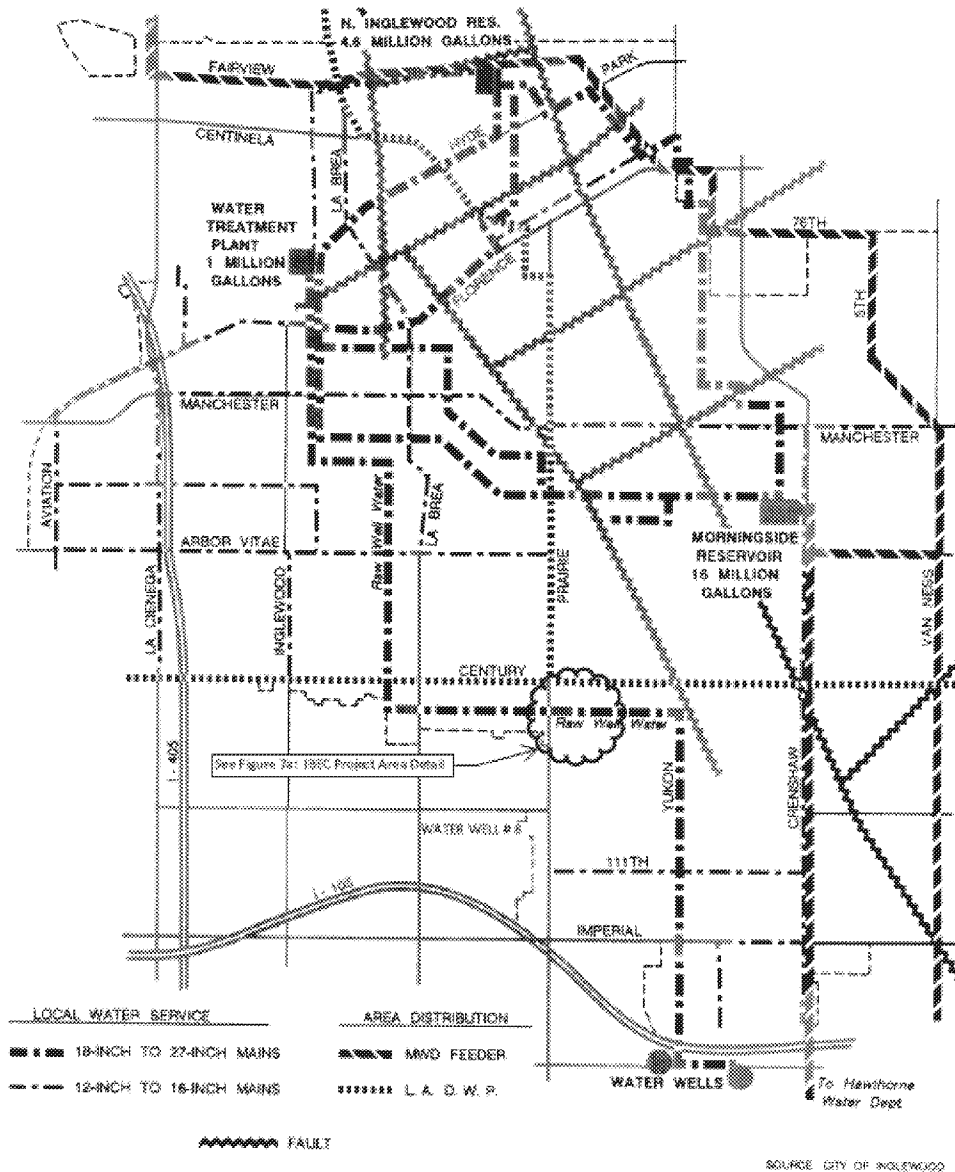


FIGURE 7. WATER DISTRIBUTION SYSTEM

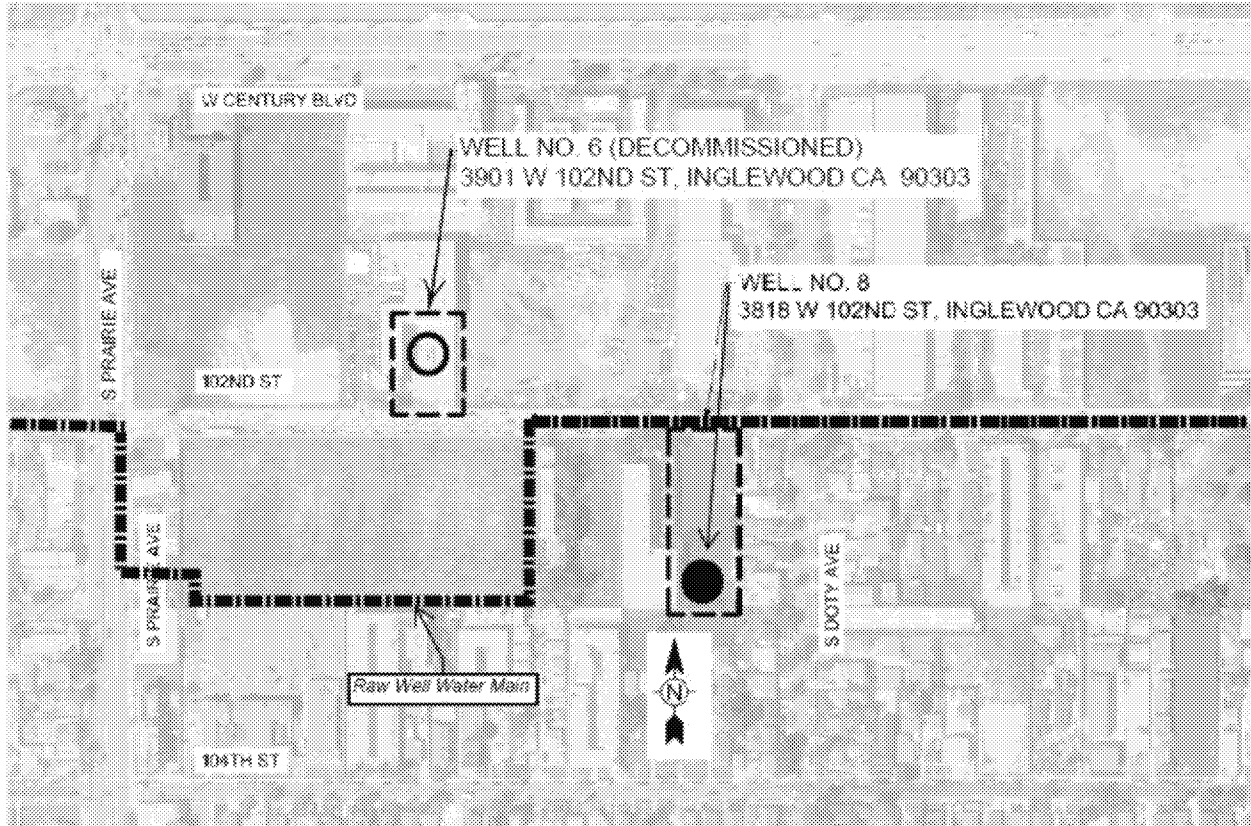


Figure 7a: IBEC Project Area Detail

Exhibit D
General Plan Consistency Analysis

GENERAL PLAN CONSISTENCY ANALYSIS

Murphy's Bowl, LLC (Project Sponsor), seeks the development of the Inglewood Basketball and Entertainment Center (IBEC) that includes an arena calculated to promote the enjoyment and recreation of the public by providing access to the City's residents in the form of spectator sports, specifically basketball, with up to 18,000 fixed seats to host National Basketball Association (NBA) games, and with up to 500 additional temporary seats for other events such as family shows, concerts, corporate and community events, and other sporting events; an up to 85,000-square foot team practice and athletic training facility; up to 71,000 square feet of LA Clippers office space; an up to 25,000-square foot sports medicine clinic; up to 63,000 square feet of ancillary and related arena uses including retail and dining; an outdoor plaza adjacent to the arena; parking facilities; relocation of a City of Inglewood groundwater well; and various circulation, infrastructure, and other ancillary uses (the Project). The Project also includes a limited-service hotel.

Implementation of the Project requires various approvals from the City, including certain text and map amendments to the General Plan, as more particularly described in Planning Commission Resolution No. _____ (General Plan Amendments). The City has reviewed the Project, which includes the Approval Actions required for its implementation, as set forth in the CEQA Findings, for consistency with the City's General Plan, as it is proposed to be amended by the General Plan Amendments. Based on this review, and as further described below, the City concludes that the Project and the Approval Actions¹ are each, on balance, consistent with the relevant applicable General Plan policies, goals and objectives of the General Plan, as proposed to be amended. Text proposed by the General Plan Amendments is shown in **bold underline**. Additional detail regarding much of the underlying analysis and evidence is contained in the agenda report to the Planning Commission, the EIR and all appendices thereto; Planning Commission Resolution No. ____ (Recommending Certification of the EIR and Adoption of MMRP and CEQA Findings and Statement of Overriding Considerations) including the CEQA Findings and MMRP attached as Exhibit B and C thereto; all plans, drawings, and other materials submitted by the Project Sponsor; minutes, reports, and public testimony and evidence submitted as part of the City Council's duly noticed meeting(s) regarding the IBEC Project; the record of proceedings prepared in connection with AB 987 pursuant to Public Resources Code § 21168.6.8; and all other information contained in the City's administrative record concerning the Project (collectively, the Record). Information in this analysis regarding fiscal and economic data is sourced from the HR&A Report prepared for the Project, which has been peer reviewed by a report prepared by Keyser Marston Associates ("KMA") on behalf of the City.

I. LAND USE ELEMENT

The Land Use Element presents a long-range plan for the distribution and future use of land within the City. Relevant policies, goals and objectives applicable to the Project are as follows:

¹ These consistency findings do not include any Approval Actions related to the potential exercise by the City of its eminent domain authority, which is at the City's sole discretion under the terms of the proposed Disposition and Development Agreement for the Project.

General:

- Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts.
- Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Promote Inglewood's image identity as an independent community within the Los Angeles metropolitan area.

The majority of the Project is designated in the General Plan as Industrial, with a small portion of the site adjacent to S. Prairie Avenue, just south of W. Century Boulevard, designated as Commercial. To implement the Project, amendments are proposed to the Land Use Element to provide a uniform land use designation for the Project site that reflects its proposed uses. This principally involves expressly referencing sports and entertainment facilities and related uses on properties in the Industrial land use designation (see below) and amending the Land Use Map to designate the entire Project site as Industrial. These amendments are further described in the Planning Commission Agenda Report. Additional amendments are proposed to the Circulation Element and Safety Element, which are discussed in Sections II and VII below.

Historically, the Project site has been challenging to develop and utilize due to its location under the Los Angeles International Airport ("LAX") flight path. Most of the currently vacant parcels comprising the Project site were previously developed, but were purchased by the City and the former Inglewood Redevelopment Agency using FAA-issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of recycling incompatible residential land use to other land uses compatible with the noise levels of airport operations. These parcels were specifically acquired in order to eliminate incompatible residential use in the near term and stimulate economic development in the long term by converting the parcels in this area to noise-compatible commercial, industrial, or other revenue-generating uses. The City has worked for many years to market the property for redevelopment with noise-compatible uses, but these efforts have never come to fruition, other than a portion of the Project site used as a private parking lot from 2013-2017.

The Project provides for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts because as established above, the Project is part of a concerted and longstanding effort to redevelop parcels in the LAX flight path with noise-compatible, productive uses suitable for the recreational enjoyment of the public. The Project's sports and entertainment, retail and restaurants, parking structure and other uses diversify the City's land use and are compatible with and complement other commercial and industrial land uses in the area and the City.

The Project would help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions because it would redevelop the site into a state-of-the-art sports and entertainment facility with related uses that promote economic development and increases employment opportunities for the City's residents. In addition to redevelopment of vacant and underutilized parcels, the economic

development and employment opportunities include but are not limited to the following during the construction period and during subsequent Project operations. The Project will generate approximately \$12.9 million in one-time tax revenues related to construction of the Project. Approximately 67% is related to the City's nonresidential construction tax, followed by 25% related to sales tax on construction materials, and 8% related to business tax on contractor earnings. Construction of the Project will also generate about \$10.3 million from the Project's Art Fee and School fee, which are non-general fund revenues.

Upon stabilized Project operation in 2025, the Project is expected to produce (calculated in 2019 dollars) approximately \$4.5 million in annual net tax revenues, plus \$2.3 million in annual property tax revenue for the Inglewood Unified School District.² Cumulatively, it will produce approximately \$70.0 million in net fiscal impact (or \$149.1 million in nominal dollars) plus approximately \$72.4 million in normal property tax revenues.

The fiscal analysis for the Project also included a sensitivity analysis for a reduced ancillary retail program and third-party events scenario to provide a more conservative analysis. As compared to the base Project scenario, the construction period analysis is substantially the same, with only a slight decrease of approximately 2% for one-time tax and City fee revenues. For operations, the net annual fiscal impacts are reduced but would continue to be substantial at approximately \$4,000,000, or \$132,000,000 cumulatively in nominal dollars. For operations, the net annual economic impacts are reduced but would continue to be substantial at approximately \$210 million in annual net economic output and 1,190 jobs at stabilized operations.

During construction, approximately 7,269 total headcount (direct on-site plus multiplier effect) jobs will be created, of which approximately 7,020 will be full-time and part-time construction jobs at the Project site. Approximately \$466.7 million in compensation will be paid to workers directly and indirectly associated with construction, and the construction period will generate approximately \$1.06 billion in total economic output. On an annual basis once operations stabilize, approximately 1,557 total headcount jobs will be created, of which approximately 1,476 will be full-time and part-time operations jobs at the Project site. Approximately \$139.3 million in annual compensation will be paid to workers directly and indirectly associated with Project operations, and approximately \$267.9 million in total economic output will be generated.

In addition, the Project would provide extraordinary public benefits contained in Exhibit C, attached to the Development Agreement, including creation of local jobs and equity, commitments to affordable housing and renter support, rehabilitation of Morningside Park Library and creation of a community center, support for Inglewood youth, education, support for Inglewood seniors, improving Inglewood parks, and sustainable construction practices and eco-friendly building operations.

² KMA estimates that net revenue to the City would be approximately \$4.4 million. The difference is due to slightly different assumptions and methodologies employed by the consultants. Under either scenario, however, the Project will generate substantial revenue for the City, even accounting for City costs associated with providing public services to the Project.

The Project promotes the City's image and identity as an independent community within the Los Angeles metropolitan area by facilitating the return of an NBA franchise to the City known as the "City of Champions." The Project promotes the City's image and identity as a premier regional sports and entertainment center at the regional, national, and international level and complements the adjacent new development at Hollywood Park, including its National Football League stadium, creating a world-class sports and entertainment district for the recreational enjoyment of the public.

Residential:

- Foster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.

The Project site does not include parcels with a residential land use designation under the General Plan, and no residential uses are proposed in connection with the Project. However, because the General Plan includes policies, such as the above residential policy, that are not explicitly limited to development within the residential land use designation, analysis of this policy has been included for completeness. The General Plan and Los Angeles County Airport Land Use Compatibility Plan both establish that the area in which the Project site is located is not appropriate for the development or redevelopment of residential uses given its location under the Los Angeles International Airport Flight Path. The Project does not include residential uses, nor does it directly impact housing stock. Rather, the Project facilitates development of sports and entertainment facilities and related uses, which are compatible land uses within the noise impacted area, and are consistent with the FAA-issued noise grants, as further discussed in the letter to the City dated August 26, 2019, from Mr. David Cushing, Manager of the FAA's Los Angeles Airport District Office.

As noted above, the majority of parcels comprising the Project site were purchased by the City and the former Inglewood Redevelopment Agency utilizing FAA-issued noise grants for the specific purpose of recycling incompatible residential land use to land uses which are compatible with the noise levels of LAX airport operations. These parcels were specifically acquired in order to eliminate incompatible residential uses in the near term and stimulate economic development in the long term by converting the parcels in this area to noise-compatible commercial, industrial, or other revenue-generating uses. The Project meets these objectives by developing sports and entertainment facilities and related uses that are consistent with the FAA-issued noise grants.

Commercial:

- Create and maintain a healthy economic condition within the present business community and assist new business to locate within the city.
- Continue to promote the development of high quality commercial/office space at appropriate locations within the city through the redevelopment process.
- Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

As discussed above, the majority of the Project site is designated under the General Plan as Industrial, with a small portion of the site designated as Commercial. The General Plan Amendments propose to apply a uniform Industrial land use designation for the Project site. Because the General Plan includes policies, such as the above commercial policies, that are not explicitly limited to development within the commercial land use designation, analysis of these policies has been included for completeness.

The Project would maintain a healthy economic condition within the present business community and assist new business to locate within the City as follows. The Project supports the City's economic growth by contributing to the City's financial base and overall fiscal stability based on increased City revenue (including property, construction, sales, and admissions taxes) generated by the Project. The Project would stimulate new businesses and create new employment opportunities for the City's residents, including but not limited to new construction jobs and permanent jobs for annual Project operations (including non-event jobs and full-time equivalent event-related jobs), all as discussed in the HR&A Report and summarized above.

The Project would redevelop a largely vacant and underutilized area with high-quality commercial uses, including an arena, retail, and office space, in a transit-accessible area appropriate for those uses, which would complement existing commercial/recreational uses already located in Inglewood, including the adjacent mixed-use Hollywood Park development. The Project would improve the existing visual appearance of the Project site, including its frontage along West Century Boulevard and South Prairie Avenue, which currently is characterized by underutilized and largely vacant parcels. The Project would be required to comply with project-specific design guidelines, and would comply with a plan review process to ensure that the Project's new development is visually compatible with and complementary to its site and surroundings. As further described below, the Project will provide transportation infrastructure and utility improvements required to serve the Project.

Industrial:

- Provide a diversified industrial base for the City. Continue to improve the existing industrial districts by upgrading the necessary infrastructure and by eliminating incompatible and/or blighted uses through the redevelopment process.
- Continue the redevelopment of Inglewood by promoting the expansion of existing industrial firms and actively seek addition of new firms that are environmentally non-polluting.
- Increase the industrial employment opportunities for the City's residents.
- **[As Proposed to Be Amended] Promote the development of sports and entertainment facilities and related uses on underutilized land, in appropriate locations, creating economic development and employment opportunities for the City's residents.**

With adoption of the proposed General Plan amendments, the entire Project site is designed as Industrial under the General Plan Land Use map. (Prior to adoption of the proposed General Plan amendments, the majority of the Project site was designated Industrial and a small

portion of the Project site along the South Prairie Avenue corridor was designated as Commercial.) The General Plan amendments would allow for development of sports and entertainment facilities and related uses within the Industrial land use designation on land that is currently underutilized and historically has been challenging to develop, thereby assisting in eliminating incompatible uses, as discussed above and, further diversifying the industrial and employment base, as discussed above. In addition, it would improve existing and create new infrastructure for water, wastewater, drainage, electricity, natural gas and telecommunication services. It would also include many improvements to transportation infrastructure such as restriping, converting medians to turn lanes, widening of freeway off-ramps, and signal timing improvements through the Citywide ITS program, that serve the broader area, all as reflected in the MMRP. The Project incorporates new uses that support the economic development and employment goals of the General Plan and adds employment opportunities for the City's residents, as discussed above.

The Project is consistent with the General Plan's policy of promoting the addition of new uses that are environmentally non-polluting. The Project will be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED®) Gold Certification requirements. The Project will also implement a wide range of mitigation measures intended to reduce or eliminate environmental impacts associated with Project construction and operation, including commitments to a comprehensive Transportation Demand Management program and meeting a net-zero greenhouse gas standard, as reflected in the MMRP.

On May 6, 2020, the Planning Commission recommended certain General Plan Amendments (GPA 2020-002) to amend the Land Use Element to clarify existing population density and building intensity allowances for all land use designations. These amendments are scheduled to be considered by the City Council in a public hearing on June 30, 2020. In anticipation of the adoption of the amendments by City Council, and to provide for a conservative analysis, this section includes analysis regarding the Project's consistency with the proposed building intensity allowances that would be applicable to the Industrial designation in the form recommended by the Planning Commission for adoption. The Project is consistent with the current Land Use Element as adopted, and is also consistent with the proposed Land Use Element policies regarding building intensity allowance applicable to the Industrial designation. Building intensity, also expressed as "Building Area Ratio" under the proposed General Plan Amendments (GPA 2020-002), refers to the total building floor area divided by the site area and is the standard utilized for commercial, industrial and public/quasi-public uses. The proposed Building Area Ratio applicable to areas designated as Industrial under the General Plan is 13.18:1 or otherwise stated as 1380 percent. The Project would comply with this proposed permitted Building Area Ratio as it would include development of approximately 2,789,000 square feet on the approximately 28.1 acre Project site, which includes approximate Building Area Ratios of 196 percent on the Arena site; 468 percent on the West Parking site; 104 percent on the East Transportation and Hotel site; and zero percent on the Well Relocation site.

Circulation:

- Ensure that proposed new uses can be accommodated by adequate and safe streets.
- Promote and support adequate public transportation within the city and the region.
- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.
- Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

The Project would be located at the intersection of South Prairie Avenue and West Century Boulevard, which are both designated as major arterials in the General Plan. South Prairie Avenue runs north/south along the project frontage, and provides two travel lanes in each direction north of Manchester Boulevard, and three travel lanes in each direction south of Manchester Boulevard. West Century Boulevard runs east/west adjacent to the Project site, providing three travel lanes in each direction with a center turn lane. Other major arterials in the vicinity that would serve the Project are La Brea Avenue, Hawthorne Boulevard, Crenshaw Boulevard, and Manchester Boulevard. The EIR includes a comprehensive transportation analysis that considers net new traffic projected to be generated by the Project under a large number of scenarios at various times of the day and days of the week, both with and without special events, and including concurrent event scenarios with the Forum and Hollywood Park.

The EIR also identifies various measures that will be implemented to reduce or avoid Project impacts related to transportation and circulation, which have been included in the MMRP adopted with Project approval. These include implementation of an Event Transportation Management Plan, a management and operating plan intended to manage high levels of traffic on streets in the vicinity of the Project, and other area parking garages and key travel corridors in order to facilitate adequate and safe street access to and from the Project site. The Event TMP includes a Neighborhood Traffic Management Plan that includes goals and requirements for reducing traffic volumes on local and collector street segments, and discouraging and reducing event-related cut-through traffic while maintaining access for residents, adequate and safe streets, and discouraging through traffic from utilizing neighborhood streets.

Physical improvements include restriping, converting medians to turn lanes, widening of streets and freeway off-ramps, and signal timing improvements. The Project would also include implementation of several transportation management plans, including: a Construction Traffic Management Plan to ensure that acceptable operating conditions on local roadways are maintained during Project construction; a comprehensive TDM program that includes strategies to reduce vehicle trips and encourage other modes of travel; and a Local Hospital Access Plan to ensure that safe and timely routes to the hospital are provided in all pre- and post-event scenarios, all as reflected in the MMRP.

The Project includes various strategies to promote and support the use of public transportation as a means of travel to and from the Project through several measures, including a transportation hub at the East Transportation and Hotel site, shuttle stops on South Prairie Avenue, and a shuttle system for large events that would connect the Project to nearby Metro Crenshaw and Green Line Rail Stations. There are currently eight bus stops located on streets

and sidewalks adjacent to the Project site. The TDM programs will include bus stop facilities improvements, such as providing on-site and/or off-site improvements such as lighting, new benches and overhead canopies, adding bench capacity if needed, and real-time arrival information. The Project would exceed the requirements of the City of Inglewood Municipal Code for the provision of short- and long-term bicycle parking.

As reflected in the MMRP, the TDM Program will also implement an extensive range of programs intended to encourage use of alternate modes of transportation including public transit, shuttles, ridesharing, walking, and biking, including but not limited to: programs to encourage use of alternative modes of transportation, such as integrated event and transit tickets, bus facility improvements, employee transit or vanpool subsidies; event-day dedicated shuttle services to provide connections with short wait-times from the Project to existing and future LA Metro Green Line and Crenshaw Line stations; programs to encourage use of carpools and vanpools, including incentives like preferential parking, reduced parking cost, and variable parking pricing based on vehicle occupancy; programs to encourage active transportation, such as biking and walking, including bicycle parking, showers and lockers for employees, bike valet, and improved sidewalks and pathways to create safe routes throughout the Project site; a Park-n-Ride program that would use chartered buses to connect the Project to park-n-ride parking lots at key locations around the region; information services to inform the public about alternative ways to travel to and from the Project site; and event-day local microtransit service for a limited number of employees and attendees that would provide a microbus with a service range of 6 miles around the Project site.

The Project also includes streetscape and pedestrian circulation system improvements that will increase walkability and improve the pedestrian and bicyclist experience and accessibility on adjacent public rights-of-way near the Project site. The Project will include illumination to highlight circulation path and landscape features, and to create a safe pedestrian experience. To reduce impacts related to new sources of substantial light or glare, the Project is required to implement a Lighting Design Plan approved by the City, as reflected in the MMRP. These improvements would all be constructed to current accessibility standards.

The Project's consistency with the goals and policies of the General Plan related to circulation is further discussed in EIR Section 3.14, Transportation and Circulation. The analysis identifies a required amendment to the map on page 17 of the Circulation Element and the text on page 21 of the Circulation Element (proposed as part of the Project; see Section II CIRCULATION ELEMENT discussion below), and otherwise does not identify any inconsistencies with General Plan policies related to circulation.

Community Facilities:

- Maintain the present high level of police and fire services to the extent it is fiscally prudent.
- Expand opportunities for cultural and social growth for the City's residents.

Analysis in Chapter 3.13 of the EIR establishes that the City will be able to maintain the present high level of police and fire services with the Project. As discussed in greater detail in the

EIR, fire protection would be provided by the Los Angeles County Fire Department (LACFD) which provides protection services on a regional basis from a multitude of fire stations, the closest of which are Stations 170, 18, and 173, located within 1.5 miles of the Project site, and four additional fire stations located within 2.5 miles of the Project site. While the Project will increase call volumes to the LACFD, sufficient capacity exists among the stations in the vicinity to meet the increased demand. According to the LACFD, the estimated average response time to the Project site from Fire Station 170, the first due-in station, is five minutes, which meets the response time guidelines of the LACFD. Further, the Project will generate revenue for the City's general fund that could be used to fund LACFD expenditures as necessary to offset incremental Project effects on fire protection manpower or equipment.

The City of Inglewood Police Department will provide police protection at the Project site. As explained in the EIR, according to the Inglewood Police Department, because of the Department's long history of providing service to major entertainment and sports events in Inglewood, no new facilities or personnel would be required to provide service to the Project.

As further discussed in Section I above regarding general policies under the Land Use Element, the Project would expand opportunities for cultural and social growth for the City's residents by developing a premier regional sports and entertainment center in an area that is currently underutilized and historically has been challenging to develop. The Project complements the adjacent new development at Hollywood Park, including its National Football League stadium, creating a world-class sports and entertainment district. In addition to sporting activities, it is anticipated that the Project may be utilized to host other events such as family shows, concerts, corporate and community events, and other sporting events, all of which would provide cultural and social opportunities for the City's residents.

The Project's consistency with the goals and policies of the General Plan related to community facilities is further discussed in EIR Section 3.13, Public Services. The analysis does not identify any inconsistencies with the policies related to public services in either the Land Use Element or Safety Element (discussed below).

Summary Regarding Land Use Element Consistency

In addition to the foregoing, EIR Section 3.10, Land Use and Planning, identified potentially applicable General Plan Policies, and concluded that the Project would be consistent with the Land Use Element goals and objectives of the General Plan, as proposed to be amended.

For the foregoing reasons, the Project is consistent with the Land Use Element, as proposed to be amended.

II. CIRCULATION ELEMENT

The Circulation Element is designed to require that adequate street access and traffic capacity is considered for current and future land use needs. There are three broad themes running throughout the Circulation Element: (1) presenting and analyzing the existing circulation plan, (2) disclosing additional modes of transportation, and (3) evaluating Inglewood's existing street environment and its possible enhancements (such as street widening and intersection

alignments). The Circulation Element states that the circulation program presented therein is “not intended to be exhaustive or inflexible; it should be continually evaluated to determine its currentness and potential for addressing the circulation and transportation needs of this community.” Certain policies related to circulation are provided in the Land Use Element, as set forth above; the consistency analysis below pertains to the content in the Circulation Element itself.

In order to implement the Project, minor amendments to the Circulation Element are proposed to revise certain maps and corresponding text to reflect the Project. The conforming amendments to the Circulation Element include minor text amendments to the “Street Classification” Map, “Traffic Generators” Map, and “Designated Truck Routes” Map to account for the Project, including to reflect the vacated portion of 101st and 102nd streets. These amendments are further described in the Planning Commission Agenda Report. On balance, the Project is consistent with the policies, goals and objectives of the Circulation Element, as it is proposed to be amended.

As described under the analysis in Section I above related to circulation, the Project would generate additional traffic, particularly during pre- and post-event scenarios hosted at the Project site. To address potential impacts from this additional traffic, the Project would incorporate various circulation improvements around the Project site vicinity and would also include implementation of several transportation management plans, including: a comprehensive TDM program, Event Transportation Management Plan, a Construction Transportation Management Plan, and a Local Hospital Access Plan, all as reflected in the MMRP.

As discussed in Section 2.5.6 of the EIR, the Project proposes to vacate: (i) a portion of West 101st Street west of South Prairie Avenue, and (ii) a portion of West 102nd Street between South Prairie Avenue and South Doty Avenue, which would become part of the Project site. These street vacation proceedings would be carried out at the City’s sole discretion, and would require a determination that the proposed street vacation segments are not necessary for present or prospective public use. This vacation would be subject to various conditions including construction of new or relocated facilities that would replace in-place utilities that serve off-site properties. To allow for Project site circulation, new site access roads would be developed. The proposed street vacation required for implementation of the Project would not adversely impact the City’s circulation pattern. All other properties that are immediately adjacent to the street vacation areas would continue to have alternative, convenient pedestrian and vehicle access, including access to and from the non-vacated portions of the vacated street segments. While pedestrians and drivers would no longer have access to these vacated street segments, they could use convenient alternate routes, and these street vacations would not disrupt the City’s overall circulation pattern because numerous alternative routes in the nearby vicinity are available. (See EIR p. 3.14-65 to 66, and 3.14-250)

Additionally, development of the West Parking Garage site portion of the Project site would require removal of the existing crosswalk on the north side of the South Prairie Avenue and West 102nd Street intersection, which would be relocated with a replacement crosswalk immediately south of the garage entrance/exit. Removal of this crosswalk would not create a physical barrier

or obstacle to circulation that would restrict existing patterns of movement between the Project site and the surrounding neighborhoods because pedestrians could use the relocated crosswalk to cross South Prairie Avenue, walk two blocks south to the crosswalk at the South Prairie Avenue 104th Street intersections, or walk one block north to use the crosswalk located at the South Prairie Avenue and West Century Boulevard intersection. The proposed relocation of the crosswalk across South Prairie Avenue would not adversely impact the City's pedestrian circulation given the availability of nearby alternative routes. The Project also proposes to construct pedestrian bridges from certain portions of the Project site crossing (i) South Prairie Avenue and (ii) Century Boulevard to enhance public pedestrian circulation and safety.

The EIR analyzes the transportation and circulation impacts related to any potential street vacations, crosswalk relocations, pedestrian bridges, and implementation of various circulation improvements. The conforming amendments to the various Circulation Element Maps account for these modifications to the extent necessary; the Project is consistent with the circulation patterns reflected in the Circulation Element, as proposed to be amended.

The Project's consistency with the Circulation Element and Land Use Element Policies related to circulation is further discussed in EIR section 3.14, Transportation and Circulation. The analysis concludes that the Project would not be inconsistent with the Circulation Element, as proposed to be amended.

For the foregoing reasons, the Project is consistent with the Circulation Element, as proposed to be amended.

III. CONSERVATION ELEMENT

The Conservation Element address the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Relevant policies, goals and objectives applicable to the proposed Project are as follows:

- Protect aquifers and water sources (which includes prevention of contamination of ground water by surface contaminations leaching into the soil).
- Reduce the ever-increasing demand being placed on the aquifers and on the statewide water sources.
- Implement National Pollutant Discharge Elimination System (NPDES) requirements applicable to the City.
- Require periodic sweeping to remove oil, grease and debris from parking lots of 25 spaces or more.

As discussed in EIR Chapter 3.9, the Project is required to comply with federal, state, and local regulations and will implement Best Management Practices (BMPs) to reduce erosion and runoff to protect aquifer and water resources. The Project is also required to comply with the NPDES General Construction Permit and related Inglewood Municipal Code regulations, which prevent the substantial degradation of water quality during construction of the Project.

The Project is also required to comply with various regulations protecting water quality, including the MS4 permit, the County's LID Standards Manual, and the City's LID Requirements during operations, all of which implement BMPs and stormwater quality control measures to reduce pollutants in stormwater discharges and improve water quality, preventing the contamination of groundwater. As reflected in the MMRP, the Project is required to prepare a Project-specific LID Report to reduce the volume of stormwater runoff and potential pollutants in stormwater runoff at the Project site. The Project will protect groundwater quality through implementation of site design, source control and treatment control design features prior to discharge of runoff into the groundwater. The Project would incorporate a bio-filtration system in landscaped areas throughout the Project site to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

The Project will not interfere with groundwater recharge or demand being placed on aquifers. Due to the development associated with the Project, it is estimated that approximately 90 percent of the Project site would be covered by impervious surfaces. However, because the existing condition of the Project site is developed with impervious surfaces that have a low infiltration and groundwater recharge or are impervious surfaces, the net change of groundwater recharge at the Project site would be negligible.

The Project will include a number of indoor and outdoor enhanced water conservation and water reuse measures based on the requirements established for the LEED® Gold Certification. The Project is designed to include other water conservation measures such as installation of low-water landscaping materials; use of recycled water for landscaping purposes; use of water efficient fixtures and equipment; and installation of a specialized cooling tower system that is equipped with water-efficient technologies.

As discussed in EIR Chapter 3.15, with respect to access to water supply for the Project, as reported in the Golden State Water Company's (GSWC) 2015 Urban Water Management Plan, water usage per capita within its Southwest System service area in which the Project is located has declined notably over the last decade due to a combination of factors including tiered water pricing, increasing water conservation regulations, the extended drought, and the recession. This documented reduction in per capita water use, combined with GSWC's commitment to continued water conservation efforts and compliance with relevant State requirements, as well as efforts by West Basin Municipal Water District to increase recycled water use, further reinforce that both the Project and water service within GSWC's Southwest System are in alignment with the City's policy regarding water demand management and that the Project will not increase demand being placed on the aquifer and on statewide water sources in a manner inconsistent with the General Plan.

As part of the Project, the existing Inglewood Water Well #6 will be decommissioned in compliance with federal, state, and local standards and replaced with a new Water Well #8 within the Well Relocation site, which consists of two parcels south of West 102nd Street and west of South Doty Avenue, within the Project site. While the new Water Well #8 would have increased capacity as compared to Water Well #6, because the net change in groundwater

recharge would be negligible with implementation of the Project, use of new Water Well #8 will not result in substantial depletion of groundwater supplies.

Lastly, the Project will implement periodic sweeping of parking lots to remove oil, grease, and debris from parking lots of 25 spaces or more, as reflected in the MMRP.

The Project's consistency with the goals and policies of the Conservation Element is discussed in various sections of the EIR, including Section 3.2, Air Quality; 3.3, Biological Resources; 3.9, Hydrology and Water Quality; and 3.15, Utilities and Service Systems. The EIR concludes that the Project is not inconsistent with these goals and Policies.

For the Foregoing reasons, the Project is consistent with the Conservation Element.

IV. HOUSING ELEMENT

The General Plan Housing Element 2013-2021, adopted on January 28, 2014, presents a framework for City implementation of a comprehensive housing program from 2013 to 2021 to facilitate decent and affordable housing for its residents. The Housing Element establishes policies to create or preserve quality residential neighborhoods. The Housing Element identifies current and future housing needs and establishes policies and programs to mitigate or correct housing deficiencies.

As further discussed in Section I above, the Project site currently does not include any housing, and does not include any sites identified in the Housing Element for housing. The General Plan Land Use Element states that the area in the City generally bounded by Crenshaw Boulevard on the east, La Cienega Boulevard on the west, Century Boulevard on the north and 104th Street on the south, in which the Project site is located, is "an extremely undesirable location for residential usage because it is severely impacted by jet aircraft noise." As described above, most of the currently vacant parcels comprising the Project site were purchased by the City and the former Inglewood Redevelopment Agency using FAA-issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of recycling incompatible residential land use to other commercial land use compatible with the noise levels of airport operations. As further discussed in the letter to the City dated August 26, 2019, from Mr. Davis Cushing, Manager of the FAA's Los Angeles Airport District Office, the FAA does not support the reintroduction of residential uses on these type of noise-impacted parcels.

The Project does not propose the development of housing, and would not impact existing housing stock. The Project includes a number of community benefit commitments designed to further general goals of the City regarding housing, including funding for affordable housing, first time homebuyers assistance, support for rental and anti-eviction services, and capacity building for housing-focused non-profits.

The goals and policies of the Housing Element are further discussed in EIR Section 3.12, Population, Employment, and Housing. The analysis concludes that because the Project site does

not include housing and is not identified as a site for housing within the Housing Element, the goals and policies identified in the Housing Element are not applicable to the Project.

For the foregoing reasons, the Project is consistent with the Housing Element.

V. NOISE ELEMENT

The Noise Element is designed to manage noise within the City and to protect sensitive uses from excessive noise-related impacts. Relevant policies, goals and objectives applicable to the proposed Project are as follows:

- Goal 1: Provide for the reduction of noise where the noise environment represents a threat to public health and welfare.
- Goal 2: Reduce noise impacts in degraded areas.
- Goal 3: Protect and maintain those areas having acceptable noise environments.
- Goal 4: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.
- Policy 4.1: Provide for measures to reduce noise impacts from traffic noise sources
 - Construct barriers to mitigate sound emissions where necessary or where feasible.
 - Reduce transportation noise through proper design and coordination of routing.
- Policy 4.2: Incorporate noise considerations into land use planning decisions.
 - Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.
 - Encourage acoustical design in new construction.
- Policy 4.3: Develop measures to control non-transportation noise impacts.
 - Evaluate noise generated by construction activities.
- Policy 4.4: Reduce Noise Conflicts at the Source.
 - Actively support the FAR Part 150 Noise Compatibility Program as described in the “Noise Control and Land Use Compatibility Study, Los Angeles International Airport.” (March 1984).
 - Provide quick response to complaints and rapid abatement of noise nuisance within the scope of the City’s police powers.
- Policy 4.5: Reduce noise conflicts at the receiver.
 - Encourage a long term development pattern which minimizes noise conflicts through planning and zoning.
 - Use redevelopment powers where appropriate and feasible to convert most seriously noise-impacted areas to less noise sensitive uses, as identified in the Noise Compatibility Program.
- Policy 4.6: Protect those who live and work in the City from dangerous on-the-job noise exposure.

Chapter 3.11 of the EIR contains a comprehensive analysis of the existing noise setting, and the Project’s potential impacts from both construction and operational noise, including from Project-related traffic, including various objective standards and measures of measurement to

allow consideration of community noise levels as part of the deliberation regarding Project approvals. While the Project will generate temporary noise related to construction and permanent intermittent traffic and operational noise that would increase ambient noise levels in the Project vicinity, in some cases resulting in significant, unavoidable impacts, operation of the Project would not result in inconsistencies with the goal and policies of the Noise Element.

With respect to Goal 1 and Goal 2, the General Plan indicates that the area generally bounded by Crenshaw Boulevard on the east, La Cienega Boulevard on the west, Century Boulevard on the north, and 104th Street on the south should be designated as Industrial from the present residential and commercial, and that the site on which the Project is located should be utilized for industrial uses given the impact of airport related noise on that area. (See General Plan, Land Use Element, p;72.) The Project includes land uses that would be appropriate given the surrounding ambient noise environment consistent with the General Plan. As discussed above in Section I, the City and the former Inglewood Redevelopment Agency used FAA and Los Angeles World Airports grant funding as part of a noise-mitigation program to acquire approximately 60 of the 65 City- and former Inglewood Redevelopment Agency (now replaced by the “City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency”)-owned parcels within the Project site in order to eliminate incompatible residential uses in the near term by converting this area to noise-compatible commercial, industrial, or other revenue-generating uses. The Project is consistent with this goal because it would develop noise-compatible uses consistent with the purpose of FAA and Los Angeles World Airport grant funding. As further described in the EIR, the Project will comply with all standard building construction practices and will comply with applicable building codes for the commercial structures that would typically reduce interior noise levels to acceptable levels. Among other applicable standards, the California Green Building Standards Code (Title 24) sets forth specific noise reducing transmission standards for non-residential structures. Implementation and compliance with these requirements will be accomplished through the design process and verified in the building inspection process.

The policy initiatives expressed in Goals 1 and 2, in addition to addressing the siting of new facilities, also focus on the reduction of noise levels. In response to these policy initiatives, the Project incorporates a comprehensive program of noise reduction features that consist of Project elements and mitigation measures that would reduce potential temporary noise impacts related to construction and intermittent operational noise, particularly to sensitive receptors. Further, these Projects elements and mitigation measures have been designed to address noise near the on-site sources, which is the most effective way of reducing Project-related off-site noise levels. Accordingly, the Project implements the policy initiatives of Goal 1 and 2, and is therefore consistent with Goals 1 and 2, by reducing potential Project-related noise impacts that would otherwise occur without implementation of the Project’s comprehensive noise reduction program.

As to Goal 3, as further described in detail below, the Project is consistent with Goal 3 as it would incorporate a number of project-design features and mitigation measures that would

reduce potential temporary noise impacts related to construction and intermittent operational noise, particularly to sensitive receptors.

With respect to Goal 4, the EIR incorporates robust analysis of the existing ambient community noise levels and evaluates the estimated future noise and vibrations levels at surrounding noise- and vibration-sensitive land use resulting from construction and operation of the Project to identify the potential for significant impacts and associated mitigation measures, if required. This information has been presented to and will be taken into consideration by decisionmakers.

As reflected in the MMRP, the Project will implement measures to reduce noise impacts from traffic noise sources, including a comprehensive TDM program that would reduce Project-related traffic, resulting in a reduction in traffic noise. The Project will also implement a Construction Traffic Management Plan that would address construction traffic noise impacts in areas surrounding the Project site, by: prohibiting construction trucks from traveling on local streets; restricting the time of day of truck arrivals and departures; and restricting the size and type of trucks permitted.

The Project incorporates a range of design elements and mitigation measures, reflected in the MMRP, to control non-transportation noise impacts. These design elements and mitigation measures, as components of the Project's comprehensive noise reduction program, address both Project construction and operation. With respect to construction noise, construction noise levels generally vary considerably over the Project's short-term construction period and would cease to occur once Project construction is completed. As such, Project construction would affect noise sensitive receptors for varying durations and at varying levels over the course of Project construction (i.e., not every noise receptor would be impacted equally and would not be impacted for the entirety of Project construction). A key component of the Project's construction noise reduction program is the use of sound barriers that reduce off-site noise levels during Project construction and operation. Sound barriers would reduce construction noise in the following three ways. First, the Project includes the utilization of temporary noise walls at various locations on the Project site during construction. Second, the Project includes the placement of buildings that would be located between the arena building, by far the largest proposed on-site structure, and off-site noise receptors. As a result, these buildings would act as a sound barrier for off-site noise between an on-site construction area and off-site noise receptor. Third, the outer shell of each building once completed would act as a sound barrier for all construction that would occur inside of the buildings' outer shell. Project construction, in addition to the use of sound barriers to reduce Project construction noise levels, would include the use of "quiet" pile driving technology (such as auger displacement installation) rather than the use of driven piles for foundation support. To further manage construction noise, the Project will implement a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors. During construction activities, the Project will include designation of a Community Affairs Liaison who will be responsible for promptly responding to any local complaints about construction activities. The Project will also implement a Construction Traffic Management Plan that will address construction traffic noise impacts in

areas surrounding the Project site by: prohibiting construction trucks from traveling on local streets; restricting the time of day of truck arrivals and departures; and restricting the size and type of trucks permitted.

With respect to non-transportation operational noise, the Project incorporates several strategies and mitigation measures to reduce noise from Project operations. For example, the Project operational noise levels would be reduced through the use of permanent sound barriers at various locations on the Project site, as well as the placement of buildings along the perimeter of the Project site that would be located between certain on-site noise sources and off-site noise receptors resulting in a sound barrier effect for those off-site noise receptors within line-of-site of an on-site activity area. (See EIR pages 3.11-70 and 3.11-143). To further reduce Project operational noise levels, the Project also will implement an Operations Noise Reduction Plan for major event pre- and post-event conditions.

The EIR for the Project analyzes the 14 CFR Part 150 noise contours and evaluates the compatibility of the Project's proposed land use with those noise contour. The Airport Land Use Plan Land Use Compatibility Chart is depicted in EIR Section 3.10, Land Use and Planning (Figure 3.10-3). Commercial land uses are identified as compatible with 65 70 dBA CNEL noise levels. The CFR Part 150 Land Use Compatibility Guidelines categorizes hotel uses as a transient lodging form of residential. Separately, as noted above, as a means of responding to noise complaints associated with Project construction, the Project will include designation of a Community Affairs Liaison who will be responsible for responding within 24 hours to any local complaints about construction activity.

The Project's consistency with the goals and policies of the Noise Element is further discussed in EIR Section 3.11, Noise and Vibrations. The analysis concludes that the Project is not inconsistent with the relevant Noise Element goals and policies.

For the foregoing reasons, the Project is consistent with the Noise Element.

VI. OPEN SPACE ELEMENT

The Open Space Element is a plan to address the current and future recreation needs of the City for parkland and recreational facilities and for the conservation of open space. The primary goal of the Open Space Element is to provide recreational park facilities for all residents in the City. The second goal of the Open Space Element is to provide additional types of open space and to preserve existing open space resources. Relevant policies, goals and objectives applicable to the proposed Project are as follows:

- Additional municipal park land shall be acquired to provide a minimum city-wide total of one acre per 1000 residents.
- The City of Inglewood in reviewing and approving development plans, shall require the provision of landscaped plazas and gardens when possible, and the provision of landscaping within building setbacks and parking lots.
- The City of Inglewood shall implement public works projects to improve streetscapes including the planting of parkway trees, the provision of landscaped street medians and

the undergrounding of utility lines. The City shall also implement regulations and programs to reduce visual clutter along city streets resulting from obsolete signs, billboards, poor property maintenance, graffiti, etc.

The Project does not include residential use and therefore will not increase the residential population of the City, nor impact the one acre of park land per 1,000 residents ratios.

Consistent with the second goal, the Project includes a landscaped outdoor plaza with community gathering space, new pedestrian networks, landscaping and edge treatment, other sidewalks and pavement improvements that would be designated to facilitate pedestrian movement and activities, as well as extensive perimeter and interior landscaping. Specifically, the outdoor plaza will include community gathering spaces, with landscaping, seating areas, public art, and outdoor stage. The Project will also pay the applicable park development fees under Inglewood Municipal Code Chapter 12.

The Project will improve streetscapes including the planting of new trees, the provisions of landscaped street medians, and the undergrounding of utility lines. The Project will also increase walkability and improve the pedestrian experience on adjacent public rights of way near the Project site, and enhance the streetscape appearance by providing perimeter and interior landscaping.

The Project's consistency with the goals and policies of the Open Space Element is further discussed in EIR Section 3.13, Public Services. The Analysis concludes that the Project will not be inconsistent with the applicable Open Space element goals and policies.

For the foregoing reasons, the Project is consistent with the Open Space Element.

VII. SAFETY ELEMENT

The Safety Element contains goals, objectives and policies that are designed to ensure that the citizens of Inglewood can be protected from unreasonable risks caused by natural and manmade disasters. Relevant policies, goals and objectives applicable to the Project are as follows:

- Provide measures to reduce seismic impacts.
- Restrict new structures for human occupancy from being constructed across active faults.
- Ensure that hazardous material is located at safe distances from residences, schools, hospitals and large assemblages of people; and that they are located in zones that are appropriate for their use.
- Public safety personnel provide improved response and services to the community.
- Provide sufficient manpower and equipment to respond adequately to fire emergencies and civil disturbance.

In order to implement the Project, certain minor amendments to the Safety Element Water Distribution System Map to show the decommissioning of the existing Inglewood Water

Well #6 and replacement with a new Water Well #8 and accompanying pipelines are proposed. No other amendments to the Safety Element are proposed.

As discussed in Chapter 3.6 of the EIR with respect to reduction of seismic impacts, no known active, sufficiently active, or well-defined faults have been recognized as crossing or being immediately adjacent to the Project site and the Project is not expected to expose people or structures to adverse effects from seismic-induced settlement or liquefaction as it is not located within a liquefaction Hazard Zone.

The Project will adhere to the California Building Code, established in City of Inglewood Municipal Code Chapter 11, Article 2, and enforced through plan check and building inspection services administered by the City and imposed on the Project, including seismic safety requirements in order to avoid impacts from seismic activity. The structural elements of the Project would be required to undergo appropriate design-level geotechnical evaluations prior to final design and construction in accordance with Chapter 18 of the California Building Code. The Project engineers and City building officials will implement the regulatory requirements of the California Building Code, County and City ordinances, and the California Geological Survey Guidelines for Evaluating and Mitigating Seismic Hazards in California, to ensure all buildings and structures are constructed in compliance with the law, as also detailed in California Building Code, Chapter 18.

With respect to hazardous material, the EIR analyzed the hazardous material impacts of the Project, including on nearby sensitive receptors, and concluded that the Project would not have any significant, unavoidable hazardous material impact. The Project will comply with all federal, state and local regulations regarding the handling, use, storage, transportation, and disposal of hazardous material, including in the event that hazardous material is discovered during the excavation and construction of the Project.

Construction activities would also likely require the use of limited quantities of hazardous material such as fuels, oils, and lubrications for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacture recommendations, and would be transported to and from the Project site. All hazardous materials are required to be stored and handled according to manufacturer's directions and local, State, and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code section 25100 et seq.) Compliance with these requirements will ensure that the storage, handling, and disposal of hazardous materials is done in accordance with practices that minimize exposure and inadvertent releases.

The use of common hazardous materials will occur as part of the operation of the Project, primarily associated with maintenance activities as well as storage of diesel for the backup generator and biomedical supplies for the sports medicine clinic. Because hazardous material associated with the types of uses included in the Project are typically handled and transported in small quantities, and because the health effects associated with them are generally not as serious as industrial uses, operation of a majority of the new uses at the Project site would not cause an

adverse effect on the environment with respect to the routine transportation, use, or disposal of general office and household hazardous material.

The sports medicine clinic included in the Project will likely include relatively small quantities of bio-hazards and other chemicals that are typically found in medical settings, such as medical supplies, oxygen tanks and other treatment supplies that fit the classification of a hazardous material waste. In addition, any administration of medication hypodermically would produce bio-hazard waste. As part of adhering to local CUPA requirements, the clinic would be required to prepare and submit a Hazardous Materials Management Plan and Hazardous Materials Business Plan to the County.

With respect to public services, the Project is located in close proximity to fire and police services and emergency responders are not expected to be substantially affected by the Project. (see discussion under Land Use Element, Community Facilities, above.)

The Project's consistency with the goals and policies of the Safety Element is discussed in the EIR Section 3.8, Hazards and Hazardous Materials, and 3.13, Public Services. The Analysis concludes that the Project will not be inconsistent with these goals and policies.

For the foregoing reasons, the Project is consistent with the Safety Element, as proposed to be amended.

VIII. DRAFT ENVIRONMENTAL JUSTICE ELEMENT

Senate Bill 1000 ("SB 1000"), the Planning for Healthy Communities Act, requires cities and counties to adopt an environmental justice element or integrate environmental justice goals, objectives, and polies into other element of their general plans. In 2018, the City began the process of conducting outreach and preparing an Environmental Justice Element. On May 6, 2020, the Planning Commission recommended the Draft Environmental Justice Element for adoption (GPA 2020-001). It is scheduled to be considered by the City Council in a public hearing on June 30, 2020. The Draft Environmental Justice Element sets forth goals and policies related to supporting environmental justice in the City. In anticipation of the adoption of the final Environmental Justice Element by City Council, and to provide for a conservative analysis, this section includes analysis regarding the Project's consistency with the relevant policies, goals and objectives applicable to the Project as set forth in the Draft Environmental Justice Element in the form recommended for adoption by the Planning Commission. Relevant draft Goals and Policies applicable to the Project are as follows:

- **Meaningful Public Engagement:** Residents and stakeholders who are aware of, and effectively participate in, decisions that affect their environment and quality of life
- **Land Use and the Environment:** The community's exposure to pollution in the environment is minimized through sound planning and public decision making.
- **Mobility and Active Living:** A Community that promotes physical activity and opportunities for active living.
- **Healthy and Affordable Housing:** A City with safe and sanitary housing conditions and affordable housing options.

- Public Facilities: Adequate and equitably distributed public facilities are available in the community.

With respect to the goal and related policies regarding meaningful public engagement, the Project is subject to a public review and approval process that allows for public participation and submission of comments to City staff and decisionmakers regarding the Project. Public notice of hearings related to the Project must comply with all applicable state and local public notice requirements. The Project was studied under a robust environmental review process in compliance with CEQA that allowed for meaningful public participation. The environmental review process included a number of opportunities for meaningful public engagement, including a public Scoping Meeting on March 12, 2018, at Inglewood City Hall to provide information about the Project and the anticipated CEQA process; and a public review and comment period on the Draft EIR of 89 days, significantly exceeding the 45-day public review period required under CEQA. During the public comment period, an electronic copy of the Draft EIR and all related appendices were made available for public review on the City's website and at the Project website (www.IBECProject.com), and printed and/or electronic copies were made available at the following locations: City of Inglewood Economic and Community Development Department; City of Inglewood Main Library; and the Inglewood Crenshaw-Imperial Branch Library. Following the public review and comment period for the Draft EIR, the City prepared responses to address the comments received on the Draft EIR within the specified public review period. These responses are provided in the Final EIR.

While the Project with respect to the goal and related policies regarding community exposure to environmental pollution, as described under the Land Use Element, Noise Elements, and Safety Element analyses above, which are incorporated herein by reference, will generate certain environmental impacts related to construction and operations, it is consistent with the General Plan's policy of promoting new, non-environmentally polluting uses. The Project will be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED®) Gold certification requirements. The Project will also implement a wide-range of mitigation measures intended to reduce or eliminate environmental impacts associated with Project construction and operation, including commitments to a comprehensive Transportation Demand Management program to reduce both vehicle trips and vehicle miles traveled, encourage public transit use, comply with a net-zero greenhouse gas standard, and implement all feasible mitigation measures for air quality and noise impacts, all as reflected in the MMRP. The Project is required to comply with all applicable federal and state environment regulations.

With respect to the goal and related policies regarding promotion of physical activity and opportunities for active living, the Project will include streetscape and pedestrian circulation system improvements that will increase walkability and improve the pedestrian and bicyclist experience and accessibility on adjacent public rights of way near the Project site. The Project will include illumination to highlight circulation paths and landscape features, and to create a safe pedestrian experience. The Project includes a landscaped outdoor plaza with community gathering space, new pedestrian networks, landscaping and edge treatment, other sidewalk and

pavement improvements designed to facilitate pedestrian movement and activities, as well as extensive perimeter and interior landscaping. Specifically, the outdoor plaza will include community gathering spaces, with landscaping, seating areas, public art, and an outdoor stage. In addition, the Project would provide extraordinary public benefits contained in Exhibit C, attached to the Development Agreement, including improving Inglewood parks.

With respect to the goal and related policies regarding healthy and affordable housing, as described under the Housing Element analysis above, which is incorporated herein by reference, the Project does not propose the development of housing, and will not impact existing housing stock. The Project includes a number of community benefits commitments designed to further general goals of the City regarding housing, including funding for affordable housing, first time homebuyers assistance, support for rental and anti-eviction services, and capacity building for housing-focused non-profits, as described in more detail in the public benefits contained in Exhibit C, attached to the Development Agreement.

With respect to the goal and related policies regarding adequate and equitable distribution of public facilities (such as street and roads, government buildings, schools, and public open space), the Project does not propose development of such facilities. However, the Project would include an outdoor plaza with community gathering space, and would provide the public benefits related to public facilities as contained in Exhibit C, attached to the Development Agreement.

For the foregoing reasons, the Project is consistent with the Draft Environmental Justice Element.

IX. CONCLUSION

Based on the above analysis provided in this document and as further detailed in the record, including but not limited to the CEQA Findings, Agenda Report and other documents referenced herein, the Project, on balance, is consistent with the General Plan, as proposed to be amended.