

RESOLUTION NO. 1872

A RESOLUTION OF THE PLANNING COMMISSION OF  
THE CITY OF INGLEWOOD, CALIFORNIA,  
RECOMMENDING THAT THE CITY COUNCIL FOR  
APPROVAL SPORTS AND ENTERTAINMENT COMPLEX  
DESIGN GUIDELINES AND INFRASTRUCTURE PLAN  
(SEC DEVELOPMENT GUIDELINES) FOR THE  
INGLEWOOD BASKETBALL AND ENTERTAINMENT  
CENTER.

SECTION 1.

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; and

WHEREAS, implementation of the Project necessitates a Zone Change (No. 2020-001) and Zoning Code Amendment (No. 2020-002) including establishing a Sports and Entertainment Overlay Zone, rezoning certain parcels, and establishing regulations for the Sports and Entertainment Overlay Zone and

1 adjustment of other land use controls, as more particularly described in Planning  
2 Commission Resolution No. 1871 (Zone Change and Zoning Code Amendment  
3 Resolution); and

4 WHEREAS, the City seeks to ensure consistent design approach, high  
5 standards of design and that the Project's new development is visually compatible  
6 with and complementary to its site and surroundings, and therefore Project-  
7 specific design guidelines and a plan review process are proposed for the Project,  
8 which are referred to as the Sports and Entertainment Complex Design  
9 Guidelines and Infrastructure Plan (SEC Development Guidelines); and

10 WHEREAS, the Sports and Entertainment Complex Design Guidelines and  
11 Infrastructure Plan (SEC Development Guidelines) will implement aspects of the  
12 Sports and Entertainment Overlay Zone proposed for the Project site; and

13 WHEREAS, on May 1, 2020, the Economic and Community Development  
14 Department Director of the City of Inglewood directed Planning Division staff to  
15 prepare various Project approval materials, including the Sports and  
16 Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
17 Development Guidelines), and schedule a public hearing before the Planning  
18 Commission; and

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

23 WHEREAS, on June 17, 2020, the Planning Commission conducted the  
24 duly-noticed hearing at the time and place stated above and afforded all persons  
25 interested in the matter of the Sports and Entertainment Complex Design  
26 Guidelines and Infrastructure Plan (SEC Development Guidelines), or any matter  
27 or subject related thereto, an opportunity to be heard by the Planning Commission  
28 and to submit any testimony or evidence in favor or against the proposed Sports

1 and Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
2 Development Guidelines); and

3 WHEREAS, after taking public testimony and fully considering all the  
4 issues, the Planning Commission determined that the proposed Sports and  
5 Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
6 Development Guidelines) should be recommended for approval to the City Council  
7 as set forth herein; and

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

20 **SECTION 2.**

21 NOW, THEREFORE, BE IT RESOLVED by the Inglewood Planning  
22 Commission based on the entirety of the materials before the Planning  
23 Commission, including without limitation, agenda reports to the Planning  
24 Commission; the EIR and all appendices thereto and supporting information;  
25 Resolution No. 1868 (EIR Certification Resolution) including the CEQA  
26 Findings and MMRP attached as Exhibit B and C thereto; all plans, drawings,  
27 and other materials submitted by the Project Sponsor; minutes, reports, and  
28 public testimony and evidence submitted as part of the City Council's duly-

1 noticed meetings regarding the IBEC Project; the record of proceedings  
2 prepared in connection with AB 987 pursuant to Public Resources Code section  
3 21168.6.8; and all other information contained in the City's administrative  
4 record concerning the Project (collectively, the Record), which it has carefully  
5 reviewed and considered, the Planning Commission finds as follows:

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

8       2.     That all procedural requirements for the Planning Commission to  
9 recommend approval of the Sports and Entertainment Complex Design  
10 Guidelines and Infrastructure Plan (SEC Development Guidelines) have been  
11 followed.

12       3.     That the Sports and Entertainment Complex Design Guidelines  
13 and Infrastructure Plan (SEC Development Guidelines) establish appropriate  
14 development standards for the efficient and orderly development of the Project  
15 and adoption of the Sports and Entertainment Complex Design Guidelines and  
16 Infrastructure Plan (SEC Development Guidelines) is reasonably related to  
17 protection of the public health, safety and welfare, as further described in the  
18 Planning Commission Agenda Report and Planning Commission Resolution  
19 No. 1868 (EIR Certification Resolution), which includes a Statement of  
20 Overriding Considerations.

21       4.     That as described in Exhibit D (General Plan Consistency  
22 Findings) to Resolution 1869 (General Plan Amendment Resolution), which is  
23 incorporated by reference as though fully set forth herein, the Sports and  
24 Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
25 Development Guidelines) is consistent with the Inglewood General Plan, the  
26 Industrial land use designation, and the Inglewood International Business  
27 Park Specific Plan, as each is proposed to be amended.

28



1           5.       An EIR has been prepared for the Project, including the proposed  
2 Sports and Entertainment Complex Design Guidelines and Infrastructure  
3 Plan (SEC Development Guidelines), and must be certified by the City Council  
4 prior to final approval of these Sports and Entertainment Complex Design  
5 Guidelines and Infrastructure Plan (SEC Development Guidelines). The  
6 Planning Commission has recommended that the City Council certify the EIR  
7 and adopt CEQA Findings including a Statement of Overriding Considerations  
8 for significant and unavoidable impacts of the Project that would remain even  
9 with implementation of feasible mitigation measures specified in the EIR, and  
10 MMRP for the Project in accordance with CEQA as provided in Planning  
11 Commission Resolution No. 1868 (EIR Certification Resolution).

12 **SECTION 3.**

13           BE IT FURTHER RESOLVED, that pursuant to the foregoing recitations  
14 and findings the Planning Commission of the City of Inglewood, California, hereby  
15 recommends that the City Council approve and adopt the Sports and  
16 Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
17 Development Guidelines) in the form attached to this Resolution as Exhibit B.

18           BE IT FURTHER RESOLVED, that the Secretary of the Planning  
19 Commission is hereby instructed to forward a certified copy of this Resolution to  
20 the Project Sponsor and to the City Council as a report, with the findings and  
21 recommendations of the Planning Commission pertaining to the Sports and  
22 Entertainment Complex Design Guidelines and Infrastructure Plan (SEC  
23 Development Guidelines) attached hereto as Exhibit B and to forward a certified  
24 copy of all related files, data and instruments.

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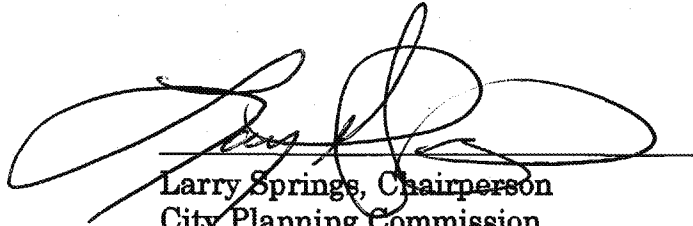
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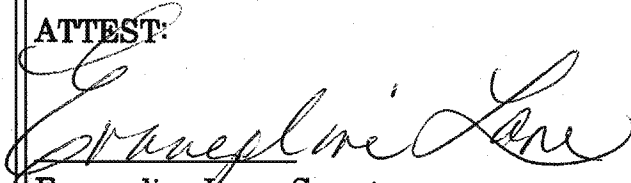
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BE IT FURTHER RESOLVED, this Resolution, a recommendation to the City Council to approve the Draft Sports and Entertainment Complex Design Guidelines and Infrastructure Plan (SEC Development Guidelines) is passed, approved and adopted this 17th day of June 2020.



Larry Springs, Chairperson  
City Planning Commission  
Inglewood, California

ATTEST:



Evangeline Lane, Secretary  
City Planning Commission  
Inglewood, California

Exhibit A  
Subject Site

# Exhibit A

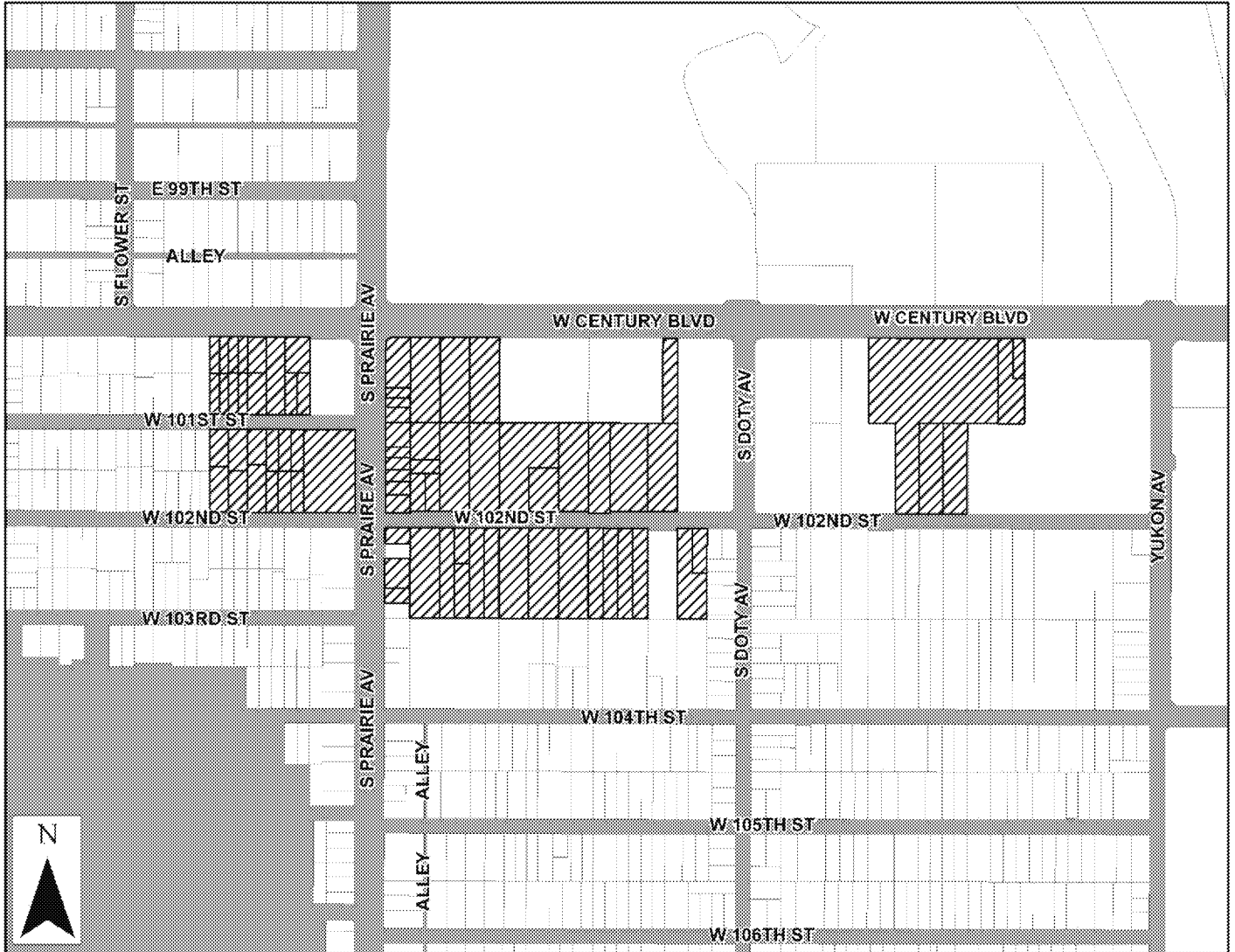


Exhibit B  
Sports and Entertainment Complex Design Guidelines and Infrastructure Plan

# Sports and Entertainment Complex Design Guidelines and Infrastructure Plan ("SEC Development Guidelines")

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# Sports and Entertainment Complex Design Guidelines and Infrastructure Plan (SEC Development Guidelines)

## PART 1            IMPLEMENTATION AND ADMINISTRATION Section 1        Introduction

The Sports and Entertainment Complex Design Guidelines and Infrastructure Plan (the "SEC Development Guidelines") provide the framework for design review for the development of the Sports and Entertainment Complex, as defined in the Sports and Entertainment Overlay Zone (the "SE Overlay Zone"), adopted by Ordinance No. \_\_\_\_\_, and as established in Article 17.5 of the Inglewood Municipal Code ("IMC"), and for review of the infrastructure improvements required to serve the Sports and Entertainment Complex ("Infrastructure"), within the SE Overlay Zone and right-of-way in the vicinity. The Sports and Entertainment Complex and associated Infrastructure shall be developed in accordance with and within the limitations established in these SEC Development Guidelines.

### 1.1    Organization and Content

The SEC Development Guidelines consists of three Parts.

Part I establishes the processes and procedures to implement the SEC Development Guidelines, including application requirements, review process, and modification processes, applicable to both the SEC Design Guidelines (Part II) and the SEC Infrastructure Plan (Part III).

Part II contains the SEC Design Guidelines. The SEC Design Guidelines establish both required development standards, and other design guidelines and design options for the development of a Sports and Entertainment Complex within the SE Overlay Zone.

Part III contains the SEC Infrastructure Plan. The SEC Infrastructure Plan describes the Infrastructure improvements (wet and dry utilities, fire safety and street right of way improvements required to serve the Sports and Entertainment Complex. No other Infrastructure is required except as described in the SEC Infrastructure Plan.

### 1.2    Applicability

The SE Overlay Zone establishes particular controls that apply to the Spots and Entertainment Complex (Project), in lieu of corresponding or conflicting provisions of the Planning and Zoning Code. The SEC Development Guidelines replace and supersede any corresponding or conflicting provisions of the IMC or City of Inglewood Development Standards and Guidelines or any other corresponding or conflicting design, development or infrastructure standards adopted by the City of Inglewood. In the case of a conflict between the applicable rules governing development in the Inglewood Municipal Code and the spirit, intent, or requirements of the SE Overlay Zone or the SEC Development Guidelines, the SE Overlay Zone and the SEC Development Guidelines shall control. In the event of a conflict between the SE

Overlay Zone and the SEC Development Guidelines, the SEC Development Guidelines shall control. In the case of regulations for which the Design Guidelines are silent, the IMC regulations shall apply.

The SEC Development Guidelines are to be read and applied in conjunction with and implement the Project Approvals (as defined in the Development Agreement By and Between The City of Inglewood and Murphy's Bowl LLC, adopted by Ordinance No. \_\_\_\_, the "Development Agreement"), including the SE Overlay Zone and the Basic Site Plan Drawings for the Sports and Entertainment Complex ("Basic Site Plan Drawings"), attached as Attachment 6 to the Disposition and Development Agreement ("DDA"), approved pursuant to Resolution No. \_\_\_\_\_. The Project Approvals, including the applicable provisions of the Mitigation Monitoring and Reporting Plan (the "IBEC MMRP"), adopted as part of the Project Approvals, control over conflicting provisions in the SEC Development Guidelines.

### 1.3 Interpretation

References herein to the Code or Planning and Zoning Code include the controls established under the SE Overlay Zone. The SEC Development Guidelines implement those controls with more detailed design standards and guidelines.

The Basic Site Plan Drawings were prepared by the Developer and approved by the City with the DDA. The City has determined that the Basic Site Plan Drawings conform to the requirements of the Project Approvals, including the SEC Development Guidelines.

Where noted, graphics, figures, and photographs provided in this document are conceptual and should be considered guidance to meet the intent of the SEC Development Guidelines. As the design process is iterative, changing and complex by nature, the guideline drawings leave room for necessary architectural creativity, flexibility and design evolution. This flexibility is structured, but not prescribed. Accordingly, actual design of the Sports and Entertainment Complex building/structures, and all supplementary treatments may be different from the images provided in the SEC Development Guidelines where not materially inconsistent with the Project Approvals, the Basic Site Plan Drawings, the SEC Development Guidelines or previously obtained Subsequent Approvals (as defined the Development Agreement). Variations of specific design conditions or features, where proposed by Developer, may be considered where they provide an equal or higher level of design quality as determined by the Economic and Community Development Director or Public Works Department Director, as applicable.

Required standards in the SEC Development Guidelines are preceded by the words such as "must" "shall" or identified as "prohibited". SEC Development that are more subjective, and set forth general design intent, design expectations, and are considered to be generally preferred, encouraged or discouraged features, are preceded by the words such as "should" "encouraged", "preferred", "recommended", or "appropriate". Inclusion in these elements in the design is considered voluntary. The design should consider such guidelines in good faith, recognizing that achieving consistency with many (though not all) such encouraged guidelines may be subjective or subject to external conditions or factors, or may be achieved through a variety of strategies. Items that include one or more criteria or elements that are qualified with the words "discouraged", "inappropriate" or "should not" be included, are acceptable if they are not materially inconsistent with the Project Approvals. Other design elements that are considered to be allowed, but not specifically encouraged or discouraged, are preceded by the word "may" or identified as "allowed" or "allowable". Accordingly, specific treatments, materials, or design details may vary from the SEC Development Guidelines where the standards of the SE Overlay Zone and

the intent of the SEC Development Guidelines are met. Design options have been provided to allow for a range of solutions that meet the larger vision of the Project and should be used as reference for the design intent specified in the caption or section.

#### 1.4 Consultation

During the preparation of any materials to be submitted to the City under these SEC Development Guidelines as set forth below, the City and Developer shall, at the request of and as deemed necessary by the City, hold regular progress meetings to coordinate the preparation of, submission to, and review of the application by the City. The City and Developer shall communicate and consult informally as frequently as is necessary to ensure that the formal submittal of any application to the City can receive prompt and speedy consideration.

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## Section 2      SEC Design Review

Compliance with Part II of the SEC Development Guidelines, the SEC Design Guidelines, shall be achieved through the SEC Design Review process set forth in this Section.

### 2.1      SEC Design Review

The SEC Design Review process shall assure that development of a Sports and Entertainment Complex within the SE Overlay Zone is not materially inconsistent with the intent, policies and requirements of, the Project Approvals, including the SE Overlay Zone, the SEC Design Guidelines and the Basic Site Plan Drawings, recognizing that the SEC Design Guidelines provide for the further evolution of the Project Design in accordance herewith.

#### 2.1.1      Authority

SEC Design Review shall be conducted by the Director of the City of Inglewood Economic and Community Development Department (the "Director").

#### 2.1.2      SEC Design Review Required

SEC Design Review and approval pursuant to the SEC Design Guidelines shall be required prior to the issuance of a building permit for the construction of any Sports and Entertainment Complex structure, facility, fence, wall, or installation of any sign.

SEC Design Review is not required for the repair or replacement with the same or comparable type of structure element or material to any portion of an existing building, or the installation of interior partition within an existing building provided that there is no concurrent exterior alternation, building enlargement, or increase in parking needs.

### 2.2      SEC Design Review Application

#### 2.2.1      Application Requirements

(A) An application for SEC Design Review shall include the following SEC Design Drawings, as applicable:

- (i) Design drawings, which shall include: Architectural drawings, drawn to scale, including site plan, floor plans, all elevations of the proposed structures as they will appear upon completion, roof plan, sections, and landscape/hardscape plan. The drawings shall include a well-defined architectural concept, showing vehicular circulation and access points, amounts and location of parking, location and size of all buildings (including height and perimeter dimensions), pedestrian circulation, and architectural character.
- (ii) Landscape plans, drawn to scale, showing the location and design of landscaped areas and the varieties and sizes of plant materials to be planted therein, and other landscape features.

- (iii) Scale drawings of all signs and graphic displays showing the sign type, size, location, material, colors, and illumination, if any, total signage area, and any other information necessary to demonstrate compliance with the SE Overlay Zone or the SEC Design Guidelines.
  - (iv) A completed SEC Design Review Checklist, in the format described in Section 2.2.2.
- (B) The Director may reasonably request additional information if necessary to determine that proposed development is not materially inconsistent with the SEC Design Guidelines and other Project Approvals or may authorize omission of any generally required materials if they are not necessary to the purpose or scope of the particular SEC Design Review.
- (C) All application materials shall be filed in duplicate, with an electronic copy provided in the format requested by the City.

### 2.2.2 SEC Design Review Checklists

The SEC Design Review Checklists for each section specify how the SEC Design Drawings respond to where applicable SEC Design Guidelines are identified as either required, encouraged, or where design options or considerations are permitted or allowed.

SEC Design Review Checklists for each section of the SEC Design Guidelines are attached to the SEC Development Guidelines as Appendix A. The items on the checklist may be modified, augmented, or omitted, or the format of the checklist may be modified, to improve the SEC Design Review process, on initiation of the Director in consultation with the Developer, or by Developer submitting proposed changes to the Director for review and approval.

## 2.3 SEC Design Review Process

### 2.3.1 Review

The Director, or designee, shall review any SEC Design Review request (or resubmitted request) and shall make a determination of whether the application is complete within ten (10) City business days after the date an application is submitted. If no determination of completeness or incompleteness is made within said 10-day period, the application shall be deemed complete.

### 2.3.2 Approval

The Director shall review and approve or approve with required modifications an application for SEC Design Review within fifteen (15) City business days of notice of submittal of a complete application, or the date the application is deemed complete as provided above.

The Director's review shall be limited to a determination that the SEC Design Drawings are not materially inconsistent with the Project Approvals, including the SE Overlay Zoning, the SEC Design Guidelines and Basic Site Plan Drawings, any Developer proposed and approved changes to the Project Approvals or SEC Design Guidelines, or previously approved SEC Design Drawings

or other previously approved Subsequent Approvals (as defined in the Development Agreement).

No other City of Inglewood permits or approvals shall be required other than final grading, building and improvement permits or as may be required under the IBEC MMRP.

### 2.3.3 Disapproval

Any design review disapproval of the SEC Design Drawings shall state in writing with specificity the reasons for disapproval and any changes which the Director requests to be made. Such reasons and such changes must be consistent with the Approvals (as defined in the Development Agreement), including the SE Overlay Zoning and these SEC Design Guidelines, and such approval shall not be withheld if such changes logically evolve from the Basic Site Plan Drawings or any previously approved SEC Design Drawings or previously approved Subsequent Approvals. Developer, upon receipt of a disapproval based upon powers reserved by the Director hereunder, shall revise and resubmit the SEC Design Drawings to the City consistent with the overall Schedule of Performance, Attachment 4 to the DDA.

### 2.3.4 Appeals

In the event the Developer does not concur with the disapproval of the SEC Design Drawings, or a condition imposed upon the approval of the SEC Design Drawings, the Developer may appeal the determination, interpretation or condition, by filing a written notification of appeal with the Director. The City Council shall consider the appeal at its next regular meeting held not less than thirty (30) calendar days after the filing of the appeal.

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## Section 3        SEC Infrastructure Review

Compliance of Infrastructure improvement plans ("SEC Improvement Plans") with the SEC Infrastructure Plan, Part III of this SEC Development Guidelines, shall be achieved through the SEC Infrastructure Improvement Plans review process set forth in this Section.

### 3.1     Infrastructure Plan Review

The City shall approve the SEC Improvement Plans that are not materially inconsistent with the SEC Infrastructure Plan. No Infrastructure improvements shall be required in addition to or that are inconsistent with those described in the SEC Infrastructure Plan.

#### 3.1.1    Authority

Review and approval of SEC Improvement Plans under the SEC Infrastructure Plan shall be conducted by the City of Inglewood Department of Public Works Director and/or the Director, as appropriate to their applicable jurisdiction.

### 3.2     SEC Infrastructure Plan Application

#### 3.2.1    Application Requirements

An application for SEC Infrastructure Plan review shall include the following:

- (A) SEC Improvement Plans drawings.
- (B) The Department of Public Works Director (or the Director, if applicable) may reasonably request additional information if necessary to determine that proposed development is not materially inconsistent with the SEC Infrastructure Plan and Project Approvals, including previously approved SEC Improvement Plans or previously approved Subsequent Approvals, or may authorize omission of any generally required materials if they are not necessary.
- (C) All application materials shall be filed in duplicate, with an electronic copy provided in the format requested by the City.

### 3.3     SEC Infrastructure Plan Review Process

#### 3.3.1    Application and Completeness

The Public Works Director (and/or the Director, if applicable) shall review any application or submittal for review of SEC Improvement Plans, submitted under the SEC Infrastructure Plan, and shall determine whether the application is complete within ten (10) City business days after the date an application is submitted. If no determination of completeness or incompleteness is made within said 10-day period the application shall be deemed complete.

### 3.3.2 Review and Approval

The Director of Public Works (and/or the Director, if applicable) shall review and approve submittals of SEC Improvement Plans within twenty (20) City business days of notice of submittal of a complete application, or the date the application is deemed complete as provided above unless the Director of Public Works (or the Director, if applicable) determines that the SEC Improvement Plans or other materials are materially inconsistent with the Project Approvals, including the SEC Infrastructure Plan and Basic Site Plan Drawings, proposed and approved changes to the Project Approvals, including to the SEC Infrastructure Plan, or previously approved SEC Improvement Plans or other Subsequent Approvals. No public hearing shall be required in connection with the Director of Public Works' review and determination.

### 3.3.3 Disapproval

Any disapproval shall state in writing with specificity the reasons for disapproval and any changes which the Director of Public Works (or Director, if applicable) requests to be made. Such reasons and such changes must be consistent with the Project Approvals, including the SEC Infrastructure Plan and shall not be withheld if such changes logically evolve from the Basic Site Plan Drawings or any previously approved SEC Improvement Plans or other previously approved Subsequent Approvals.

## Section 4      Amendment and Modification

### 4.1      Revisions to SEC Design Drawings or SEC Improvement Plans

#### 4.1.1      Revisions to approved SEC Design Drawings or SEC Improvement Plans

Revisions to the SEC Design Drawings or to SEC Improvement Plans may be requested by the Developer and shall be reviewed and approved in the same manner as the approved SEC Design Drawings and SEC Improvement Plans. Amendments to SEC Design Drawings and SEC Improvement Plans that are not materially inconsistent with the SEC Design Guidelines or SEC Infrastructure Plan, as applicable, or other Project Approvals, including any previously approved amendments thereto, shall not require an amendment to the SEC Development Guidelines.

#### 4.1.2      Amendments to SEC Design Guidelines and SEC Infrastructure Plan

The Developer may desire to further specify, modify, or expand the plans described in the SEC Design Guidelines or SEC Infrastructure Plan, after their adoption, based upon more precise planning, changes in market demand, and other factors. In such event, the City shall cooperate with Developer to expeditiously review and take final action on such requested changes consistent with the Approvals as defined in the Development Agreement, including the SE Overlay Zone.

#### 4.1.3      Substantive Amendment

A "Substantive Amendment" means any proposed change to the SEC Design Guidelines or SEC Infrastructure Plan that would substantially alter the rights, benefits or requirements of the Project Approvals or substantially alter the maximum height, intensity of use, bulk or size of the Sports and Entertainment Complex.

A Substantive Amendment to the SEC Design Guidelines shall be approved by the City Council after review and recommendation by the Director. The Director shall seek the review and recommendation of the Director of Public Works prior to submitting a SEC Infrastructure Plan amendment to the City Council.

#### 4.1.4      Minor Amendment

A "Minor Amendment" is any amendment other than a Substantive Amendment, provided that the Director (or Director of Public Works as to a Minor Amendment to the SEC Infrastructure Plan) finds that, on the basis of substantial evidence, there are practical reasons or benefits of improved design which justify the prescribed changes, the changes, including any conditions to such amendment, are substantially equivalent to, more effective than, will provide substantially equal or greater benefit to the Project, or will expand on the intent of the SEC Development Guidelines, and will not cause harm or prejudice to adjacent properties, and is not otherwise in conflict with the objectives or intent of the SEC Design Guidelines or SEC Infrastructure Plan, as applicable.

A Minor Amendment to the SEC Design Guidelines shall be approved by the Director without a public hearing. A Minor Amendment to the SEC Infrastructure Plan shall be approved by the Director of Public Works, without a public hearing.

A proposed minor amendment to the SEC Design Guidelines, or proposed minor amendment to the SEC Infrastructure Plan shall be expeditiously reviewed and approved by the Director within ten (10) City business days of filing. A determination by the Director with respect to a proposed Minor Amendment may be appealed by the Developer to the City Council.

With regards to any change that is approved by City, the references in the SEC Development Guidelines shall be deemed to refer to the SEC Development Guidelines as so changed.

A Substantive Amendment to this Part I of the SEC Development Guidelines shall be approved by the City Council on recommendation of the Director. A Minor Amendment to this Part I may be approved by the Director without a public hearing.

### 4.2 Cooperation

If any revisions or corrections to the SEC Design Guidelines, or to SEC Design Drawings or to the SEC Infrastructure Plan or SEC Improvement Plans reviewed or approved by the City, shall be required to conform to the requirements of any other government official, agency, department, or bureau having jurisdiction over the development of the Sports and Entertainment Complex or required SEC Infrastructure, or portion thereof, Developer and the City shall cooperate in efforts to (i) revise or correct the SEC Design Guidelines or SEC Infrastructure Plan, or the applicable SEC Design Drawings or SEC Improvement Plans, in order to comply with the required revision or correction of such government official, agency, department, or bureau, (ii) obtain a waiver of such requirements, or (iii) to develop a mutually acceptable alternative. Any such changes shall not be materially inconsistent with the Project Approvals, including the SE Overlay Zone and Basic Site Plan Drawings, and previously approved Subsequent Approvals, unless Developer, in the exercise of its sole discretion, otherwise agrees.

## PART 2

### Section 1

## SEC DESIGN GUIDELINES

### Site Design and Features

#### 1.1 Setbacks

- DG-1.1.1 The minimum building setbacks for Sports and Entertainment Complex buildings shall not be less than the setbacks shown in *Figure 1.1 Minimum Building Setbacks*. Setbacks and shall be measured from the subject property line.
- DG-1.1.2 The following uses, structures, or facilities are allowed in any minimum building setback areas.
- (A) Driveways, alleyways, private streets, or similar vehicle circulation or access areas.
  - (B) Sidewalks and pedestrian circulation areas and facilities.
  - (C) Sound walls, privacy walls, security walls, screening, and similar features.
  - (D) Landscaping.
  - (E) Signage and graphic displays.
  - (F) Public art.

#### 1.2 Development Limitations

- DG-1.2.1 A Sports and Entertainment Complex permitted pursuant to Ch. 12, Article 17.5 of the Inglewood Municipal Code shall not exceed the aggregate development for each use type set forth in *Table 1.2 SE Overlay Zone Development Limitations*.

Table 1.2 SE Overlay Zone Development Limitations	
Use Type	Maximum Aggregate Development
Sports and Entertainment Complex	
Event Center	
Arena	18,500 Seats (fixed or temporary)
Professional Office	71,000 SF
Medical Office or Clinic	25,000 SF
Athletic Practice and Training Facility	85,000 SF
Event Center Supporting	
Retail, Dining, and Community-Serving	63,000 SF

### 1.3 Walls and Fences

For the purposes of these SEC Design Guidelines, the term 'walls and fences' includes the following, other than temporary fencing or walls:

- Security walls or barriers
- Permanent sound walls or sound barriers
- Retaining walls
- Fences or fencing
- Bollards
- Security gates or fencing
- Permanent crowd management gating or barriers
- Other fences, gates, or gate-like security features
- Walls around parking facilities

A separate permit, other than SEC Design Review, shall not be required for the construction of any wall or fence that is in accordance with these SE Design Guidelines.

Any fences, walls, or gates associated with a pedestrian bridge and located within the Right-of-Way shall be considered an integral part of the bridge and shall not be subject to this section.

- DG-1.3.1 Walls and fences may be included to buffer and enhance the appearance of development as well as provide security, privacy, sound reduction, or screening, as shown in *Figure 1.3 Fences and Walls*.
- DG-1.3.2 The materials, colors, and appearance of walls or fences shall be consistent with or complementary to the architecture and overall design of adjacent structures. All walls and fences shall be treated with anti-graffiti coating. Chain link fencing is prohibited if located within twenty (20) feet of any public street or public space.
- DG-1.3.3 Walls or fences viewable from the public right-of-way shall be enhanced with vegetation, public art, aesthetic or architectural treatments.
- DG-1.3.4 The height of any wall or fence shall meet the following:
- (A) Walls and fences that provide security for the Event Center Structure shall not exceed 10 feet in height.
  - (B) Walls and fences provided to screen equipment or other facilities may extend 2 feet higher than the equipment or other facility for which the wall provides screening, but shall not exceed 8 feet in height, except as provided in (C) below.
  - (C) All walls and fences, other than sound walls or sound barriers or walls and fences that provide security for the Event Center Structure, shall not exceed 6 feet in height where located within 20 feet of West Century Boulevard or South Prairie Avenue and shall not exceed 8 feet in height where located more than 20 feet from West Century Boulevard or South Prairie Avenue.
  - (D) The height of sound walls or sound barriers shall comply with Section 5.6 of these SEC Design Guidelines.

- (E) Open-work guard rail located on top of a wall shall not exceed 42 inches above the maximum height of the wall.
- DG-1.3.5 Security walls or fences should incorporate the following:
- (A) Security walls or fences should be constructed of sturdy materials, such as concrete masonry units (CMU) or bricks, treated wood or recycled plastic, or similar materials.
  - (B) Metal fences may be used if consistent with the design of adjacent buildings or in areas not primarily viewed from public gathering spaces or from West Century Boulevard or South Prairie Avenue.
  - (C) Bollards to provide a protective barrier and visual markers to enhance pedestrian safety should be constructed of sturdy materials including recycled plastic, steel, and concrete as well as stainless steel pipe guards, and should use highly visible colors.
  - (D) Security fences and gates may be comprised of independent free standing metallic construction that complements the design of adjacent architectural construction.
- DG-1.3.6 Temporary fencing (including chain link, wood, safety barricade, or other similar temporary fencing structure) may be used for temporary events, special events, crowd management, safety hazard, or construction provided such temporary fencing shall be removed following the related event or safety hazard. Temporary fencing shall not be subject to height limits.
- DG-1.3.7 No fence or wall shall incorporate barbed wire or other sharp or protruding objects.

## 1.4 Grading and Drainage

Building foundation grading or excavation is included with the building permit. Grading permits for the following shall not be required if submitted in conjunction with a related building permit:

- Excavation, not for a building foundation, in excess of 2 feet in depth for the purpose of Low Impact Design or landscaping.
- Fill, in excess of three feet in depth, not for a building foundation for the purpose of Low Impact Design.

- DG-1.4.1 The intent of shaping the ground plane and enabling slopes may include creating interest and variation and may be purely aesthetic, to screen views or create new land forms.
- DG-1.4.2 Slopes should incorporate the following considerations:
- (A) Slopes under 1% do not drain well unless they are paved and carefully finished.
  - (B) Slopes under 4% appear flat and are usable for all kinds of intense activity.
  - (C) Slopes between 4 and 10% appear as easy grades and are suitable for practically any use.
  - (D) Slopes over 8% are not suitable for handicapped access.

- (E) Slopes over 10% appear steep and require noticeable effort to climb or to descend and are a desirable maximum for service driveways and parking areas.
  - (F) Slopes over 25% are too steep for lawns and power mowing.
  - (G) Slopes over 50% cannot be protected from erosion from heavy rains except by terracing.
- DG-1.4.3 The resulting ground surface after grading shall have positive drainage throughout, without any isolated depressions. Paved areas shall not drain across public sidewalks.
- DG-1.4.4 All property should be graded to prevent surface water from draining onto neighboring properties.
- DG-1.4.5 No driveways or ramps shall have a grade greater than 15%, except as follows:
  - (A) Grade may be increased to 25% if any portion having a grade greater than 20% does not exceed 25 feet in length.
  - (B) Any grade change in a driveway in excess of 15% shall have a minimum 10 feet transition section which divides the grade change into equal parts.



## Section 2 Design Elements

### 2.1 Massing and Scale

- DG-2.1.1 Building design should incorporate physical transitions and/or setbacks from the Event Center structure to adjacent properties and to frontages along West Century Boulevard and South Prairie Avenue.
- DG-2.1.2 Building massing should reinforce the street wall with well-scaled elements or structures that are sensitive to the neighborhood context.
- DG-2.1.3 Building design should provide definition to a pedestrian scale environment through active frontages that provide transparency and physical connectivity to activities within the buildings and promote an attractive and lively environment for walking.
- DG-2.1.4 Structures should include pedestrian scale elements such as arcades, colonnades, awnings, or structural projections that reduce the perceived scale of the building.
- DG-2.1.5 Building design of Event Center Supporting Structures should break down large floor plates and vary a building's height through the creation of smaller facades or through sculptural and elegant forms that are attractive and compatible with the sports entertainment aspect of the site.
- DG-2.1.6 Building design of Event Center Supporting Structures and Infrastructure and Ancillary Structures should incorporate variety in massing to create visual interest and textures of shadow, light and materials.
- DG-2.1.7 All building elevations should be considered and integrated into the overall design, and the side and rear facades of a building should be treated with sensitivity to adjacent uses.

The conceptual site design shown in *Figure 2.1 Massing Concept* provides an illustrative example compatible with these design guidelines.

### 2.2 Height

- DG-2.2.1 The height of all Sports and Entertainment Complex structures shall conform to *Figure 2.2 Sports and Entertainment Complex Height*.

### 2.3 Frontage and Orientation

- DG-2.3.1 Building frontages that are adjacent to the public right-of-way or gathering spaces shall have active frontages that have physical and/or visual connectivity, as shown in *Figure 2.3 Frontages*. Active frontages may include architectural elements or treatments, lighting, signage that includes motion, and similar active features.
- DG-2.3.2 Building frontages should include aesthetic treatments, as shown in *Figure 2.3 Frontages*. Aesthetic treatments may include art, including public art, media, murals, static image signs, or other aesthetic or visually interesting treatments.

- DG-2.3.3 Primary public entrances and primary elevations should be oriented toward West Century Boulevard and/or South Prairie Avenue.
- DG-2.3.4 Secondary or supplemental access to pedestrian areas or structures may be provided.
- DG-2.3.5 Doors, windows, and other openings of Event Center Supporting Structures should be designed to support a dynamic, modern entertainment experience with a high ratio of glazing to wall area facing pedestrian walkways and plaza spaces.
- DG-2.3.6 Functional loading areas, storage areas, and mechanical equipment should be accessed from internal site access roads.
- DG-2.3.7 Landscape buffers, screening walls, green screens, or other transition features shall be provided between Sports and Entertainment Complex structures and adjacent residential uses where feasible considering site conditions.
- DG-2.3.8 Landscape buffers, screening walls, green screens, or other transition features should be provided between Sports and Entertainment Complex structures and all other non-residential adjacent uses where feasible considering site conditions.

### 2.4 Roofline and Profile

- DG-2.4.1 Roofs and upper level floors visible from West Century Boulevard should establish a coherent skyline that provides order, elegance and visual interest.
- DG-2.4.2 Roofline and profile design should reflect of the overall design aesthetic of the site.
- DG-2.4.3 Roofline elements including parapet walls should be developed along all elevations that can be viewed from a publicly accessible pedestrian sidewalk or walkway.
- DG-2.4.4 Roof elements may consider both solid as well as other forms such as creative structural frames, trellises, pergolas or other features that are well articulated and compatible with other building design elements.

Illustrative examples of roofline and profile design options compatible with these design guidelines are provided in *Figure 2.4 Roofline and Profile*.

### 2.5 Materials and Colors

- DG-2.5.1 The material palette for buildings should provide variety and reinforce massing and changes in the horizontal or vertical plane.
- DG-2.5.2 The color palette for buildings should reinforce project site identity and complement changes in the horizontal or vertical plane.
- DG-2.5.3 Exterior materials, textures and colors should be coordinated to express an intentional architectural theme.
- DG-2.5.4 All exterior materials and colors should be durable and should not readily deteriorate or fade from exposure to the elements.
- DG-2.5.5 Low-quality materials such as stucco, plaster, and exterior insulation and finish systems (EIFS) shall not be used at the ground-floor along any public streets, alleys, or public amenity spaces.

- DG-2.5.6 Colors and materials utilized for paving and exterior building surfaces shall not produce excessive reflected glare from the sun (e.g., mirrored glass or surfaces).

Illustrative examples of materials and color design options compatible with these design guidelines are provided in *Figure 2.5.1 Building Materials and Treatments* and *Figure 2.5.2 Glass Facades*.

## 2.6 Equipment and Screening

- DG-2.6.1 Screening may be accomplished through walls, landscaping, or a combination of walls and landscaping, using materials that relate to the overall design or elements of the Sports and Entertainment Complex.
- DG-2.6.2 Utilities and service areas and equipment, mechanical equipment, ducting, meters or other appurtenances and storage areas at the ground level shall be screened from public right-of-way views and adjacent uses where feasible considering site conditions.
- DG-2.6.3 Screening or higher parapet walls may be used to integrate mechanical equipment, ducting, meters, or other appurtenances above the ground level.
- DG-2.6.4 Areas used for storage, sorting, or loading of refuse and recyclable materials and related equipment shall be enclosed and screened, and meet the following:
- (A) The height of refuse and recycling enclosures shall be no less than five feet and sufficient to conceal the contents of the enclosure, including containers, with gates equal to the enclosure height.
  - (B) Enclosures shall be constructed of masonry, decorative block, or similar materials of a texture and color that blends with the overall design or adjacent building.
  - (C) Enclosures shall be constructed with an impermeable floor sloped to drain and designed so that it can be washed out and kept in a sanitary condition.
  - (D) The recycling and refuse enclosure or loading area shall be located in an area accessible to a collection vehicle.
- DG-2.6.5 Use of chain link fencing for anti-scaling and withstanding wind may be appropriate, but avoided where visible from public spaces or within twenty feet of the public right-of-way along West Century Boulevard or South Prairie Avenue.

Illustrative examples of screening design options compatible with these design guidelines are provided in *Figure 2.6 Screening*.

## 2.7 Pedestrian Bridges

- DG-2.7.1 Pedestrian bridges over public right-of-way may be provided to enable pedestrian access the Sports and Entertainment Complex.
- DG-2.7.2 Pedestrian bridges shall be designed to provide a minimum vertical clearance of 17 feet above the vehicular right of way from the lowest point of the bridge or meet the requirements identified by Section 309.2(2) of the Caltrans Highway Design Manual.
- DG-2.7.3 Pedestrian bridges shall be designed to provide a minimum of 20 feet in width to accommodate the pedestrian flows and provide an ADA-compliant walkway.

- DG-2.7.4 Protective screening in the form of fence-type railings shall be installed on any pedestrian bridge.
- DG-2.7.5 Pedestrian bridges should be architecturally integrated with the design of the structures or elements at bridge termination points and provide visual connections to adjacent buildings and interesting visual terminations.
- DG-2.7.6 Lighting should be provided at the pedestrian level for safety and security, and exterior lighting should be provided under and adjacent to the pedestrian bridge for safety and visibility by all transportation modes.
- DG-2.7.7 Pedestrian bridges may incorporate streetscape enhancements where they meet public right-of-way, which could include sidewalk treatments, enhanced landscaping, and streetscape elements.

Illustrative examples of design options for pedestrian bridges compatible with these design guidelines are provided in *Figure 2.7 Pedestrian Bridges*.

## Section 3            Landscape Elements

### 3.1     Landscape Design

- DG-3.1.1        All areas within the Sports and Entertainment Complex sites not covered by buildings or structures, enclosed for storage, or circulation elements such as driveways or parking or loading areas shall be incorporated into a holistic landscape design as Primary Landscape Areas or Secondary Landscape Areas as shown in *Figure 3.1 Landscape Design Areas*.
- DG-3.1.2        The landscape design should incorporate landscaped areas and plant materials, open space, and hardscape with exterior lighting, signage and graphics, walls and fences, and pedestrian pathways in a manner that complements adjacent building design and materials and the overall design of the Sports and Entertainment Complex.
- DG-3.1.3        The landscape design should use a combination of treatments, features and elements, such as raised landforms, hardscaping, trees, shrubs, planters, and groundcover to enhance the appearance and pedestrian experience of the site.

### 3.2     Primary Landscape Areas

- DG-3.2.1        Primary Landscape Areas should be composed of a mix of open space, landscaping, and hardscape elements that integrate with and compliment the architecture of structures and creates a sense of place that supports the overall design of the Sports and Entertainment Complex.
- DG-3.2.2        Primary Landscape Areas should incorporate open space areas for pedestrian circulation, seating, eating and dining, and public gathering, recreation, and entertainment.
- DG-3.2.3        The primary open space feature of the Primary Landscaped Area should be a central pedestrian plaza.

### 3.3     Plaza Design

- DG-3.3.1        Plaza design may include areas designed for public gathering, outdoor dining, recreation, and entertainment.
- DG-3.3.2        Plaza features may include seating, activity space, outdoor stage, amplified sound, public art and sculptural elements, interactive features, trellises and shade structures, and other architectural elements.
- DG-3.3.3        Plaza design should create a strong connection between building forms, public streets and pedestrian pathways. Plaza entrances from the public street should convey a welcoming and not fortress-like presence.
- DG-3.3.4        Plaza design should establish comfortable pedestrian zones highlighted by plazas and connections to the street, pedestrian bridges, and adjacent activity centers.
- DG-3.3.5        Plaza design should provide ample space to allow for free movement of pedestrians to and from the main pedestrian entrances of the Sports and Entertainment Complex site to the Event Center.

### 3.4 Secondary Landscape Areas

- DG-3.4.1 Secondary Landscape Areas not occupied by structures or equipment should be improved with landscaping or hardscaping consistent with the overall landscape design.
- DG-3.4.2 Secondary Landscape Areas should support the program of adjacent structures or areas, such as the parking structures, service and loading areas, and accessory areas that support the Sports and Entertainment Complex not accessible to the public.
- DG-3.4.3 Secondary Landscape Areas may also act as landscape buffers between parking, loading, and public spaces.
- DG-3.4.4 Secondary Landscape Areas surrounding parking facilities shall be planted with trees at a quantity equivalent to one for each thirty lineal feet of street frontage as well as suitable shrubs, groundcover, and berms.

### 3.5 Plant Materials and Irrigation

- DG-3.5.1 Species in planted landscaped areas shall incorporate the following considerations:
  - (A) Selected plant species shall reflect a preference for native, drought tolerant or drought resistant plants.
  - (B) All plant material shall be installed in a healthy, vigorous condition typical to the species.
  - (C) Selection of specific plant materials shall be informed by soil, water, and sun conditions and other factors.
- DG-3.5.2 The landscape design should incorporate the following size and spacing considerations:
  - (A) Trees should be planted proportional to the landscaped area and may be planted in groups.
  - (B) Minimum size of tree plantings shall be 24-inch box.
  - (C) Tree wells should be 4 feet by 4 feet unless conditions require alternative dimensions.
  - (D) Shrubs planted to serve as a hedge or screen should be minimum 5-gallon size and planted with 2 to 4 feet spacing, depending on the plant species.
  - (E) Shrubs planted to serve as groundcover should be minimum one-gallon and planted at 18 to 24 inches on center. Depending on the plant material, other plants serving as groundcover should be generally spaced at a maximum of 6 to 8 inches on center when smaller than one-gallon size plants are used.
  - (F) Trees should be planted at a quantity approximate to one tree for each 200 square feet of landscaped area when the site can accommodate such.
- DG-3.5.3 Street trees shall not be required or planted in areas where such trees would interfere with anticipated pedestrian flows.

- DG-3.5.4 All planted areas including parkways shall be watered by an irrigation system with automatic controls that meets the California Model Water Efficiency guidelines outlined by CalGreen.
- DG-3.5.5 Landscaping shall be maintained in a neat and healthy condition, including proper trimming or mowing, weeding, removal of litter, fertilizing, regular watering and replacement of diseased or dead plants.

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## Section 4 Signage and Graphics

### 4.1 Definitions

The following definitions shall apply to signs within the Sports and Entertainment Complex:

#### DG-4.1.1 Sign Type

- (A) Aerial View Sign. A sign that is attached to, applied or erected on, or integrated into the roof surface of a structure, meaning any portion of a structure that is within 30 degrees of horizontal, intended to be viewed primarily from the sky.
- (B) Façade Sign. Any sign attached to, painted on, erected against, suspended from, or projected onto any façade or projection from a façade of a building or structure, which may project from or be parallel to the façade. A façade sign may include a Wall Sign, Projecting Sign, or Mural Wall Sign, as defined by Ch. 12, Article 23, Section 12-69.
- (C) Free-standing Sign. A sign that is not attached to, supported by, or projected onto a building or structure, which may include a Monument Sign or a Pole Sign as defined by Ch. 12, Article 23, Section 12-69 of the Inglewood Municipal Code, or signs integrated into sculptural elements, except a Tower Sign.
- (D) Kiosk Sign. A pedestrian-scale freestanding or façade sign that is intended to provide information to employees, patrons, and the public.
- (E) Perimeter Sign. A free-standing monument or pylon sign located near a site access point from the public right-of-way.
- (F) Tower Sign. A sign that is attached to, painted on, or projected onto a tower-like structure primarily erected for the display of signage.

#### DG-4.1.2 Display Type

- (A) Channel Letter Sign. A non-digital display comprised of multidimensional individual letters, numbers, figures, and/or an image or images that is attached to or suspended from a building or structure.
- (B) Digital Display. A display that exhibits still images or moving images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquid crystal displays, fiber optics, or other electronic media or technology, that may be changed remotely through electronic means.
- (C) Interactive Display. A Digital Display or Projected Image with which a human may interact to obtain information or entertainment, including but not limited to touch-screen, voice- or motion-activated technology, or electronic communication.
- (D) Non-Digital Display. Any display other than a Digital Display or Interactive Display.

- (E) Projected Image. An image projected onto a wall, façade, screen or other immovable and unchanging surface from a distant electronic device such that the image does not originate from the plane of the surface on which it appears.

### DG-4.1.3 Sign Function

- (A) Building Identification Sign. A sign that displays the name or function of a building within the Sports and Entertainment Complex, including the Mark of any Team and/or Sponsor or affiliate.
- (B) Business Identification Sign. A sign that identifies or directs attention to a business, product, service, profession, commodity, activity, sponsor, event, person, institution or any other commercial message which is generally conducted, sold, manufactured, produced, offered or occurs within the Sports and Entertainment Complex.
- (C) Entertainment Sign. A sign that displays live, recorded, full-motion, or broadcast content or static images for purposes of directing attention to or related to an activity, event, business, product, service, profession, commodity, Sponsor, Team, person, institution or any other message. An Entertainment Sign may be an on-site or off-site sign as defined by Ch. 12, Article 23, Section 12-69 of the Inglewood Municipal Code.
- (D) Informational Sign. A sign that displays directional, wayfinding, safety and security, scheduling, and similar types of information to visitors, employees, patrons, or the public.
- (E) Message Sign. A sign that displays a static image or message for purposes of directing attention to an activity, event, business, product, service, profession, commodity, Sponsor, Team, person, institution or any other message. A Message Sign may be an on-site or off-site sign as defined by Ch. 12, Article 23, Section 12-69 of the Inglewood Municipal Code.

### DG-4.1.4 Sign Orientation

- (A) Aerial. A sign oriented towards and intended to be viewed primarily from the sky, which may be incidentally viewed from adjacent streets, public rights-of-way, or properties.
- (B) External Primary. A sign oriented towards and intended to be viewed from West Century Boulevard or South Prairie Avenue and public rights-of way, which may be incidentally viewed from other adjacent streets or properties.
- (C) External Secondary. A sign oriented towards and intended to be viewed from a public street other than West Century Boulevard or South Prairie Avenue, which may be incidentally viewed from adjacent properties.
- (D) Internal. A sign oriented towards and intended to be viewed primarily from outdoor pedestrian circulation areas within the Sports and Entertainment Complex site or adjacent public rights-of-way, which may be incidentally viewed from adjoining streets or adjacent properties.

### DG-4.1.5 General Definitions

- (A) Sign. Any display, wall, screen, projected image, object, or other material or medium or device primarily used to announce, declare, demonstrate, or display a message and attract the attention of the public on any surface other than the ground. Non-textual and graphic patterns or marks (except those protected by registered trademark) shall not be considered a Sign.
- (B) Mark. The trade name, trademark, service mark, logo, symbol of, and/or slogan or brand tag line synonymous or closely identified with, a Sponsor or Team.
- (C) Sponsor. Any owner, operator, or tenant of the Arena and its affiliates, together with any person or entity sponsoring or otherwise providing goods, services, or support to any owner, operator, event, or tenant of the Arena or its designee pursuant to a sponsorship marketing plan, contract, or agreement (as may be modified from time to time).
- (D) Team. Any professional sports team or franchise that plays the majority of its home games at the Sports and Entertainment Complex on an annual basis.

## 4.2 Building Identification Signs

- DG-4.2.1 Building identification may be permitted as shown in *Table 4.2 Building Identification Signs, Figure 4.1 Sports and Entertainment Complex Sign Zones*.
- DG-4.2.2 A building identification façade sign may break the plane of the roof of the building on which it appears but shall be exempt from the requirement for a Special Use Permit under 12-75(E).
- DG-4.2.3 The text of any slogan that appears on or is part of a building identification sign as a Mark of a Team or Sponsor shall be smaller in scale than other textual elements of the sign such that the slogan is not the primary focus of the sign.
- DG-4.2.4 There shall be no limit on the number or size of building identification signs within the Sports and Entertainment Complex that conform to *Table 4.2 Building Identification Signs, Figure 4.1 Sports and Entertainment Complex Sign Zones*, and these SEC Design Guidelines.

Table 4.2 Building Identification Signs			
Sign Type	Display Type	Sign Orientation	Location
Aerial View	Non-Digital	Aerial	Zone 1, 4, 5
Façade	Digital	External Primary Internal	Zone 1, 2
Façade	Channel Letter	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5
Freestanding	Digital	External Primary Internal	Zone 1, 2, 4
Freestanding	Non-Digital	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5
Tower	Digital Non-Digital	External Primary	Zone 2
Kiosk	Digital Interactive	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5, 6
Perimeter	Digital Non-Digital	External Primary	Zone 2, 4, 6

### 4.3 Business Identification Signs

- DG-4.3.1 Business identification signs may be permitted anywhere within the Sports and Entertainment Complex as shown in *Table 4.3 Business Identification Signs* and *Figure 4.1 Sports and Entertainment Complex Sign Zones*.
- DG-4.3.2 There shall be no limit on the number or size of business identification signs within the Sports and Entertainment Complex that conform to *Table 4.3 Business Identification Signs*, *Figure 4.1 Sports and Entertainment Complex Sign Zones*, and these SEC Design Guidelines.

Table 4.3 Business Identification Signs			
Sign Type	Display Type	Sign Orientation	Location
Façade	Digital	Internal	Zone 1, 2, 3
Façade	Non-Digital	External Primary External Secondary Internal	Zone 1, 2, 3
Freestanding	Digital	Internal	Zone 1, 2, 3
Freestanding	Non-Digital	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5
Kiosk	Digital Interactive	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5, 6,

### 4.4 Informational Signs

- DG-4.4.1 Informational signs shall be permitted anywhere within the Sports and Entertainment Complex as shown in *Table 4.4 Informational Signs* and *Figure 4.1 Sports and Entertainment Complex Sign Zones*.
- DG-4.4.2 Informational signs should be used to aid and guide the flow of vehicular and pedestrian traffic through the site and provide information to visitors, employees, and the public about the Sports and Entertainment Complex operations, amenities, safety measures, and similar information.
- DG-4.4.3 There shall be no limit on the number or size of informational signs within the Sports and Entertainment Complex that conform to *Table 4.4 Informational Signs*, *Figure 4.1 Sports and Entertainment Complex Sign Zones*, and these SEC Design Guidelines.

Table 4.4 Informational Signs			
Sign Type	Display Type	Sign Orientation	Location
Façade Freestanding	Non-Digital	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5, 6
Kiosk	Digital Interactive	External Primary External Secondary Internal	Zone 1, 2, 3, 4, 5, 6,
Perimeter	Digital Non-Digital	External Primary	Zone 2, 4, 6

## 4.5 Message and Entertainment Signs

- DG-4.5.1 Message Signs and Entertainment Signs may be permitted within the Sports and Entertainment Complex as shown in *Table 4.5 Message and Entertainment Signs* and *Figure 4.1 Sports and Entertainment Complex Sign Zones*.
- DG-4.5.2 There shall be no limit on the number or size of message and entertainment signs within the Sports and Entertainment Complex that conform to *Table 4.5 Message and Entertainment Signs*, *Figure 4.1 Sports and Entertainment Complex Sign Zones*, and these SEC Design Guidelines.

Table 4.5 Message and Entertainment Signs				
Sign Type	Display Type	Sign Function	Sign Orientation	Location
Façade	Digital	Entertainment	External Primary Internal	Zone 1, 2
Façade	Digital	Message	External Primary Internal	Zone 1, 2, 3
Façade	Non-Digital	Message	External Primary Internal	Zone 1, 2, 3, 4, 5
Freestanding	Digital	Entertainment	External Primary Internal	Zone 1, 2
Freestanding	Non-Digital	Message	External Primary Internal	Zone 1, 2, 3, 4, 5
Tower	Digital Non-Digital	Entertainment	External Primary Internal	Zone 2
Perimeter	Digital	Message	External Primary	Zone 2, 4, 6
Kiosk	Digital Interactive	Entertainment	External Primary External Secondary Internal	Zone 1, 2, 4, 5

## 4.6 Orientation

- DG-4.6.1 Business Identification Signs and Informational Signs should be oriented to be primarily viewed by the intended audience.
- DG-4.6.2 All exterior Digital Display Signs shall include louvers integrally cast into sign faces to improve visibility and direct the display to the intended audience and reduce visibility of the sign face and direct light away from overhead flight paths.
- DG-4.6.3 Conceptual examples of External Primary and External Secondary orientations are provided for illustrative purposes in *Figure 4.6 External Orientation*.

## 4.7 Projection

- DG-4.7.1 Façade signs may project no more than three feet into the public right-of-way. Any projection into the public right-of-way shall require an approval by the Department of Public Works...
- DG-4.7.2 A minimum of ten feet of vertical clearance shall be provided from the bottom of a façade sign projecting from a building or structure to the finished grade below the sign for any sign that projects into the public right-of-way.

## 4.8 Illumination and Brightness

- DG-4.8.1 Any Sign within the Sports and Entertainment Complex may be illuminated by internal or external means.
- DG-4.8.2 All Signs within the Sports and Entertainment Complex shall conform to an approved Lighting Design Plan, as defined and required by Mitigation Measure 3.1- 2(b) of the IBEC MMRP.
- DG-4.8.3 All Digital Display Signs and Interactive Display Signs shall be controllable by the combination of a photocell that measures available daylight and remote adjustment capabilities that control the luminance levels of the Sign, and utilize automatic dimming technology, include a default mechanism that causes the Sign to revert immediately to a black screen if the Sign malfunctions in a way that causes the display to wholly or partly flash.
- DG-4.8.4 All Digital Display Signs and Interactive Display Signs shall comply with the relevant maximum daytime and nighttime luminance levels set forth in *Table 4.8 Digital Luminance Levels*.

Table 4.8 Digital Luminance Levels	
Period	Maximum Luminance Level
Daytime Luminance Level	8,000 candelas per square meter
Nighttime Luminance Level	800 candelas per square meter



- DG-4.8.5 The luminance of any Digital Display Sign shall transition smoothly at a consistent rate of speed from the Daytime Luminance Level to the Nighttime Luminance Level, beginning no less than 20 minutes prior to sunset and concluding the transition to nighttime intensity level no less than 20 minutes after sunset.
- DG-4.8.6 The luminance of any Digital Display Sign shall transition smoothly at a consistent rate of speed from the Nighttime Luminance Level to the Daytime Luminance Level, beginning no less than 20 minutes prior to sunrise and concluding the transition to daytime intensity level no less than 20 minutes after sunrise.

## 4.9 Presentation

- DG-4.9.1 Any image displayed on any External Primary-oriented Digital Display Message Sign shall be presented continuously for at least eight seconds following the completion of its transition from the previous message and including the transition time to the next message.
- (A) When an image is changed electronically, the transition between presentation of the previous image and presentation of the next image shall be accomplished in one-half second or less. The transition period shall be measured as that period between the time that the previous image is fully presented and the next image is fully presented.
- DG-4.9.2 Any Internal-oriented Digital Display or Interactive Display Entertainment Sign shall not be subject to a limitation on time between transition, display time, or motion.

## 4.10 Materials

- DG-4.10.1 All permanent signs should be constructed of materials that are durable and not likely to fade, corrode, or otherwise deteriorate.
- DG-4.10.2 Signs shall not use highly reflective materials such as mirrored glass.

## 4.11 Exempt Signs

- DG-4.11.1 The following permitted signs and/or sign structures are exempt from the permit requirement of Ch. 12, Article 23, Section 12-72 of the Inglewood Municipal Code:
- (A) Interior Signs. Signs located within a structure or a building.
- (B) Portable Signs. Bi-faced, free-standing signs, not to exceed four (4) feet in height at fully-open standing position, if such signs may be readily removed from public view at the end of each business day.
- (C) Temporary Signs. Temporary graphics, decorations, and freestanding elements associated with special events, holidays, commemorations, or celebrations (e.g., concert event) or seasons (e.g., the NBA Basketball season).

- (D) String Pennants. String pennants may be displayed to activate public spaces for temporary events, provided that such string pennants are displayed in an orderly and well-maintained condition.
- (E) Public and Community Notices and Signs. Public notices posted pursuant to law, signs erected by governmental agencies and public utilities, warning or information signs required by law for public health and safety, and public service announcements.
- (F) Building Banner Graphics. A sign, consisting of a Projected Image onto a building face or wall or printed on vinyl, mesh or other material with or without written text, supported and attached by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods.
- (G) Changeable Copy Signs. The changing of the copy or message on any permitted sign.

## Section 5            Lighting and Acoustics

### 5.1    Exterior Lighted Areas

- DG-5.1.1        Exterior lighting should be integrated into the design of structures or relate to the overall design of the Sports and Entertainment Complex to encourage pedestrian activity and support a modern sports and entertainment environment.
- DG-5.1.2        Pedestrian entrances, walkways, and activity areas, vehicle entrances and driveways, parking areas, and service areas should be well-lit to provide security and safety.
- DG-5.1.3        Prominent exterior lighting features not required for security and safety lighting should be equipped to control the intensity of lighting and allow for dimming or color variation.

### 5.2    Architectural Lighting

- DG-5.2.1        Architectural lighting should accentuate major architectural features and relate to pedestrian scale.
- DG-5.2.2        Sports and Entertainment Complex structures may incorporate large-scale architectural lighting, which may include the following:
- (A)    Large-scale architectural lighting elements placed on a building façade to highlight or accentuate elements of the architecture of the structure, which may be multi-hued or change hues in a slow, programmed manner.
  - (B)    Integrated-large scale lighting that is attached directly to and made integral with architectural elements on the facade of a building, which may include individual light sources or pixels of a digital light source embedded into architectural components, low resolution digital mesh or netting, individual large scale pixels covering a building wall, light sources diffused behind translucent material, backlit panels, or horizontal or vertical LED banding integrated into architecture of a building, or similar treatments or features.
- DG-5.2.3        Large-scale architectural lighting shall not be considered signage for the purposes of the Inglewood Municipal Code or these SE Design Guidelines.

### 5.3    Exterior Luminaries and Fixtures

- DG-5.3.1        Luminaries and lighting fixtures should be coordinated on the basis of function and appearance to be architecturally compatible with the structures overall design of the Sports and Entertainment Complex.
- DG-5.3.2        All exterior lighting fixtures should be light-emitting diode (LED) fixtures or other similarly energy-efficient lighting technology.

- DG-5.3.3 Project outdoor security and architectural lighting may include low-level exterior lights mounted to the building and along pathways for security and wayfinding purposes.
- DG-5.3.5 The use of permanent fixtures with exposed bulbs for exterior lighting shall be prohibited.
- DG-5.3.6 The use of searchlights, spotlights, or other similar fixtures directed to the open sky or areas outside the Sports and Entertainment Complex site shall be prohibited.
- DG-5.3.7 Electrical service for all lighting should be placed underground or within structures unless determined to be physically infeasible.

## 5.4 Direction and Shielding

- DG-5.4.1 Exterior lighting should be installed, directed and shielded to direct the majority of artificial light to buildings, objects, or target areas within the boundaries of the Sports and Entertainment Complex and minimize light spill to adjacent properties.
- DG-5.4.2 Security and safety lighting should be recessed, hooded, and located to illuminate only the intended area.
- DG-5.4.3 Exterior lighting placement and direction should be designed to work with structural and/or vegetative screening to prevent light spill to adjacent properties.
- DG-5.4.4 Lighting for parking facilities should be designed to direct the majority of light into the parking facility and minimize light spill to adjacent properties.

Illustrative examples of lighting design options compatible with these Design Guidelines are provided in *Figure 5.1 Lighting*.

## 5.5 Lighting Design Plan

- DG-5.5.1 All Sports and Entertainment Complex exterior lighting shall conform to an approved Lighting Design Plan, as defined and required by Mitigation Measure 3.1-2(b) of the IBEC MMRP.
- DG-5.5.2 The Sports and Entertainment Complex shall include any lighting or marking requirements required by Mitigation Measure 3.8-5 of the IBEC MMRP.

## 5.6 Acoustic Facilities

- DG-5.6.1 Sound walls or barriers may be located in the areas shown in *Figure 1.3 Walls and Fences* or located in areas that serve a similar purpose and function.
- DG-5.6.2 Sound walls or barriers shall meet the following standards:
  - (A) Sound walls shall be solid with no gaps or cracks that might otherwise be considered acoustical "leaks."
  - (B) Sound walls shall have sufficient mass so as to provide a Sound Transmission Class (STC) rating of at least 27.

- (C) The Noise Reduction Coefficient (NRC) on the receiver-side face shall be NRC 0.85 or greater.
  - (D) Publicly visible faces of sound walls shall feature vegetation or other aesthetic treatments, as long as such treatments do not inhibit the required acoustical performance.
  - (E) Sound walls or barriers shall not exceed 15 feet or the height necessary to meet the performance standards established by Mitigation Measure 3.11-2(a) of the IBEC MMRP, whichever is higher.
- DG-5.6.3 Any outdoor sound amplification system, equipment, and related structures shall be designed to limit noise levels near noise-sensitive receptors through design considerations such as placement, distribution, directivity, orientation, number of speakers and/or volume controls.
- DG-5.6.4 Sound-absorbing materials should be included on the exterior of buildings surrounding gathering spaces where feasible and effective to reduce noise levels to sensitive receptors.
- DG-5.6.5 Sound-absorbing materials should be incorporated into the design of parking facilities where feasible and effective to reduce noise levels to sensitive receptors.
- DG-5.6.6 Any rooftop outdoor restaurant or dining area included in the Sports and Entertainment Complex shall include an enclosure such as glass to serve as a noise barrier.
- DG-5.6.7 Noise generating mechanical equipment shall be located the furthest feasible distance away from noise-sensitive receptors considering site conditions and function.
- DG-5.6.8 Noise generating mechanical equipment, such as emergency generators, transformers, and HVAC units, shall be designed and installed to limit noise to noise-sensitive receptors with acoustical enclosures, silencers, barriers, relocation, or other noise reducing approaches.
- DG-5.6.9 The Sports and Entertainment Complex shall conform to an approved Operational Noise Reduction Plan, as defined and required by Mitigation Measure 3.11-2(a) of the IBEC MMRP.

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## Section 6                      Circulation

### 6.1      Vehicular Circulation

- DG-6.1.1      Vehicular access to parking facilities may be provided from West Century Boulevard, South Prairie Avenue and/or West 102nd Street, as shown for illustrative purposes in *Figure 6.1 Circulation*.
- DG-6.1.2      Vehicular access points to the Sports and Entertainment Complex should be designed to be clearly visible and accommodate event-related traffic management and security measures.
- DG-6.1.3      A pick-up and drop-off area for shuttles to bus and rail public transit shall be provided at a designated section of South Prairie Avenue adjacent to the Sports and Entertainment Complex.
- DG-6.1.4      Parking and vehicle circulation facilities shall be designed to provide access to and manage the circulation of private automobiles, rideshare or transportation network company and taxi vehicles, coach buses and mini-buses, microtransit vehicles, and paratransit vehicles.
- DG-6.1.5      Truck access to loading areas within the Sports and Entertainment Complex shall be provided from West Century Boulevard or West 102nd Street.
- DG-6.1.6      Emergency vehicle access and onsite wayfinding signage to the Sports and Entertainment Complex shall be provided as required and approved by the Los Angeles County Fire Department. Such access may be provided from West Century Boulevard, South Prairie Avenue and/or West 102nd Street.

### 6.2      Pedestrian Circulation

Pedestrian circulation is a critical network for creating an engaging experience that is safe and efficient for the movement of people to and through the Arena. Consider alignment of walkways, the visual approach to buildings, and the spatial sequence along pedestrian routes to create a connected pathway system.

- DG-6.2.1      The pedestrian circulation network and facilities should facilitate walkability and connection to publicly-accessible areas throughout the Sports and Entertainment Complex and adjacent development.
- DG-6.2.2      Pedestrian pathways within the Sports and Entertainment Complex should be designed to accommodate pedestrian traffic and access patterns and security features and operations during all event conditions, including paving or other forms of visible pathway delineation to create clear paths of travel.
- DG-6.2.3      The Sports and Entertainment Complex should include well-marked, clearly-visible entrances, and all publicly-accessible entrances should include architectural or graphic treatments compatible with the overall design.
- DG-6.2.4      Pedestrian routes should direct pedestrians to the main circulation areas within the Sports and Entertainment Complex and the Arena in the manner shown in Figure 6.1.

- DG-6.2.5 All publicly-accessible pedestrian routes, gathering spaces, and buildings within the Sports and Entertainment Complex shall comply with relevant requirements of the Americans with Disabilities Act (ADA) including clear path of travel widths.

### 6.3 Pedestrian Features

- DG-6.3.2 The overall site design should include pedestrian scale elements and incorporate pedestrian-scale lighting, signage and wayfinding features to promote an attractive and lively environment for walking.
- DG-6.3.1 Pedestrian features such as stairs, walkways, pedestrian bridges, sidewalks, and seating areas should be sensitive to the human scale and integrated into the overall site design and architecture.
- DG-6.3.3 Pedestrian circulation areas may be supplemented with elements that create ground-level interest such as shade structures, landscape, or water features, art, kiosks, seating, alternative paving materials, or other features.
- DG-6.3.4 The landscape design may incorporate pedestrian amenities such as benches or seating, lights, railings and shading elements, and ornamental features or lighting.

Illustrative examples of pedestrian features, concepts, and options compatible with these SEC Design Guidelines are provided in *Figure 6.3 Pedestrian Features*.

### 6.4 Pedestrian Grades and Ramps

- DG-6.4.1 In compliance with the Americans with Disabilities Act (ADA), any ramps in pedestrian walkways shall have a maximum slope of 1:12, shall have a minimum clear width of 36 inches and landing lengths of 60 inches.
- DG-6.4.2 Ramps in pedestrian walkways shall contain a detectable warning device, such as a raised dome surface and contrasting color.
- DG-6.4.3 Curb ramps shall be installed wherever a sidewalk crosses a curb such as at street intersections.



## Section 7                      Parking

### 7.1 Parking and Transportation Facilities

- DG-7.1.1            Automobile parking spaces required for any Sports and Entertainment Complex use pursuant to Ch. 12, Article 19, Section 12-39.96.1 of the Inglewood Municipal Code may be provided within any parking facility within the Sports and Entertainment Complex.
- DG-7.1.2            The Sports and Entertainment Complex shall include parking for coach buses and microtransit, mini-bus, or paratransit vehicles. Parking for such transportation vehicles may be provided within the same facility as automobile parking.
- DG-7.1.3            The Sports and Entertainment Complex shall include areas to accommodate taxis, Transportation Network Company ("TNC") vehicles, or vehicles providing similar ridesharing or ridehailing services, including a pick-up and drop-off area for passengers and a queuing area for such vehicles. Such transportation facilities may be provided within the same facility as automobile parking.
- DG-7.1.4            Additional parking in excess of the required parking or for specialized vehicles such as media broadcast trucks or other vehicles related to any use within the Sports and Entertainment Complex may be provided.
- DG-7.1.5            Valet parking may be provided within any parking facility.

### 7.2 TNC Facilities

- DG-7.2.1            Passenger pick-up and drop-off areas or facilities providing passenger access to TNC vehicles, or vehicles providing similar ridesharing or ridehailing services, shall be designed to provide safe pedestrian access between such vehicles and pedestrian circulation areas.
- DG-7.2.2            Transportation facilities shall include a vehicle queuing area to allow vehicles to access passenger pick-up and drop-off areas or facilities.
- DG-7.2.3            The minimum width of any lanes provided for queuing for taxi, TNC vehicles, or similar vehicles shall be 8 feet.
- DG-7.2.4            Pavement and drainage for any facility or portion of a facility providing passenger pick-up or drop-off or queuing areas for TNC vehicles located within a surface lot shall comply with Ch. 12, Article 19, Section 12-55.2 of the Inglewood Municipal Code.

### 7.3 Transportation Demand Management

- DG-7.3.1            Preferential parking for employee carpool or vanpool vehicles should be provided within parking facilities in locations that provide convenient access for employees and designated through clearly visible signage or space markings.
- DG-7.3.2            Information about alternative modes of transportation such as public transit, ridesharing, bicycling, and pedestrian modes and related available programs and facilities should be provided via information kiosk, bulletin board located, or similar feature within the Sports and Entertainment Complex.

- DG-7.3.3 The following bicycle parking spaces and facilities shall be provided within the Sports and Entertainment Complex:
- (A) A minimum of 60 bicycle parking spaces available for use by employees;
  - (B) A minimum of 23 bicycle parking spaces available for use by Sports and Entertainment Complex patrons;
  - (C) Shower and locker facilities available to employees who commute by bicycle;
  - (D) A bicycle repair station accessible to employees and patrons.
- DG-7.3.4 Bicycle parking and facilities shall be provided in areas within the Sports and Entertainment Complex that provides safe and convenient access to employees and patrons visitors traveling by bicycle, considering site conditions.

## 7.4 Vehicular Access to Parking and Transportation Facilities

- DG-7.4.1 Driveways providing vehicular access to a parking or transportation facility may provide dedicated ingress lanes or egress lanes, two-way lanes, or reversible ingress/egress lanes.
- DG-7.4.2 The width of any dedicated ingress lane or egress lane, or reversible ingress/egress lane providing access to a parking or transportation facility shall not be less than 10 feet.
- DG-7.4.3 The width of any two-way lane providing access to a parking or transportation facility shall not be less than 20 feet.
- DG-7.4.4 A driveway that provides ingress or egress to a parking or transportation facility may be closed or obstructed to prevent ingress or egress when such access is not required to provide parking for a use or event within the Sports and Entertainment Complex or as necessary to implement a transportation management plan or strategies, so long as access to the parking or transportation facility is adequately maintained to meet the parking requirements of uses in operation.
- DG-7.4.5 A gate, raisable arm, or other device or technology may be used to control or regulate vehicular ingress or egress to a parking or transportation facility.
- DG-7.4.6 The location and function of any device or technology used to control or regulate vehicular access to a parking or transportation facility should be designed to reduce the need for queuing on public streets to enter the facility, as feasible considering site conditions, event conditions, and vehicular circulation.
- DG-7.4.7 Any driveway providing ingress or egress to any parking or transportation facility shall be paved to standards not less than required per Ch. 12, Article 19, Section 12-55.2 of the Inglewood Municipal Code.

## 7.5 Parking Facility Design

- DG-7.5.1 Traffic circulation within any facility or portion of a facility providing required automobile parking shall comply with Ch. 12, Article 19, Section 12-55 of the Inglewood Municipal Code.

- DG-7.5.2 Access and turning radius for any facility or portion of a facility providing automobile parking required pursuant to IMC 12-38.96.1 shall comply with Ch. 12, Article 19, Section 12-54 of the Inglewood Municipal Code.
- DG-7.5.3 Driveway slopes and ramps for any facility or portion of a facility providing required automobile parking shall comply with Ch. 12, Article 19, Section 12-54.1 of the Inglewood Municipal Code.
- DG-7.5.4 Parking space striping for any facility or portion of a facility providing required automobile parking shall comply with Ch. 12, Article 19, Section 12-55.1 of the Inglewood Municipal Code.
- DG-7.5.5 Parking lot pavement and drainage for any facility or portion of a facility providing required automobile parking within a surface lot shall comply with Ch. 12, Article 19, Section 12-55.2 of the Inglewood Municipal Code.
- DG-7.5.6 Parking slope of any facility or portion of a facility providing required automobile parking shall comply with Ch. 12, Article 19, Section 12-55.3 of the Inglewood Municipal Code.
- DG-7.5.7 Within any portion of a parking structure provided for public automobile parking, continuous raised concrete curbs may be provided three feet from the end of a parking space as necessary to ensure that any parked vehicle will not touch any wall, building, or other object.
- DG-7.5.8 Wheel stops may be provided where necessary to protect landscaping, parking equipment, or other infrastructure and should be located to avoid tripping hazards.
- DG-7.5.9 The visual impact of parking or transportation facilities should be reduced by providing landscape buffer areas, screening, or natural topography or planned grading, consistent with these SEC Design Guidelines.

## 7.6 Parking Space Dimensions

- DG-7.6.1 Any automobile parking space provided to meet parking requirements for the Sports and Entertainment Complex per Ch. 12, Article 19, Section 12-38.96.1 of the Inglewood Municipal Code shall comply with Ch. 12, Article 19, Sections 12-51(A) and 12-51(B) of the Inglewood Municipal Code, as applicable, and as shown in *Table 7.6 Parking Space Dimensions*.
- DG-7.6.2 Parking spaces provided for coach buses, microtransit, mini-bus, or paratransit vehicles shall comply with *Table 7.6 Parking Space Dimensions*.

Table 7.6 Parking Space Dimensions			
Parking Space Type	Minimum Width	Minimum Length	Minimum Vertical Clearance
Standard Parking Space (no obstructions or not more than one column or post on one side of the space)	8'	18'	8'2"
Standard Parking Space (multiple columns or posts or obstructions on one side of the space)	9'	18'	
Standard Parking Space (multiple columns or posts or obstructions on more than one side of the space)	9'6"	18'	
Compact Parking Space	8'	16'	
Coach Bus Space	12'	39'	
Tandem Parking Space (2 vehicles)	9'	36'	
Microtransit, Mini-bus, or Paratransit Vehicle Space	12'	25'	

DG-7.6.3 Compact parking spaces may be provided to meet the parking requirements of any Sports and Entertainment Complex use, consistent with Ch. 12, Article 19, Section 12-49(A) of the Inglewood Municipal Code.

DG-7.6.4 Tandem parking shall not be utilized to satisfy the required number of parking spaces for any Sports and Entertainment Complex use. Areas provided for vehicle queueing or passenger pick-up and drop-off shall not be considered tandem parking.

## 7.7 Accessible Parking

DG-7.7.1 The Sports and Entertainment Complex shall provide accessible parking per the requirements of Ch. 12, Article 19, Section 12-57 of the Inglewood Municipal Code and any applicable State of California requirements.

DG-7.7.2 Required accessible parking spaces may be provided in any parking facility within the Sports and Entertainment Complex.

## Section 8            Loading

### 8.1    Loading Space Location

- DG-8.1.1        Required loading spaces shall be accommodated entirely within the Sports and Entertainment Complex site.
- DG-8.1.2        Required loading spaces may be provided in subterranean structure in an area that can be readily driven upon or provides reasonable access to the loading spaces.
- DG-8.1.3        Any required loading space shall not encroach into any public right-of-way or otherwise obstruct any on-site drive aisle or parking space.

### 8.2    Loading Space Design

- DG-8.2.1        Any loading space required for the Event Center shall be a minimum width of ten feet wide and a minimum length of thirty feet.
- DG-8.2.2        Any loading space required for Event Center Supporting Uses shall be a minimum width of ten feet wide and minimum length of twenty feet.
- DG-8.2.3        Any required loading space shall have a minimum height clearance of fourteen feet.
- DG-8.2.4        The entire surface of a required loading space shall be paved with asphalt or concrete and shall comply with Ch. 12, Article 19, Section 12-55.2 of the Inglewood Municipal Code.
- DG-8.2.5        The design of any subterranean loading facility shall accommodate maneuvering delivery vehicles such as trucks or tractor-trailers into and out of loading positions at the docks, stalls and driveways.

### 8.3    Access and Screening

- DG-8.3.1        Access to required loading spaces shall be provided from interior site access roads or driveways accessed from West Century Boulevard or West 102<sup>nd</sup> Street.
- DG-8.3.2        Required loading spaces should be visibly separated from public entrances and parking areas within the Sports and Entertainment Complex and shall be screened with a combination of walls and landscaping to minimize views of the loading area from public views and adjacent residential uses.
- DG-8.3.3        Loading areas in excess of the required loading spaces may be provided in loading zones along South Prairie Avenue as approved or designated by the City of Inglewood Department of Public Works.

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## Section 9 Sustainability and Environmental Sensitivity

### 9.1 Green Buildings

- DG-9.1.1 The Event Center Structure and the Event Center Supporting Structures shall be designed to meet the requirements for U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Gold certification for new construction.
- DG-9.1.2 The Sports and Entertainment Complex shall include project design features that enable the Arena to exceed the building energy efficiency standards set forth in Part 6 of Title 24 of the California Code of Regulations.

### 9.2 Solar Energy Generation

- DG-9.2.1 The Sports and Entertainment Center Complex shall implement an electrical supply strategy that incorporates a solar energy generation system and battery energy storage.
- DG-9.2.2 Solar photovoltaic panels may be incorporated into the design of any structure within the Sports and Entertainment Complex.

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

### 9.3 Recycling

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

### 9.4 Alternative Transportation

- DG-9.4.1 The design of the Sports and Entertainment Complex should include circulation or access features or spaces to accommodate the use of rail transit by employees and attendees of events hosted at the Arena such as a shuttle service pick-up and drop-off area or pedestrian connections to nearby stations.
- DG-9.4.2 The design of the Sports and Entertainment Complex should include circulation and parking facilities to accommodate local microtransit service and park-n-ride service for employees and attendees of events hosted at the Arena.
- DG-9.4.3 The design of the Sports and Entertainment Complex should include facilities to support active transportation modes, such as bicycle parking, bicycle repair stations, and locker room and shower facilities for employees.

### 9.5 Parking Facilities

- DG-9.5.1 Any parking facility made available to the public for automobile parking shall include a vehicle circulation and parking availability system or features to help reduce vehicle circulation and idling time within the parking facility.
- DG-9.5.2 Any parking facilities made available to the public for automobile should include preferential parking for carpool vehicles.

## 9.6 Electric Vehicle Charging

- DG-9.6.1 Not less than eight percent (8%) of all required parking spaces for private automobile parking pursuant to Ch. 12, Article 19, Section 12-39.96.1 of the Inglewood Municipal Code shall be equipped with electric vehicle supply equipment (EVSE).
- DG-9.6.2 Truck loading spaces or docks provided within the Event Center should be equipped with EVSE to accommodate zero emission or near-zero emission delivery trucks.
- DG-9.6.3 All parking and loading spaces with EVSE shall be clearly identified and provide adequate access in accordance with the California Building Code.
- DG-9.6.4 All EVSE shall meet the following requirements:
- (A) Provide Level II charging capacity (208 – 240 volts) or greater.
  - (B) Comply with the relevant regional or local standard for electrical connectors, such as SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler.
  - (C) Be networked or internet addressable and capable of participating in a demand-response program or time-of-use pricing.

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

## 9.7 Water and Stormwater

- DG-9.7.1 Outdoor water use should be reduced through best management practices such the use of water-efficient landscaping materials (emphasizing native or adapted plants), efficient irrigation systems, and the use of reclaimed water for irrigation, or similarly effective strategies or measures.
- DG-9.7.2 Indoor water usage should be reduced through installation of efficient flush and flow fixtures or similarly effective strategies or measures.
- DG-9.7.3 Site design shall comply with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a Low Impact Development (LID) Plan with Operation and Maintenance Guidelines.
- DG-9.7.4 Site design should employ low impact development (LID) strategies to minimize impervious areas through site design features, which may include but are not limited to:
- (A) Bio-filtration and stormwater planters designed to capture site runoff from roof drains and/or surface flow, treat the runoff through biological reactions within



the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

- (B) Site specific BMPs designed and sized to properly manage the storm runoff prior to discharging from the site and into public storm drain lines.

## 9.8 Bird Collision Deterrence

DG-9.8.1 Exterior façade materials should be designed to achieve a maximum threat factor of 25 in accordance with the American Bird Conservancy Bird Collision Material Threat Factor Reference Standard.

DG-9.8.2 All externally visible transparent glass panels or façade surfaces should be designed with treatments to reduce bird collisions, such as fritting or similar patterns, etching, stained or frosted glass, or UV reflective or absorbing patterns, or similar treatments.

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

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## Section 10      Design Considerations for Specific Uses

### 10.1    Sale, Service, or Consumption of Alcoholic Beverages

- DG-10.1.1      Any areas in which alcoholic beverages are sold, served, or consumed shall be lighted and arranged to allow for observation of all such areas by supervisor or security personnel.
- DG-10.1.2      Designated areas for the permitted sale, service, or consumption of alcoholic beverages shall be defined by clearly visible physical features, boundary indications, and/or signage.
- DG-10.1.3      A sign stating "We ID everyone under 30 years of age for alcohol sales" shall be displayed at or near the point of sale of any alcoholic beverages in a manner easily readable by a patron purchasing an alcoholic beverage.
- DG-10.1.4      A kitchen or food menu shall not be a requirement for the sales or service of alcoholic beverages by any establishment or operator within the Sports and Entertainment Complex.
- DG-10.1.5      Establishments serving alcoholic beverages may include a bar or lounge area separate from the main food service area of the establishment.
- DG-10.1.6      Recommendations of the Los Angeles County Fire Department relative to fire safety shall be incorporated for areas within the Sports and Entertainment Complex in which alcohol may be sold, served, or consumed.
- DG-10.1.7      Recommendations of the Inglewood Police Department regarding security measures for the protection of visitors and employees appropriate to the design of the site shall be incorporated for areas within the Sports and Entertainment Complex in which alcohol may be sold, served, or consumed.

### 10.2    Outdoor Restaurants or Dining Areas

- DG-10.2.1      Outdoor dining areas or spaces shall be separated from parking lots, driveways and public sidewalks by location, temporary or permanent screening features, and/or landscaping.
- DG-10.2.2      Exterior lighting for any outdoor dining area shall not be directed onto any adjacent residential property.
- DG-10.2.3      The perimeter of any outdoor dining area where alcoholic beverages are served or consumed shall be defined by temporary or permanent physical barriers that form defined points of access to such area.

### 10.3    Communications Facilities

- DG-10.3.1      Communications facilities, antennas, or related equipment shall not be located in parking or loading spaces, vehicular or pedestrian circulation areas, or open space areas such that it would interfere or impair the intended function or utility of such area.

- DG-10.3.2 Communications facilities and related equipment should be integrated into a structure, architectural feature of a building, or public art or other element, or otherwise screened from public view in a manner that is compatible with the overall design of the Sports and Entertainment Complex.
- DG-10.3.3 The exterior finishes of communications facilities and related equipment should be non-reflective and blend with the materials and colors of surrounding buildings, structures, and/or landscaping.
- DG-10.3.4 Any permanently-installed communications facilities, antennas or related equipment shall not exceed the height limits established in Section 2 of these Design Guidelines.

### 10.4 Public Art

- DG-10.4.1 Public art may be provided within the Sports and Entertainment Complex to meet the requirements of Article 14 of Chapter 11, as amended by the Project Approvals. When provided on-site, public art shall be placed in areas that are publicly viewable or publicly accessible and do not require a fee for admission (such as ticketed events) as follows:
- (A) Attached to, applied or erected on, suspended from, or integrated into any structure within the Sports and Entertainment Complex structure;
  - (B) Within any Primary Landscape Area, as described in in Section 3 of these SEC Design Guidelines;
  - (C) Within any Secondary Landscape Area, as described in in Section 3 of these SEC Design Guidelines; or
  - (D) Any other publicly viewable or publicly accessible location identified in a development agreement between the developer of the Sports and Entertainment Complex and the City.
- DG-10.4.2 Public art placed within the Sports and Entertainment Complex should be located to maintain adequate vehicular and pedestrian access and circulation areas.
- DG-10.4.3 The location of public art should allow for viewing from a variety of vantage points from within the Sports and Entertainment Complex or the public right-of-way.

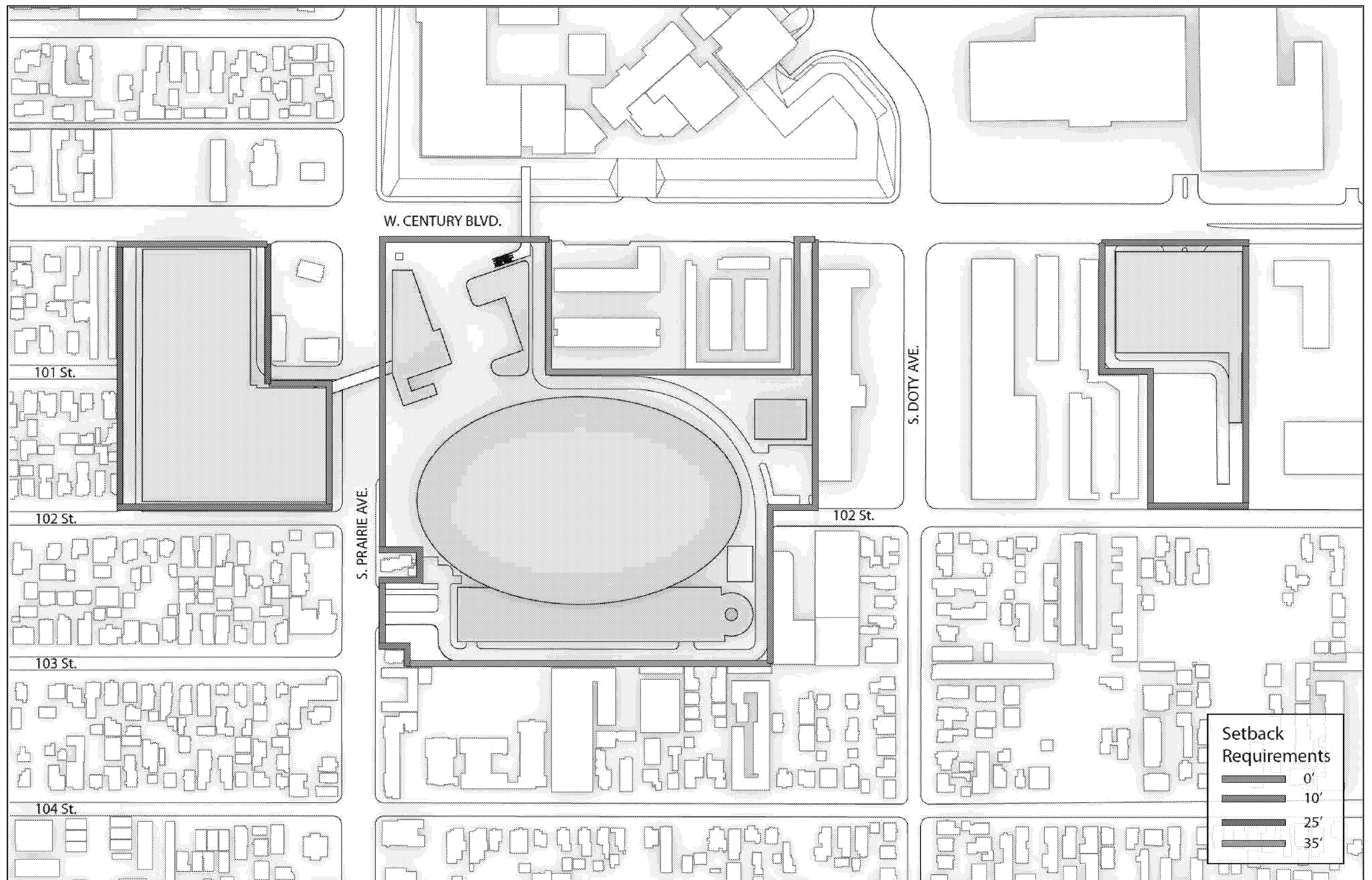


Figure 1.1 Minimum Building Setbacks

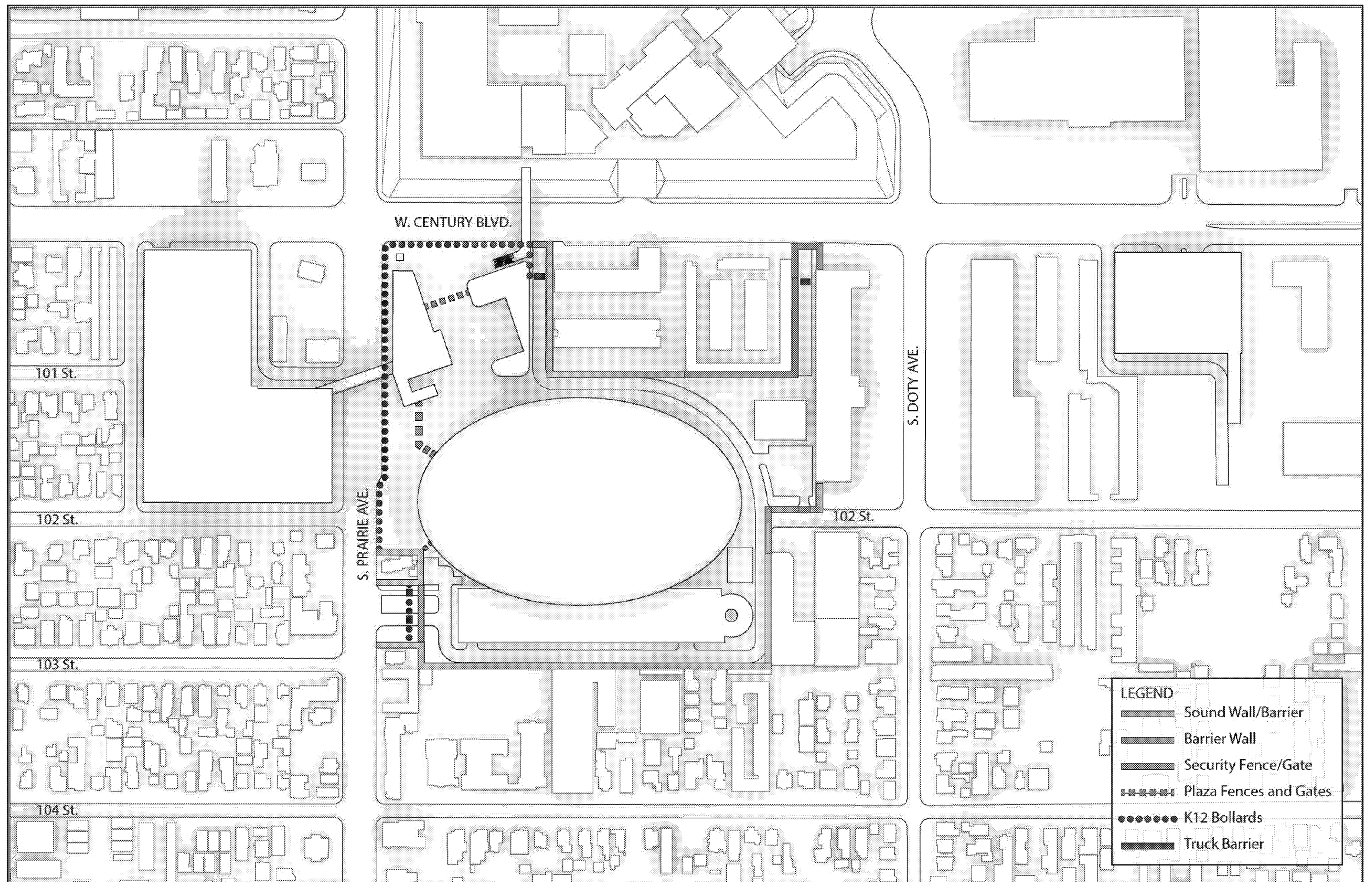
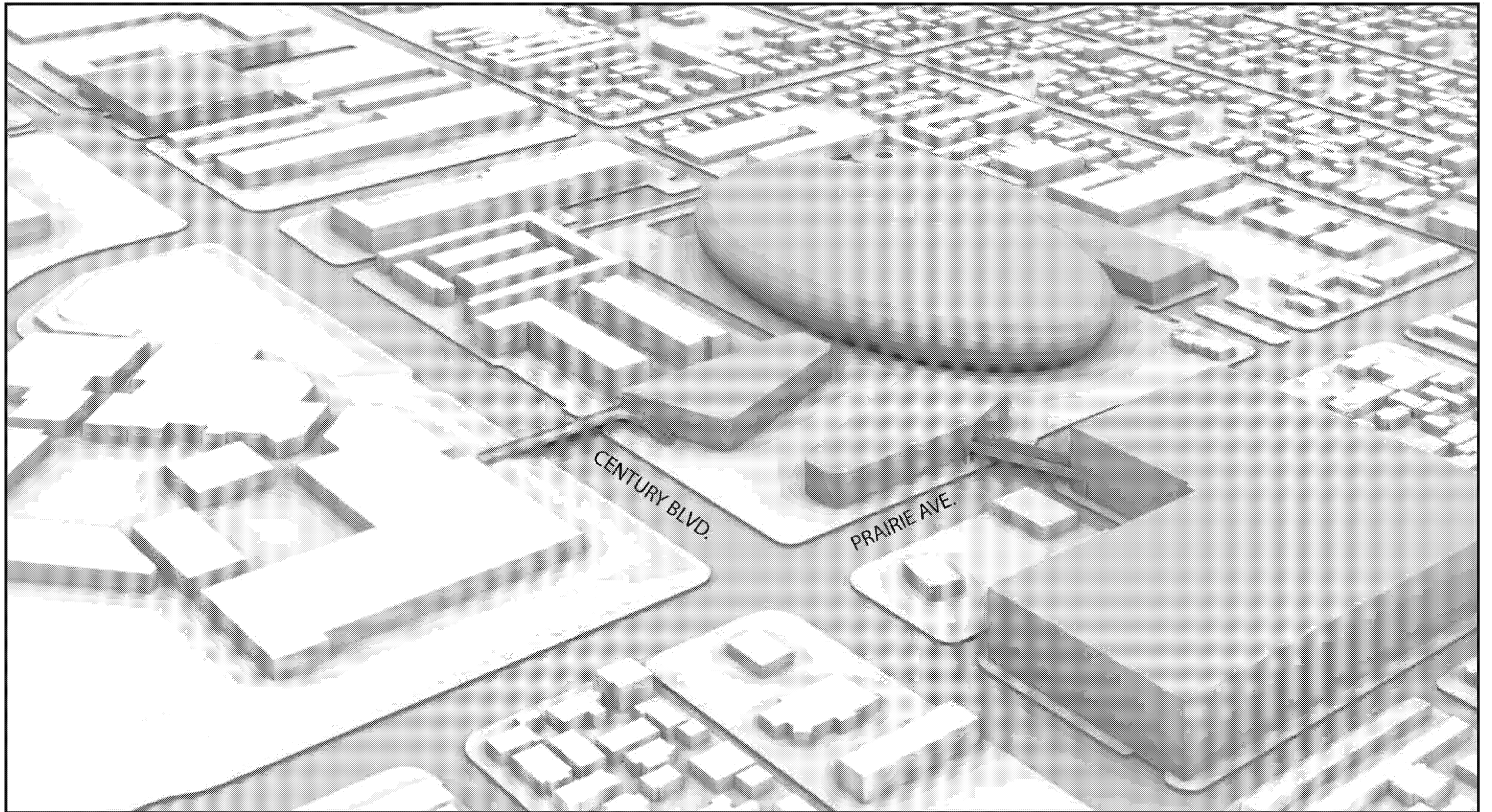


Figure 1.3 Fences and Walls



*Figure 2.1 Massing Concept*



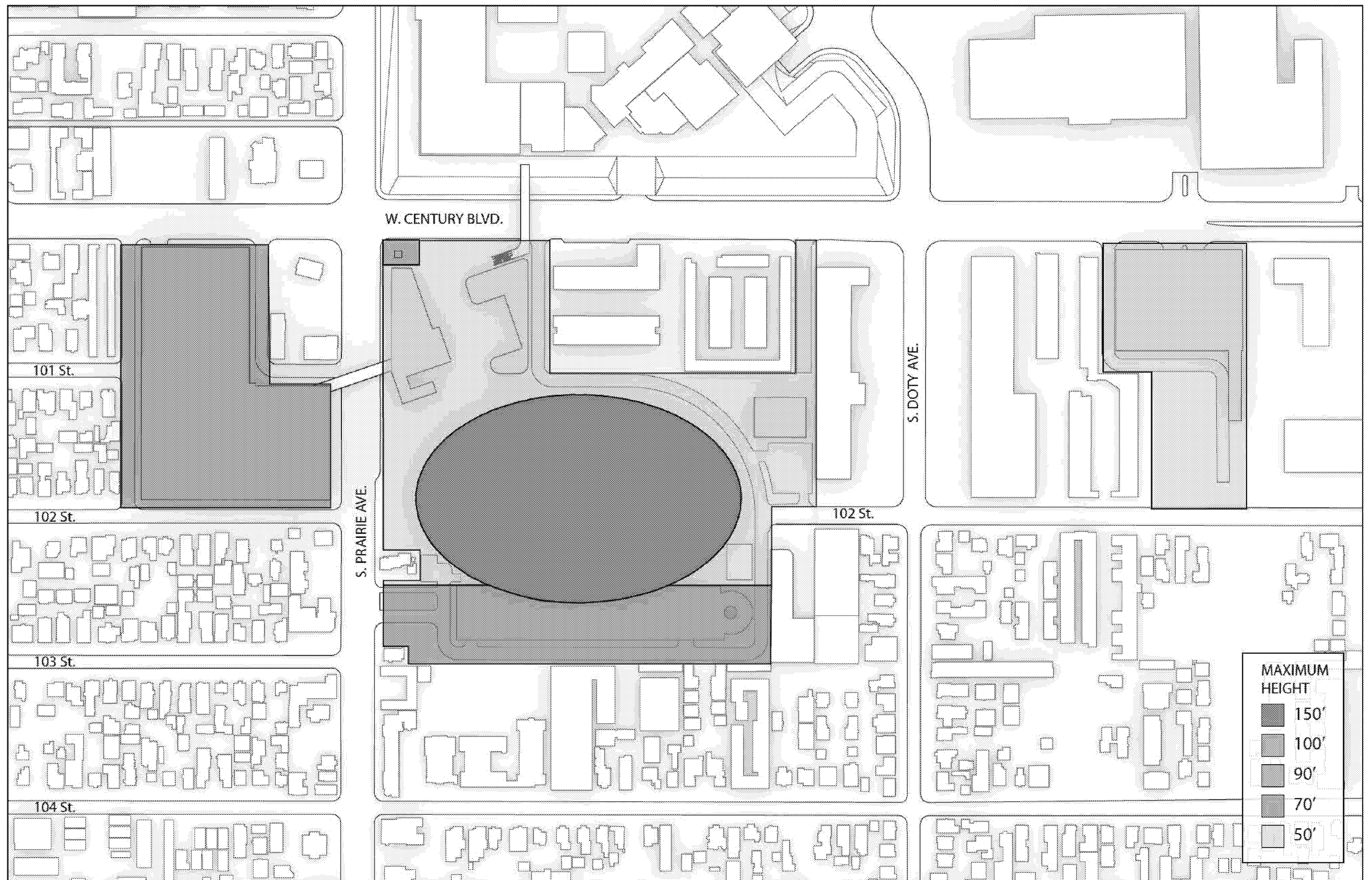


Figure 2.2 Sports and Entertainment Complex Height



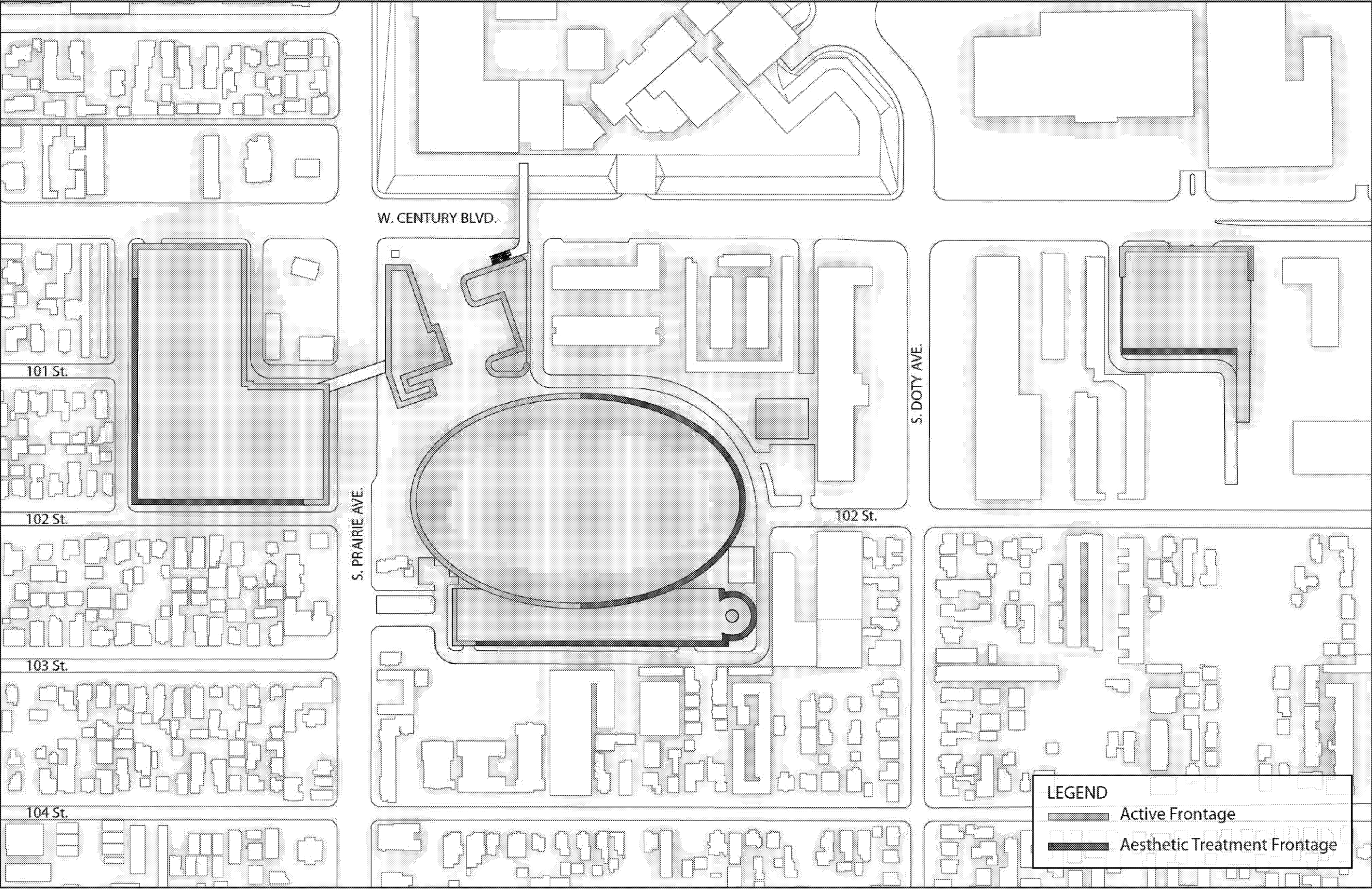
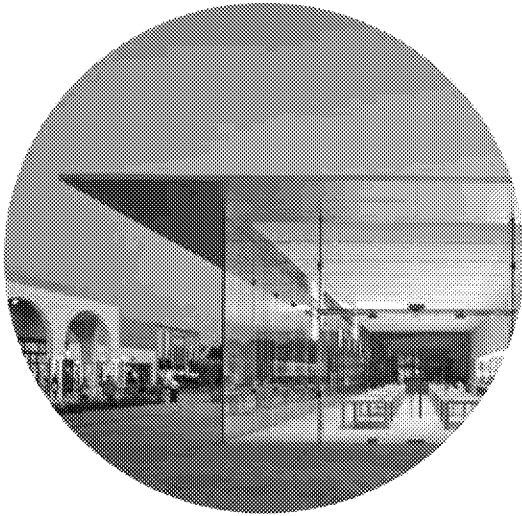
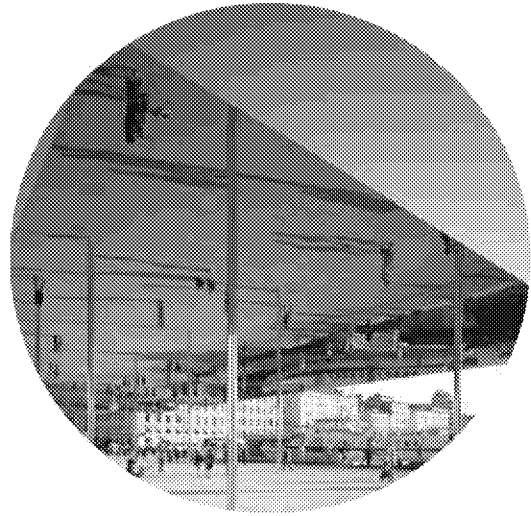


Figure 2.3 Frontages



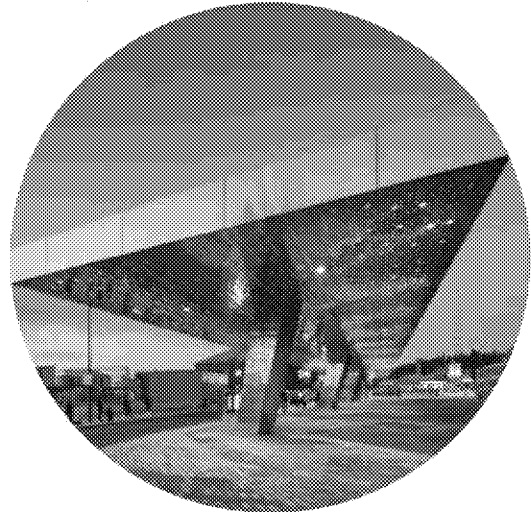
Suspended Canopy



Floating Canopy over Glass Facade

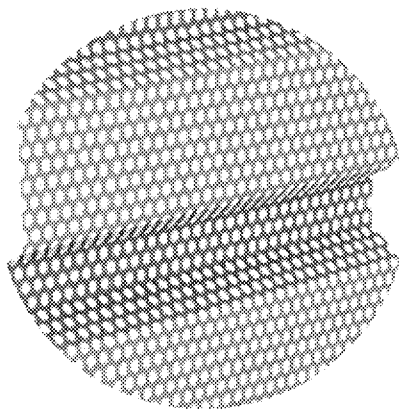


Architecturally Expressed Roofline

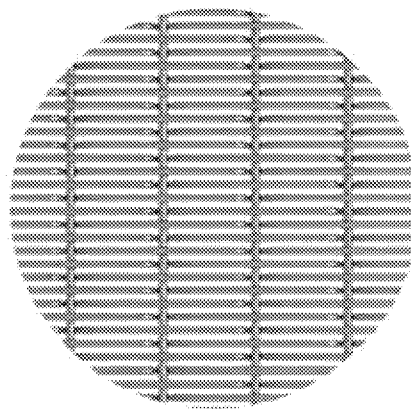


Suspended Roof Mass

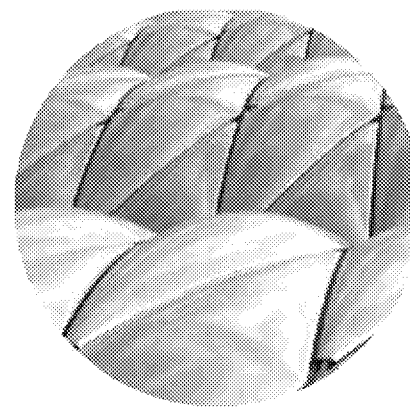
Figure 2.4 Roofline and Profile



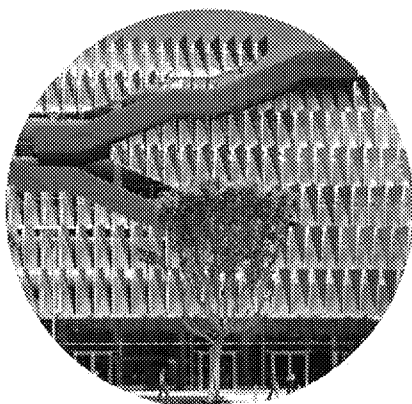
Perforated Screen



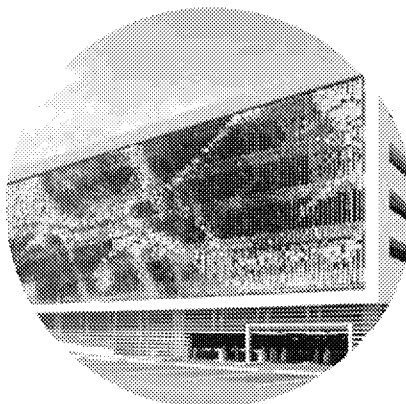
Woven Metal Mesh



ETFE



Varied Use of Colors



Dynamic Art



Green Screens



Express Unique Vocabulary



Durable metal/wood

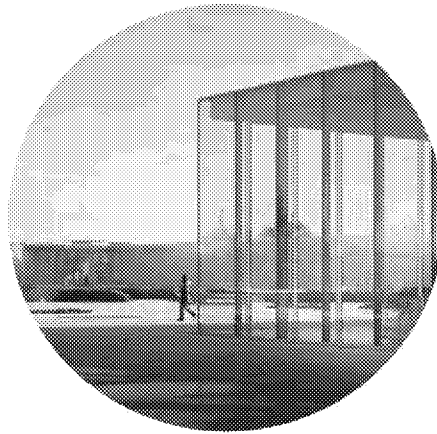


Creative use of metals

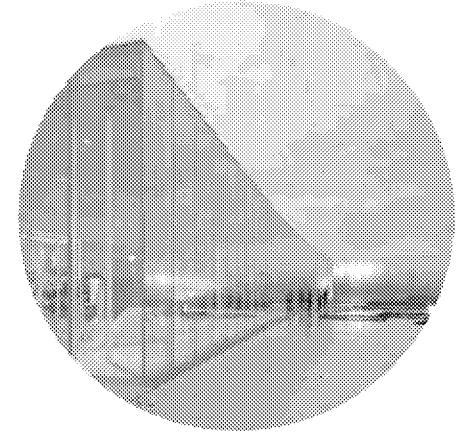
Figure 2.5.1 Building Materials and Treatments



Rectangular with Expressed Mullions



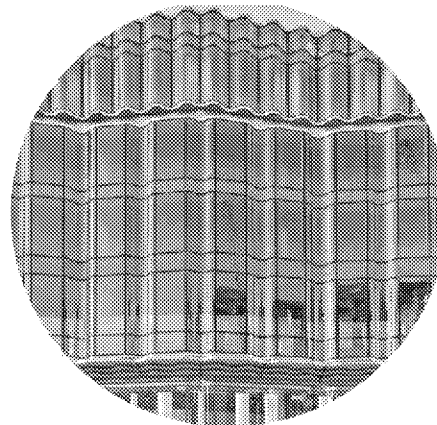
Rectangular with Understated Mullions



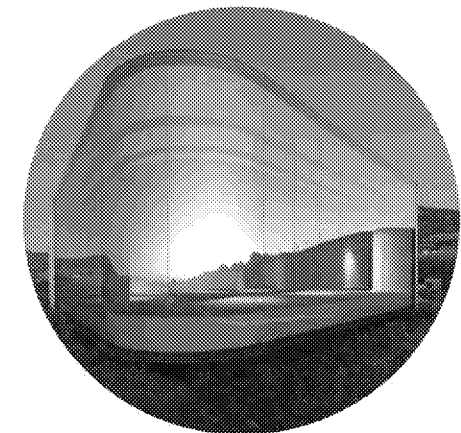
Rectangular with Hidden Mullions



Smooth Curved Facade With Glass Mullions

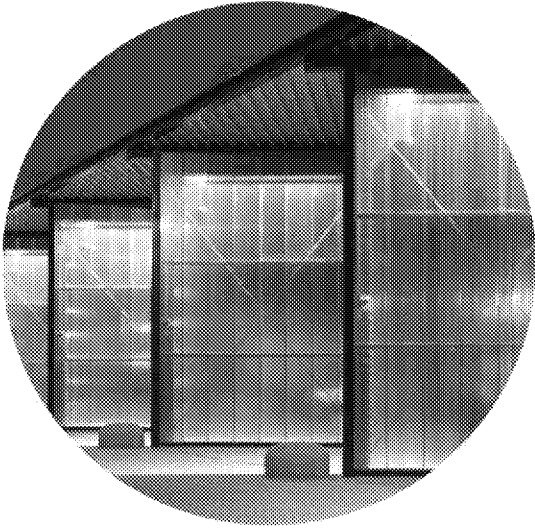


Articulated Curves with Expressed Mullions

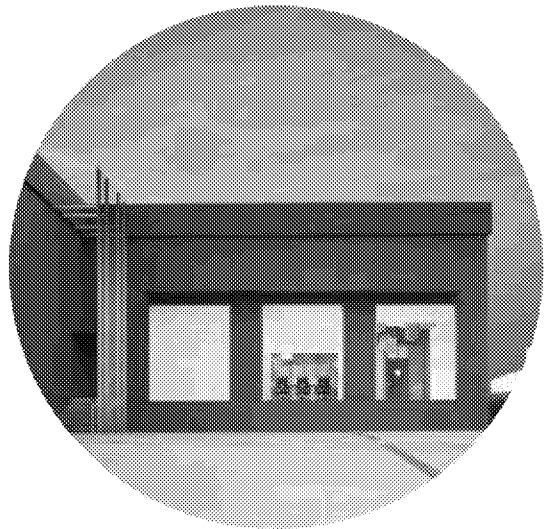


Smooth Curves with Hidden Mullions

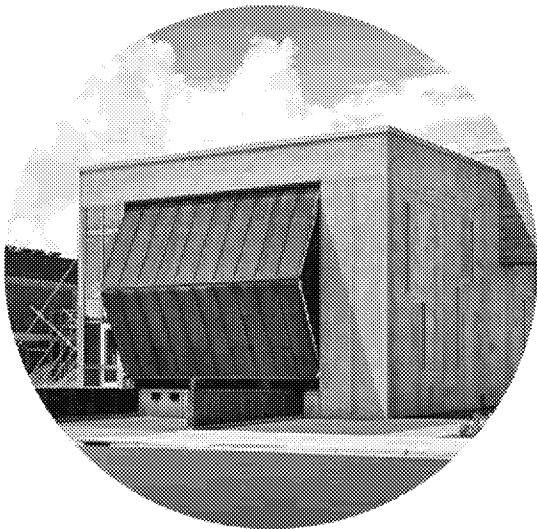
Figure 2.5.2 Glass Facades



Creative Use of Materials



Clean Design



Loading Gates

Figure 2.6 Screening

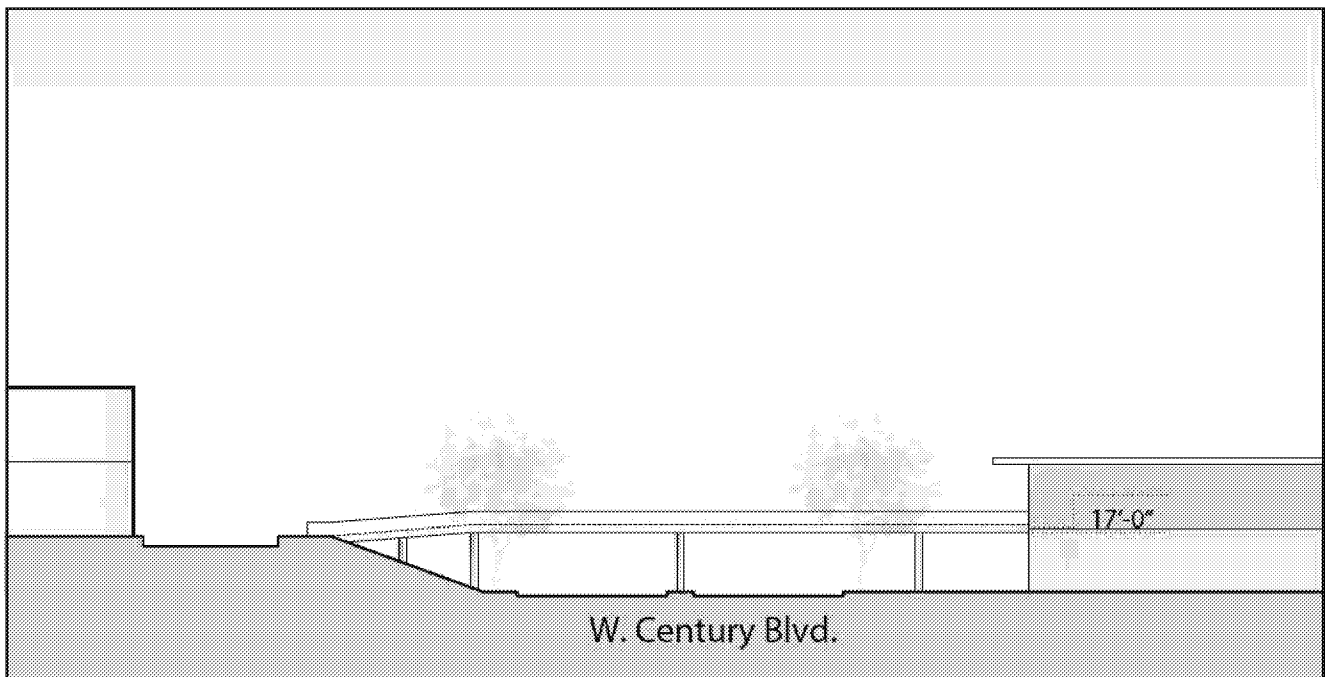
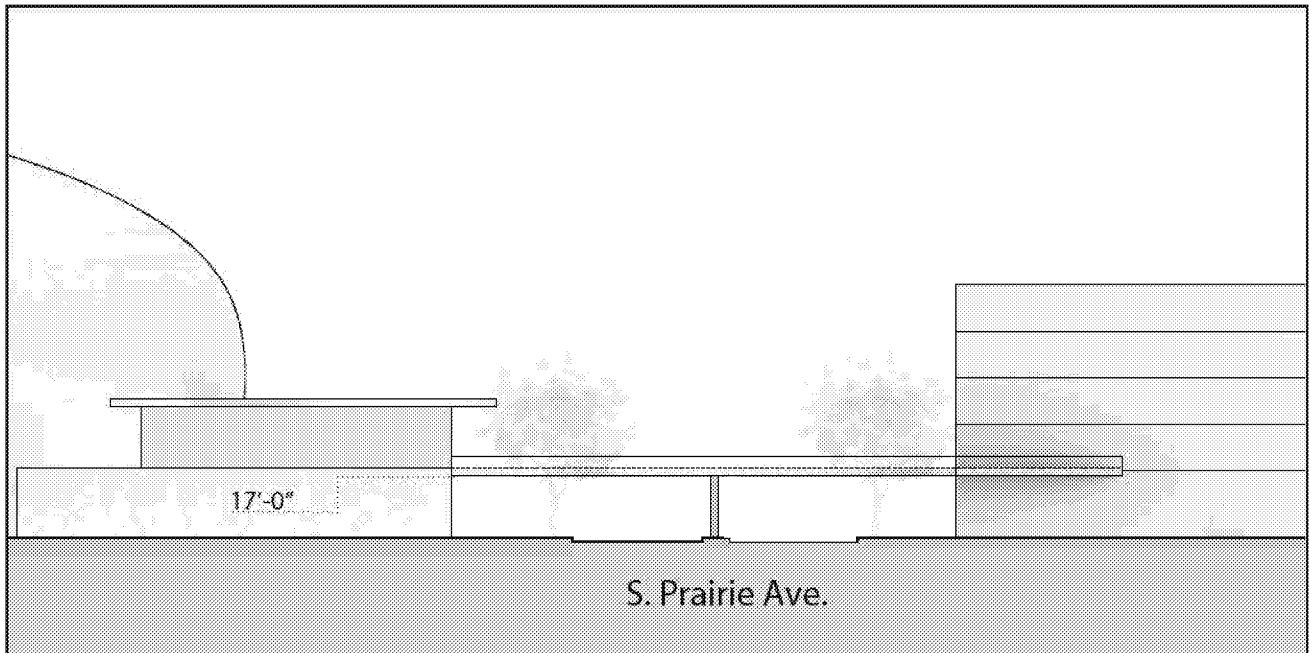


Figure 2.7 Pedestrian Bridges



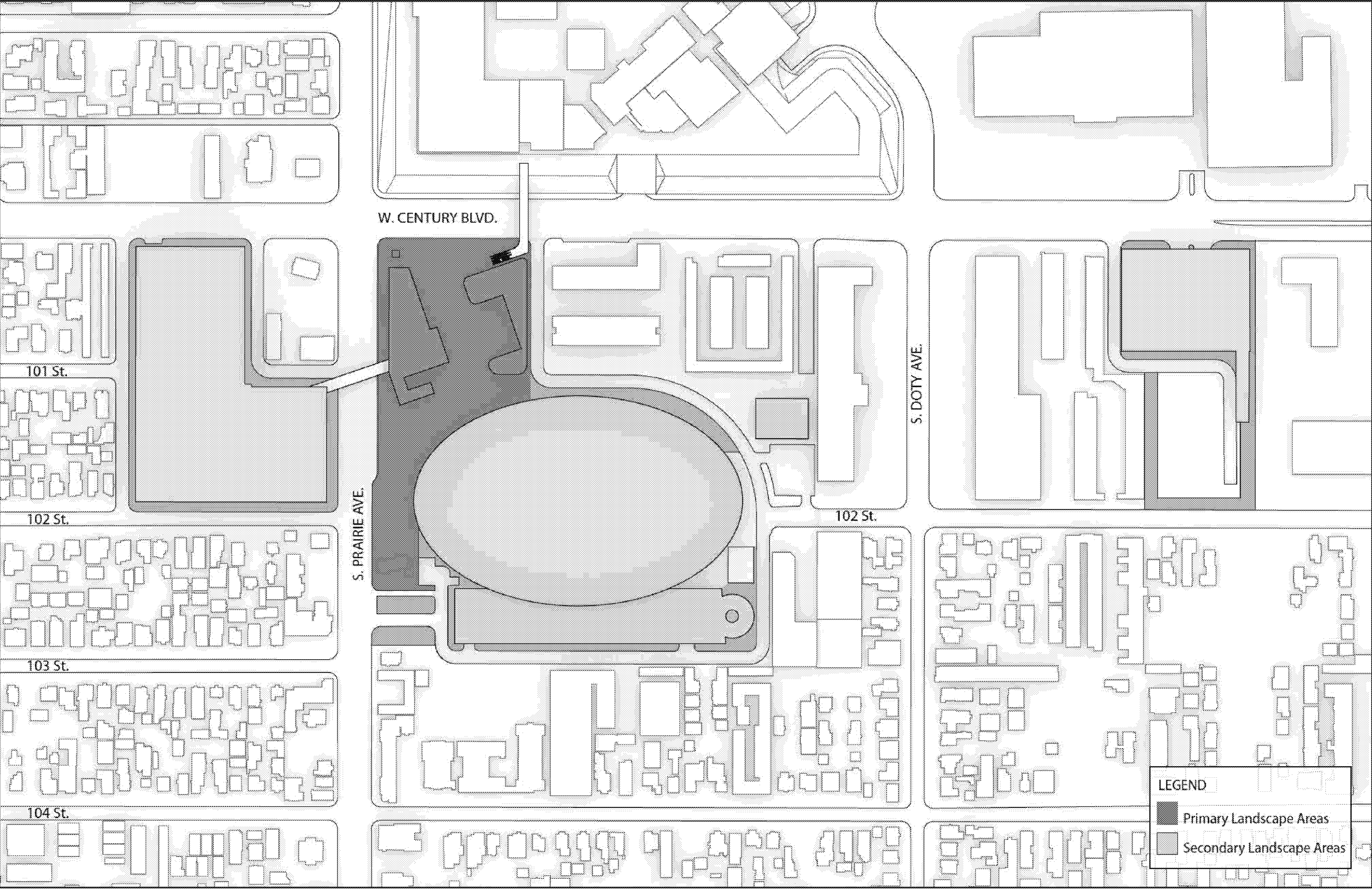


Figure 3.1 Landscape Design Areas

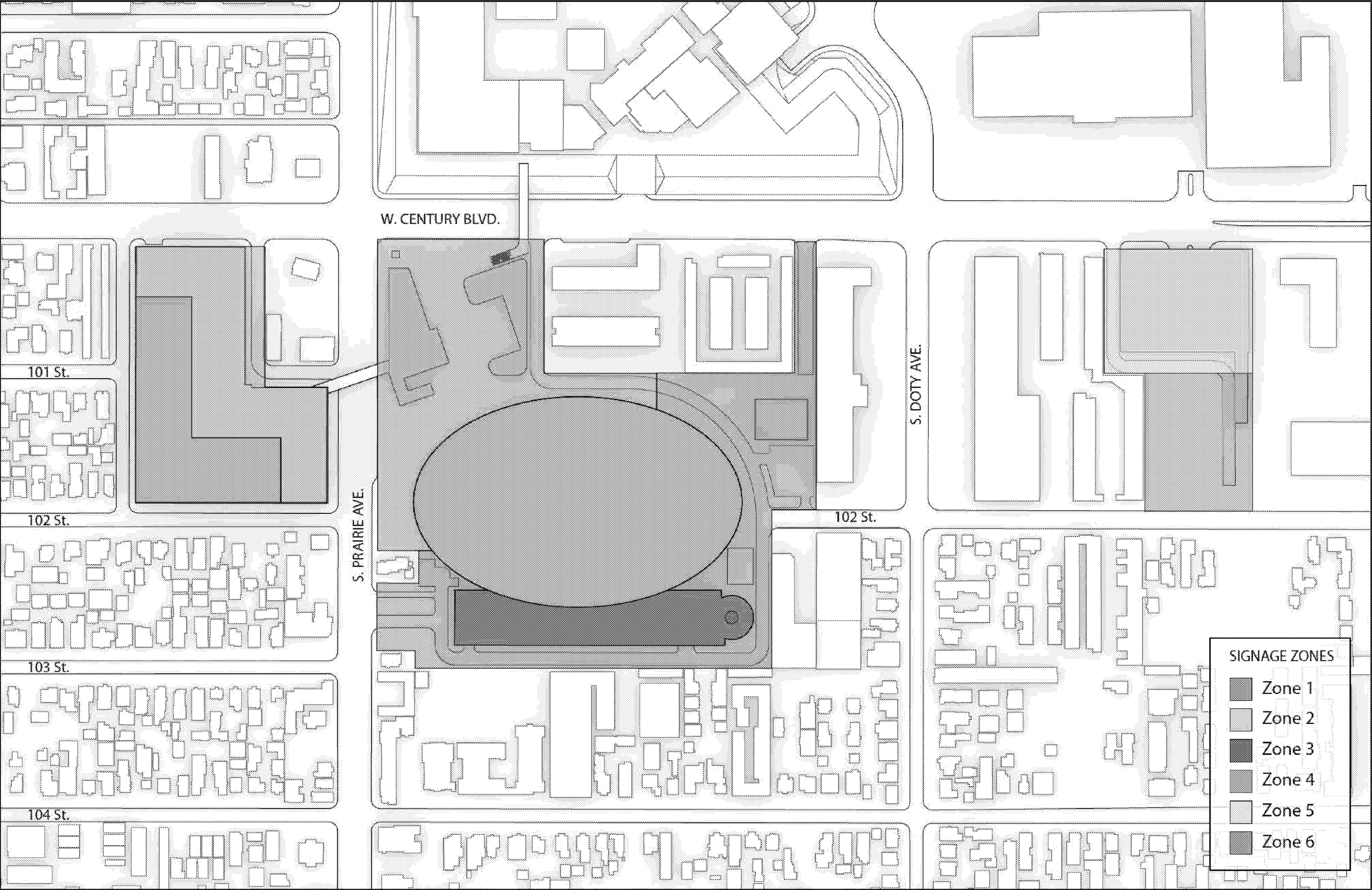


Figure 4.1 Sports and Entertainment Complex Sign Zones



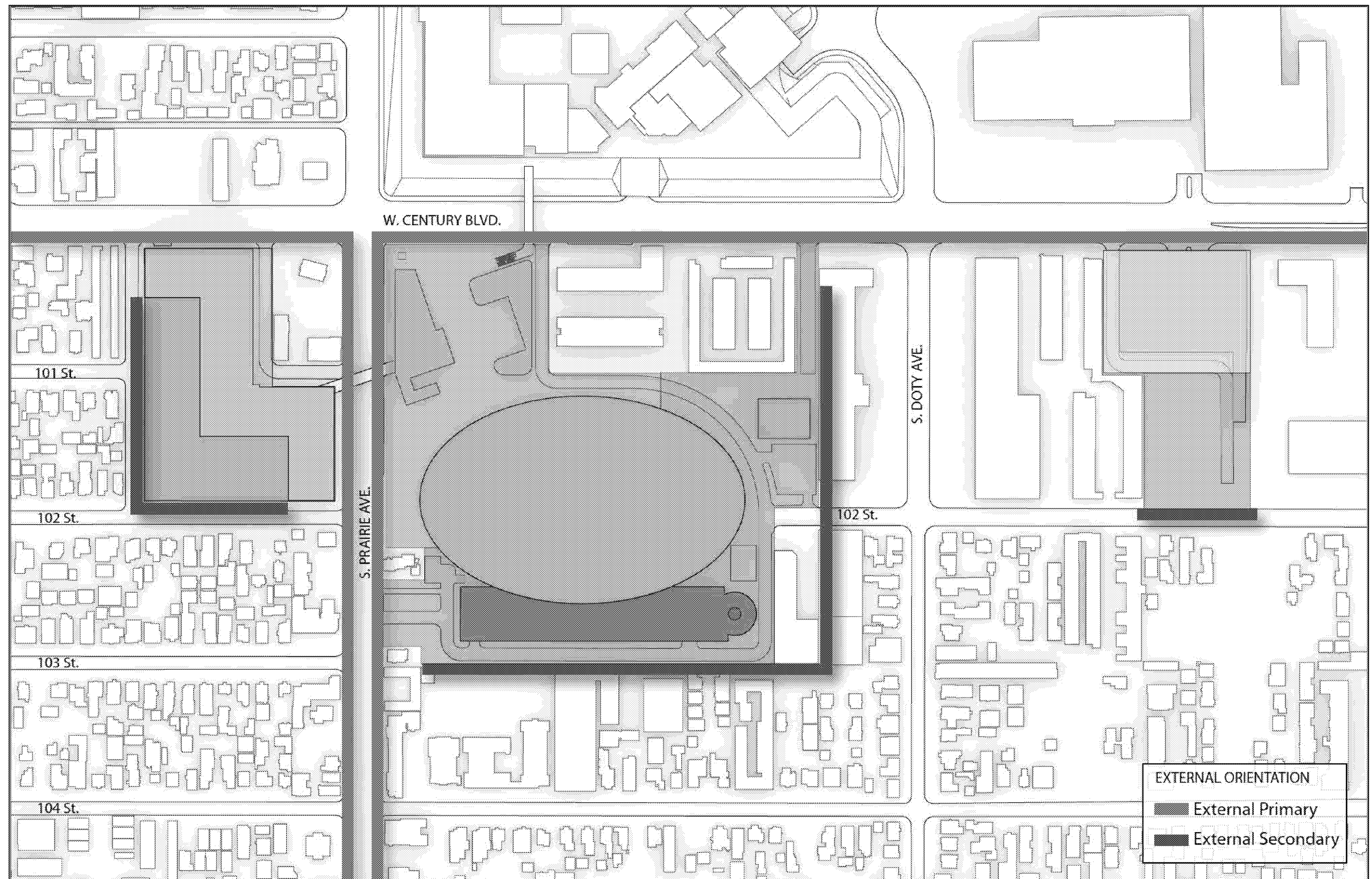
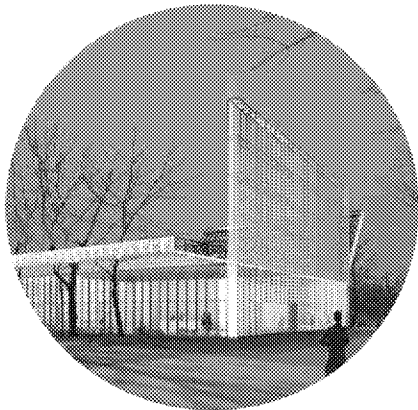


Figure 4.6 External Orientation



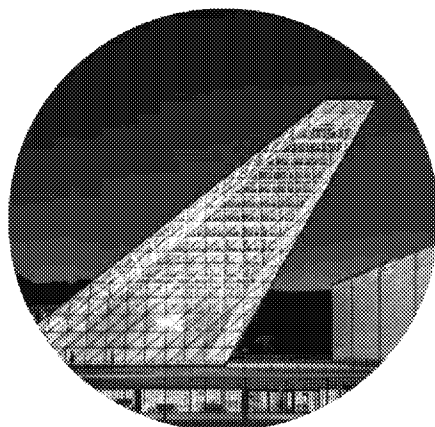
Architectural Lighting



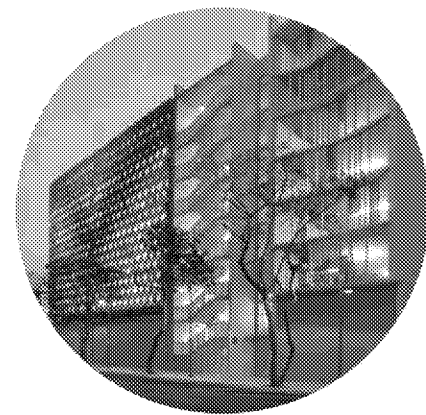
Facade Lighting



Well Lit Gathering Spaces



Architectural Element Highlighting



Shielded Interior Lighting



Architecturally Lit Steps



Shielded Path Lighting



Creative Wayfinding Lights

Figure 5.1 Lighting

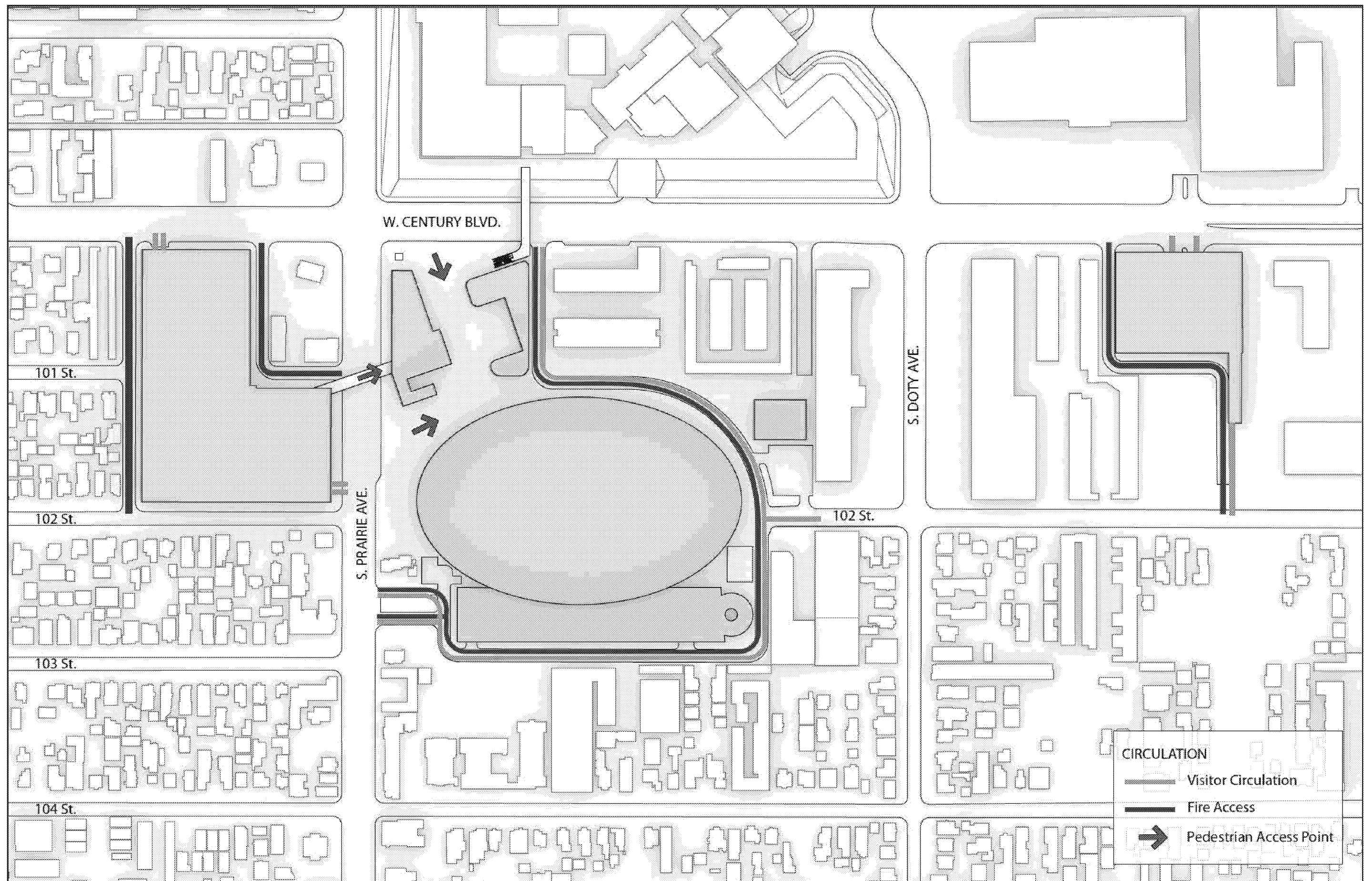
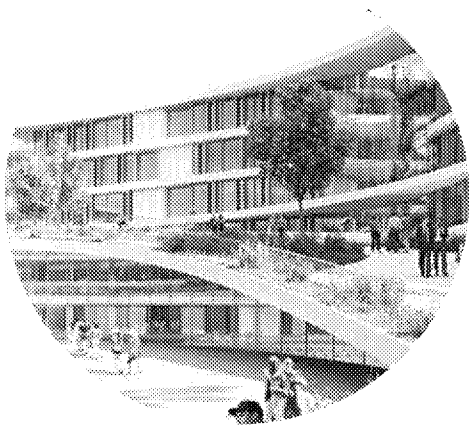


Figure 6.1 Circulation



Landscape Integration with Paths



Variety in Program Scales



Pedestrian Scale Frontage and Walks



Transparent Facades interacting  
with Exterior Spaces



Pedestrian Scale Lighting



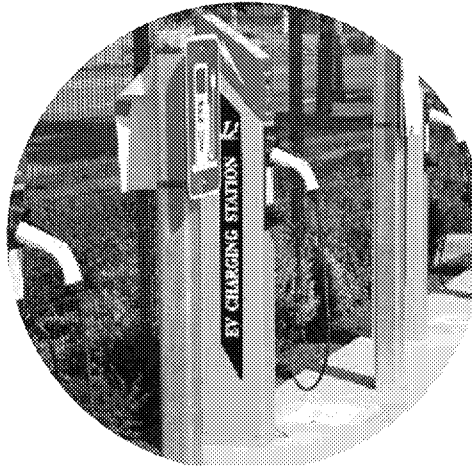
Pedestrian Scale Steps/Seating

Figure 6.3 Pedestrian Features

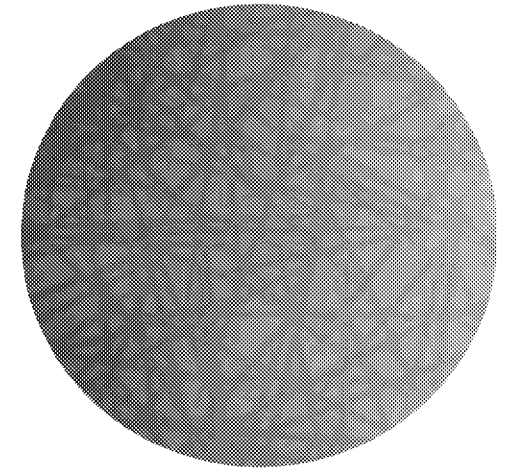




Integrated Rooftop Solar Panels



Electric Vehicle Charging Station



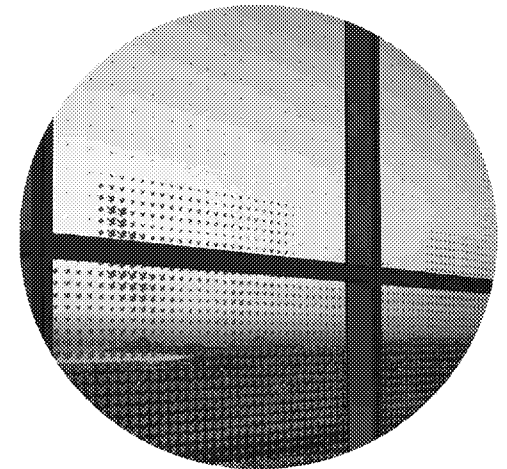
UV Patterned Glass



Roof Structure Solar Panels



Clearly Labeled EV Vehicle Parking



Glass with Frit Pattern

Figure 9.2 Solar Panels

Figure 9.3 Electric Vehicle Charging

Figure 9.8 Bird Collision Deterrence

# PART 3: SEC INFRASTRUCTURE PLAN

## Section 1 SEC Infrastructure Plan Overview

### 1.1 SEC Infrastructure Plan

This SEC Infrastructure Plan will govern the construction and development of infrastructure for the Project in accordance with the other Project Approvals, including the SEC Design Guidelines. Except as provided in the SEC Design Guidelines and as agreed to by the City and Developer, no on site or off site Infrastructure Improvements ("Infrastructure") beyond what is described herein, and such other Infrastructure as may be mutually agreed to by the City and Developer, will be required for development of the Project or will be constructed by the Developer.

This SEC Infrastructure Plan describes all Infrastructure improvements to be provided by Developer, at Developer's cost, in accordance herewith for the Project. While some Infrastructure improvements to be provided by City Agencies or other governmental agencies, may be described, their inclusion herein is not intended to be all inclusive of all Infrastructure improvements to be provided by City Agencies or other governmental agencies. A condition precedent to Developer's performance under this SEC Infrastructure Plan is the obtaining of all requisite approvals.

This SEC Infrastructure Plan establishes the design standards, construction standards, criteria and specifications of Infrastructure for the Project, including, without limitation, streets, and Infrastructure within the street right of way or easements including storm water, sanitary sewers, domestic water, reclaimed water, and all other Infrastructure. The precise location and final design of Infrastructure improvements consistent with this SEC Infrastructure Plan including intersection, street segment, wet and dry utilities, and other Infrastructure improvements will be determined during plan check and permit processing.

The dedication, acquisition and acceptance of streets and other Infrastructure improvements will occur through separate improvement plans and permits, parcel and tract maps, offers of dedication and easements. Other than as provided in the DDA, no real property is required to be acquired to construct the Infrastructure described in this SEC Infrastructure Plan.

The ability to construct and dedicate Infrastructure improvements for acquisition and acceptance by other regulatory agencies with jurisdiction such as, as applicable, Cal Trans, the City of Los Angeles, the County of Los Angeles or the City of Hawthorne, is contingent upon the review and approval of those other regulatory agencies. City will, in accordance with the Development Agreement, reasonably cooperate with requests by Developer to assist in obtaining such regulatory approvals, permits and actions from such other agencies that are necessary or desirable to effectuate and implement development of Project Infrastructure.

City will not require performance or payment bonds or other security for the completion of the Infrastructure improvements other than the typical general contractor bonds or contractor parent company guarantees.

## 1.2 Exhibits and Reference Documents

### Exhibits

Exhibit 1	Sewer Infrastructure Plan
Exhibit 2	Storm Drain Infrastructure Plan
Exhibit 3	Fire Protection Infrastructure Plan
Exhibit 4	Domestic Water Infrastructure Plan
Exhibit 5	Well Water Transmission Infrastructure Plan
Exhibit 6	Reclaimed Water Infrastructure Plan
Exhibit 7	Dry Utility Infrastructure Plan
Exhibit 8	New Inglewood Well No. 8 Plan
Exhibit 9	Inglewood Well No. 6 Demolition Plan
Exhibit 10	Circulation Plan, Traffic Signal and Bus Stop Plan
Exhibit 11	Street Vacations, Widenings and Dedications Plan
Exhibit 12a	Street Sections
Exhibit 12b	Street Sections
Exhibit 12c	Street Sections
Exhibit 13a	La Cienega Blvd/ W Century Blvd
Exhibit 13b	Hawthorne Blvd / La Brea Ave/ W Century Blvd
Exhibit 13c	Yukon Ave / 104 <sup>th</sup> St
Exhibit 13d	S Prairie Ave / I-105 Off Ramp
Exhibit 13e	Manchester Blvd / La Brea Ave
Exhibit 13f	Crenshaw Blvd / Manchester Blvd
Exhibit 13g	Crenshaw Blvd / I-105 Off Ramp
Exhibit 13h	S Prairie Ave / 120 <sup>th</sup> St
Exhibit 13i	Crenshaw Blvd / 120 <sup>th</sup> St
Exhibit 13j	La Brea Ave / S Centinela Ave
Exhibit 13k	I-405 Northbound Off-Ramp / W Century Blvd
Exhibit 13l	La Cienega Blvd / S Centinela Ave
Exhibit 13m	104 <sup>th</sup> St / S Prairie Ave
Exhibit 13n	W Century Blvd / Felton Ave

## Section 2 Wet Utilities

Developer will install new storm drains, sanitary sewers, fire protection water main, domestic water mains, reclaimed water mains where needed and a well water transmission main. Construction will be done per approved plans and specifications prepared by the Developer's Project civil engineer and in a manner acceptable to the Developer and City and other Agencies having jurisdiction.

### 2.1 Sanitary Sewer

The Project's sanitary sewer system will be a combination of new public sewers to be installed in existing public right-of-way and new private on-site sewers as shown on Exhibit 1 (Sewer Infrastructure Plan). Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City. The Department of Public Works will plan check and inspect the Infrastructure work in the public right of way and the Building Safety Division will plan check and inspect the onsite private work. Developer will provide public right-of-way traffic control plans to the City for approval. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's sewer Infrastructure without restrictions based on the age of the existing pavement in the public streets. The City of Inglewood will provide adequate inspection services to allow the work to proceed without delay. Developer and its contractors shall comply with the NPDES General Construction Permit, City Laws including Public Works Department Requirements for Public Works Permit.

Where sewer mains and laterals will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per City Standard DS-12, and sidewalks, as necessary, per City Standard DS-7. The Project's sanitary sewer Infrastructure will tie into existing public sewer lines at six points unless revisions are requested by the Developer and approved by the City. The West Parking garage will be connected to the sewer main in South Prairie Avenue at West 102<sup>nd</sup> Street. The Arena area will be connected to existing sewer mains at two points: (1) Freeman Avenue and West 103<sup>rd</sup> Street and (2) West 102<sup>nd</sup> Street and East Boundary of Arena area. The Plaza area will be connected at South Prairie Avenue and 102<sup>nd</sup> Street. The East Parking Garage will be connected to a main in West Century Boulevard. Connection shall be per approved sewer study, typical of all installations and connections.

The existing sewer mains in the portions of West 101<sup>st</sup> Street and West 102<sup>nd</sup> Street right-of-way to be vacated for the Project will be removed and new terminal manholes will be installed at the ends of the mains that will remain in service.

New offsite sewer mains will be installed in the existing public rights-of-way in locations shown on Exhibit 1 (Sewer Infrastructure Plan) and will be owned, operated and maintained by the City of Inglewood. New onsite sewer mains and service laterals will be installed in locations shown on Exhibit 1 (Sewer Infrastructure Plan) and will be owned, operated and maintained by the Developer. The sewer Infrastructure will consist of PVC sewer pipes ranging in diameter from 4" to 12" as well as precast manholes, and cleanouts, wyes, connections to existing mains and other appurtenances designed by the Project Civil Engineer in final plans to be approved by the City.

The sewer connection for the hotel to be relocated on West Century Boulevard east of the East Parking Garage site would have a new connection to the sewer main in West 102nd Street east of South Doty Avenue, and it will require an easement through the Developer's East Parking Garage site. This hotel



sewer will be installed by the hotel developer under separate sewer plans, traffic control plans and permits to be obtained provided by the hotel developer, and it is not part of this SEC Infrastructure Plan.

## 2.2 Storm Drainage

The Project's storm drain Infrastructure will consist of tying into existing public storm drain lines, removing and relocating storm drain lines, and construction of new drain lines and supporting structures as shown on Exhibit 2 (Storm Drain Infrastructure Plan). Developer's Project Civil Engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City Department of Public Works and/or Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's storm drain Infrastructure without restrictions based on the age of the existing pavement in the public streets. The City of Inglewood will provide adequate inspection services to allow the work to proceed without delay. Developer and its contractors shall comply with the City Laws, the Public Works Department Requirements for Public Works Permit, MS4 permit regulations, and the NPDES General Construction Permit. A SWPPP shall be prepared to the satisfaction of the City and the Los Angeles Regional Water Quality Control Board ("RWQCB") to ensure the prevention of substantial water quality degradation during construction of the Proposed Project. These plans shall be approved by the City and the Los Angeles RWQCB to confirm that these permit and regulatory requirements have been satisfied before construction commences on the site. Where storm drain Infrastructure will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per City Standard DS-12, and sidewalks, as necessary, per City Standard DS-7.

The Project's storm drain system will tie into existing public storm drain lines at six points, unless revisions are requested by the Developer and approved by the City. The West Parking Garage area will be connected to existing public storm drain lines at three points: (1) West 101<sup>st</sup> Street approximately 57' west of the project boundary, (2) an existing public catch basin at the northwest corner of South Prairie Avenue and West 101<sup>st</sup> Street, (3) an existing public catch basin at the northwest corner of South Prairie Avenue and West 102<sup>nd</sup> Street. The Arena and Plaza areas will be connected to an existing public storm drain at Prairie and the southern access road just north of West 103<sup>rd</sup> street. The City relocated well site will be connected to an existing public reinforced concrete box storm drain at the intersection of West 102<sup>nd</sup> Street and South Doty Avenue. The East Parking Garage site will be connected to an existing public storm drain that traverses West 102<sup>nd</sup> Street approximately 230' east of the centerline of South Doty Avenue.

New offsite 18" and 24" reinforced concrete storm drains and precast manholes will be installed in the existing public rights-of-way in locations shown on Exhibit 2 (Storm Drain Infrastructure Plan) and will be owned, operated and maintained by the City. With the exception of the new Well Site, new onsite storm drains ranging from 8" to 24" diameter shall be HDPE WT Pipe by ADS or approved equal and installed and tested per Public Works Green Book standard. The Well Site storm drain will be reinforced concrete and will be owned, operated, and maintained by the City. All other on-site storm drain mains, service laterals and appurtenances will be installed in locations shown on Exhibit 2 (Storm Drain Infrastructure Plan) and will be owned, operated and maintained by the Developer.

To meet City-wide NPDES and MS<sub>4</sub> permit requirements, Developer will install bio filtration systems in landscaped areas throughout the Project site. Bio filtration features will implement best management practices (BMPs) and will include features such as bio filtration planters and bio swales, and proprietary devices. The proposed bio filtration systems will be designed to capture site runoff from roof drains and surface runoff, treat the runoff through biological reactions within the planter soil media. Underground pre-cast detention basin pretreatment structures will be constructed in the West Parking area, Arena Site and Arena Site Parking Structure, East Parking Garage Site as shown on Exhibit 2 (Storm Drain Infrastructure Plan) to lower peak flow rates to LA County approved allowable levels.

Storm Drain Improvements, bio filtration systems and detention basin pretreatment structures for the hotel to be relocated on West Century Boulevard east of the East Parking Garage Site would require an easement to be provided by Developer through the Developer's East Parking Garage Site. These improvements are not part of this SEC Infrastructure Plan. The hotel developer will be responsible for obtaining permits and constructing the storm drain improvements for the hotel site, including separate storm drain plans, traffic control plans and other permits.

## 2.3 Fire Protection Infrastructure

The Project's fire protection system will be a combination of new public water mains and fire hydrants to be installed in existing public right-of-way and new private on-site water mains and fire hydrants installed on site as shown on Exhibit 3 (Fire Protection Infrastructure Plan). Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the Golden State Water Company and City Department of Public Works and/or Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's fire protection infrastructure without restrictions based on the age of the existing pavement in the public streets. The Golden State Water District, where applicable, will inspect the installation of the water mains and appurtenances in the public right-of-way including the water meters and the City will inspect pavement repairs. The Inglewood Building Safety Division will inspect on site work. Developer and their contractors shall comply with the NPDES General Construction Permit, Inglewood Municipal Code regulations, and the Public Works Department Requirements for Public Works Permit.

Where fire protection water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

The Project's fire protection infrastructure will tie into existing public water mains at nine points. Two new fire hydrants will connect to the Golden State Water Company (GSWC) water main on the west site of Prairie Avenue and will be extended to the east side of the street. Two connections will be made to the GSWC water main at West 101<sup>st</sup> Street on the west side of the West Parking Garage Site and private mains will be extended north and south to new private fire hydrants. The southern main will extend to West 102<sup>nd</sup> Street and tie into an existing water main there. Two new fire water mains will connect to the GSWC water main on the west site of South Prairie Avenue and will be extended across the street. A new public fire hydrant will be installed on the east side of South Prairie Avenue just south of West 101<sup>st</sup> Street. Two private fire water mains will be extended into the Arena and Plaza areas to form a

loop around the new arena complex. This private main will feed private fire hydrants. A fire protection water main and private fire hydrant on the west side of the East Parking Garage will connect to the GSWC water main in West Century Boulevard.

The fire protection water main for the hotel to be relocated on West Century Boulevard east of the East Parking Garage Site will be installed by the hotel developer under separate sewer plans, traffic control plans and permits to be obtained provided by the hotel developer, and it is not part of this SEC Infrastructure Plan.

## 2.4 Domestic Water Infrastructure

The Project's domestic water system will be a combination of new public water mains and appurtenances to be installed in existing public right-of-way and new private on-site water mains and appurtenances installed on site as shown on Exhibit 4 (Domestic Water Infrastructure Plan). Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the Golden State Water Company (GSWC) and City of Inglewood Department of Public Works and/or Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's domestic water Infrastructure without restrictions based on the age of the existing pavement in the public streets. GSWD will inspect the installation of the water mains and appurtenances in public right-of-way to the meter and the City of Inglewood will inspect pavement repairs. The Inglewood Building Safety Division will inspect the on-site private water mains and appurtenances. Developer and their contractors shall comply with the NPDES General Construction Permit, Inglewood Municipal Code regulations, and the Public Works Department Requirements for Public Works Permit.

The existing domestic water mains in the portions of West 101<sup>st</sup> Street and West 102<sup>nd</sup> Street rights-of-way to be vacated for the Project will be removed and the remaining ends of the mains that will remain in service will be capped.

Where domestic water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

The Project's domestic water infrastructure will tie into existing public water mains at seven points. The West Parking Garage Site will connect to the existing GSWC water main in West 101<sup>st</sup> Street with a 2-inch service with backflow preventer and meter. Three new domestic water mains will connect to the GSWC water main on the west side of South Prairie Avenue and will be extended across the street to backflow preventers. The two connections on the north side of Prairie Avenue will loop through the Plaza Area to service plaza buildings. The connection to the south will loop through the southern access road and connect to the existing main at West 102<sup>nd</sup> Street and the eastern Arena area boundary with a backflow preventer. This main will service the arena complex. The East Parking Garage Site will connect to an existing GSWC water main in West Century Boulevard with a domestic water service, back flow preventer, and meter on the west side of the site.

A domestic water service back flow preventer and meter for the hotel to be relocated on West Century Boulevard east of the East Parking Garage Site will be installed by the hotel developer under separate sewer plans, traffic control plans and permits to be obtained provided by the hotel developer, and it is not part of this SEC Infrastructure Plan.

## 2.5 Well Water Transmission Main Infrastructure

The City's 27" diameter water well transmission main in the portion of the West 102<sup>nd</sup> Street right-of-way to be vacated for the Project will be removed and a new pipeline will be installed in an on-site easement in the Arena southern access road and then northerly along South Prairie Avenue to the reconnect to the existing main in West 102<sup>nd</sup> Street as shown on Exhibit 5 (Well Water Transmission Infrastructure Plan). The new main will be installed and connected with the least interruption to service as practical. The new main will be in operation prior to the demolition of the existing main.

Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City Department of Public Works. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the work without restrictions based on the age of the existing pavement in the public streets. Developer and their contractors shall comply with the NPDES General Construction Permit, City Laws, and the Public Works Department Requirements for Public Works Permit.

Where the well water transmission main will be installed in the public right-of-way, existing asphalt pavement will be removed and replaced per City Standard DS-12, and sidewalks, as necessary, per City Standard DS-7.

## 2.6 Reclaimed Water System

The Project's reclaimed water infrastructure shown on Exhibit 6 (Reclaimed Water Infrastructure Plan) will consist of a 2" connection to the existing West Basin Municipal Water District (WBMWD) transmission main on the east side of South Prairie Avenue across from West 101st Street. The connection will be fitted with the required backflow preventer and meter. Onsite private reclaimed water mains will be installed in the Arena area and Plaza area and may be connected to the West Parking Garage Site area via the pedestrian bridge.

Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the WBMWD, City Public Works and/or Building Department, and the Los Angeles County Health Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's reclaimed water infrastructure without restrictions based on the age of the existing pavement in the public streets. WBMWD will inspect the installation of the water mains and appurtenances in public right-of-way to the meter and the City of Inglewood will inspect pavement repairs. The Inglewood Building Safety Division will inspect the on-site private water

mains and appurtenances. Developer and their contractors shall comply with the NPDES General Construction Permit, City Laws, and the Public Works Department Requirements for Public Works Permit.

Where reclaimed water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per City Standard DS-12, and sidewalks, as necessary, per City Standard DS-7.

## Section 3 Dry Utilities

Dry Utility improvements including onsite and offsite electrical, natural gas, telephone, and cable T.V. utilities are identified on Exhibit 7 (Dry Utility Infrastructure Plan). Southern California Edison is the electricity provider, Southern California Gas Co provides natural gas, AT&T provide phone service and Spectrum Business is the primary cable provider. Work necessary to provide the joint trench for dry utilities (that lie in public streets and in the sidewalk area if at all possible) and onsite access roads, consists of trench excavation and installation of conduit ducts for telephone, cable, fiber optic, electrical, and gas (direct burial). Additionally, utility vaults, splice boxes, and backfill are included. The utility owner/franchisee (such as optic companies) will be responsible for installing facilities such as transformers and wire.

All necessary and properly authorized public utility improvements for which franchises are authorized by the City shall be designed and installed in the public right-of-way in accordance with City Laws in effect from time to time, and permits approved by City Public Works Department. Joint trenches or utility corridors will be utilized wherever feasible. The location and design of joint trenches/utility corridors in the right of way must be approved by City Public Works Department during the preparation of improvement plans.

### 3.1 Relocations to Maintain Existing Service

The dry utilities in the portions of West 101<sup>st</sup> Street and West 102<sup>nd</sup> Street Right-of-Way to be vacated for the Project will be removed. The dry utilities located in easements on the Project sites will be removed. Buildings to remain that take service from these utilities to be removed include:

- (A) Liquor Warehouse Market, 10025 S Prairie Ave, Inglewood, CA 90303: Electricity, Gas, Telephone, Cable T.V.
- (B) Sunshine Coin Laundry, 10023 S Prairie Ave, Inglewood, CA 90303: Electricity, Gas, Telephone, Cable T.V.
- (C) Single Family Detached Residence, 10226 S. Prairie Avenue, Inglewood, CA 90303: Telephone, Cable T.V.
- (D) Triplex Residence, 10204 S. Prairie Avenue, Inglewood, CA 90303: Telephone, Cable T.V.
- (E) Airport Inn Hotel, 3900 W. Century Boulevard, Inglewood, CA 90303: Telephone, Cable T.V.
- (F) Extra Space Storage, 3846 W. Century Boulevard, Inglewood, CA 90303: Telephone, Cable T.V.
- (G) Industrial Buildings, 3821 102<sup>nd</sup> Street, Inglewood, CA 90303 and properties to the east: Electricity.
- (H) Industrial Building, 10105 Doty Avenue, Inglewood, CA 90303: Telephone & Cable T.V.

Prior to disconnection of these active dry utilities to these users, new utilities to maintain service will be installed. Underground dry utilities will be installed in the public right-of-way in South Prairie Avenue, West 101<sup>st</sup> Street, West Century Boulevard, West 102<sup>nd</sup> Street, West 103<sup>rd</sup> Street, West 104<sup>th</sup> Street and the access road on the west side of the West Parking Garage Site. Above grade utilities will be installed on pole lines in West 104<sup>th</sup> Street, South Doty Avenue, and West 102<sup>nd</sup> Street. Underground dry utilities

will be installed in an easement on the Plaza area north access road to connect to the pole line at the southwest corner of the Airport Inn Hotel Property to utilities in West Century Boulevard. Underground dry utilities will be installed in an easement on the western north/south access road on the West Parking Garage Site to connect West 101<sup>st</sup> Street electrical service to West Century Boulevard. Plans will be submitted for City review prior to installation of utilities.

### 3.2 New Dry Utility Services

New dry utility electrical, telephone and cable TV service to the West Parking Garage Site will be taken from the existing overhead pole line on the north side of West 102<sup>nd</sup> Street.

New electrical service to the Arena Plaza areas will be from underground dry utilities that will be extended from the CE Lennox Substation on West 103<sup>rd</sup> Street, across South Prairie Avenue and extended in an easement on the Arena area south access road. A secondary electrical service will be extended from the Hawthorne Substation in a combination of above ground and underground facilities northerly along South Prairie Avenue to the easement on the Arena area south access road. New natural gas, telephone, and cable TV service to the Arena and Plaza areas will extend from existing facilities at South Prairie Avenue and will be extended in a joint trench along the southern access road. New onsite dry utility facilities would be terminated within a utility yard near the southeast corner of the Arena Site. Structures required to serve the Project site consist of switches, capacitor banks, multiple transformers, and metering equipment.

New dry utility service to the new relocated well site will be from the existing overhead pole line on West 102<sup>nd</sup> Street.

New dry utility service to the East Parking Garage will be from the existing overhead pole line on the north side of West 102<sup>nd</sup> Street and will require an underground service to be installed across West 102<sup>nd</sup> Street.

Dry utilities for the hotel to be relocated on West Century Boulevard east of the East Parking Garage site will be installed by the hotel developer under separate plans, traffic control plans and permits to be obtained by the hotel developer, and it is not part of this SEC Infrastructure Plan. Plans will be submitted to, reviewed by, and approved by the City.

## Section 4                      Inglewood Water Well Relocation

The City owned and operated Inglewood Water Well No. 6 will be properly destroyed or properly abandoned, and a new Water Well No. 8 will be constructed to replace it as detailed in the City of Inglewood Well No. 8 Preliminary Design Report prepared by Tetra Tech and dated April 2018 ("Well Relocation PDR"). The new City owned, and operated Water Well No. 8 will be located on the southern third of the two parcel Well Relocation Site at 3818 West 102<sup>nd</sup> Street in Inglewood. The site plan for Well No. 8 is shown on Exhibit 8 (New Inglewood Well 8 Plan).

The well will include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well No. 6. No buildings are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot wide paved driveway adjacent to the eastern side of the proposed well location for vehicle access.

A 6-foot tall concrete masonry unit security fence with automated sliding access gate would enclose the well site, with additional security provided via security cameras connected to the City of Inglewood via the pump station telemetry system. The well site will not include a permanent onsite backup generator.

The well would be drilled approximately 750 feet below ground surface, with a submersible pump to reduce noise to nearby residences. The Well No. 8 raw water discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the proposed site on West 102<sup>nd</sup> Street, as shown on Exhibit 5 (Well Water Transmission Infrastructure Plan). An existing utility pole located 50 feet east of the Well Relocation Site on West 102<sup>nd</sup> Street is expected to be the connection location to provide the power for the new well facility.

An 18" diameter reinforced concrete well waste discharge line will connect to a LA County Flood Control District (LACFCD) reinforced concrete box located at the intersection of West 102<sup>nd</sup> Street and South Doty Avenue.

Inglewood Well No. 6 will be properly removed as described in the Well Relocation PDR. Existing site improvements will be demolished and removed as shown on Exhibit 9 (Inglewood Well 6 Demolition Plan).

With the City of Inglewood's concurrence, Developer hired Tetra Tech as engineer of record for this well demolition and new well relocation project to provide services including project management, preliminary design, permitting, well design & equipping construction documents, bid phase assistance, and construction phase assistance for both removal of existing well and construction of a new replacement well.

The City of Inglewood will review and approve the plans and specifications and will bid out the work and hire the contractors to complete the Destruction of Well No. 6 and the construction of Well No. 8 and all required associated infrastructure and facilities. Developer will help coordinate plan reviews and permits and will pay for the construction work contracted for by the City subject to a separate reimbursement agreement to be negotiated. The City will destroy Well No. 6 per CA Water Well Standards Bulletins 74-81 and 74-90, end electric power service to the lot, and close the valve that cuts the well off from the well water transmission main. City may remove/salvage whatever Well No. 6 superstructure they deem appropriate.



Developer will contract for and complete the demolition of the facilities and infrastructure at Well No. 6 that remain after the City destroys the well. This demolition work by Developer can start as soon as Developer acquires the Well No. 6 site property from the City. City does not require new Well No. 8 to be complete prior to the destruction of Well No. 6.

## Section 5 Street Improvements

Substantial street infrastructure already exists which will serve the Project. The existing and proposed street systems for the Project are shown in [Exhibit 10](#) (Circulation Plan, Traffic Signal and Bus Stop Plan) and in [Exhibit 11](#) (Street Vacation, Widening and Dedication Plan). Basic geometrics in the right of way such as numbers of lanes, their uses, and their widths are further shown in Street Section [Exhibits 12a, 12b, and 12c](#). The following Infrastructure descriptions apply generally to streets surrounding the Project. In general, new street structural sections consist of 6" asphalt concrete (AC) over 9" crushed aggregate base (AB) for a traffic index (TI) of 7-8 and 5" AC over 8" AB for a TI 6-7 per soils report recommendations, to meet and match existing streets. Crushed miscellaneous base (CAB) could be substituted if approved by the Soils Engineer of Record. All street structural sections shall meet City standards in effect from at the time of plan approval. All anticipated underground utility crossings will be installed prior to final street pavement. Street improvements will be designed to meet the current City of Inglewood standard plans and details. Existing fiber optic conduits will be avoided or relocated as necessary. Street trees and landscape improvements in the public right of way will be provided in accordance with the SEC Design Guidelines.

### 5.1 Local Public Street Right-Of-Way Surface Improvements

Public street surface improvements are not required except as specifically set forth in this Infrastructure Plan. Prior to the start of the Project, Developer will photograph the existing condition of the streets surrounding the Project site including West 102<sup>nd</sup> Street, West 101<sup>st</sup> Street, West Century Boulevard, South Prairie Avenue, and South Doty Avenue and will only be required to repair street improvements shown to be damaged by the development of the Project and Infrastructure. New street surface improvements to support the Project will consist of:

- (A) North side of 102<sup>nd</sup> Street west of South Prairie Avenue: Demolition and replacement of existing curbs, gutters, and sidewalks from Prairie Avenue to the western Project Boundary that is approximately 528 feet west of the intersections of the centerlines of West 102<sup>nd</sup> Street and South Prairie Avenue. Work includes adding a new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road on the west side of the West Parking Garage to West 102<sup>nd</sup> Street. Slurry seal both sides of West 102<sup>nd</sup> Street from the western Project Boundary to the intersection of West 102<sup>nd</sup> Street and South Prairie Avenue. Install new parkway street trees and landscaping along the frontage of the project per Section A1 102<sup>nd</sup> Street West Parking Garage on [Exhibit 12b](#) (Street Sections).
- (B) West 101<sup>st</sup> Street 15 feet west of West Parking Garage Site western boundary: Demolition of existing curbs, gutters, and sidewalks and adding a new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road on the west side of the West Parking Garage to West 101<sup>st</sup> Street.
- (C) West 101<sup>st</sup> Street from the intersection of the centerlines of West 101<sup>st</sup> Street and South Prairie Avenue west approximately 200 feet: On the south side of West 101<sup>st</sup> Street, demolish and replace existing curbs, gutters, and sidewalks and adding a new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road on the east side of the West Parking Garage. Grind and overlay the north and

south sides of the remaining portion of West 101<sup>st</sup> Street in this area with asphalt. Restripe the stop sign and bar at the intersection with South Prairie Avenue.

- (D) South side of West Century Boulevard west of South Prairie Avenue: (1) Approximately 519 feet west of the intersection of the centerlines of West Century Boulevard and South Prairie Avenue, demolish 34 feet of existing curbs, gutters, and sidewalks and add a new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road on the east and west sides of the West Parking Garage. Demolition of existing curbs, gutters, and sidewalks and installation of a new concrete driveway to access the West Parking Garage. (2) Approximately 220 feet west of the intersection of the centerlines of West Century Boulevard and South Prairie Avenue, demolish 34 feet of existing curbs, gutters, and sidewalk and add new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road on the east side of the West Parking Garage. (3) Approximately 452 feet west of the intersection of the centerlines of West Century Boulevard and South Prairie Avenue, demolish 48 feet of existing curbs, gutters, and sidewalk and add a new concrete driveway to join the northwest entry and exit to the Western Parking Structure. Install a new traffic signal at the northwest access to the West Parking Garage including new electrical service from Southern California Edison. Install new signage and striping of West Century Boulevard at this new intersection where needed for new access points per final approved plans. Temporary relocation of existing a Metro bus stop sign, bench and trash can.
- (E) West side of South Prairie Avenue south of West 101<sup>st</sup> Street to the north side of West 102<sup>nd</sup> Street: Demolition of existing curbs, gutters, sidewalks and three streetlights. Add one new 12' wide AC right turn only lane and construction new concrete curbs, gutters and sidewalks as shown in Section P2 in Exhibit 12b (Street Sections). Install new signage and striping of the new lane per final approved plans. Tie into existing streetlight wiring conduits and reinstall the three streetlights with new foundations. Provide a concrete driveway access to the east side of the West Parking Garage. Install a new traffic signal at the West Parking Garage access including new electrical service from Southern California Edison. Install new signage on and striping of South Prairie Avenue at this new intersection per final approved plans. Replace existing City street trees in kind.
- (F) Northwest corner of South Prairie Avenue at West 102<sup>nd</sup> Street: Close off access west bound on West 102<sup>nd</sup> Street from south bound South Prairie Avenue as shown on the detail entitled Prairie Avenue and West 102<sup>nd</sup> Street West Parking Structure on Exhibit 12c (Street Sections). Demolish the existing traffic signal at this intersection. Install signage and striping of this intersection per final approved plans.
- (G) South Prairie Avenue between West 102<sup>nd</sup> Street and West 103<sup>rd</sup> Street: If the location of the reversible lane signal that crosses South Prairie Avenue overhead is in conflict with an access driveway to the Project, remove and, if feasible, relocate (or if damaged by Developer in the course of removal, replace), the existing reversible lane gantry to a nearby location within the existing City reversible lane system. Work would include new concrete foundations and tying into the existing reversible lane wiring system.

- (H) East side of South Prairie Avenue along the frontage of the Project south of West 102<sup>nd</sup> Street to the Project Boundary: Demolish existing and install new curbs, gutters, and sidewalks. Install new concrete curb returns and asphalt surface improvements to join the new 12-foot-wide access road to the South Parking Garage that will be approximately 167 feet south of the intersection of the centerlines of South Prairie Avenue and West 102<sup>nd</sup> Street. Install new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide access road to the South Parking Garage that will be approximately 227 feet south of the intersection of the centerlines of South Prairie Avenue and West 102<sup>nd</sup> Street. Relocate one streetlight. Tie into existing streetlight wiring conduits and reinstall the existing streetlight with new foundations.
- (I) East side of South Prairie Avenue between West 102<sup>nd</sup> Street and West Century Boulevard: Demolition of existing curbs, gutters, sidewalks and three streetlights. Add one new 12' wide AC right turn only lane and construction new concrete curbs, gutters and sidewalks as shown in Section P2 in Exhibit 12b (Street Sections). Extend the south leg crosswalk striping across South Prairie Avenue to the new southeast corner. Tie into existing streetlight wiring conduits and reinstall three streetlights with new foundations. Modify the existing traffic signal at West Century Boulevard and South Prairie Avenue to implement a northbound right-turn signal overlap phase. Install new signage and striping of South Prairie Avenue per final approved plans. Remove the existing bus stop signs, benches, trash can and shelter. Adjust the east leg crosswalk across West Century Boulevard to the new southeast corner and widen it to 20'. Replace existing City street trees in kind.
- (J) East side of South Prairie Avenue north of West Century Boulevard: Remove existing parkway landscape, install sidewalk and reinstall the bus stop signs, benches, trash can and shelter from the south side of West Century Boulevard to the north side of the intersection as shown on Exhibit 10 (Circulation Plan, Traffic Signal and Bus Stop Plan). Remove the existing AC in the street and install a new concrete bus pad per City of Inglewood Standard Plan DS-14.
- (K) South side of West Century Boulevard between South Prairie Avenue to South Doty Avenue: (1) Relocate the existing bus stop sign, shelter, benches, and trash can east as shown on Exhibit 10 (Circulation Plan, Traffic Signal and Bus Stop Plan). Remove the existing AC in the street and install a new concrete bus pad per City of Inglewood Standard Plan DS-14. (2) Approximately 407 feet east of the intersection of the centerlines of West Century Boulevard and South Prairie Avenue, demolish approximately 41 feet of existing curbs, gutters, and sidewalks and add a new concrete curb returns and asphalt surface improvements to join the new 28-foot-wide fire access road to the east of the Plaza and to join the access ramp to the new Arena underground event floor level. Relocate one streetlight to create room for the new fire access road to the east of the Sports and Entertainment Complex plaza.
- (L) South side of West Century Boulevard along the East Parking Garage site frontage: (1) Demolish existing curbs, gutters, and sidewalks where needed and add a new concrete curb returns and asphalt surface improvements to join the new fire access road to the west side of the East Parking Garage. (2) Demolish existing curbs, gutters, and sidewalks and add new concrete curb returns and asphalt surface treatments to join the

new East Parking Garage ingress and egress points. Modify the traffic signal, median and striping at the entrance to the East Parking Garage to allow for eastbound and westbound turning movements.

- (M) North side of West 102<sup>nd</sup> Street along the East Parking Garage site frontage: Demolish and replace existing curbs, gutters, and sidewalks and add a new concrete curb return and asphalt surface improvements to join the new access road to the south side of the East Parking Garage. Install new parkway landscape and street trees along the frontage of the lot.
- (N) North side of West 102<sup>nd</sup> Street approximately 213 feet west of the intersection of South Doty Avenue and West 102<sup>nd</sup> Street: Install a LA County Fire Department approved hammer-head turn around. This will require removing curb, gutter and sidewalk and installing new curb returns, sidewalk and asphalt surface improvements.
- (O) Install a conduit and fiber optic cable to provide a direct connection from the City ITS hub at the northwest corner of the intersection of West Century Boulevard and South Prairie Avenue to the main distribution frame within the Sports and Entertainment Complex site for use by the City of Inglewood Public Works Department and the City of Inglewood Police Department.
- (P) The hotel to be constructed on West Century Boulevard east of the East Parking Garage site will require demolition of the existing curbs, gutters, and sidewalks where needed, and the addition of a new driveway to the hotel on West Century Boulevard. These improvements will be installed by the hotel developer under separate plans, traffic control plans and permits to be obtained provided by the hotel Developer, and it is not part of this SEC Infrastructure Plan.

## 5.2 Mitigation Measures Including Intersections, Traffic Signal Improvements and Freeway Improvements in the City of Inglewood and in Other Jurisdictions

The following specific intersection, traffic signal and freeway Infrastructure improvements shall, subject to obtaining consents of other regulatory agencies with jurisdiction, where applicable, such as the City of Los Angeles, City of Hawthorne or Caltrans, be provided by Developer in accordance with the Section 3.14 Transportation and Circulation Mitigation Measures as described of the IBEC MMRP, including the schedule and conditions for performance described in the MMRP. In the event of a conflict or omission between the description of the Infrastructure improvements described in this Section 5.2 and the IBEC MMRP the IBEC MMRP shall control.

- (A) As shown on Exhibit 13a, work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the West Century Boulevard/South La Cienega Boulevard intersection. Recommended improvements include two elements: (i) Restripe the westbound approach and modify traffic signals to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase consistent with the LAX Landside Modernization Program [LAMP] improvements planned for this location; and (ii) Remove median island on the west leg, restripe the

eastbound and westbound approaches, and modify traffic signals to add second left-turn lanes in each direction. . If infeasible work with the City of Inglewood and LADOT to identify a substitute measure or contribution in accordance with the IBEC MMRP for MM 3.14-2(c).

- (B) As shown on Exhibit 13b, construct (via restriping, and conversion of median) second left-turn lanes on the northbound and southbound approaches to the Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase. [MM3.14-2(d)]
- (C) As shown on Exhibit 13c, restripe the westbound West 104<sup>th</sup> Street approach to Yukon Avenue from its current configuration consisting of a shared left/through/right lane to a revised configuration consisting of a left/through lane and a dedicated right-turn lane. [MM 3.14-2(f)]
- (D) As shown on Exhibit 13d, work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane. This will require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc. [MM 3.14-2(g)]
- (E) As shown on Exhibit 13e, restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane. [MM3.14-2(h)]
- (F) As shown on Exhibit 13f, restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane. [MM3.14-2(i)]
- (G) As shown on Exhibit 13g, work with the City of Inglewood, the City of Hawthorne and Caltrans to widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. Replace sign gantry. Modify Caltrans maintained traffic signals. This would require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc. [MM3.14-2(j)]
- (H) As shown on Exhibit 13h, work with the City of Hawthorne to remove the median island and restripe the southbound approach of Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane. Work includes modification of traffic signals as necessary. [MM 3.14-2(k)]

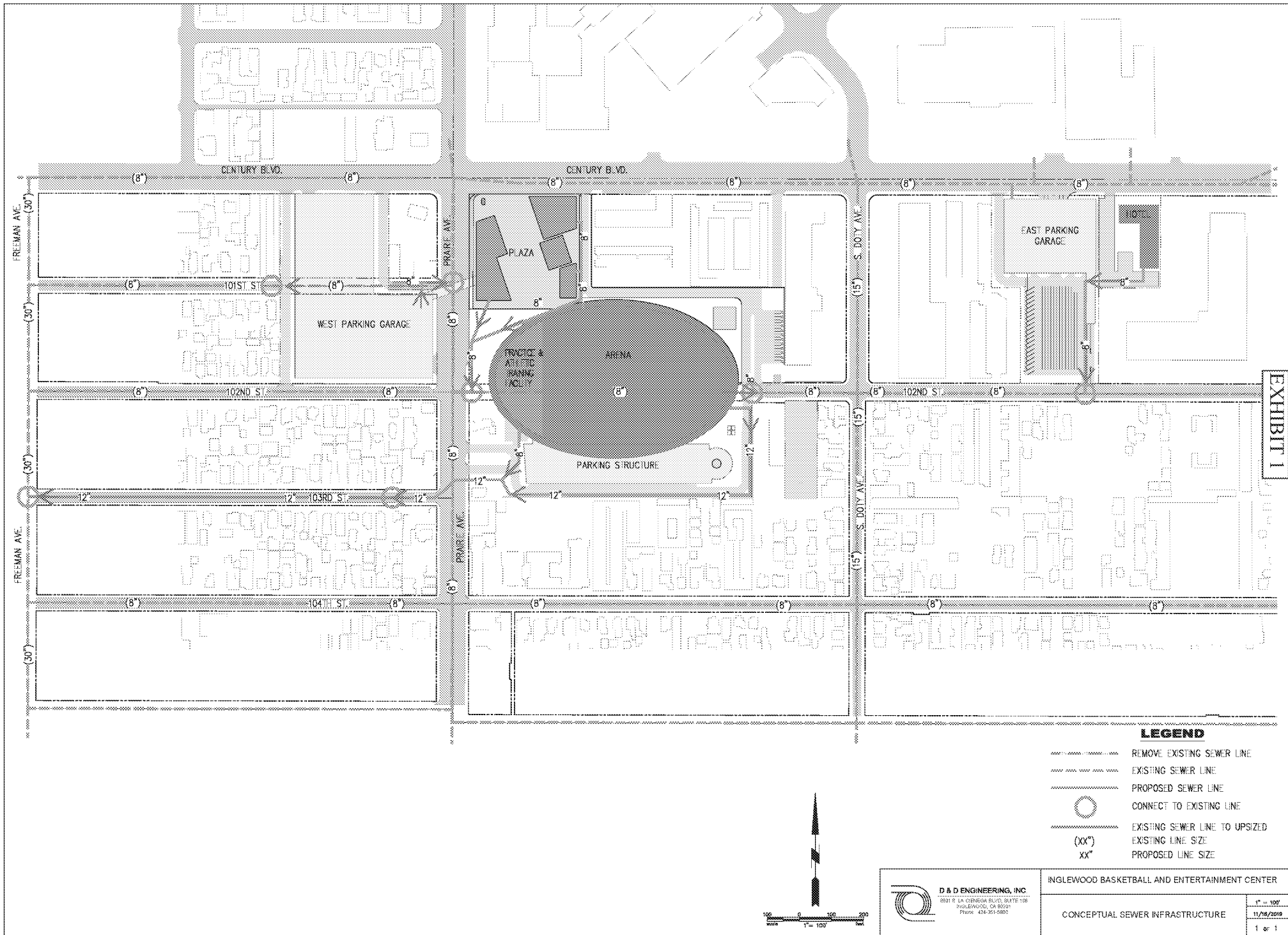
- (I) As shown on Exhibit 13j, work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120<sup>th</sup> Street. [MM 3.14-2(l)]
- (J) As shown on Exhibit 13j, construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches. MM 3.14-2(n)]
- (K) As shown on Exhibit 13k, work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 Northbound Off-Ramp at West Century Boulevard to permit both left and right-turn movements. This would require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc. [MM 3.14-3(c)]
- (L) As shown on Exhibit 13l, work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. If infeasible work to identify a substitute measure in accordance with MM 3.14-3(j), as described in the IBEC MMRP.
- (M) As shown on Exhibit 13m, implement protected or protected/permissive left-turn phasing on northbound and southbound South Prairie Avenue at West 104<sup>th</sup> Street. [MM 3.14-3(l)]
- (N) Work with the City of Inglewood, the City of Hawthorne and Caltrans to investigate the feasibility of adding a second eastbound left turn lane on 120th Street at the I-105 Eastbound On and Off Ramps within the existing pavement width, and if determined feasible within the existing pavement width, to implement the improvement. [MM 3.14-2(p)]
- (O) Work with the City of Inglewood and the Centinela Hospital Medical Center to develop and implement a local Hospital Access Plan, as described in MM 3.14-14 in the IBEC MMRP. This could include a wayfinding program that includes placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events, or other elements. [MM 3.14-14]
- (P) As shown on Exhibit 13n, restripe the northbound approach of Felton Avenue at West Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane. [MM 3.14-17(q)]
- (Q) Retain traffic engineer to work with the City to create traffic signal timing sheets to coordinate City traffic signals and optimize City traffic signal timings to accommodate major event traffic flows. See Fig. 3.14-17 in IBEC EIR for locations. [MM 3.14-3(o)]

- (R) Convert the signal control system at the intersection of South Prairie Avenue and Pincay Drive to provide protected or protected-permissive westbound and eastbound left turn phasing. [MM 3.14-3(e)].
- (S) Widen the east side of South Prairie Avenue to extend the proposed shuttle bus pull-out on the east of South Prairie Avenue to the intersection to serve as an exclusive right turn lane. Additionally, implement a northbound right-turn signal overlap phase. [MM 3.14-3(f)] [See Section 5.1(l) above]
- (T) Widen the east leg crosswalk across West Century Boulevard at South Prairie Avenue to 20 feet. [MM 3.14-13 [See Section 5.1(l) above]



## SEC Infrastructure Plan Exhibits

Exhibit 1	Sewer Infrastructure Plan
Exhibit 2	Storm Drain Infrastructure Plan
Exhibit 3	Fire Protection Infrastructure Plan
Exhibit 4	Domestic Water Infrastructure Plan
Exhibit 5	Well Water Transmission Infrastructure Plan
Exhibit 6	Reclaimed Water Infrastructure Plan
Exhibit 7	Dry Utility Infrastructure Plan
Exhibit 8	New Inglewood Well No. 8 Plan
Exhibit 9	Inglewood Well No. 6 Demolition Plan
Exhibit 10	Circulation Plan, Traffic Signal and Bus Stop Plan
Exhibit 11	Street Vacations, Widenings and Dedications Plan
Exhibit 12a	Street Sections
Exhibit 12b	Street Sections
Exhibit 12c	Street Sections
Exhibit 13a	La Cienega Blvd/ W Century Blvd
Exhibit 13b	Hawthorne Blvd / La Brea Ave/ W Century Blvd
Exhibit 13c	Yukon Ave / 104th St
Exhibit 13d	S Prairie Ave / I-105 Off Ramp
Exhibit 13e	Manchester Blvd / La Brea Ave
Exhibit 13f	Crenshaw Blvd / Manchester Blvd
Exhibit 13g	Crenshaw Blvd / I-105 Off Ramp
Exhibit 13h	S Prairie Ave / 120th St
Exhibit 13i	Crenshaw Blvd / 120 <sup>th</sup> St
Exhibit 13j	La Brea Ave / S Centinela Ave
Exhibit 13k	I-405 Northbound Off-Ramp / W Century Blvd
Exhibit 13l	La Cienega Blvd / S Centinela Ave
Exhibit 13m	104 <sup>th</sup> St / S Prairie Ave
Exhibit 13n	W Century Blvd / Felton Ave



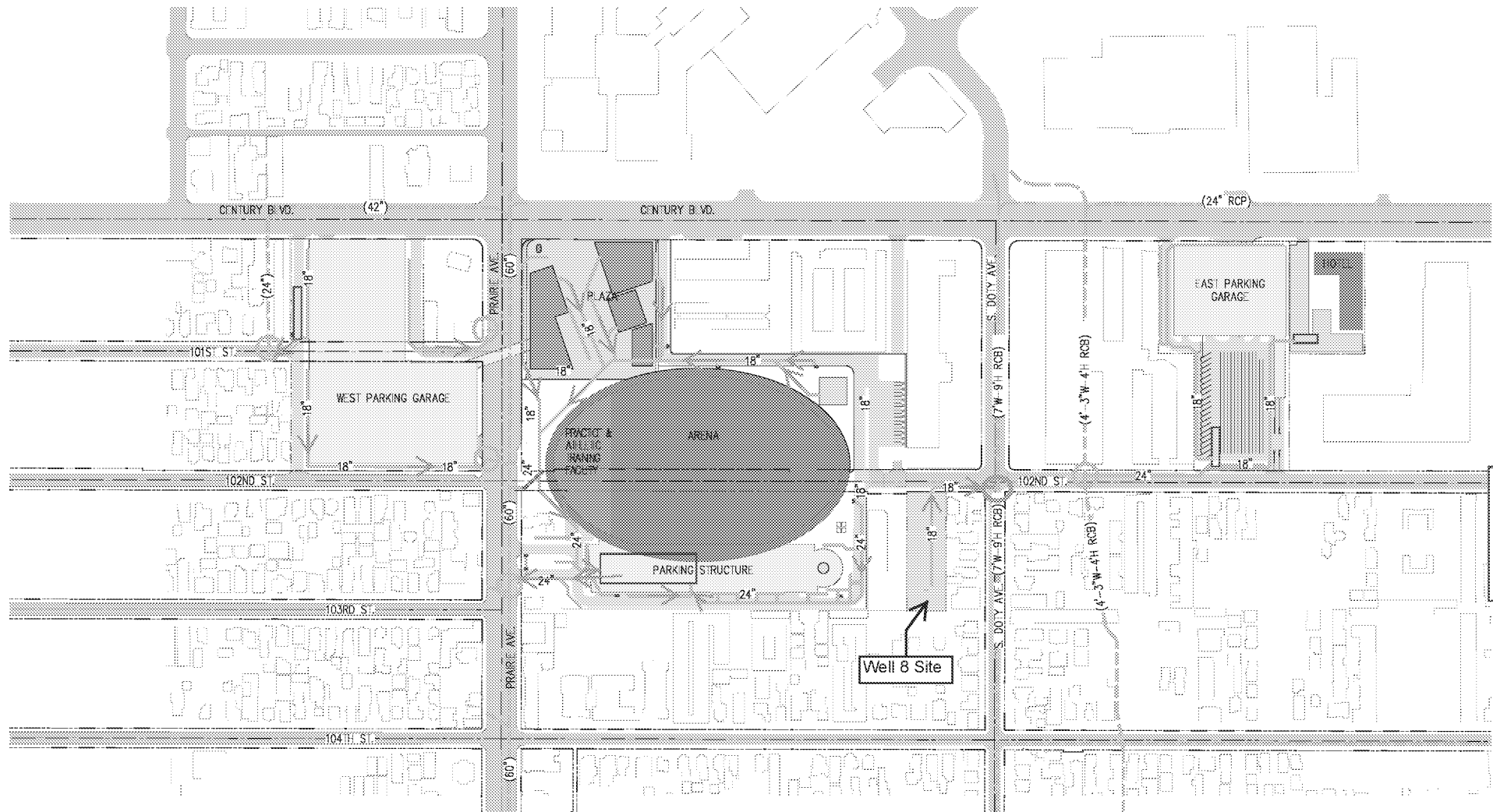


EXHIBIT 2

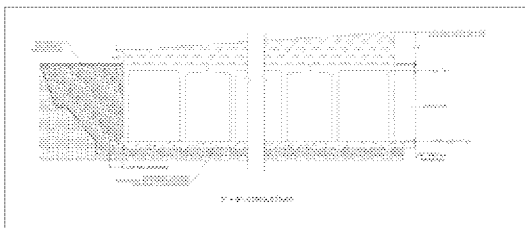
# LEGEND

- EXISTING STORM DRAIN LINE
- REMOVE EXISTING STORM DRAIN LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN STRUCTURE
- CONNECT TO EXISTING LINE
- PROPOSED UNDERGROUND PRECAST DETENTION STRUCTURE
- (XX") EXISTING LINE SIZE
- XX" PROPOSED LINE SIZE

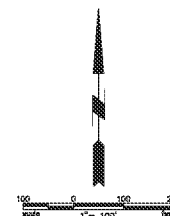
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

CONCEPTUAL STORM DRAIN EXHIBIT

SCALE  
1" = 100'  
DATE  
11/16/2019  
BY  
JL  
01 of 01

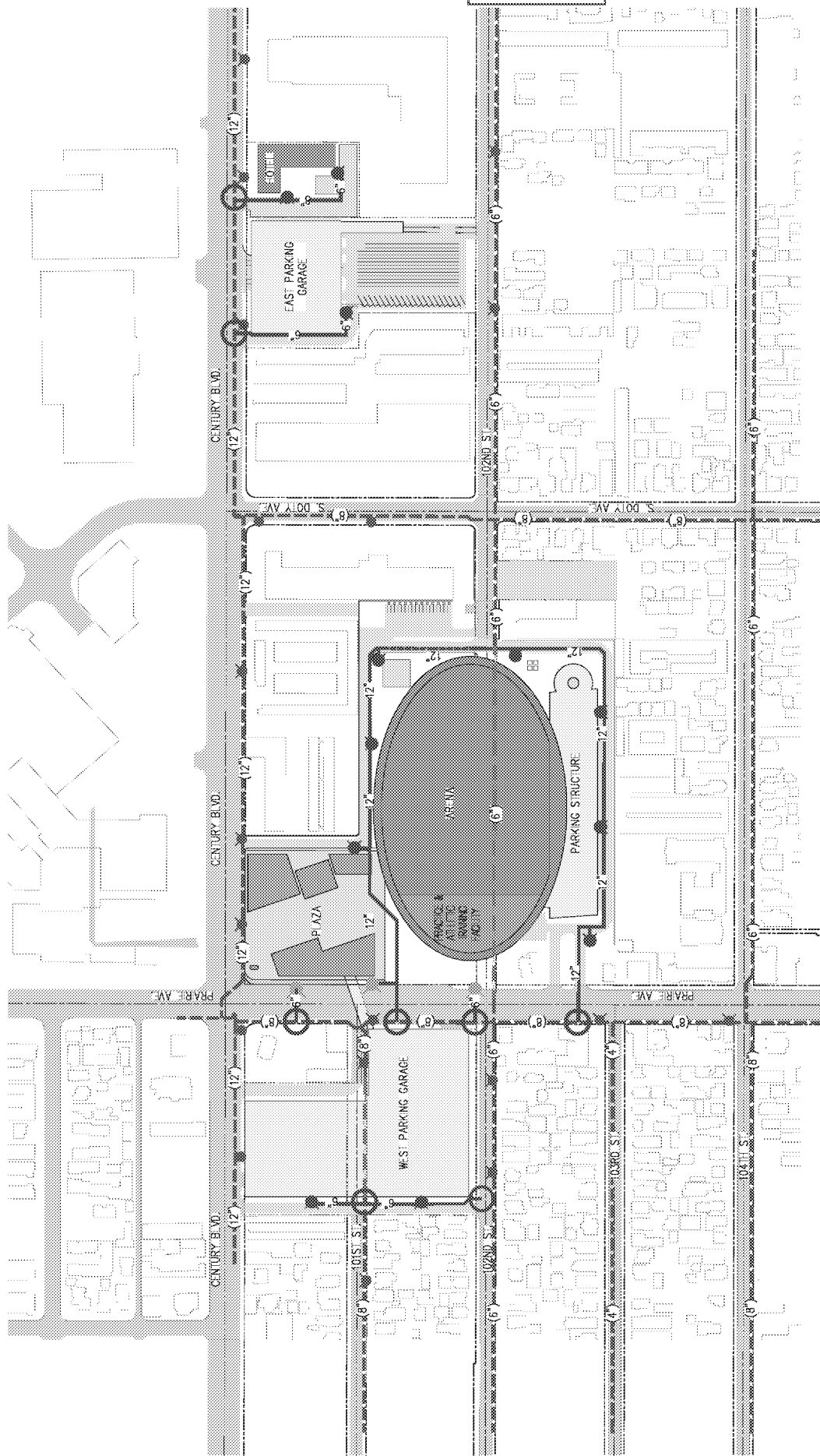


STORMTRAP UNDERGROUND PRECAST  
DETENTION STRUCTURE TYPICAL DETAIL



**D & D ENGINEERING, INC.**  
8801 S. LA CERROSA BLVD. SUITE 108  
FOLSOM, CA 95630  
Phone: 424-351-8800

## EXHIBIT 3



## LEGEND

- EXISTING CSWC WATER LINE  
PROPOSED FIRE WATER LINE  
PROPOSED FIRE WATER LINE PER  
BUILDING PLUMBING PLANS  
REMOVE CSWC WATER LINE  
EXISTING FIRE HYDRANT  
PROPOSED PUBLIC FIRE HYDRANT  
PROPOSED PRIVATE FIRE HYDRANT  
CONNECT TO EXISTING WATER LINE  
EXISTING LINE SIZE

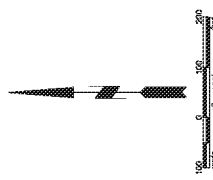


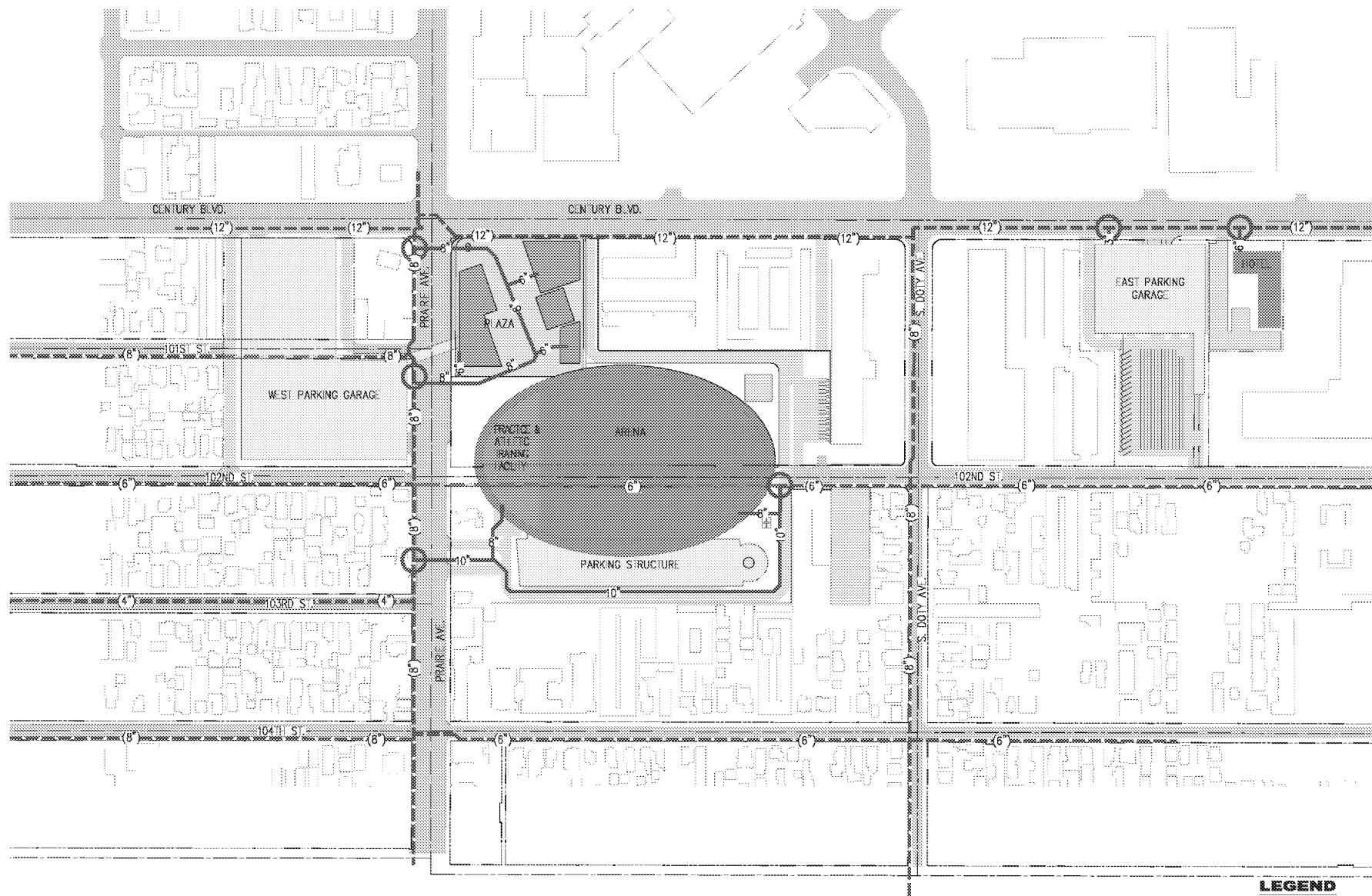
D &amp; D ENGINEERING, INC.



INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

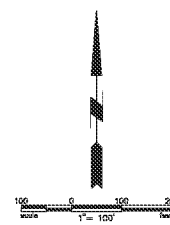
CONCEPTUAL FIRE PROTECTION INFRASTRUCTURE	1" = 100'	11/18/2019
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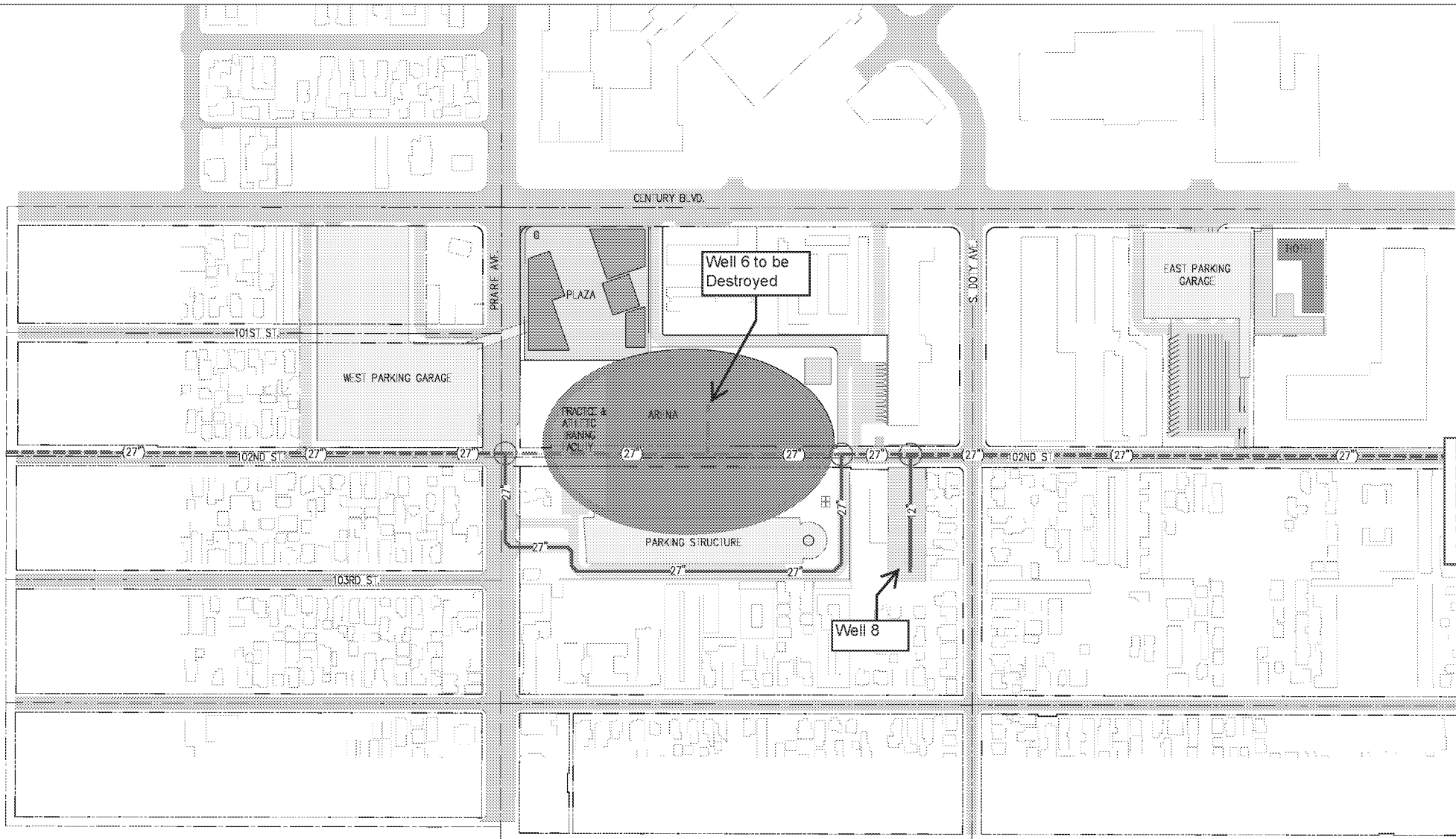


**LEGEND**

- EXISTING GSWC POTABLE WATER LINE
- PROPOSED GSWC POTABLE WATER LINE
- REMOVE GSWC POTABLE WATER LINE
- CONNECT TO EXISTING LINE
- (XX") EXISTING LINE SIZE
- XX" PROPOSED LINE SIZE

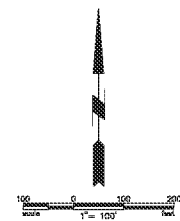


 <b>D &amp; D ENGINEERING, INC.</b> 8801 S. LA CENIZA BLVD, SUITE 108 PULVERWOOD, CA 90201 Phone: 424-351-5800	<b>INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER</b>	
	<b>CONCEPTUAL POTABLE WATER INFRASTRUCTURE</b>	1" = 100' 11/16/2019 1 of 1



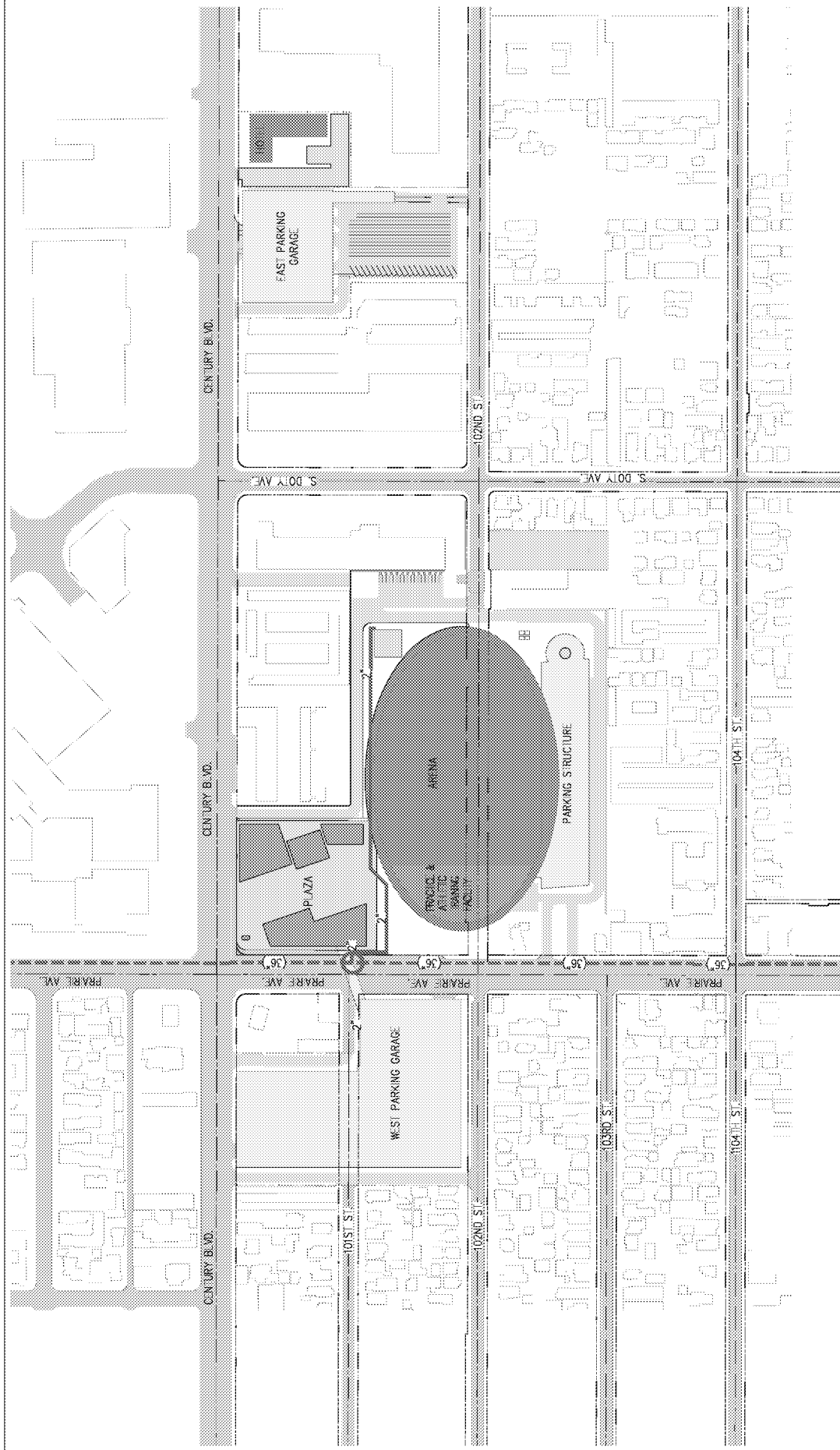
**LEGEND**

- EXISTING CITY OF INGLEWOOD TRANSMISSION POTABLE WATER LINE
- ===== PROPOSED CITY OF INGLEWOOD TRANSMISSION POTABLE WATER LINE
- REMOVE EXISTING CITY OF INGLEWOOD TRANSMISSION POTABLE WATER LINE
- CONNECT TO EXISTING LINE
- (XX") EXISTING LINE SIZE
- XX" PROPOSED LINE SIZE



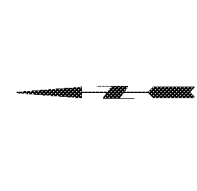
**D & D ENGINEERING, INC.**  
 8801 S. LA CENIZA BLVD. SUITE 108  
 INGLEWOOD, CA 90309  
 Phone: 424-351-5800

# EXHIBIT 6



## LEGEND

- EXISTING RECLAIMED WATER LINE
- PROPOSED RECLAIMED WATER LINE
- CONNECT TO EXISTING LINE
- EXISTING LINE SIZE
- PROPOSED LINE SIZE

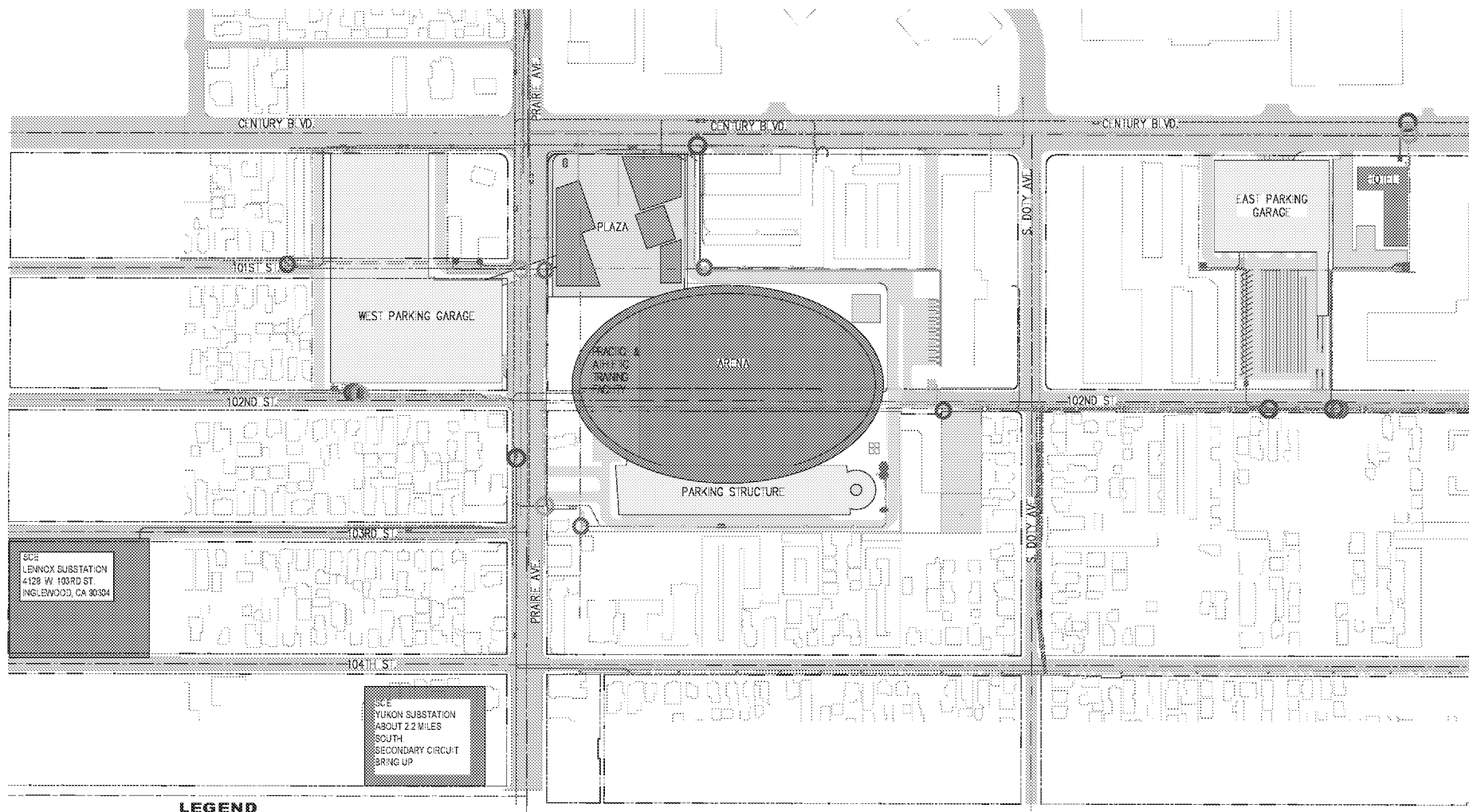


**D & D ENGINEERING, INC.**  
8831 E. CENTRAL EXPRESSWAY, SUITE 118  
HIGHLAND, CA 92323  
Phone: (924) 911-5802

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

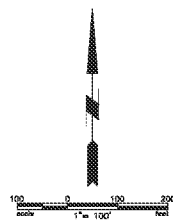
CONCEPTUAL RECLAIMED WATER INFRASTRUCTURE

1" = 100'  
1/16" = 100'  
1" = 100'



**LEGEND**

- EXISTING ELECTRICAL LINE
- EXISTING GAS LINE
- REMOVE EXISTING GAS LINE
- EXISTING OVERHEAD LINE
- REMOVE EXISTING OVERHEAD LINE
- PROPOSED ELECTRICAL TRENCH
- PROPOSED GAS TRENCH
- PROPOSED CATV TRENCH
- PROPOSED TELEPHONE TRENCH
- PROPOSED JOINT TRENCH (ELEC., GAS, CATV, TELE.)
- EXISTING ELECTRICAL VAULT/STRUCTURE
- PROPOSED ELECTRICAL VAULT/STRUCTURE
- CONNECT TO EXISTING ELEC. LINE
- CONNECT TO EXISTING GAS LINE
- CONNECT TO EXISTING LINE (CATV/TELEPHONE)



P:\17081\Exp\17081\West\Images\Map\Information.dwg

BU PALMER & ASSOCIATES, INC.  
One Ridgeway Drive, Suite 105  
Torrance, CA 90505



D & D ENGINEERING, INC.  
8831 S. LA CENIZA BLVD, SUITE 108  
INGLEWOOD, CA 90301  
Phone 424-351-8807

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

CONCEPTUAL DRY UTILITIES INFRASTRUCTURE

1" = 100'  
05/13/2016  
01



Drain to connect to 7"W - 9"H RCB in S. Doty Ave. (See Exhibit 2)

2005-2006  
800-445-5500  
www.ewoc.com

CITY OF MILLERSBORO  
8800 MILLERSBORO HILL RD. S  
MILLERSBORO, OH 43102-1000

WELL 8  
SITE PLAN


City of Inglewood

[illegible]

**TETRA TECH**  
CONSTRUCTION CONSULTANTS

**8067**

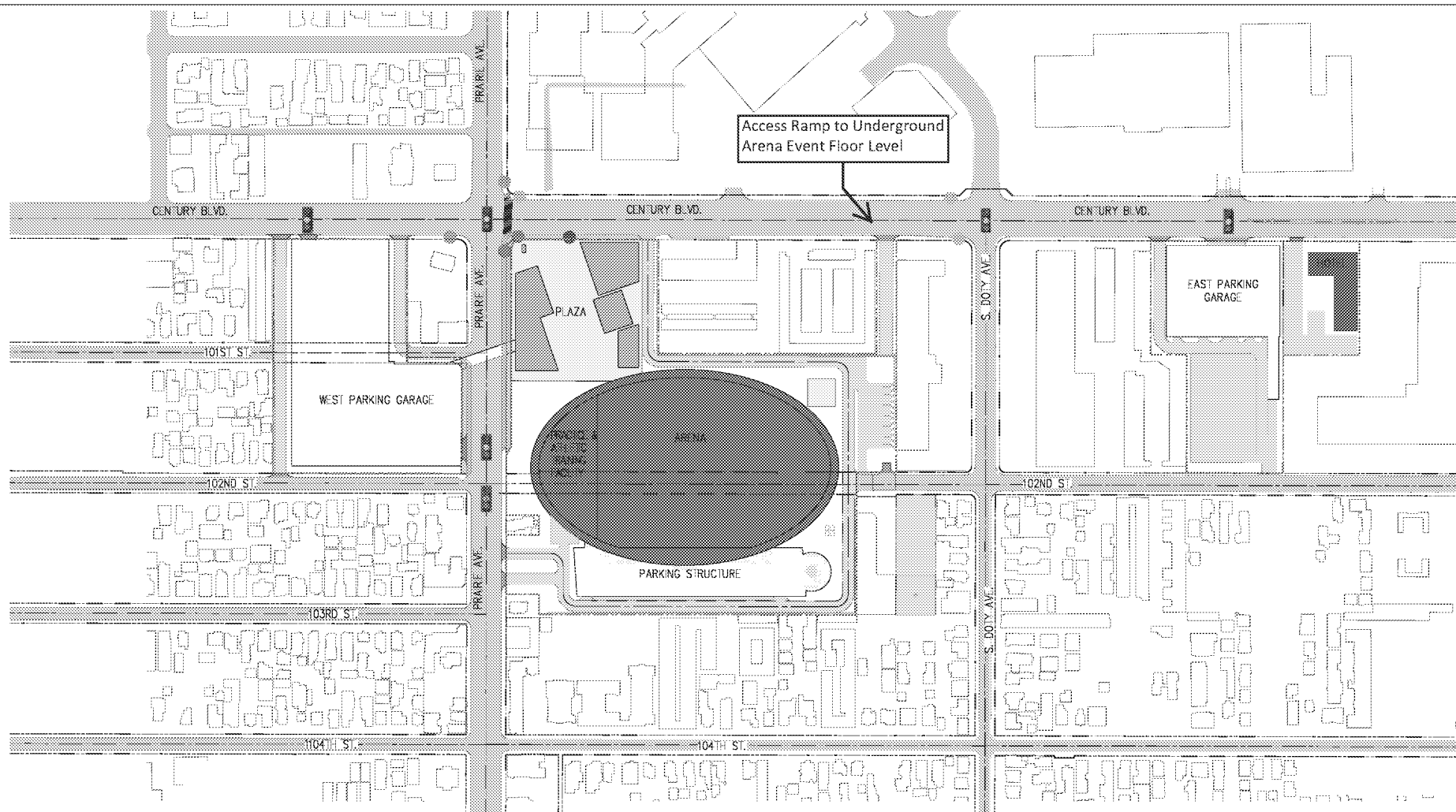
[illegible]


 DIALERT  
 811  
 DIAL YOUR FREE  
 811  
 AT LEAST TWO DAYS  
 BEFORE YOU DIG  
 TO AVOID ACCIDENTS  
 OF DAMAGE TO PROPERTY

[illegible]

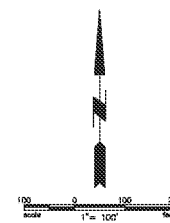
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**DIALERT**  
 811  
 471-5487 TOLL FREE  
 202-646-7057 FAX  
 202-646-7057  
 202-646-7057  
 202-646-7057



**LEGEND**

- |  |  |  |  |
|--|--|--|--|
|  | EXISTING BUS STOP                        |  | NEW TRAFFIC SIGNAL                     |
|  | EXISTING BUS STOP TO BE RELOCATED        |  | EXISTING TRAFFIC SIGNAL TO BE REMOVED  |
|  | PERMANENT RELOCATED BUS STOP             |  | EXISTING TRAFFIC SIGNAL TO REMAIN      |
|  | TEMPORARY RELOCATED BUS STOP             |  | EXISTING TRAFFIC SIGNAL TO BE MODIFIED |
|  | TEMPORARY & PERMANENT RELOCATED BUS STOP |  | EXISTING PROPERTY LINE                 |
|  | PROPOSED DRIVEWAY                        |  | PROPOSED PROPERTY LINE                 |
|  | PROPOSED STREET WIDENING                 |  |  |
|  | PROPOSED STREET DEDICATION               |  |  |
|  | PROPOSED 20' WIDE CROSSWALK              |  |  |



**D & D ENGINEERING, INC.**  
 8801 S. LA CENIZA BLVD, SUITE 108  
 FULLERWOOD, CA 92607  
 Phone: 424-351-8800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

CONCEPTUAL CIRCULATION PLAN  
 TRAFFIC SIGNAL AND BUS STOP

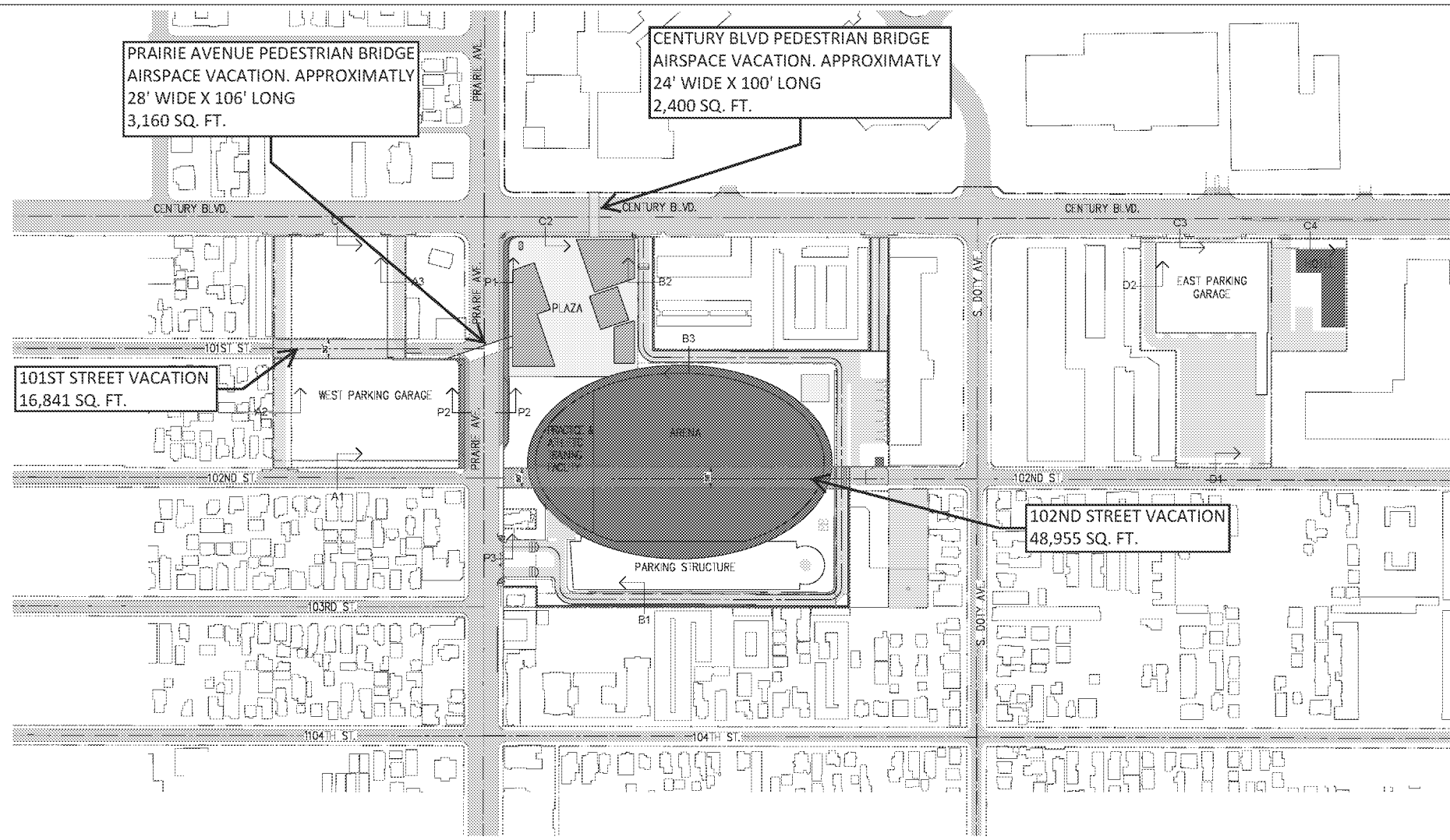
SCALE  
 1" = 100'  
 DATE: 08/25/18  
 BY: [Signature]  
 1 OF 1

PRAIRIE AVENUE PEDESTRIAN BRIDGE  
AIRSPACE VACATION. APPROXIMATELY  
28' WIDE X 106' LONG  
3,160 SQ. FT.

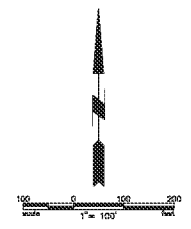
CENTURY BLVD PEDESTRIAN BRIDGE  
AIRSPACE VACATION. APPROXIMATELY  
24' WIDE X 100' LONG  
2,400 SQ. FT.


101ST STREET VACATION  
16,841 SQ. FT.

102ND STREET VACATION  
48,955 SQ. FT.



- LEGEND**
- PROPOSED STREET WIDENING
  - PROPOSED DEDICATION
  - PROPOSED VACATION
  - PROPOSED LACFD EASEMENT
  - BUILDING SETBACK-REFER TO BUILDING SETBACK EXHIBIT
  - EXISTING PROPERTY LINE
  - NEW PROPERTY LINE
  - STREET SECTION





**D & D ENGINEERING, INC.**  
8801 S. LA CERRENA BLVD, SUITE 108  
FULLERWOOD, CA 91301  
Phone: 424-351-8800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

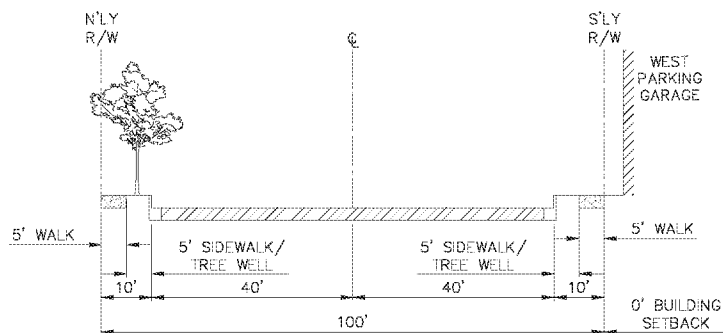
CONCEPTUAL STREET VACATION, WIDENING AND DEDICATION PLAN

1" = 100'

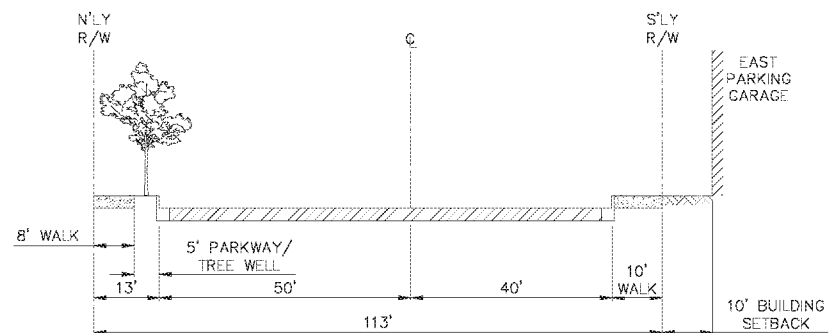
11/18/18

1 OF 4

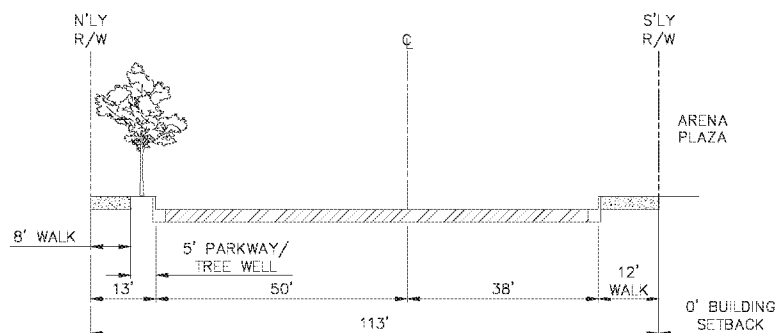
EXHIBIT 11



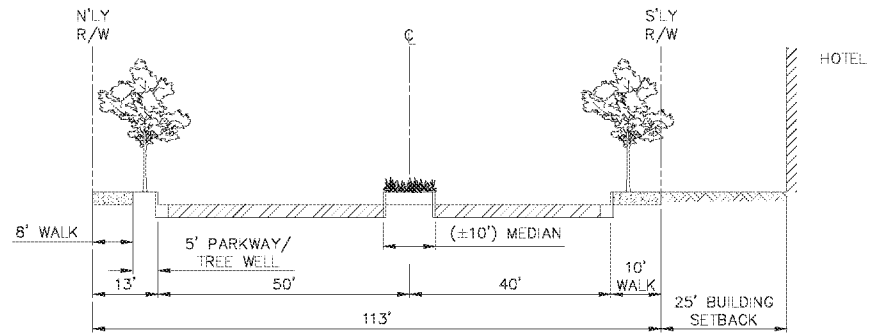
SECTION C1  
CENTURY BOULEVARD  
NOT TO SCALE



SECTION C3  
CENTURY BOULEVARD  
NOT TO SCALE



SECTION C2  
CENTURY BOULEVARD  
NOT TO SCALE



SECTION C4  
CENTURY BOULEVARD  
NOT TO SCALE



**D & D ENGINEERING, INC.**  
8801 S. LA CENEGA BLVD, SUITE 108  
FULLERWOOD, CA 91301  
Phone: 424-351-8800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

CONCEPTUAL STREET VACATION, WIDENING AND  
DEDICATION PLAN

1" = 100'  
08/29/18  
2 OF 4

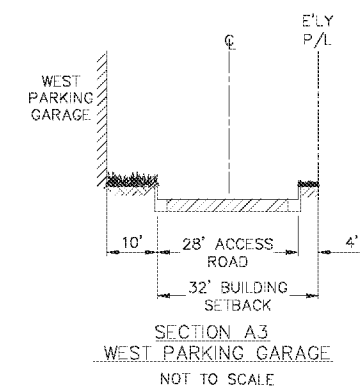
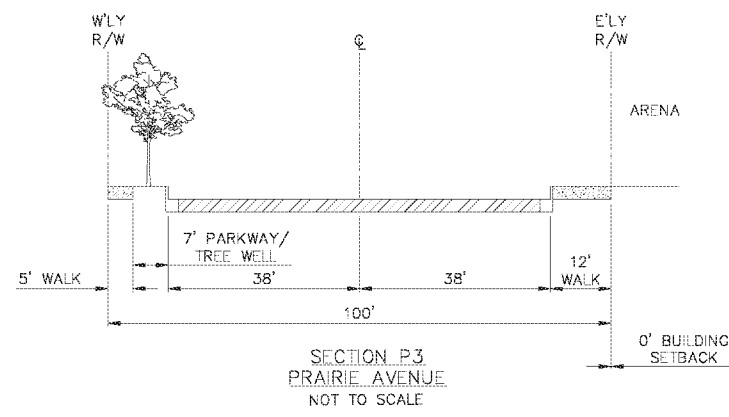
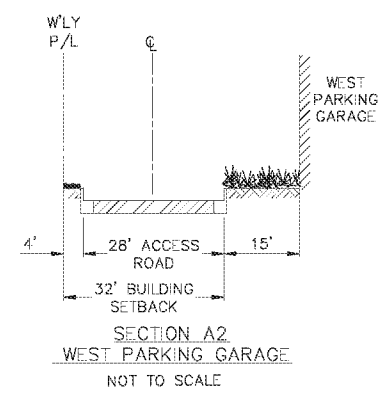
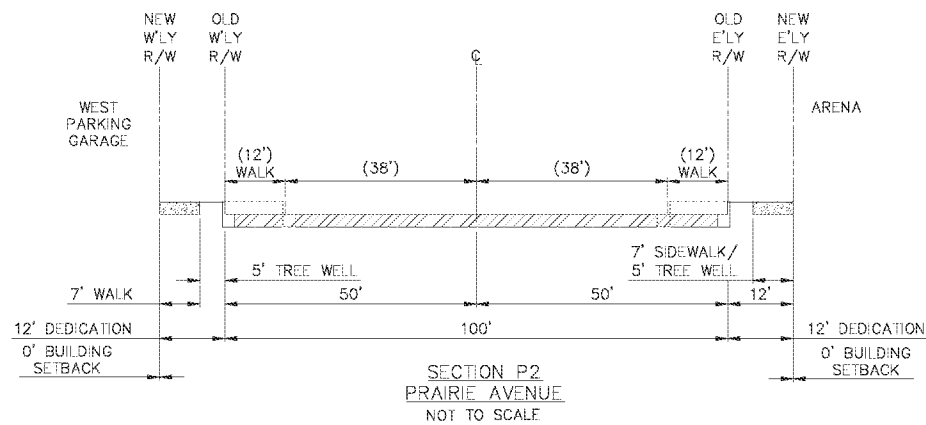
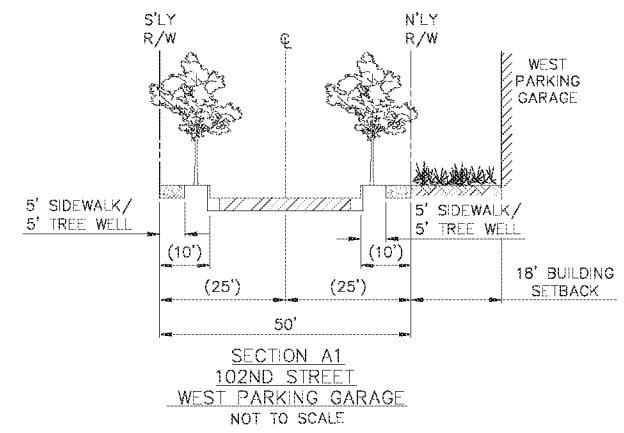
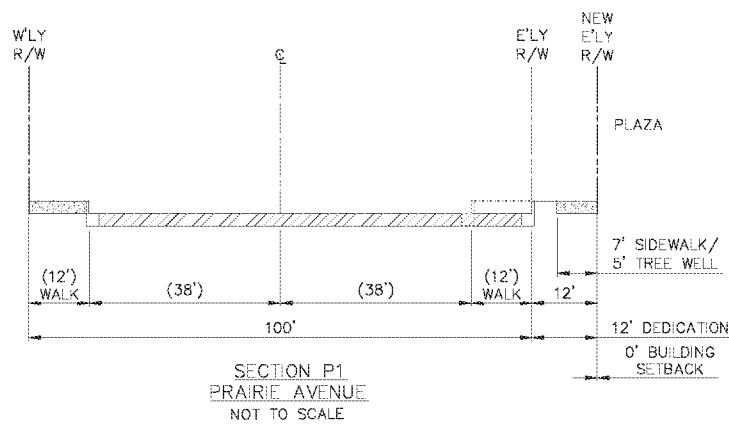


EXHIBIT 12b



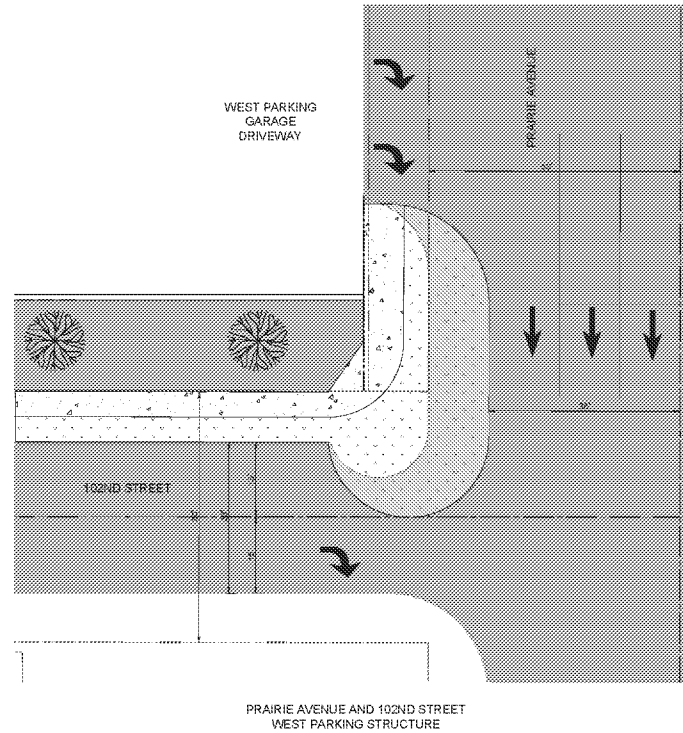
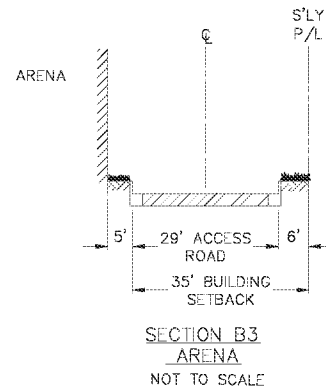
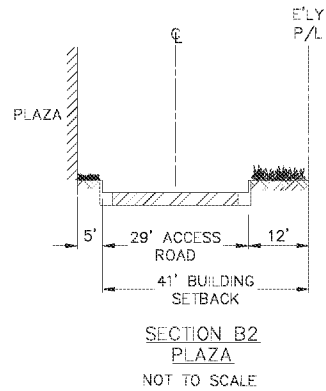
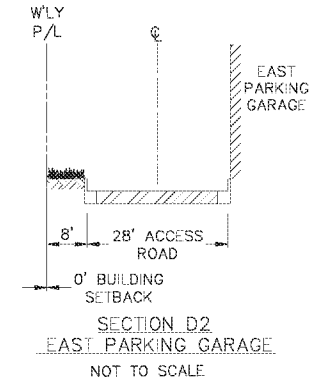
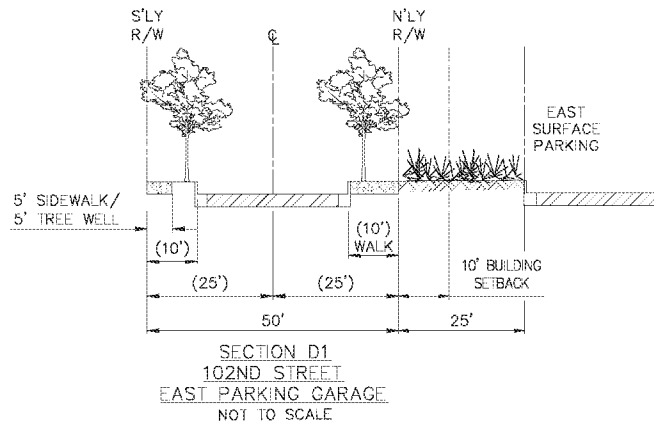
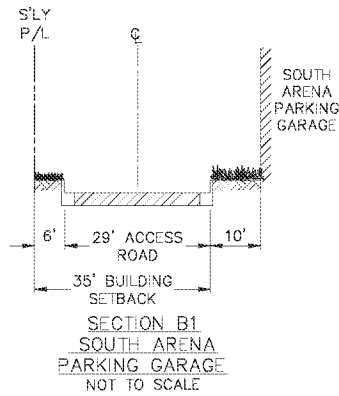


EXHIBIT 12c



D & D ENGINEERING, INC.  
1831 E. LA CUMBRA BLVD, SUITE 108  
FALLBROOK, CA 92038  
Phone: 424-351-5800

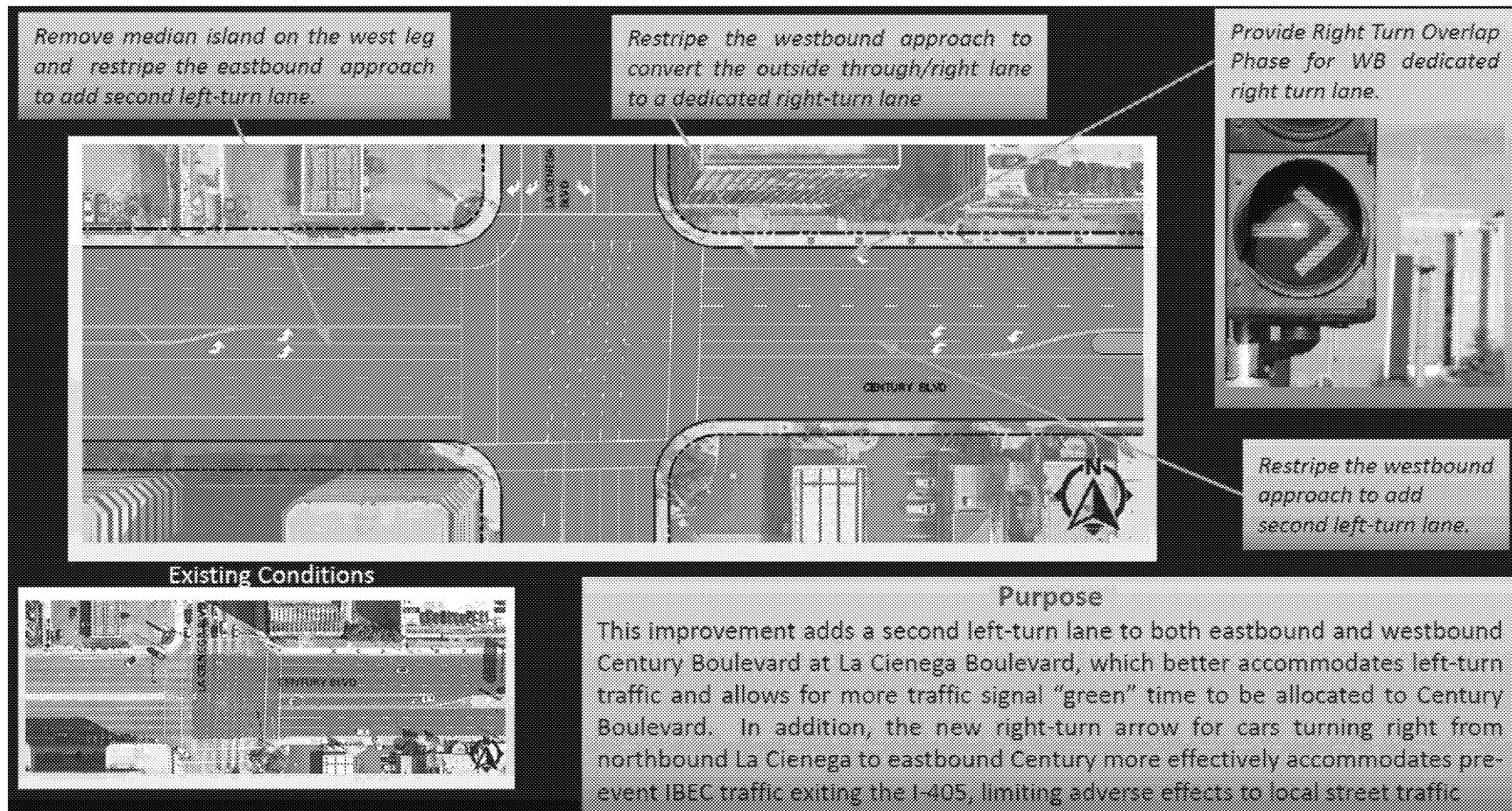
INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

CONCEPTUAL STREET VACATION, WIDENING AND  
DEDICATION PLAN

1" = 100'  
08/25/18  
4 OF 4

## TRAFFIC MITIGATION STREET IMPROVEMENTS

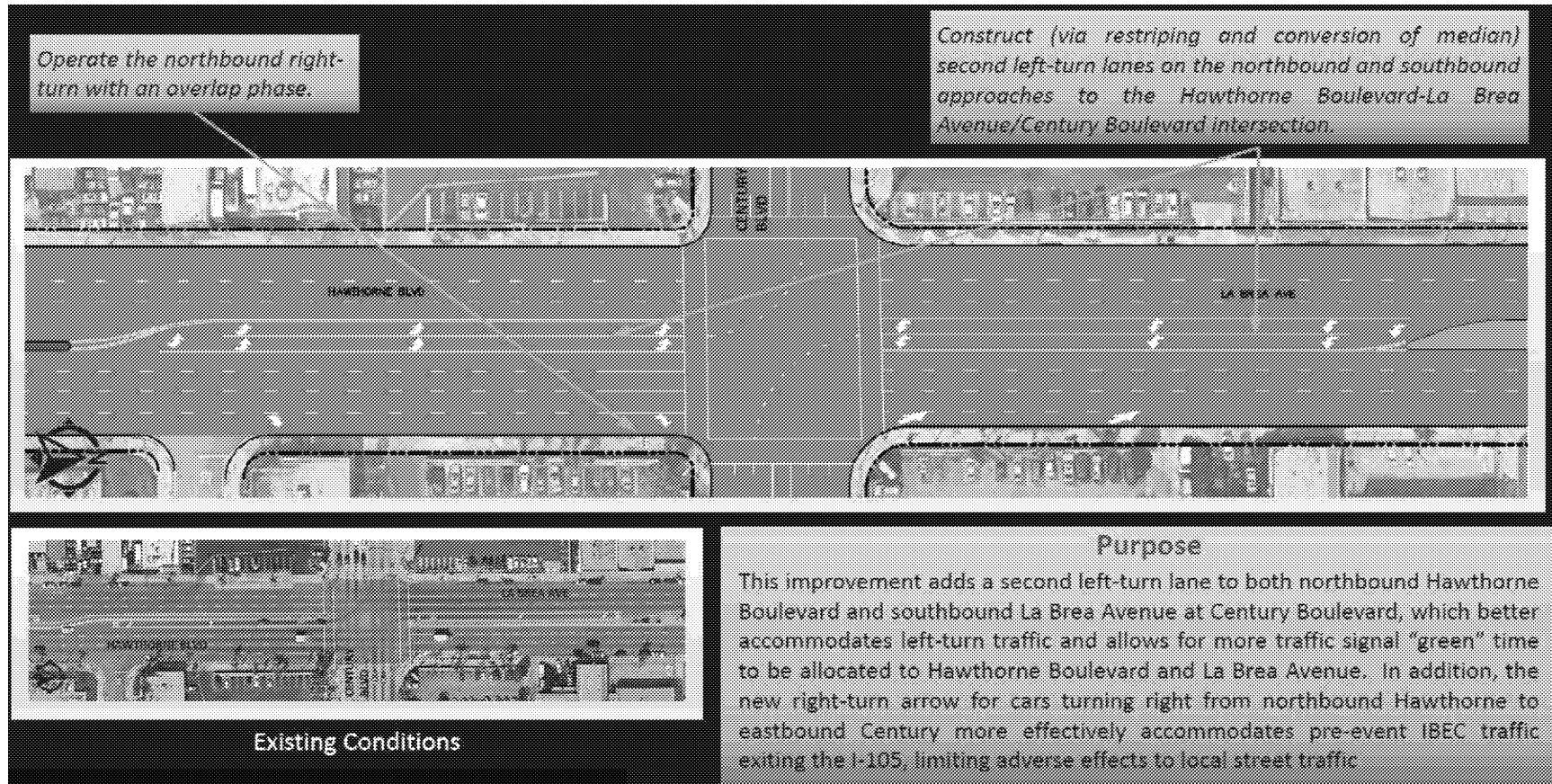
1. LA CIENEGA BOULEVARD / CENTURY BOULEVARD: If approved by the City of Inglewood and the City of Los Angeles Developer will implement capacity-increasing improvements at the Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements:
  - a. Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX LAMP improvements planned for this location.
  - b. Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction.





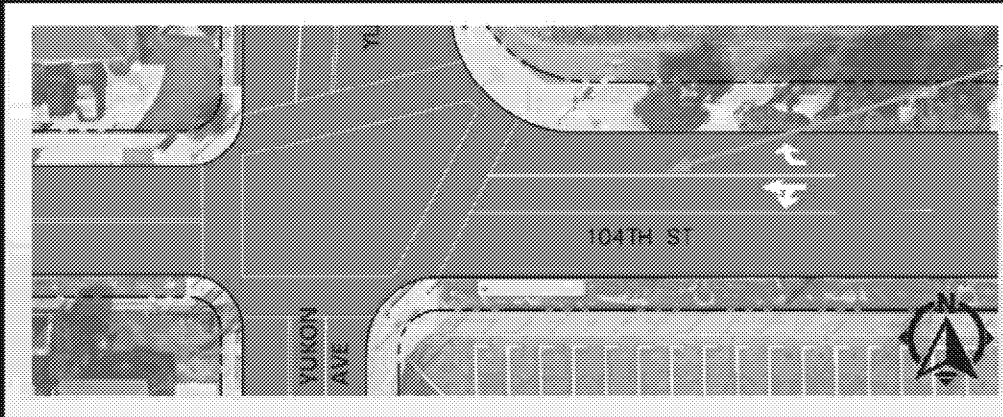
## TRAFFIC MITIGATION STREET IMPROVEMENTS

2. HAWTHORNE BOULEVARD – LA BREA AVENUE / CENTURY BOULEVARD: Developer shall construct (via restriping, traffic signal modifications, and conversion of median) second left-turn lanes on the northbound and southbound approaches to the Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.



## TRAFFIC MITIGATION STREET IMPROVEMENTS

3. YUKON AVENUE / 104<sup>TH</sup> STREET: Developer shall restripe the westbound 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane. Modify traffic signals and connect this intersection to the existing ITS at Century & Yukon.

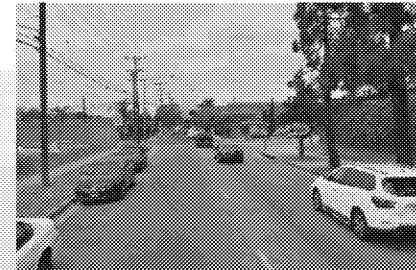
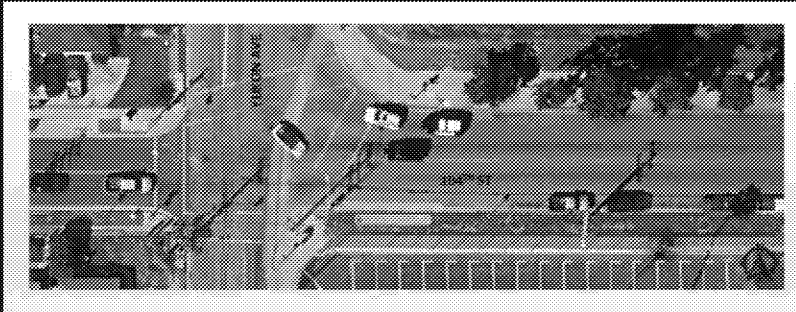


*Restripe the westbound 104<sup>th</sup> Street approach to Yukon Avenue to add a dedicated right-turn lane.*

### Purpose

This improvement will aid in directing IBEC-related traffic north on Yukon Avenue and away from the nearby residential areas. In addition, the additional travel lane will improve traffic flow in the morning and afternoon peak traffic periods associated with the adjacent Morningside High School

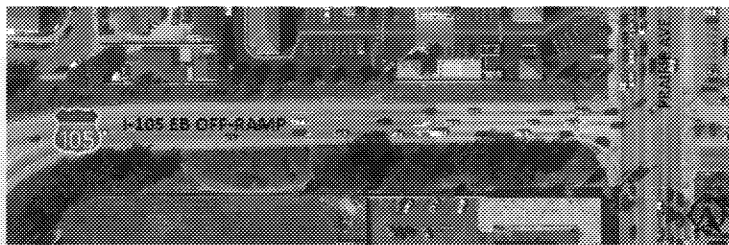
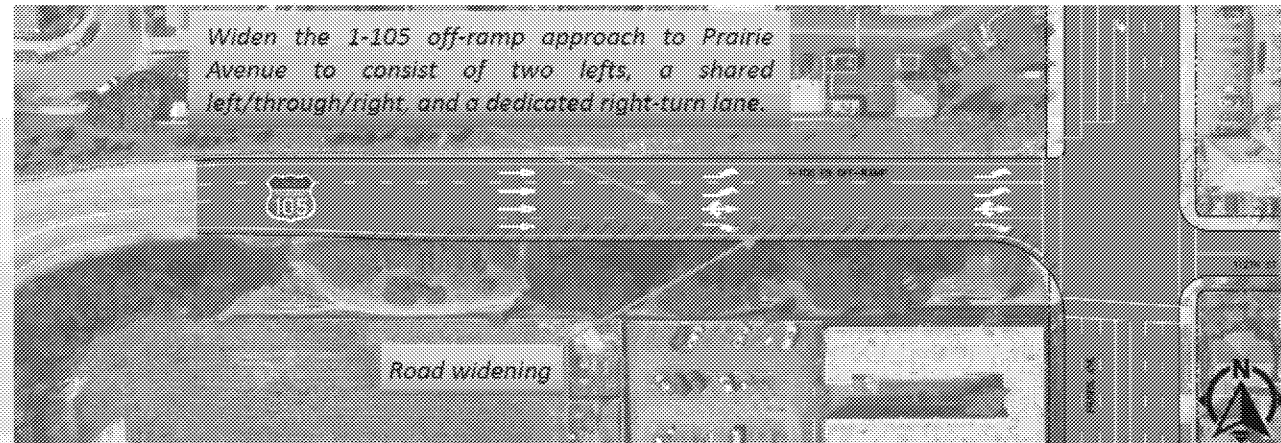
Existing Conditions



## TRAFFIC MITIGATION STREET IMPROVEMENTS

4. PRAIRIE AVENUE / I-105 OFF-RAMP: If approved by the City of Inglewood and Caltrans, Developer shall widen the I 105 off-ramp approach to Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane. Replace sign gantry. Modify Caltrans maintained traffic signals. This will require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

*This improvement will require going through the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.*



Existing Conditions

### Purpose

This improvement provides a third lane for traffic turning left from the off-ramp towards the IBEC arena. This improvement will also benefit patrons attending events at the Forum and NFL stadium. The additional lane for the I-105 off-ramp ensures that traffic will not back-up onto the mainline I-105 freeway, and also allows for more traffic signal "green" time to be allocated to Prairie Avenue.

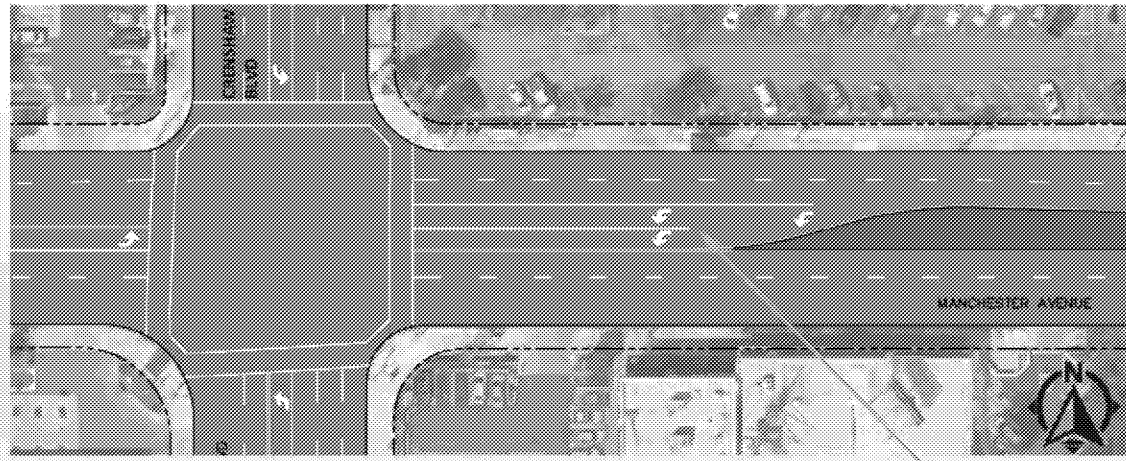
## TRAFFIC MITIGATION STREET IMPROVEMENTS

- Developer shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane. Work includes modification of traffic signals as necessary.



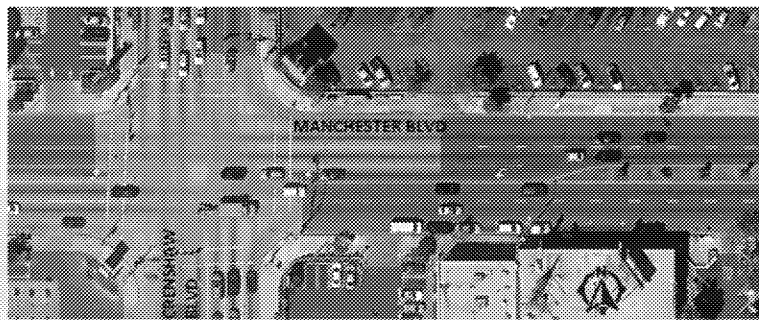
## TRAFFIC MITIGATION STREET IMPROVEMENTS

6. CRENSHAW BOULEVARD / MANCHESTER AVENUE: Developer shall restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane. Work includes striping, removing median, and modification of traffic signals as necessary.



### Purpose

This improvement adds a second left-turn lane to westbound Manchester Boulevard at Crenshaw Boulevard, which better accommodates left-turn traffic and allows for more traffic signal "green" time to be allocated to Manchester.



Existing Conditions

*Restripe the westbound approach of Crenshaw Boulevard/Manchester Avenue to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.*

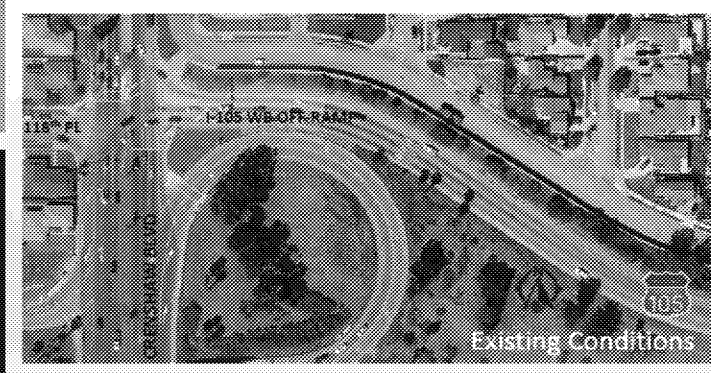
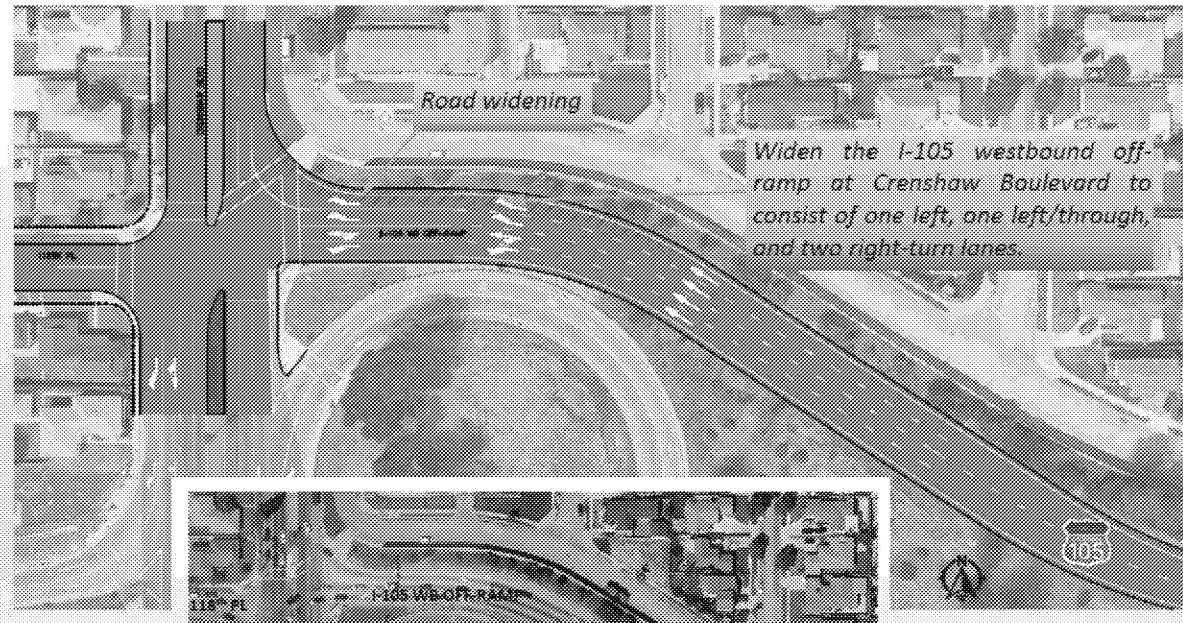
## TRAFFIC MITIGATION STREET IMPROVEMENTS

7. CRENSHAW BOULEVARD / I-105 OFF RAMP: If approved by the City of Inglewood, City of Hawthorne, and Caltrans, Developer shall widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. Replace sign gantry. Modify Caltrans maintained traffic signals. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

*This will require going through the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.*

### Purpose

This improvement allows for the designation of two full-time travel lanes for traffic turning right from the off-ramp towards the IBEC arena. This improvement will also benefit patrons attending events at the Forum and NFL stadium. The additional lane for the I-105 off-ramp ensures that traffic will not back-up onto the mainline I-105 freeway, and also allows for more traffic signal "green" time to be allocated to Crenshaw Boulevard.





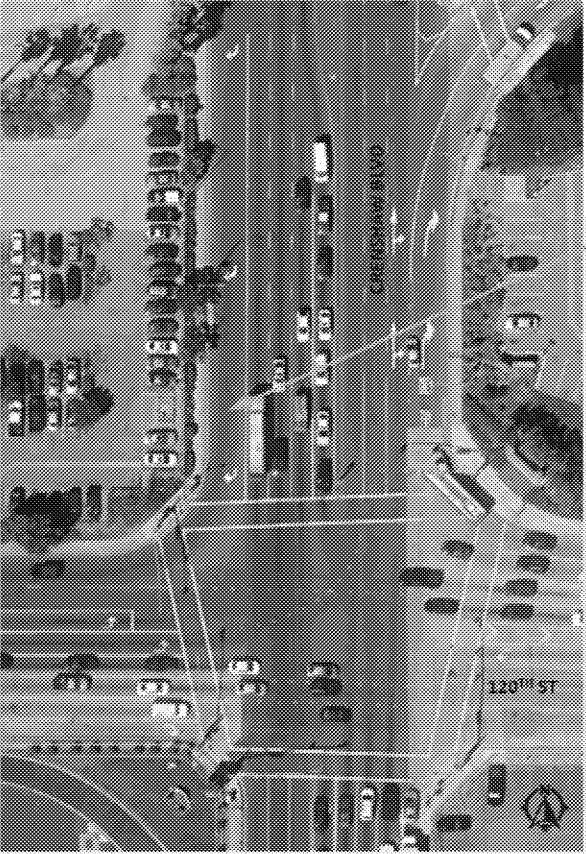
## TRAFFIC MITIGATION STREET IMPROVEMENTS

8. PRAIRIE AVENUE / 120<sup>TH</sup> STREET: If approved by the City of Hawthorne, and if there is enough existing right-of-way, Developer shall remove the median island and restripe the southbound approach of Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane. Work includes modification of traffic signals as necessary.

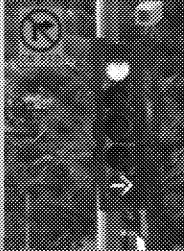


## TRAFFIC MITIGATION STREET IMPROVEMENTS

9. CRENSHAW BOULEVARD / 120<sup>TH</sup> STREET: If approved by the City of Hawthorne, Developer shall implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street. Work includes modification of signage and traffic signals as necessary.




*Implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120<sup>th</sup> Street.*



**Purpose**

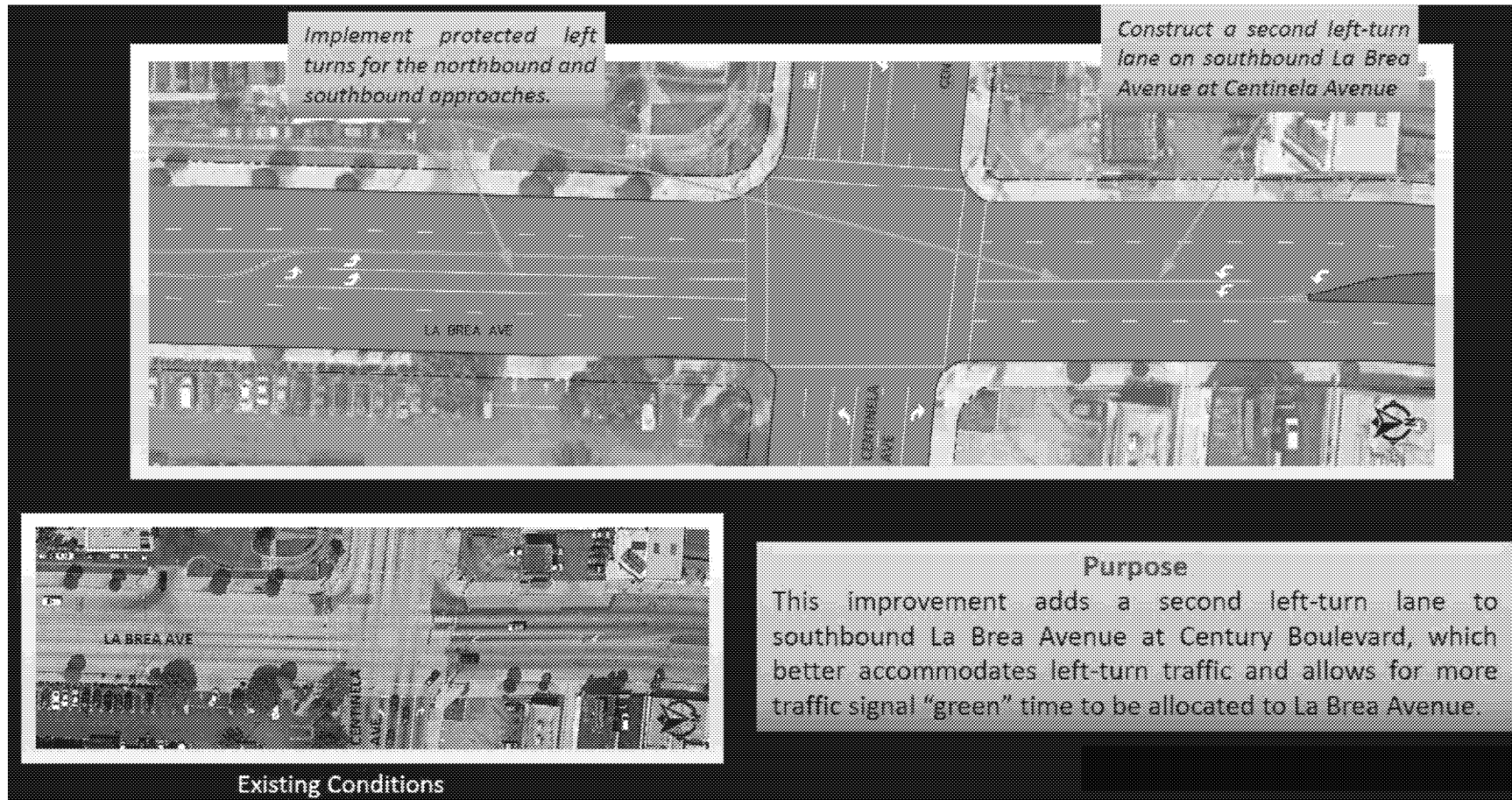
The new right-turn arrow for cars turning right from southbound Crenshaw Boulevard to westbound 120th Street and towards the I-105 Freeway on-ramp more effectively accommodates post-event IBEC traffic destined to the I-105, limiting adverse effects to local street traffic.





## TRAFFIC MITIGATION STREET IMPROVEMENTS

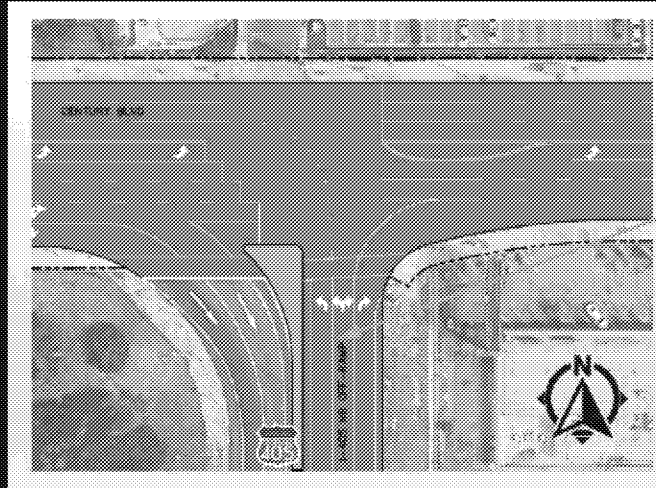
10. LA BREA AVENUE / CENTINELA AVENUE: Developer shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches. Work requires reducing exiting lane widths and modification of signage and traffic signals as necessary.



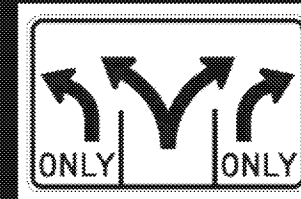
## TRAFFIC MITIGATION STREET IMPROVEMENTS

11. I-405 NORTHBOUND OFF-RAMP / CENTURY BOULEVARD: If approved by the City of Inglewood and Caltrans, Developer shall restripe the center lane on the I-405 NB Off-Ramp at Century Boulevard to permit both left and right-turn movements. Modify signage and Caltrans maintained traffic signals. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.

*This improvement requires going through the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.*

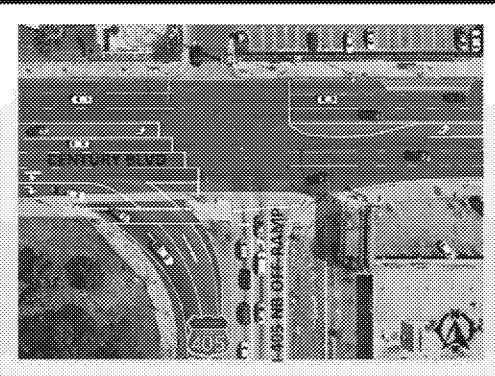


*Restripe the center lane on the I-405 NB Off-Ramp at Century Boulevard to permit both left and right turn movements.*

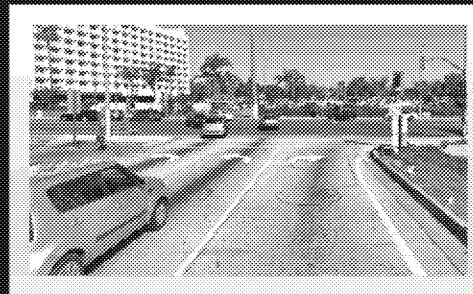


### Purpose

This improvement provides a second lane for traffic turning right from the off-ramp towards the IBEC arena. This improvement will also benefit patrons attending events at the Forum and NFL stadium. The improvement for the I-405 off-ramp ensures that traffic will not back-up onto the mainline I-405 freeway, and also allows for more traffic signal "green" time to be allocated to Century Boulevard."



Existing Conditions

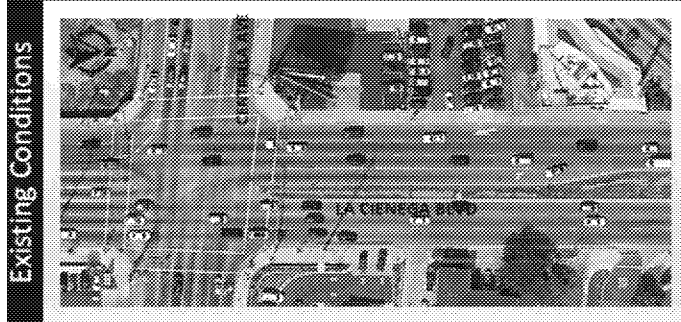


## TRAFFIC MITIGATION STREET IMPROVEMENTS

13. LA CIENEGA BOULEVARD / CENTINELA AVENUE: If approved by the City of Inglewood and the City of Los Angeles, Developer shall remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. Work includes modification of traffic signals as necessary.



*Remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue.*



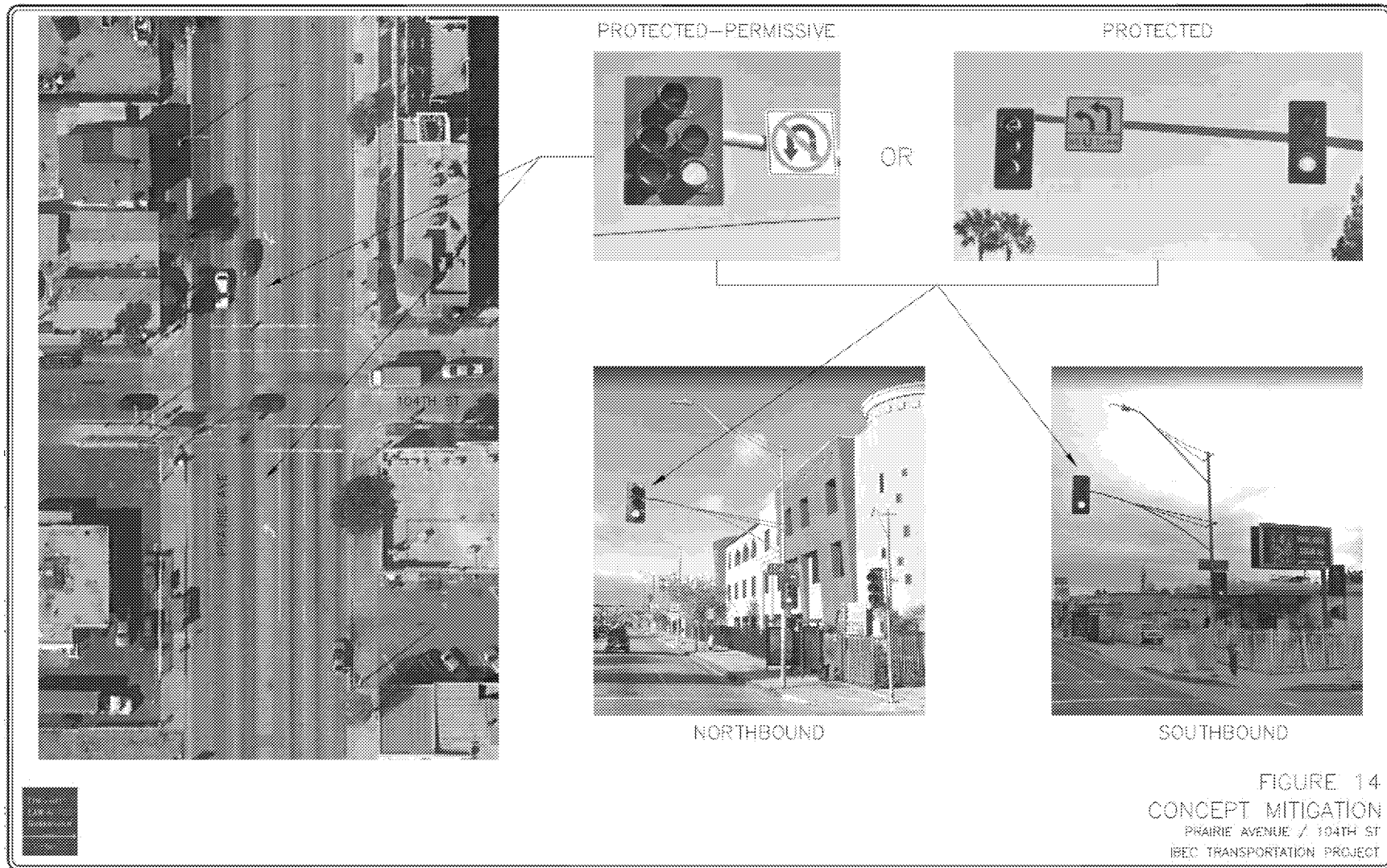
Existing Conditions

### Purpose

This improvement adds a second left-turn lane to southbound La Cienega Boulevard at Century Boulevard, which better accommodates left-turn traffic and allows for more traffic signal "green" time to be allocated to La Cienega Boulevard.

## TRAFFIC MITIGATION STREET IMPROVEMENTS

14. 104<sup>TH</sup> STREET / PRAIRIE AVENUE: Developer shall implement protected or protected/permissive left-turn phasing on northbound and southbound Prairie Avenue at 104th Street. Work includes modification of striping and traffic signals as necessary.



022-2006-1731 25001020 98 50 70000 0000100 0000 20 10 500 500000-10166 20 2 50000 00000000 500 0000 0

- EXHIBIT 13n



----- RIGHT OF WAY

FIGURE 18  
CONCEPT MITIGATION  
FELTON AVENUE / CENTURY BLVD  
IBEC TRANSPORTATION PROJECT

# APPENDIX A: SEC DESIGN GUIDELINES CHECKLIST

Section 1 Site Design and Features					
1.1 Setbacks					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-1.1.1				Minimum building setbacks comport with <i>Figure 1.1 Minimum Building Setbacks</i> , as measured from the property line.	
DG-1.1.2				Uses, structures, or facilities allowed in minimum building setback areas: <ul style="list-style-type: none"> <li>• Driveways, alleyways, private streets, or similar vehicle circulation or access areas.</li> <li>• Sidewalks and pedestrian circulation areas and facilities.</li> <li>• Sound walls, privacy walls, security walls, screening, and similar features.</li> <li>• Landscaping.</li> <li>• Signage and graphic displays.</li> <li>• Public art.</li> </ul>	
1.2 Development Intensity					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-1.2.1				Development comports with <i>Table 1.2 SE Overlay Zone Development Limitations</i> .	

Section 1							Site Design and Features	
1.3 Walls and Fences								
Reference	Required	Encouraged	Allowed	SEC Design Guideline				Included
DG-1.3.1				Walls or fences provided to buffer and enhance the appearance of development, provide security, privacy, sound reduction, or screening.				
DG-1.3.2				Materials, colors, and appearance of walls or fences consistent with or complementary to the architecture and overall design of adjacent structures. All walls and fences shall be treated with anti-graffiti coating. Chain link fencing is prohibited if located within 20 feet of any public street or public space.				
DG-1.3.3				Walls or fences viewable from the public right-of-way enhanced with vegetation, public art, aesthetic or architectural treatments.				
DG-1.3.4				Height of any wall or fence meets the following, as applicable: <ul style="list-style-type: none"><li>Walls and fences that provide security for the Event Center Structure not more than 10 feet in height.</li><li>Walls and fences provided to screen equipment or other facilities 2 feet higher than the equipment or other facility for which the wall provides screening, but shall not exceed 8 feet in height, except as provided in (C).</li><li>All walls and fences, other than sound walls or sound barriers or walls and fences that provide security for the Event Center Structure, shall not exceed 6 feet in height where located within 20 feet of West Century Boulevard or South Prairie Avenue and shall not exceed 8 feet in height where located more than 20 feet from West Century Boulevard or South Prairie Avenue.</li><li>The height of sound walls or sound barriers comply with SEC Design Guidelines Section 5.6.</li></ul>				
DG-1.3.5				Security walls or fences incorporate the following: <ul style="list-style-type: none"><li>Security walls or fences constructed of sturdy materials, such as concrete masonry units (CMU) or bricks, treated wood or recycled plastic, or similar materials.</li><li>Metal fences consistent with the design of adjacent buildings or in areas not primarily viewed from public gathering spaces or from West Century Boulevard or South Prairie Avenue.</li><li>Bollards constructed of sturdy materials including recycled plastic, steel, and concrete as well as stainless steel pipe guards, and should use highly visible colors.</li><li>Security fences and gates may be comprised of independent free standing metallic construction that complements the design of adjacent architectural construction.</li></ul>				
DG-1.3.6				Temporary fencing (including chain link, wood, safety barricade, or other similar temporary fencing structure) for temporary events, special events, crowd management, safety hazard, or construction if removed following the related event or safety hazard; not subject to height limits.				
DG-1.3.7				No barbed wire or other sharp or protruding objects on fences or walls.				

Section 1						Site Design and Features	
1.4 Grading and Drainage							
Reference	Required	Encouraged	Allowed	SEC Design Guideline		Included	
DG-1.4.1				Shape of the ground plane and enabling slopes creates interest and variation.			
DG-1.4.2				Slopes incorporate the following considerations: <ul style="list-style-type: none"><li>• Slopes under 1% do not drain well unless they are paved and carefully finished.</li><li>• Slopes under 4% appear flat and are usable for all kinds of intense activity.</li><li>• Slopes between 4 and 10% appear as easy grades and are suitable for practically any use.</li><li>• Slopes over 8% are not suitable for handicapped access.</li><li>• Slopes over 10% appear steep and require noticeable effort to climb or to descend and are a desirable maximum for service driveways and parking areas.</li><li>• Slopes over 25% are too steep for lawns and power mowing.</li><li>• Slopes over 50% cannot be protected from erosion from heavy rains except by terracing.</li></ul>			
DG-1.4.3				Resulting ground surface after grading has positive drainage throughout, without any isolated depressions. Paved areas do not drain across public sidewalks.			
DG-1.4.4				Surface water prevented from draining onto neighboring properties.			
DG-1.4.5				No driveways or ramps grade greater than 15%, except: <ul style="list-style-type: none"><li>• Grade up to 25% if any portion having a grade greater than 20% does not exceed 25 feet in length.</li><li>• Any grade change in a driveway in excess of 15% has a minimum 10 feet transition section which divides the grade change into equal parts.</li></ul>			



Section 2 Design Elements					
2.1 Massing and Scale					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.1.1				Physical transitions and/or setbacks from the Event Center structure to adjacent properties and to frontages along West Century Boulevard and South Prairie Avenue.	
DG-2.1.2				Street wall reinforced with well-scaled elements or structures that are sensitive to the neighborhood context.	
DG-2.1.3				Definition to a pedestrian scale environment through active frontages.	
DG-2.1.4				Pedestrian scale elements such as arcades, colonnades, awnings, or structural projections included.	
DG-2.1.5				Break down large floor plates and vary a building's height through the creation of smaller facades or forms.	
DG-2.1.6				Variety in massing incorporated.	
DG-2.1.7				All building elevations integrated into the overall design.	
2.2 Height					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.2.1				Structures do not exceed heights shown in <i>Exhibit 2.2 Sports and Entertainment Complex Height</i> .	

Section 2 Design Elements					
2.3 Frontage and Orientation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.3.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Active frontages adjacent to the public right-of-way or gathering spaces included as shown in <i>Exhibit 2.3 Frontages</i> .	<input type="checkbox"/>
DG-2.3.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Aesthetic treatments on frontages included as shown in <i>Exhibit 2.3 Frontages</i> .	<input type="checkbox"/>
DG-2.3.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Primary public entrances and primary elevations oriented toward West Century Boulevard and/or South Prairie Avenue.	<input type="checkbox"/>
DG-2.3.4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Secondary or supplemental access to pedestrian areas or structures provided.	<input type="checkbox"/>
DG-2.3.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Doors, windows, and other openings of Event Center Supporting Structures designed with a high ratio of glazing to wall area facing pedestrian walkways and plaza spaces.	<input type="checkbox"/>
DG-2.3.6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Functional loading areas, storage areas, and mechanical equipment accessed from internal site access roads.	<input type="checkbox"/>
DG-2.3.7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Landscape buffers, screening walls, green screens, or other transition features provided between Sports and Entertainment Complex structures and adjacent residential uses where feasible considering site conditions.	<input type="checkbox"/>
DG-2.3.8	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Transition features provided between Sports and Entertainment Complex structures and non-residential adjacent uses where feasible considering site conditions.	<input type="checkbox"/>
2.4 Roofline and Profile					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.4.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Roofs and upper level floors visible from West Century Boulevard establish a coherent skyline.	<input type="checkbox"/>
DG-2.4.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Roofline and profile design reflect of the overall design aesthetic.	<input type="checkbox"/>
DG-2.4.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Roofline elements including parapet walls developed along all elevations viewed from a publicly accessible pedestrian sidewalk or walkway.	<input type="checkbox"/>
DG-2.4.4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Roof elements composed of solid as well as other forms such as creative structural frames, trellises and pergolas or other features compatible with other building design elements.	<input type="checkbox"/>

Section 2 Design Elements					
2.5 Materials and Colors					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.5.1				The material palette for buildings provide variety and reinforce massing and changes in the horizontal or vertical plane.	
DG-2.5.2				The color palette for buildings reinforces project site identity and complements changes in the horizontal or vertical plane.	
DG-2.5.3				Exterior materials, textures and colors coordinated to express an intentional architectural theme.	
DG-2.5.4				All exterior materials and colors are durable and will not readily deteriorate or fade from exposure to the elements.	
DG-2.5.5				No low-quality materials such as stucco, plaster, and exterior insulation and finish systems (EIFS) at the ground-floor along any public streets, alleys, or public amenity spaces.	
DG-2.5.6				Colors and materials utilized for paving and exterior building surfaces do not produce excessive reflected glare from the sun (e.g., mirrored glass or surfaces).	
2.6 Equipment and Screening					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.6.1				Screening accomplished through walls, landscaping, or a combination of walls and landscaping, using materials that relate to the overall design or elements of the Sports and Entertainment Complex.	
DG-2.6.2				Utilities and service areas and equipment, mechanical equipment, ducting, meters or other appurtenances and storage areas at the ground level screened from public right-of-way views and adjacent uses where feasible considering site conditions.	
DG-2.6.3				Screening or higher parapet walls used to integrate mechanical equipment, ducting, meters, or other appurtenances above the ground level.	
DG-2.6.4				Areas used for storage, sorting, or loading of refuse and recyclable materials and related equipment enclosed and screened, and meet the following: <ul style="list-style-type: none"> <li>The height of refuse and recycling enclosures shall be no less than five feet and sufficient to conceal the contents of the enclosure, including containers, with gates equal to the enclosure height.</li> <li>Enclosures shall be constructed of masonry, decorative block, or similar materials of a texture and color that blends with the overall design or adjacent building.</li> <li>Enclosures shall be constructed with an impermeable floor sloped to drain and designed so that it can be washed out and kept in a sanitary condition.</li> <li>The recycling and refuse enclosure or loading area shall be located in an area accessible to a collection vehicle.</li> </ul>	
DG-2.6.5				Chain link fencing for anti-scaling and withstanding wind where appropriate, but avoided where visible from public spaces or within twenty feet of the public right-of-way along West Century Boulevard or South Prairie Avenue.	

Section 2 Design Elements					
2.7 Pedestrian Bridges					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-2.7.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pedestrian bridges over public right-of-way provided.	<input type="checkbox"/>
DG-2.7.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any pedestrian bridge provides a minimum vertical clearance of 17 feet above the vehicular right of way from the lowest point of the bridge or meet the requirements identified by Section 309.2(2) of the Caltrans Highway Design Manual.	<input type="checkbox"/>
DG-2.7.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any pedestrian bridges provides a minimum of 20 feet in width to accommodate the pedestrian flows and provide an ADA-compliant walkway.	<input type="checkbox"/>
DG-2.7.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Protective screening in the form of fence-type railings installed on any pedestrian bridge.	<input type="checkbox"/>
DG-2.7.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pedestrian bridges architecturally integrated with the design of the structures or elements at bridge termination points and provide visual connections to adjacent buildings and interesting visual terminations.	<input type="checkbox"/>
DG-2.7.6	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lighting provided at the pedestrian level for safety and security and exterior lighting provided under and adjacent to the pedestrian bridge for safety and visibility by all transportation modes	<input type="checkbox"/>
DG-2.7.7	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pedestrian bridges incorporate streetscape enhancements where they meet public right-of-way.	<input type="checkbox"/>

Section 3 Landscape Elements					
3.1 Landscape Design					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-3.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All areas not covered by buildings or structures, enclosed for storage, or circulation elements incorporated into landscape design as Primary Landscape Areas or Secondary Landscape Areas ( <i>Figure 3.1 Landscape Design Areas</i> ).	<input type="checkbox"/>
DG-3.1.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Landscape design incorporates landscaped areas and plant materials, open space, and hardscape with exterior lighting, signage and graphics, walls and fences, and pedestrian pathways in a manner that complements adjacent buildings and the overall design.	<input type="checkbox"/>
DG-3.1.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Landscape design uses a combination of treatments, features and elements, such as raised landforms, hardscaping, trees, shrubs, planters, and groundcover to enhance the appearance and pedestrian experience of the site.	<input type="checkbox"/>
3.2 Primary Landscape Areas					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-3.2.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Primary Landscape Areas ( <i>Figure 3.1 Landscape Design Areas</i> ) composed of a mix of open space, landscaping, and hardscape elements that integrate with and compliment the architecture of structures and creates a sense of place that supports the overall design.	<input type="checkbox"/>
DG-3.2.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Primary Landscape Areas incorporate open space areas for pedestrian circulation, seating, eating and dining, and public gathering, recreation, and entertainment.	<input type="checkbox"/>
DG-3.2.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Central pedestrian plaza is the primary open space feature.	<input type="checkbox"/>
3.3 Plaza Design					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-3.3.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plaza design includes areas designed for public gathering, outdoor dining, recreation, and entertainment.	<input type="checkbox"/>
DG-3.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Plaza includes seating, activity space, outdoor stage, amplified sound, public art and sculptural elements, interactive features, trellises and shade structures, and other architectural elements.	<input type="checkbox"/>
DG-3.3.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plaza design creates strong connection between building forms, public streets and pedestrian pathways. Plaza entrances from the public street convey a welcoming and not fortress-like presence.	<input type="checkbox"/>
DG-3.3.4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plaza design establishes comfortable pedestrian zones highlighted by plazas and connections to the street, pedestrian bridges, and adjacent activity centers.	<input type="checkbox"/>
DG-3.3.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plaza design provides ample space to allow for free movement of pedestrians to and from the main pedestrian entrances of the Sports and Entertainment Complex site to the Event Center.	<input type="checkbox"/>

Section 3 Landscape Elements					
3.4 Secondary Landscape Areas					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-3.4.1				Secondary Landscape Areas ( <i>Figure 3.1 Landscape Design Areas</i> ) landscaping or hardscaping consistent with the overall landscape design.	
DG-3.4.2				Secondary Landscape Areas support the program of adjacent structures or areas.	
DG-3.4.3				Landscape buffers between parking, loading, and public spaces in Secondary Landscape Areas.	
DG-3.4.4				Secondary Landscape Areas surrounding parking facilities planted with trees at a quantity equivalent to one for each thirty lineal feet of street frontage as well as suitable shrubs, groundcover, and berms.	
3.5 Plant Materials and Irrigation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-3.5.1				Species in planted landscaped areas incorporate the following considerations: <ul style="list-style-type: none"> <li>Plant species reflect preference for native, drought tolerant or drought resistant plants.</li> <li>Plant material installed in healthy, vigorous condition typical to the species.</li> <li>Plant material selection informed by soil, water, and sun conditions and other factors.</li> </ul>	
DG-3.5.2				Landscape design incorporates the following size and spacing considerations: <ul style="list-style-type: none"> <li>Trees proportional to the landscaped area (may be planted in groups).</li> <li>Tree plantings should be 24-inch box minimum size.</li> <li>Tree wells 4 feet by 4 feet (unless conditions require alternative dimensions).</li> <li>Shrubs planted to serve as a hedge or screen minimum 5-gallon size, planted with 2 to 4 feet spacing (depending on plant species).</li> <li>Shrubs planted to serve as groundcover minimum one-gallon and planted at 18 to 24 inches on center. Other plants serving as groundcover spaced at a maximum of 6 to 8 inches on center (depending on plant species).</li> <li>Trees planted at a quantity approximate to one tree for each 200 square feet of landscaped area.</li> </ul>	
DG-3.5.3				Street trees not planted in areas where trees would interfere with anticipated pedestrian flows.	
DG-3.5.4				Irrigation systems for all planted areas equipped with automatic controls and meet CalGreen California Model Water Efficiency guidelines.	
DG-3.5.5				Landscaping maintained in a neat and healthy condition, including proper trimming or mowing, weeding, removal of litter, fertilizing, regular watering and replacement of diseased or dead plants.	

## Appendix A: SEC Design Guidelines Checklist

Section 4 Signage and Graphics					
4.2 Building Identification Signs					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.2.1				Building identification signs consistent with <i>Table 4.2 Building Identification Signs</i> and <i>Entertainment Signs</i> and <i>Figure 4.1 Sports and Entertainment Complex Sign Zones</i> .	
DG-4.2.2				Building identification façade sign breaks the plane of the roof of the building on which it appears.	
DG-4.2.3				Text of any slogan that appears on or is part of a building identification sign is smaller in scale than other textual elements of the sign such that the slogan is not the primary focus of the sign.	
DG-4.2.4				Building identification signs conform to all relevant provisions of SEC Design Guidelines.	
4.3 Business Identification Signs					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.3.1				Business identification signs consistent with <i>Table 4.3 Business Identification Signs</i> and <i>Entertainment Signs</i> and <i>Figure 4.1 Sports and Entertainment Complex Sign Zones</i> .	
DG-4.3.2				Business identification signs conform to all relevant provisions of SEC Design Guidelines.	
4.4 Informational Signs					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.4.1				Informational signs consistent with <i>Table 4.4 Informational Signs</i> and <i>Figure 4.1 Sports and Entertainment Complex Sign Zones</i> .	
DG-4.4.2				Informational signs used to aid and guide the flow of vehicular and pedestrian traffic through the site and provide information to visitors, employees, and the public about the Sports and Entertainment Complex operations, amenities, safety measures, and similar information.	
DG-4.4.3				Informational signs conform to all relevant provisions of SEC Design Guidelines.	
4.5 Message and Entertainment Signs					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.5.1				Message signs and Entertainment signs consistent with <i>Table 4.5 Message and Entertainment Signs</i> and <i>Figure 4.1 Sports and Entertainment Complex Sign Zones</i> .	
DG-4.5.2				Message signs and entertainment signs conform to all relevant provisions of SEC Design Guidelines.	

Section 4 Signage and Graphics					
4.6 Orientation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.6.1				Business Identification Signs and Informational Signs oriented to be primarily viewed by the intended audience.	
DG-4.6.2				All exterior Digital Display Signs shall include louvers integrally cast into sign faces to improve visibility and direct the display to the intended audience and reduce visibility of the sign face and direct light away from overhead flight paths.	
DG-4.6.3				Externally-oriented signs consistent with orientation illustrated in in <i>Figure 4.6 External Orientation</i> .	
4.7 Projection					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.7.1				Façade signs project 3 feet or less into public right-of-way; projections into public right-of-way approved by Public Works.	
DG-4.7.2				Any façade sign projecting into public right-of-way maintains minimum of 10 feet of vertical clearance from the bottom of the projecting sign to finished grade below.	
4.8 Illumination and Brightness					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-4.8.1				Sign illuminated by internal or external means.	
DG-4.8.2				All Signs conform to approved Lighting Design Plan, as defined and required by Mitigation Measure 3.1- 2(b) of the IBEC MMRP.	
DG-4.8.3				All Digital Display Signs and Interactive Display Signs: <ul style="list-style-type: none"> <li>• Controllable by the combination of a photocell that measures available daylight and remote adjustment capabilities that control the luminance levels of the Sign</li> <li>• Utilize automatic dimming technology</li> <li>• Include a default mechanism that causes the Sign to revert immediately to a black screen if the Sign malfunctions in a way that causes the display to wholly or partly flash.</li> </ul>	
DG-4.8.4				Digital Display Signs and Interactive Display Signs comply with maximum daytime and nighttime luminance levels in Table 4.8 Digital Luminance Levels.	
DG-4.8.5				Digital Display Signs transition smoothly at a consistent rate of speed from permitted Daytime to Nighttime Luminance Level, beginning no less than 20 minutes prior to sunset and concluding the transition to nighttime intensity level no less than 20 minutes after sunset.	
DG-4.8.6				Digital Display Signs transition smoothly at a consistent rate of speed from permitted Nighttime to Daytime Luminance Level, beginning no less than 20 minutes prior to sunrise and concluding the transition to daytime intensity level no less than 20 minutes after sunrise.	



## Appendix A: SEC Design Guidelines Checklist

Section 4 Signage and Graphics				
4.9 Presentation				
Reference	Required	Encouraged	Allowed	SEC Design Guideline
DG-4.9.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Images displayed on any External Primary-oriented Digital Display Message Sign presented continuously for at least eight seconds following the completion of its transition from the previous message and including the transition time to the next message.</p> <ul style="list-style-type: none"> <li>When an image is changed electronically, the transition between presentation of the previous image and presentation of the next image accomplished in one-half second or less. The transition period measured as that period between the time that the previous image is fully presented and the next image is fully presented.</li> </ul>
DG-4.9.2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal-oriented Digital Display or Interactive Display Entertainment Signs not subject to a limitation on time between transition, display time, or motion.
4.10 Materials				
Reference	Required	Encouraged	Allowed	SEC Design Guideline
DG-4.10.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Permanent signs constructed of materials that are durable and not likely to fade, corrode, or otherwise deteriorate.
DG-4.10.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Signs do not use highly reflective materials such as mirrored glass.
4.11 Exempt Signs				
Reference	Required	Encouraged	Allowed	SEC Design Guideline
DG-4.11.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Signs and/or sign structures are exempt from the permit requirement of IMC Section 12-72:</p> <ul style="list-style-type: none"> <li>Interior Signs</li> <li>Portable Signs</li> <li>Temporary Signs</li> <li>String Pennants</li> <li>Public and Community Notices and Signs</li> <li>Building Banner Graphics</li> <li>Changeable Copy Signs</li> </ul>

Section 5 Lighting and Acoustics					
5.1 Exterior Lighted Areas					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.1.1				Exterior lighting integrated into the design of structures or relate to the overall design of the Sports and Entertainment Complex to encourage pedestrian activity and support a modern sports and entertainment environment.	
DG-5.1.2				Pedestrian entrances, walkways, and activity areas, vehicle entrances and driveways, parking areas, and service areas well-lit to provide security and safety.	
DG-5.1.3				Prominent exterior lighting features not required for security and safety lighting equipped to control the intensity of lighting and allow for dimming or color variation.	
5.2 Architectural Lighting					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.2.1				Architectural lighting accentuate major architectural features and relate to pedestrian scale.	
DG-5.2.2				Sports and Entertainment Complex structures incorporate large-scale architectural lighting, which may include the following: <ul style="list-style-type: none"> <li>Large-scale architectural lighting elements placed on a building façade to highlight or accentuate elements of the architecture of the structure</li> <li>Integrated-large scale lighting that is attached directly to and made integral with architectural elements on the facade of a building</li> </ul>	
DG-5.2.3				Large-scale architectural lighting not considered signage under SEC Design Guidelines.	

Section 5 Lighting and Acoustics					
5.3 Exterior Luminaries and Fixtures					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.3.1				Luminaries and lighting fixtures coordinated on the basis of function and appearance, architecturally compatible with the structures overall design of the Sports and Entertainment Complex.	
DG-5.3.2				LED fixtures or other similarly energy-efficient lighting technology for exterior lighting fixtures.	
DG-5.3.3				Outdoor security and architectural lighting includes low-level exterior lights mounted to the building and along pathways for security and wayfinding purposes.	
DG-5.3.4				No permanent fixtures with exposed bulbs for exterior lighting.	
DG-5.3.5				No searchlights, spotlights, or other similar fixtures directed to the open sky or areas outside the Sports and Entertainment Complex site.	
DG-5.3.6				Electrical service for all lighting placed underground or within structures unless physically infeasible.	
5.4 Direction and Shielding					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.4.1				Exterior lighting installed, directed and shielded to direct the majority of artificial light to buildings, objects, or target areas within the boundaries of the Sports and Entertainment Complex and minimize light spill to adjacent properties.	
DG-5.4.2				Security and safety lighting recessed, hooded, and located to illuminate only the intended area.	
DG-5.4.3				Exterior lighting placement and direction designed to work with structural and/or vegetative screening to prevent light spill to adjacent properties.	
DG-5.4.4				Lighting for parking facilities designed to direct the majority of light into the parking facility and minimize light spill to adjacent properties.	
5.5 Lighting Design Plan					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.5.1				Sports and Entertainment Complex exterior lighting conforms to approved Lighting Design Plan, as defined and required by Mitigation Measure 3.1-2(b) of the IBEC MMRP.	
DG-5.5.2				Sports and Entertainment Complex includes any lighting or marking requirements required by Mitigation Measure 3.8-5 of the IBEC MMRP.	

Section 5 Lighting and Acoustics					
5.6 Acoustic Facilities					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-5.6.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Sound walls or barriers located in the areas shown in <i>Figure 1.3 Walls and Fences</i> or located in areas that serve a similar purpose and function.	<input type="checkbox"/>
DG-5.6.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sound walls or barriers meet the following standards: <ul style="list-style-type: none"> <li>• Solid with no gaps or cracks that might otherwise be considered acoustical "leaks."</li> <li>• Sufficient mass so as to provide a Sound Transmission Class (STC) rating of at least 27.</li> <li>• Noise Reduction Coefficient (NRC) on the receiver-side face shall be NRC 0.85 or greater.</li> <li>• Publicly visible faces feature vegetation or other aesthetic treatments, as long as such treatments do not inhibit the required acoustical performance.</li> <li>• Sound walls or barriers do not exceed 15 feet or the height necessary to meet the performance standards established by Mitigation Measure 3.11-2(a) of the IBEC MMRP, whichever is higher.</li> </ul>	<input type="checkbox"/>
DG-5.6.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Outdoor sound amplification system, equipment, and related structures designed to limit noise levels near noise-sensitive receptors through design considerations such as placement, distribution, directivity, orientation, number of speakers and/or volume controls.	<input type="checkbox"/>
DG-5.6.4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sound-absorbing materials included on the exterior of buildings surrounding gathering spaces where feasible and effective to reduce noise levels to sensitive receptors.	<input type="checkbox"/>
DG-5.6.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sound-absorbing materials incorporated into the design of parking facilities where feasible and effective to reduce noise levels to sensitive receptors.	<input type="checkbox"/>
DG-5.6.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Rooftop outdoor restaurant or dining area includes an enclosure such as glass to serve as a noise barrier.	<input type="checkbox"/>
DG-5.6.7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Noise generating mechanical equipment located the furthest feasible distance away from noise-sensitive receptors considering site conditions and function.	<input type="checkbox"/>
DG-5.6.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Noise generating mechanical equipment designed and installed to limit noise to noise-sensitive receptors with acoustical enclosures, silencers, barriers, relocation, or other noise-reducing approaches.	<input type="checkbox"/>
DG-5.6.9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Sports and Entertainment Complex conforms to an approved Operational Noise Reduction Plan, as defined and required by Mitigation Measure 3.11-2(a) of the IBEC MMRP.	<input type="checkbox"/>

Section 6 Circulation					
6.1 Vehicular Circulation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-6.1.1				Vehicular access to parking facilities provided from West Century Boulevard, South Prairie Avenue and/or West 102nd Street.	
DG-6.1.2				Vehicular access points to the Sports and Entertainment Complex designed to be clearly visible and accommodate event-related traffic management and security measures.	
DG-6.1.3				Pick-up and drop-off area for shuttles provided on South Prairie Avenue.	
DG-6.1.4				Parking and vehicle circulation facilities designed to provide access to and manage the circulation of vehicles.	
DG-6.1.5				Truck access to loading areas within the Sports and Entertainment Complex provided from West Century Boulevard and/or West 102nd Street.	
DG-6.1.6				Emergency vehicle access and onsite wayfinding signage to the Sports and Entertainment Complex from provided as required and approved by the Los Angeles County Fire Department.	
6.2 Pedestrian Circulation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-6.2.1				Pedestrian circulation network and facilities facilitate walkability and connection to publicly-accessible areas throughout the Sports and Entertainment Complex and adjacent development.	
DG-6.2.2				Pedestrian pathways designed to accommodate pedestrian traffic and access patterns and security features and operations during all event conditions, including paving or other forms of visible pathway delineation to create clear paths of travel.	
DG-6.2.3				Sports and Entertainment Complex includes well-marked, clearly-visible entrances; publicly-accessible entrances include architectural or graphic treatments compatible with the overall design.	
DG-6.2.4				Pedestrian routes direct pedestrians to the main circulation areas within the Sports and Entertainment Complex and the Arena.	
DG-6.2.5				All publicly-accessible pedestrian routes, gathering spaces, and buildings with requirements of the Americans with Disabilities Act (ADA).	

Section 6 Circulation					
6.3 Pedestrian Features					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-6.3.1				Overall site design includes pedestrian scale elements and incorporate pedestrian-scale lighting, signage and wayfinding features to promote an attractive and lively environment for walking.	
DG-6.3.2				Pedestrian features such as stairs, walkways, pedestrian bridges, sidewalks, and seating areas sensitive to the human scale and integrated into the overall site design and architecture.	
DG-6.3.3				Pedestrian circulation areas supplemented with elements that create ground-level interest.	
DG-6.3.4				Landscape design incorporates pedestrian amenities.	
6.4 Pedestrian Grades and Ramps					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-6.4.1				Ramps in pedestrian walkways have a maximum slope of 1:12, minimum clear width of 36 inches, and landing lengths of 60 inches.	
DG-6.4.2				Ramps in pedestrian walkways contain a detectable warning device (e.g., raised dome surface and contrasting color).	
DG-6.4.3				Curb ramps installed wherever a sidewalk crosses a curb.	

Section 7 Parking					
7.1 Parking and Transportation Facilities					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-7.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required automobile provided within any parking facility within the Sports and Entertainment Complex.	<input type="checkbox"/>
DG-7.1.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking provided for coach buses and microtransit, mini-bus, or paratransit vehicles.	<input type="checkbox"/>
DG-7.1.3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Areas provided to accommodate taxis, TNC vehicles, or vehicles providing similar ridesharing or ridehailing services, including a pick-up and drop-off area for passengers and a queuing area for such vehicles.	<input type="checkbox"/>
DG-7.1.4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Additional parking in excess of the required parking spaces provided for specialized vehicles such as media broadcast trucks or other vehicles.	<input type="checkbox"/>
DG-7.1.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Valet parking provided.	<input type="checkbox"/>
7.2 TNC Facilities					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-7.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passenger pick-up and drop-off areas or facilities providing passenger access to TNC, taxi, or similar vehicles designed to provide safe pedestrian access between such vehicles and pedestrian circulation areas.	<input type="checkbox"/>
DG-7.2.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Transportation facilities include a vehicle queuing area to allow TNC, taxi, or similar vehicles to access passenger pick-up and drop-off areas or facilities.	<input type="checkbox"/>
DG-7.2.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any lane for queuing for taxi, TNC, or similar vehicles minimum width of 8 feet.	<input type="checkbox"/>
DG-7.2.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pavement and drainage for surface lot TNC facilities complies with IMC § 12-55.2.	<input type="checkbox"/>

Section 7					Parking	
7.3 Transportation Demand Management						
Reference	Required	Encouraged	Allowed	SEC Design Guideline		Included
DG-7.3.1				Preferential parking for employee carpool or vanpool vehicles provided within parking facilities in locations that provide convenient access for employees and designated through clearly visible signage or space markings.		
DG-7.3.2				Information about alternative modes of transportation such as public transit, ridesharing, bicycling, and pedestrian modes and related available programs and facilities provided via information kiosk, bulletin board located, or similar feature.		
DG-7.3.3				Bicycle parking spaces and facilities provided: <ul style="list-style-type: none"><li>• Minimum of 60 bicycle parking spaces available for use by employees;</li><li>• Minimum of 23 bicycle parking spaces available for use by patrons;</li><li>• Shower and locker facilities available to employees;</li><li>• Bicycle repair station accessible to employees and patrons.</li></ul>		
DG-7.3.4				Bicycle parking and facilities provided in areas within the Sports and Entertainment Complex that provides safe and convenient access to employees and patrons visitors, considering site conditions		
7.4 Vehicular Access to Parking and Transportation Facilities						
Reference	Required	Encouraged	Allowed	SEC Design Guideline		Included
DG-7.4.1				Driveways providing vehicular access to a parking or transportation facility provide dedicated ingress lanes or egress lanes, two-way lanes, or reversible ingress/egress lanes.		
DG-7.4.2				Width of any dedicated ingress lane or egress lane, or reversible ingress/egress lane providing access to a parking or transportation facility not less than 10 feet.		
DG-7.4.3				Width of any two-way lane providing access to a parking or transportation facility not less than 20 feet.		
DG-7.4.4				Driveway that provides ingress or egress to a parking or transportation facility closed or obstructed to prevent ingress or egress when such access is not required to provide parking for a use or event within the Sports and Entertainment Complex or as necessary to implement a transportation management plan or strategies, so long as access to the parking or transportation facility is adequately maintained to meet the parking requirements of uses in operation.		
DG-7.4.5				Gate, raisable arm, or other device or technology to control or regulate vehicular ingress or egress to a parking or transportation facility.		
DG-7.4.6				Location and function of any device or technology used to control or regulate vehicular access to a parking or transportation facility designed to reduce the need for queuing on public streets to enter the facility, as feasible considering site conditions, event conditions, and vehicular circulation.		
DG-7.4.7				Driveway providing ingress or egress to any parking or transportation facility paved to standards not less than required per IMC Section 12-55.2.		



Section 7 Parking					
7.5 Parking Facility Design					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-7.5.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Traffic circulation within any facility or portion of a facility providing required automobile parking complies with IMC Section 12-55.	<input type="checkbox"/>
DG-7.5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Access and turning radius for any facility or portion of a facility providing required automobile parking complies with IM Section 12-54.	<input type="checkbox"/>
DG-7.5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Driveway slopes and ramps for any facility or portion of a facility providing required automobile parking complies with IMC Section 12-54.1.	<input type="checkbox"/>
DG-7.5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking space striping for any facility or portion of a facility providing required automobile parking complies with IMC Section 12-55.1.	<input type="checkbox"/>
DG-7.5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking lot pavement and drainage for any facility or portion of a facility providing required automobile parking within a surface lot complies with IMC Section 12-55.2.	<input type="checkbox"/>
DG-7.5.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking slope of any facility or portion of a facility providing required automobile parking complies with IMC Section 12-55.3.	<input type="checkbox"/>
DG-7.5.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Continuous raised concrete curbs provided three feet from the end of a parking space as necessary to ensure that any parked vehicle will not touch any wall, building, or other object.	<input type="checkbox"/>
DG-7.5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wheel stops provided where necessary to protect landscaping, parking equipment, or other infrastructure and should be located to avoid tripping hazards.	<input type="checkbox"/>
DG-7.5.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Visual impact of parking or transportation facilities reduced by providing landscape buffer areas, screening, or natural topography or planned grading.	<input type="checkbox"/>
7.6 Parking Space Dimensions					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-7.6.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required automobile parking spaces comply with <i>Table 7.6 Parking Space Dimensions</i> .	<input type="checkbox"/>
DG-7.6.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking spaces provided for coach buses, microtransit, mini-bus, or paratransit vehicles comply with <i>Table 7.6 Parking Space Dimensions</i> .	<input type="checkbox"/>
DG-7.6.3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Compact parking spaces provided consistent with IMC Section 12-49(A).	<input type="checkbox"/>
DG-7.6.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Tandem parking not utilized to satisfy the required number of parking spaces.	<input type="checkbox"/>

Section 7      Parking				
7.7      Accessible Parking				
Reference	Required	Encouraged	Allowed	SEC Design Guideline
DG-7.7.1				Accessible parking provided per the requirements IMC Section 12-57 and any applicable State of California requirements.
DG-7.7.2				Required accessible parking spaces provided in any parking facility within the Sports and Entertainment Complex.

Section 8 Loading					
8.1 Loading Space Location					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-8.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required loading spaces accommodated entirely within the Sports and Entertainment Complex site.	<input type="checkbox"/>
DG-8.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Required loading spaces provided in subterranean structure in an area that can be readily driven upon or provides reasonable access to the loading spaces.	<input type="checkbox"/>
DG-8.1.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required loading spaces do not encroach into any public right-of-way or otherwise obstruct any on-site drive aisle or parking space.	<input type="checkbox"/>
8.2 Loading Space Design					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-8.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Loading spaces required for Event Center Structure minimum width of 10 feet and minimum length of 30 feet.	<input type="checkbox"/>
DG-8.2.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Loading spaces required for Event Center Supporting Structures minimum width of 10 feet and minimum length of 20 feet.	<input type="checkbox"/>
DG-8.2.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any required loading space minimum height clearance of 14 feet.	<input type="checkbox"/>
DG-8.2.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Surface of any required loading space shall be paved with asphalt or concrete and complies with IMC Section 12-55.2.	<input type="checkbox"/>
DG-8.2.5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any subterranean loading facility accommodates maneuvering delivery vehicles such as trucks or tractor-trailers into and out of loading positions at the docks, stalls and driveways.	<input type="checkbox"/>
8.3 Access and Screening					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-8.3.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Access to required loading spaces provided from interior site access roads or driveways accessed from West Century Boulevard or West 102nd Street.	<input type="checkbox"/>
DG-8.3.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Required loading spaces visibly separated from public entrances and parking areas and shall be screened with a combination of walls and landscaping to minimize views of the loading area from public views and adjacent residential uses.	<input type="checkbox"/>
DG-8.3.3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Loading areas in excess of the required loading spaces provided in loading zones along South Prairie Avenue as approved or designated by Department of Public Works.	<input type="checkbox"/>

Section 9 Sustainability and Environmental Sensitivity					
9.1 Green Buildings					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The Event Center Structure and the Event Center Supporting Structures designed to meet the requirements for LEED Gold certification for new construction.	<input type="checkbox"/>
DG-9.1.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Project design features enable the Arena to exceed the building energy efficiency standards set forth in Part 6 of Title 24 of the California Code of Regulations.	<input type="checkbox"/>
9.2 Solar Energy Generation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Electrical supply strategy that incorporates a solar energy generation system and battery energy storage.	<input type="checkbox"/>
DG-9.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Solar photovoltaic panels incorporated into the design of any structure.	<input type="checkbox"/>
9.3 Recycling					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.3.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Features and space to support implementation of a comprehensive waste reduction and diversion program.	<input type="checkbox"/>
9.4 Alternative Transportation					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.4.1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Circulation or access features or spaces to accommodate the use of rail transit by employees and attendees of events hosted at the Arena such as a shuttle service pick-up and drop-off area or pedestrian connections to nearby stations	<input type="checkbox"/>
DG-9.4.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Circulation and parking facilities to accommodate local microtransit service and park-n-ride service for employees and attendees of events hosted at the Arena.	<input type="checkbox"/>
DG-9.4.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Facilities to support active transportation modes, such as bicycle parking, bicycle repair stations, and locker room and shower facilities for employees.	<input type="checkbox"/>

Section 9 Sustainability and Environmental Sensitivity					
9.5 Parking Facilities					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.5.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any public parking facility includes a vehicle circulation and parking availability system or features to help reduce vehicle circulation and idling time within the parking facility.	<input type="checkbox"/>
DG-9.5.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Any public parking facility includes preferential parking for carpool vehicles.	<input type="checkbox"/>
9.6 Electric Vehicle Charging					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.6.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8% of required parking spaces for private automobile parking equipped with electric vehicle supply equipment (EVSE).	<input type="checkbox"/>
DG-9.6.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Truck loading spaces or docks within the Event Center equipped with EVSE.	<input type="checkbox"/>
DG-9.6.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking and loading spaces with EVSE clearly identified and provide adequate access.	<input type="checkbox"/>
DG-9.6.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	EVSE meet the following requirements: <ul style="list-style-type: none"> <li>• Provide Level II charging capacity (208 – 240 volts) or greater.</li> <li>• Comply with the relevant regional or local standard for electrical connectors.</li> <li>• Networked or internet addressable and capable of participating in a demand-response program or time-of-use pricing.</li> </ul>	<input type="checkbox"/>

Section 9 Sustainability and Environmental Sensitivity					
9.7 Water and Stormwater					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.7.1				Outdoor water use reduced through best management practices.	
DG-9.7.2				Indoor water usage reduced through installation of efficient flush and flow fixtures or similarly effective strategies or measures.	
DG-9.7.3				Site design complies with all applicable Regional Water Quality Control Board and County of Los Angeles regulations for water quality and quantity including preparation of a LID Plan.	
DG-9.7.4				Site design employs LID strategies to minimize impervious areas through site design features, which may include but are not limited to: <ul style="list-style-type: none"> <li>Bio-filtration and stormwater planters designed to capture site runoff from roof drains and/or surface flow, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.</li> <li>Site specific BMPs designed and sized to properly manage the storm runoff prior to discharging from the site and into public storm drain lines.</li> </ul>	
9.8 Bird Collision Deterrence					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-9.8.1				Exterior façade materials should be designed to achieve a maximum threat factor of 25 in accordance with the American Bird Conservancy Bird Collision Material Threat Factor Reference Standard.	
DG-9.8.2				All externally visible transparent glass panels or façade surfaces should be designed with treatments to reduce bird collisions, such as fritting or similar patterns, etching, stained or frosted glass, or UV reflective or absorbing patterns, or similar treatments.	

Section 10 Design Considerations for Specific Uses					
10.1 Sale, Service, or Consumption of Alcoholic Beverages					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-10.1.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Areas in which alcoholic beverages are sold, served, or consumed lighted and arranged to allow for observation of all such areas by supervisor or security personnel.	<input type="checkbox"/>
DG-10.1.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Areas for the permitted sale, service, or consumption of alcoholic beverages defined by clearly visible physical features, boundary indications, and/or signage.	<input type="checkbox"/>
DG-10.1.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A sign stating "We ID everyone under 30 years of age for alcohol sales" shall be displayed at or near the point of sale of any alcoholic beverages in a manner easily readable by a patron purchasing an alcoholic beverage.	<input type="checkbox"/>
DG-10.1.4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A kitchen or food menu not a requirement for the sales or service of alcoholic beverages by any establishment or operator.	<input type="checkbox"/>
DG-10.1.5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Establishments serving alcoholic beverages include a bar or lounge area separate from the main food service area of the establishment.	<input type="checkbox"/>
DG-10.1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recommendations of the Los Angeles County Fire Department relative to fire safety incorporated for areas in which alcohol may be sold, served, or consumed.	<input type="checkbox"/>
DG-10.1.7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Recommendations of the Inglewood Police Department regarding security measures for the protection of visitors and employees appropriate to the design of the site incorporated for areas in which alcohol may be sold, served, or consumed.	<input type="checkbox"/>
10.2 Outdoor Restaurants or Dining Areas					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-10.2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Outdoor dining areas or spaces separated from parking lots, driveways and public sidewalks by location, temporary or permanent screening features, and/or landscaping.	<input type="checkbox"/>
DG-10.2.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Exterior lighting not directed onto any adjacent residential property.	<input type="checkbox"/>
DG-10.2.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Perimeter of any outdoor dining area where alcoholic beverages are served or consumed defined by temporary or permanent physical barriers that form defined points of access to such area.	<input type="checkbox"/>

Section 10 Design Considerations for Specific Uses					
10.3 Communications Facilities					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-10.3.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Communications facilities, antennas, or related equipment not located in parking or loading spaces, vehicular or pedestrian circulation areas, or open space areas such that it would interfere or impair the intended function or utility of such area.	<input type="checkbox"/>
DG-10.3.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Communications facilities and related equipment integrated into a structure, architectural feature of a building, or public art or other element, or otherwise screened from public view in a manner that is compatible with the overall design.	<input type="checkbox"/>
DG-10.3.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Exterior finishes of communications facilities and related equipment are non-reflective and blend with the materials and colors of surrounding buildings, structures, and/or landscaping.	<input type="checkbox"/>
DG-10.3.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any permanently-installed communications facilities, antennas or related equipment do not exceed the height limits established in Section 2.	<input type="checkbox"/>
10.4 Public Art					
Reference	Required	Encouraged	Allowed	SEC Design Guideline	Included
DG-10.4.1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Public art provided within the Sports and Entertainment Complex to meet the requirements of IMC Article 14 of Chapter 11 in areas that are publicly viewable or publicly accessible and do not require not require a fee for admission (such as ticketed events) as follows: <ul style="list-style-type: none"> <li>Attached to, applied or erected on, suspended from, or integrated into any structure;</li> <li>Within any Primary Landscape Area;</li> <li>Within any Secondary Landscape Area;</li> <li>Any other publicly viewable or publicly accessible location identified in a development agreement between the developer of the Sports and Entertainment Complex and the City.</li> </ul>	<input type="checkbox"/>
DG-10.4.2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Public art located to maintain adequate vehicular and pedestrian access and circulation areas.	<input type="checkbox"/>
DG-10.4.3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The location of public art allows for viewing from a variety of vantage points.	<input type="checkbox"/>