

## CHAPTER 2

# Project Description

### 2.1 Introduction

This chapter presents information regarding the components and characteristics of the proposed Inglewood Basketball and Entertainment Center (IBEC, or Proposed Project) and the discretionary approvals required to implement it. This section describes the site where the Proposed Project will be located (Project Site), which consists of the following elements:

- *Arena Site*: The central part of the Project Site that would include the arena, public plaza, community space, practice facility, sports medicine clinic, team offices, retail/restaurants, a parking structure, and related development;
- *West Parking and Transportation Hub Site*: The part of the Project Site west of the Arena Site that would include a multi-level parking structure and a transportation hub including private or charter bus staging area and a drop-off, staging, and pick-up area for Transportation Network Company (TNC)<sup>1</sup> vehicles/taxis serving the Arena Site;<sup>2</sup>
- *East Parking and Hotel Site*: The portion of the Project Site east of the Arena Site that would include a surface parking lot serving the Arena Site and a limited-service hotel; and
- *Well Relocation Site*: The portion of the Project Site east of the Arena Site that would contain on-site relocation of a City-owned and -operated potable water well.

### 2.2 Project Location

As presented in **Figure 2-1**, the Project Site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown Los Angeles. The Project Site is located immediately to the south of the Hollywood Park Specific Plan (HPSP) area, within which a new National Football League (NFL) stadium, the future home of the Los Angeles Rams and Los Angeles Chargers teams, is under construction. The HPSP also authorizes development of retail, office, residential, special events venue, and parking development. The Forum, an approximately 18,000-seat entertainment venue, is located

<sup>1</sup> A transportation network company (TNC), sometimes known as a mobility service provider (MSP), is an organization that pairs passengers via websites and mobile apps with drivers who provide transportation services.

<sup>2</sup> The parking garage and bus staging/TNC drop-off site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, microtransit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.

approximately three-quarters of a mile north of the Project Site, near the intersection of South Prairie Avenue and Manchester Boulevard.

The Project Site is served by a network of transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the San Diego Freeway (I-405) located approximately 1.5 miles to the west; the Glenn Anderson Freeway, also known as the Century Freeway (I-105), located approximately one mile to the south; and the Harbor Freeway (I-110) located 3.5 miles to the east.

Local access is provided by West Century Boulevard that borders the Project Site on the north and is a commercial corridor that runs east-west through the City of Inglewood. South Prairie Avenue is also a major commercial corridor which passes through the Project Site between the Arena Site to the east and the West Parking and Transportation Hub Site to the west, and provides north-south access through the City of Inglewood and beyond. The Project Site is located approximately 1.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.5 miles north of the Hawthorne Municipal Airport.

The Project Site is less than one mile from the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line's Hawthorne/Lennox Station. The Metro Green Line provides light rail service between Redondo Beach and Norwalk. The route also serves the communities of El Segundo, Hawthorne, South Los Angeles, Lynwood, and Downey.

Currently under construction, the Metro Crenshaw/LAX Line will provide a new light rail connection between the existing Metro Exposition Line and the Metro Green Line. The Crenshaw/LAX Line will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Crenshaw/LAX Line will also provide light rail service to LAX.<sup>3</sup> Three stations associated with the Metro Crenshaw/LAX Line are planned in the City of Inglewood: the Downtown Inglewood Station located approximately 1.6 miles to the north of the Project Site, the Westchester/Veterans Station located approximately 2 miles northwest of the Project Site, and the Fairview Heights station located approximately 2 miles north of the Project Site. Construction of the Metro Crenshaw/LAX Line is currently underway, and is estimated to be completed in 2019.<sup>4</sup> The Project Site is also served by multiple Metro bus lines including bus lines 117 and 212/312.

## 2.3 Project Objectives

CEQA Guidelines Section 15124(b) establishes that the Project Description must include a statement of the objectives to be achieved by the Proposed Project. Because the Proposed Project would involve the sale of City- and Successor Agency-owned property and the vacation of

<sup>3</sup> Metro Crenshaw/LAX Transit Project. Available: [https://www.metro.net/projects/crenshaw\\_corridor/](https://www.metro.net/projects/crenshaw_corridor/). Accessed June 25, 2018.

<sup>4</sup> United States Department of Transportation. Crenshaw/LAX Transit Corridor. Available: <https://www.transportation.gov/tifia/financed-projects/crenshaw-lax-transit-corridor>. Accessed June 25, 2018.

portions of City-owned streets, as well as development of the proposed uses by the project applicant, the project objectives for the Proposed Project include both the stated objectives of the City of Inglewood, as well as the stated objectives of the project applicant, Murphy's Bowl LLC.

The following are the City's stated objectives for the Proposed Project:

- Support the revitalization of the City of Inglewood, promote the City as a premiere regional sports and entertainment center recognized at the local, regional, national, and international level, and support its City of Champions identity by bringing back an NBA franchise to the City.
- Develop a project that promotes the objectives and policies of the City's General Plan related to economic development, and that enhances the general economic health and welfare of the City by encouraging mixed-use development, stimulating new business and economic activity, and increasing City revenue (property, sales, admissions and transient occupancy taxes).
- Expand the opportunities for the City's residents and visitors to participate in a wide range of sporting, cultural, civic and business events.
- Strengthen the community by providing public and youth-oriented space, outdoor community gathering space, and outdoor plazas.
- Transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with FAA grants to the City.
- Encourage sustainable, modern, integrated development that develops coordinated traffic event management strategies, encourages public transit opportunities to the Project Site, provides safe and adequate pedestrian circulation, and reflects a high level of architectural design quality and landscape amenities.
- Establish in the City a world class basketball and event center that increases sports and entertainment employment and construction-related employment opportunities in the City of Inglewood.
- Achieve the objectives described above in an expeditious and environmentally conscious manner.

The following are the Project Applicant's stated objectives for the Proposed Project:

- **Build the long-term home of the LA Clippers NBA basketball team.**
  - Construct a state-of-the-art multi-purpose basketball and entertainment center with a capacity of up to 18,000 fixed seats to host LA Clippers home games beginning in the 2024-2025 NBA season.
  - Consolidate LA Clippers team operations and facilities in a single location that includes practice facilities, team executive and management offices, a sports medicine clinic, and adequate parking for both events and daily operations.

- Design and develop the basketball and entertainment center to accommodate up to 18,500 attendees for other entertainment, cultural, sporting, business and community events when not in use for LA Clippers home games.
- Provide complementary on-site retail and dining uses and a community space to create a lively, visitor- and community-serving environment year-round for patrons, employees, community members, and visitors to the surrounding neighborhood and nearby sports and entertainment venues.
- Contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.
- **Develop a financially viable Project that is constructed and operated from private funding sources.**
  - Locate the Project on a site that can be readily assembled and that enables the feasible development of the Project to host the LA Clippers home basketball games in the 2024-2025 NBA season.
  - Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems, patron amenities, and other features.
  - Enhance the future success of the Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Project.
  - Support the financial viability of the Project by developing sufficient complementary on-site uses to enhance the productive use of the site on event and non-event days, including retail, dining, and potential hotel uses.
- **Design a Project that is synergistic with nearby existing and proposed uses and incorporates state-of-the-art urban design and venue design principles.**
  - Locate the Project on a site near other existing and planned development to create a dynamic, year-round destination.
  - Develop the basketball and entertainment center with features that enhance the Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.
  - Create inviting and appropriately-scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.
  - Develop the Project to meet high-quality urban design and sustainability standards.
  - Design the Project to take advantage of existing and planned public transit, and incorporate appropriate vehicular, pedestrian, and bicycle access and amenities that encourage sustainable transportation options.

- Enhance the streetscape appearance by providing perimeter and interior landscaping.

## 2.4 Project Site Existing Conditions

### 2.4.1 Location

The entire Project Site is comprised of approximately 28 acres of land, as shown in **Figure 2-2**. The main portion of the Project Site is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and a straight line extending east from West 103<sup>rd</sup> Street to South Doty Avenue to the south. This approximately 17-acre area is described as the Arena Site. The Project Site includes three additional components: the West Parking and Transportation Hub Site is an approximately 5-acre site bounded by West Century Boulevard to the north, hotel and residential uses to the west, South Prairie Avenue to the east, and West 102<sup>nd</sup> Street to the south; the East Parking and Hotel Site is an approximately 5-acre site bounded by West Century Boulevard to the north, industrial and commercial uses to the east and west, and West 102<sup>nd</sup> Street to the south; and the Well Relocation Site is an approximately 0.7-acre parcel located at 3812 West 102<sup>nd</sup> Street, surrounded by vacant land to the west and south and bounded by residential uses to the east.

As shown in **Figures 2-3 and 2-4**, most of the Project Site, approximately 84 percent, consists of parcels owned by the City of Inglewood or the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency. The Project Site is partially within the Planning Boundary/ Airport Influence Area for the LAX Airport as designated within the Los Angeles County Airport Land Use Plan (ALUP). As depicted in **Figure 2-5**, the Project Site falls within the Airport Influence Area for LAX for the southern LAX runway.

**Commented [A1]:** Is Figure 2-4 necessary? Figure 2-3 was revised to indicate private/City/Successor Agency ownership, Figure 2-4 showing only City/Successor Agency ownership seems duplicative after revision.

### 2.4.2 General Plan and Zoning

As shown in **Figure 2-6**, the majority of the Project Site is designated as Industrial in the City of Inglewood General Land Use Element. A small portion of the Project Site along the South Prairie Avenue corridor is designated as Commercial.

As shown in **Figure 2-7**, the Project Site has several zoning designations. The City of Inglewood Zoning Code designates half of the approximately 17-acre Arena Site and the entirety of the East Parking and Hotel Site and Well Relocation Site as M-1L, Limited Manufacturing.

Approximately half of the Arena Site bordering the east side of South Prairie Avenue and the northern and eastern portions of the West Parking and Transportation Hub Site are zoned C-2A, Airport Commercial.

The West Parking and Transportation Hub Site also contains some parcels zoned as P-1 Parking, R-2 Residential Limited Multifamily, and R-3 Residential Multiple Family.

Additional detail regarding existing zoning of the Project Site is provided in section 3.10, Land Use and Planning.

### 2.4.3 Existing Uses on the Project Site

All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The vacant parcels within the Project Site total approximately 23 acres, or more than 84.5 percent of the Project Site. The six developed parcels include a fast-food restaurant, a motel, a light manufacturing/warehouse facility, a warehouse, a commercial catering business, and a groundwater well and related facilities as shown in Table 2-1. The land uses within the Project Site by area are described below and shown in Figure 2-3.

**TABLE 2-1  
PROJECT SITE AND EXISTING DEVELOPMENT**

Use	Name	Site Area (acres)	Existing Development SF
<b>Arena Site</b>		<b>16.71</b>	<b>54,098</b>
Commercial (Fast-Food Restaurant)	Church's Chicken Restaurant	0.33	1,118
Commercial (Motel)	Rodeway Inn & Suites	0.66	16,806
Light Manufacturing/Warehouse	3915 West 102 <sup>nd</sup> Street	1.03	28,809
Warehouse	3838 West 102 <sup>nd</sup> Street	0.35	6,231
Commercial (Catering)	Let's Have a Cart Party	0.19	1,134
Water Infrastructure	Groundwater Well #6	0.34	0
Vacant	All vacant parcels Four billboards	13.81	0
<b>West Parking and Transportation Hub Site</b>		<b>5.55</b>	<b>0</b>
Vacant		5.55	
<b>East Parking and Hotel Site</b>		<b>5.16</b>	<b>0</b>
Vacant		5.16	
<b>Well Relocation Site</b>		<b>0.70</b>	<b>0</b>
Vacant		0.70	
<b>Total Project Site</b>		<b>28.12 acres</b>	<b>54,098 sf</b>

SOURCES: Los Angeles County Assessor Portal, 2018. Available: <https://portal.assessor.lacounty.gov/>. Accessed June 25, 2018. TerraServer, 2018.

**Commented [A2]:** Incorrect "vacant parcel" area: 13.81 AC includes the street vacation area of West 102nd Street, which is approx. 1.11 AC – suggest changing use category label to "Vacant Land and Existing Public Street" or similar, or exclude street vacation area from total.

**Commented [A3]:** As with above comment, total 5.55 AC area includes the street vacation area of West 101st Street, which is approx. 0.39 AC; suggest similar change to "Vacant Land and Existing Public Street."

#### Arena Site

Consisting of approximately 17 acres, the Arena Site is an irregularly-shaped area formed by 41 parcels and a portion of an existing public street, generally bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and a straight line extending east from West 103<sup>rd</sup> Street to South Doty Avenue to the south. Although primarily the majority of the Arena Site consists of vacant lots, the Arena Site contains a limited amount of existing development—all six of the developed parcels within the Project Site are located within the Arena Site.

**Commented [A4]:** This Arena Site description is hard to follow, and the Let's Have A Cart Party development is not described.

Since the purpose of this section is to describe the existing development within the Arena Site, suggest the revisions shown below to focus on describing those six parcels, and then generally describe vacant parcels as a group.

Developed parcels within the Arena Site with frontage along West Century Boulevard include an occupied Church's Chicken Restaurant fast-food restaurant located at the southeast corner of West Century Boulevard and South Prairie Avenue, is an occupied Church's Chicken Restaurant fast-food restaurant (3936 West Century Boulevard 10004 South Prairie Avenue). On the sidewalk directly to the north and east of the Church's Chicken Restaurant are two Metro bus stops. Both Metro bus stops include benches and bus shelters. The parcel immediately to the east of the Church's Chicken Restaurant along West Century Boulevard is developed with a two-story, 38-room Rodeway Inn & Suites motel (3940 West Century Boulevard). Associated surface parking is provided directly in front of the motel along West Century Boulevard with additional parking located to the rear of the motel. A billboard fronts West Century Boulevard immediately east of the Rodeway Inn & Suites motel. Vehicle access to the motel is provided from West Century Boulevard.

**Commented [A5]:** Although 3950 W Century is the approximate address of the Church's Chicken, LA County property records identify this parcel, APN 4032-001-039, as 10004 S. Prairie Ave.

**Commented [A6]:** This new sentence appears redundant with the sentence below describing the same billboard.

Directly west-east of the Rodeway Inn & Suites motel, fronting West Century Boulevard, is are two vacant parcels surrounded by chain link fencing that are included in the Arena Site. Utility poles on the vacant parcel support electric service to adjacent uses, and a single-faced illuminated billboard is located in the vacant parcel's northeast corner. The East of the Rodeway Inn & Suites vacant parcel along West Century Boulevard is an unoccupied motel and commercial self-storage building located east of those vacant parcels along West Century Boulevard that are not included in the Arena Site (and are not included in the Project Site). East of the self-storage building and lot is a narrow vacant parcel surrounded by chain link fencing and green screening that is part of the Project Site. Located on the vacant parcel that is part of the Arena Site, currently improved with a paved access way road leading to other vacant parcels within the Arena Site that has been previously used to support the storage and staging of construction materials associated with a street improvement project. This vacant parcel is surrounded by chain link fencing and green screening.

**Commented [A7]:** Billboard locations are addressed below, and there are no utility poles on the two vacant lots with frontage on Century.

Developed parcels within the Arena Site with frontage along West 102nd Street include a two-story unoccupied warehouse/light manufacturing facility located on the north side of West 102nd Street approximately 450 feet east of the intersection of South Prairie Avenue and West 102nd Street (3195 West 102nd Street). This lot is improved with a surface parking lot and access gate along West 102nd Street. Immediately to the east of the warehouse/manufacturing facility parcel is the City of Inglewood Water Well #6, which is surrounded and secured by vertical blue metal fencing and an access gate. An unoccupied one- and two-story concrete commercial building with an access driveway and small parking area is located further east along the south side of West 102nd Street (3838 West 102nd Street).

Also within the Arena Site is a parcel located along the east side South Prairie Avenue south of West 102nd Street that is currently improved with the Let's Have A Cart Party catering business (10212 South Prairie Avenue), which includes a one-story commercial building, surface parking, and a small storage shed.

The large "L-shaped" vacant parcel within the Arena Site that wraps around the fast-food restaurant and the Rodeway Inn & Suites motel is surrounded by chain-link fencing and screening. Further west east on West 102nd Street in the City of Inglewood Water Well #6, which is surrounded and secured by vertical blue metal fencing and an access gate. Also within the Project Site to the west and north of Water Well #6 is a two-story, unoccupied warehouse/light manufacturing facility and associated surface parking located at 3915 West 102nd Street, with access provided from a gate along West 102nd Street. To the west east is a vacant parcel surrounded by chain-link fencing that extends to West Century Boulevard.

Fronting West 102nd Street to the south is a vacant parcel surrounded by chain-link fencing. Also located on the Project Site is a vacant one- and two-story concrete commercial building (3838 West 102nd Street) that includes an access driveway. Fronting South Prairie Avenue from South Doty Avenue to West Century Boulevard to the north, is a continuation of the vacant parcel and perimeter chain-link fencing.

The Arena Site also includes a portion of West 102nd Street that would be vacated as part of the Proposed Project. The portion of West 102nd Street that will be vacated is approximately 900 feet long, from South Prairie Avenue on the west to 3820 West 102nd Street to the east. This portion of West 102nd Street includes narrow sidewalks on both the north and south sides of the street, a few trees and minimal landscaping on the north side of the street, and overhead utility lines and poles on the south side of the street.

The remaining parcels within the Arena Site are vacant lots surrounded by chain link fencing or chain link fencing with green screening. These vacant lots have frontage along the south side of West Century Boulevard, the east side of South Prairie Avenue, and the north and south side of West 102nd Street. Wooden utility poles and lines carrying service to adjacent properties are located on some of the lots along West 102nd Street and South Prairie Avenue. As described below, four vacant lots within the Arena Site are improved with outdoor advertising structures.

### **Billboards**

There are four outdoor advertising structures (billboards) on the Arena Site, as shown on Figure 2-3. The vacant parcel at 10220 South Prairie Avenue includes a dual-faced static billboard which is lit by floodlights facing upward. This approximately 30-foot-tall billboard is mounted on dual poles, and includes an access ladder for maintenance crews to climb to reach the billboard faces. The billboard faces are visible clearly visible to drivers on both northbound and southbound South Prairie Avenue.

The vacant parcel at 10200 South Prairie Avenue (southeast corner of South Prairie Avenue and West 102nd Street) has a dual-faced, static billboard mounted on a single pole. This billboard is not lit on either side. This billboard is rather small, both in height and in surface area; the top of the billboard is only approximately 15 feet from ground-level. The billboard is visible to southbound drivers on South Prairie Avenue, but an existing street tree somewhat obscures the billboard's visibility to drivers on northbound South Prairie Avenue.



The vacant parcel at the northeast corner of South Prairie Avenue and West 102<sup>nd</sup> Street contains a dual-faced, static billboard mounted on two metal poles. Both faces of the billboard are illuminated by floodlights that are directed upward. The billboard is approximately 20 feet tall and the billboard faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

The Arena Site contains a fourth static billboard along West Century Avenue, on a vacant parcel immediately west of the unoccupied Airport Park View Motel parcel. This billboard is single-faced, with advertising visible only to westbound drivers on West Century Boulevard. The billboard face is lit with a floodlight that is angled upward. This billboard is mounted on dual poles, is approximately 20 feet tall, and includes an access ladder for maintenance crews to climb to reach the billboard face.

### **West Parking and Transportation Hub Site**

To the west of the Arena Site, the West Parking and Transportation Hub Site includes 27 parcels totaling approximately 5 acres on the north and south sides of West 101<sup>st</sup> Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102<sup>nd</sup> Street to the south, and residential and motel uses to the west. The site is currently vacant and is surrounded by chain link fencing. The West Parking and Transportation Hub Site also includes a portion of West 101<sup>st</sup> Street that would be vacated as part of the Proposed Project. The portion of West 101<sup>st</sup> Street that will be vacated is approximately 300 feet long, between the Airport Motel on the west and the Sunshine Coin Laundry building to the east. This portion of West 101<sup>st</sup> Street includes narrow, separated sidewalks on both the north and south sides of the street, two mature trees on the north side of the street and one mature tree on the south side of the street, streetlights on the south side of the street, and overhead utility lines and poles on the north side of the street.

### **East Parking and Hotel Site**

To the east of the Arena Site, the East Parking and Hotel Site is a “T-shaped” group of five parcels encompassing approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102<sup>nd</sup> Street to the south. The East Parking and Hotel Site is vacant and surrounded by vertical metal fencing and intermittent green screening.

### **Well Relocation Site**

The Well Relocation Site is located at 3812 West 102<sup>nd</sup> Street. The vacant site consists of two parcels totaling approximately 0.7 acres. The site is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

## 2.4.4 Access

Primary access to the Project Site is provided by West Century Boulevard, which borders the Project Site to the north. West Century Boulevard is a major east-west commercial corridor within the City of Inglewood and provides connections to LAX and I-405 to the west and the City of Los Angeles to the east. Between the Arena Site to the east and the West Parking and Transportation Hub Site to the west, South Prairie Avenue is a major commercial corridor that provides north-south access through the City of Inglewood and provides connections to ~~to the~~ ~~from~~ and the City of Los Angeles to the north and I-105 and the City of Hawthorne to the south.

Along the Arena Site's eastern boundary, South Doty Avenue is a two-lane north-south road that provides connections to West Century Boulevard to the north and residential uses to the south. ~~To the east~~ Traversing of the Arena Site and ~~to the south of the East Parking and Hotel Site~~ is West 102<sup>nd</sup> Street, a two-lane road that travels east-west, connecting to South Prairie Avenue on the west and Yukon Avenue on the east.

## 2.5 Project Elements

The Proposed Project would include demolition of the existing on-site development and the subsequent construction of the proposed IBEC. **Table 2-2** summarizes the existing and proposed development for the Proposed Project.

Project components would include an approximately 915,000-square foot (sf) multi-purpose arena designed to host the LA Clippers basketball team with up to 18,000 fixed seats for National Basketball Association (NBA) games. The arena could also be configured with up to 500 additional temporary seats for events such as family shows, concerts, conventions and corporate events, and non-LA Clippers sporting events. The LA Clippers currently play their games at the Staples Center in downtown Los Angeles, and the LA Clippers' team offices are currently located on Flower Street within two blocks of Staples Center. Upon completion of the Proposed Project, all LA Clippers home basketball games would be played at the proposed arena, and LA Clippers' team offices would be relocated there. The LA Clippers' existing practice and athletic training facilities are located in the Playa Vista neighborhood within Los Angeles. The LA Clippers practice and athletic training facility would be relocated to the Project Site upon completion of the Proposed Project.

**TABLE 2-2  
IBEC PROPOSED USES**

Project Component	Example Proposed Uses	Size
<b>Arena Site</b>		
Arena	Premium and general seating, concessions	18,000 fixed seats with 500 temporary floor seats (approximately 915,000 sf)
LA Clippers Office Space	Offices, conference areas, kitchens, maintenance, and janitorial storage	71,000 square feet (sf)

Project Component	Example Proposed Uses	Size
LA Clippers Team Practice and Training Facility	Team locker room, showers, and support spaces; video room; training and treatment; auxiliary locker rooms, basketball support and security, administrative offices	85,000 sf
Sports Medicine Clinic	Medical offices, medical treatment and rehabilitation areas, waiting areas, maintenance, and janitorial storage for team and potential general public use	25,000 sf
Community Space	Exhibition, educational, and event space for community and youth-oriented uses	up to 15,000 sf
Commercial Uses	Retail shops, full service and quick service restaurants, kitchens, bars, and food service outlets	
<i>Full-Service Restaurant/Bar<sup>1</sup></i>		<i>15,000 sf</i>
<i>Coffee Shop</i>		<i>5,000 sf</i>
<i>Quick Service Restaurant</i>		<i>4,000 sf</i>
<i>LA Clippers Team Store</i>		<i>7,000 sf</i>
<i>Other LA Clippers Experience/General Retail</i>		<i>17,000 sf</i>
Total Commercial Uses		48,000 sf
Outdoor Plaza	Outdoor community gathering space and landscaping	80,000 sf (surface area)
Parking Garage	Parking for premium ticket holders, VIPs, and certain team personnel	650 spaces
<b>West Parking and Transportation Hub Site</b>		
Parking Garage	Parking for arena and retail visitors and employees	2,940 spaces
Bus Staging and Transportation Network Company Drop-Off	Private and charter bus staging, taxi queuing, and rideshare pick-up/drop-off	166 car (TNC) spaces 23 coach/bus spaces 20 mini bus spaces
<b>East Parking and Hotel Site</b>		
Surface Parking	Parking for Project visitors	420 spaces
Hotel	Hotel rooms, lobby area, administration offices, support areas, and parking	Up to 150 guest rooms
<b>Well Relocation Site</b>		
Water Well	City of Inglewood Groundwater Well #8	n/a
NOTE:		
1 This use may be developed as two or more spaces on the Arena Site. Uses could include indoor, outdoor, patio, and/or rooftop restaurant, bar, or lounge space, totaling not more than 15,000 sf total.		
SOURCE: Murphy's Bowl, LLC, September 27, 2018.		

In order to accommodate those uses, the proposed Arena Structure would include an approximately 85,000-sf team practice and athletic training facility, an approximately 71,000-sf LA Clippers team office space, and an approximately 25,000-sf sports medicine clinic.

An outdoor plaza within the Arena Site, with an approximate site area of 80,000 sf including landscaped areas and outdoor community gathering space would connect the surrounding sidewalks to the arena and would include approximately 48,000 sf of retail/restaurant uses, up to

15,000 sf of community uses that would accommodate community and youth-oriented programming, and an event stage. The Arena Site would also accommodate media truck parking.

The Proposed Project would include parking facilities, including a parking garage with 650 spaces on the Arena Site immediately south of the Arena Structure. A pedestrian bridge would span South Prairie Avenue, connecting the plaza to a proposed approximately 2,940-space parking garage and transportation hub within the West Parking and Transportation Hub Site, and An approximately 420-space surface parking lot would be located within the East Parking and Hotel Site, approximately 1,300 feet east of the arena between West Century Boulevard and West 102<sup>nd</sup> Street. A limited service hotel of up to 150 guest rooms and hotel parking would be developed to the east of the surface parking lot.

The existing Inglewood Water Well #6 would be removed and replaced with a new Water Well #8 within the Project Site, on a separate parcel further to the east along the south side of West 102<sup>nd</sup> Street.

A diagram showing the locations of the components of the Proposed Project within the Project Site is shown on **Figure 2-8**.

## 2.5.1 Project Components/Design

### **Arena Site**

The Arena Site is the central part of the Project Site and includes the proposed arena, plaza, stage, practice facility, offices, retail/restaurants, sports clinic, access pavilion, community space, and some parking including media and team parking. These project components are described below.

### **Arena Structure**

The Arena Structure would be a multi-level structure of approximately 915,000 square feet, providing 18,000 fixed seats for LA Clippers home games, and up to 500 additional temporary floor seats for various events including other sporting events, concerts, and community events. Other uses programmed in the Arena Structure would include locker rooms, changing areas, premium clubs, suites, lounges, ticket and box offices, media areas, concession spaces, kitchens, restrooms, retail spaces, storage, maintenance and equipment spaces and loading docks (see **Figures 2-9 through 2-15**).

The primary arena entrance for event attendees would be located on the ground level on the northern portion of the Arena Structure fronting the plaza. The northeast corner of the Arena Structure would include an employee access pavilion which would serve as the main entryway for employees entering the arena. Additional entrances would be located on the southern edge of the building from the parking garage that would be available for premium ticket holders, performers, players, the general public and certain employees.

The Proposed Project would include development of an 85,000-sf team practice and training facility and a 25,000-sf sports medicine clinic. The team practice and training facility and sports medicine clinic would be part of the Arena Structure. The team practice and training facility would be for LA Clippers' team use and would include a lobby area, three full-sized basketball courts, and team locker and training areas. The sports medicine clinic would house a variety of professionals, including physical therapists, nutritionists, and coaches who would work with the LA Clippers team athletes. The sports medicine clinic may also be available to provide medical services to the general public.

The Project would include development of up to 71,000 sf of office uses for LA Clippers employees that would be located within the Arena Structure. As mentioned above, currently LA Clippers' team offices are located in downtown Los Angeles. The existing team office uses and LA Clippers employees would be relocated to the new office space on the Project Site.

The roof of the Arena Structure would rise approximately 150 feet above grade at its highest point (see **Figure 2-16**). The exterior of the building would be comprised of a range of textures and materials, including metal and/or perforated metal, glass with tinting, and precast concrete with stone aggregate. Distinctive lighting and signage could be positioned inside and outside the building making the interior walls visually distinctive and highly visible.

Satellite dishes and solar panels would be fixed on the roof of the Arena Structure but would generally not be visible from the ground.

### ***Plaza, Commercial, and Community Uses***

The plaza would serve as a pedestrian-oriented activity and gathering area and queuing area before events at the Arena Structure. The plaza would include additional ancillary structures programmed for restaurant and retail uses and a community space.

The plaza will facilitate pedestrian movement to and from the arena before and after games, concerts, and private events. The plaza is anticipated to be utilized seven days per week with pedestrian flows associated with the commercial and community uses as well as other activities independent of events hosted within the arena. A large escalator would connect the ground level plaza uses to the upper-level plaza uses, and ultimately to the pedestrian bridge that connects the plaza to the parking garage across South Prairie Avenue.

The plaza would include landscaping and seating areas, public art, and an outdoor stage. Landscaping would include native drought resistant plants, with a palette that is coordinated to create continuity across the Project Site (see **Figure 2-17**). The plaza would be comprised of hardscape and landscaped planters. Hardscape areas would feature use of a variety of paving materials and colors. Public art pieces would help to define the experience of the plaza area.

The outdoor stage would have amplified sound and could be used for musical performances, LA Clippers-related events, or community events. The plaza and stage would be equipped with video

screens, speakers, and large-scale signage, including illuminated and animated signage and/or digital signage.

Retail shops and food and drink uses totaling 48,000 sf would be developed within the plaza. Some of these commercial uses would be associated with the LA Clippers, such as a team store selling team merchandise and other LA Clippers-related experiences. Other commercial uses would include a full-service restaurant/lounge, a full-service restaurant/bar, a quick-service restaurant, a coffee shop, and retail stores.

A pedestrian bridge would directly connect the retail uses on the west side of the plaza to the parking structure proposed west of South Prairie Avenue. Escalators would bring people from the upper level of the retail building on the west side of the plaza down to the plaza level.

The Proposed Project would include up to 15,000 sf of community space located in the plaza area. This element of the Proposed Project is envisioned as a flexible space for educational purposes and community interaction. Possible activities could include exhibits, education seminars, workshops, meetings, networking events, and sporting demonstrations.

### **Parking and Access**

Circulation and parking facilities on the Project Site are described below. These facilities are also shown on Figure 2-8 (Site Plan).

### **Automobile Access and Parking**

A parking garage for 650 spaces would be located immediately south of the Arena Structure within the Arena Site. Parking for 100 LA Clippers' athletes and LA Clippers full-time employees, and 550 premium spaces for fans and other VIPs would be available in this 3-story, above-ground parking garage, with a direct entrance to the Arena Structure for employees and visitors.

Vehicular access to the parking garage would be from South Prairie Avenue. A speed ramp on the east side of the parking structure would provide vertical access to the parking garage. A drop-off area located immediately to the south of the Arena Structure would be available for office employees during weekday hours.

The parking structure would be connected to the Arena Structure and would use a combination of concrete, precast panels, and metal screening. The parking structure would be equipped to accommodate 52 electric vehicle charging parking spaces (EVCs).

### **Service and Delivery Access and Loading**

Small service and delivery vehicles providing services or materials for retail and food service venues would enter the Project Site via a site access road accessed from West Century Boulevard, approximately 350 feet east of South Prairie Avenue, immediately west of the existing Airport Park View hotel parcel.

Large delivery vehicles such as semi-trucks, trash collection trucks, and large food service trucks would access the Arena Site from a new, gated service ramp accessed from West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings. This service ramp would slope downward, providing access to a loading and staging area, at the below-grade event level of the Arena Structure. The Arena Structure would include loading docks to provide easy loading and unloading of materials and supplies at the event level, with truck staging capacity for up to 22 trucks on site.

### **Media Truck/Broadcast Access and Parking**

Media/broadcast trucks that are a feature of NBA basketball games require parking in areas that provide clear access to the southern sky for satellite connections. Media and associated truck parking would be provided on a designated media parking area located east of the Arena Structure. Media trucks would access the Project Site from the internal roadway accessed from West Century Boulevard.

### **Bicycle Parking**

Approximately 60 bicycle parking spaces for employees would be provided in the access pavilion on the northeast corner of the arena building.

### **Pedestrian Access and Transit Connections**

Pedestrians would access the Arena Site via sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrians coming from the parking garage and transportation hub would use the South Prairie Avenue pedestrian bridge to access the Arena Site. Pedestrian access to the Arena Structure would be provided through doorways on the north side of the building, fronting the plaza. There would be no visitor pedestrian access to the Arena Structure or the plaza from West 102<sup>nd</sup> Street east of the Arena Site. Employees may enter through the plaza or through an employee pavilion accessed from West 102<sup>nd</sup> Street.

To accommodate shuttles that would transport people from nearby Metro light rail stations to the Project Site, a new shuttle drop-off cutout would be provided along the east side of South Prairie Avenue near the entrance to the arena plaza. This shuttle stop would be primarily used for shuttles between Metro light rail stations and the arena.

### **West Parking and Transportation Hub Site**

The largest parking facility serving the Project Site would be a six-story parking structure that would include 2,940 spaces located along West Century Boulevard west of South Prairie Avenue. Access into the parking garage would be from West Century Boulevard and West 102<sup>nd</sup> Street. A new public roadway would be constructed along the west side of the parking garage, connecting West Century Boulevard to West 101<sup>st</sup> and West 102<sup>nd</sup> Streets. Approximately 300 linear feet of West 101<sup>st</sup> Street would be vacated and developed as part of the parking structure. The vacated portion of West 101<sup>st</sup> Street would extend from the western boundary of the existing retail center (Starbucks/Warehouse Liquor Mart/Sunshine Coin Laundry) at the

southwest corner of South Prairie Avenue and West Century Boulevard, to the alignment of the proposed new north-south public roadway along the western boundary of the site (see Figure 2-8).

The first floor of the parking garage would include a private or charter bus staging/TNC drop-off area. The bus staging/TNC drop-off area would include spaces for approximately 160 TNC vehicles, taxis, or similar vehicles), 23 charter coach buses, and 20 mini-buses, microtransit, and paratransit vehicles.

The parking garage would include 23 visitor bicycle parking spaces and potentially a bicycle valet. The parking garage would be equipped to accommodate 270 EVCs.

The main pedestrian access from the West Parking and Transportation Hub Site into the Arena Site would be from a 27-foot-wide second-level Pedestrian Bridge that would cross South Prairie Avenue. The pedestrian bridge would provide a vertical clearance of approximately 14 feet 6 inches over South Prairie Avenue. The pedestrian bridge would allow for easy pedestrian access between the second floor of the parking garage to the second floor of the westernmost building in the plaza, with stairs and/or escalators providing access into the plaza.

The perimeter of the parking structure would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

## **East Parking and Hotel Site**

This approximately 5.16-acre portion of the Project Site east of the Arena Site would include a surface parking lot and a limited-service hotel. These project elements are described below. The location of these elements is shown on Figure 2-8 (Site Plan).

### ***Surface Parking Lot***

The Proposed Project would include construction of a surface parking lot for 420 spaces located along West Century Boulevard, approximately 420 feet east of South Doty Avenue. The parking lot would serve visitors associated with the Arena Site. The main access into the surface parking lot would be from West Century Boulevard, with secondary access from West 102<sup>nd</sup> Street.

The perimeter of the surface parking lot would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

### ***Hotel***

The Proposed Project would include a limited-service hotel use with up to 150 rooms on an approximately 1.3-acre site. The hotel would not include extensive meeting spaces or restaurant services. Primary access to the hotel would be from West Century Boulevard. Parking for hotel



guests would be provided in a parking structure for the hotel located within the 1.3-acre site. The hotel would be no more than 200 feet tall, consistent with the maximum allowable height in the M1-L zone and maximum allowable under FAA rules.

## Well Relocation Site

As part of the Project, the City-owned and operated Inglewood Water Well #6 would be removed. A new City-owned and City-operated well, Water Well #8, would be constructed to replace the existing water well. The new City-owned and operated Water Well #8 would be located on the southern third of the two-parcel Well Relocation Site, south of West 102<sup>nd</sup> Street and west of South Doty Avenue. The location of Well #8 is shown on Figure 2-8.

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6. No buildings or lighting are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot-wide paved driveway adjacent to the western 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 would not include a permanent on-site 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 #8 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. 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.

The proposed well would connect to the LA County Flood Control District (LACFCD) catch basin (located at the southwest corner of West 102<sup>nd</sup> Street and South Doty Avenue) that is connected to an 84-inch storm drain (located in the eastern right-of-way of South Doty Avenue). A gravity well drain line would be constructed from the site east to the LACFCD storm catch basin.

## 2.5.2 Projected Number and Schedule of Events

The proposed IBEC arena will be used primarily by LA Clippers home basketball games, as well as a performance venue that could be configured for other sporting events, concerts, conferences, conventions, civic events, and family-oriented shows, including a configuration to accommodate a temporary ice floor for holiday or live entertainment events.

The LA Clippers are expected to host three to five preseason games in October and 41 regular season games from October to mid-April. Although the current NBA playoff format could allow

for a maximum of 16 home playoff games from April to June, it is anticipated that the arena would host an average of three playoff games per year, based on NBA team averages. Other events such as concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events would take place in the proposed arena throughout the year, with attendance ranging from small events of approximately 300-2,000 attendees to full arena capacity. It is estimated that the arena could host approximately 178 non-LA Clippers events annually, with an additional 16 smaller outdoor events in the plaza. As described in **Table 2-3**, approximately 240 events per year are anticipated.

### 2.5.3 Employment

Future employment would include permanent employment associated with the operations of the arena and other uses included in the Proposed Project, as well as temporary employment to support events throughout the year.

#### LA Clippers and IBEC Arena Employees

As shown in **Table 2-4**, the LA Clippers organization currently maintains approximately 254 permanent employees, which includes approximately 54 basketball operations employees such as players, coaches, and staff, and approximately 200 employees in executive management, business operations and various support capacities. The Proposed Project would include approximately same number LA Clippers employees as under current conditions. It is anticipated that the Proposed Project would also require approximately 75 employees to provide operations and management services for the arena.

#### Event-related Employees

Event-related employees would be required to support events hosted at the proposed arena, including security, ushers, ticket takers, food service and hospitality staff, and other event-related staff. The number of event-related employees required, and the types of services provided, for an event hosted at the arena would vary depending on the type and size of event. As shown in **Table 2-5**, the highest number of event-related employees would be required to support an LA Clippers home basketball game, approximately 1,320 employees, which includes approximately 120 LA Clippers business operations support employees who would also work at LA Clippers games. Other major full-capacity events, such as a large concert, would require approximately 1,120 event-related employees.

**Commented [A8]:** Table 2-5 was deleted, and should be reinserted. Discuss.

**TABLE 2-3**  
**INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER ANTICIPATED ANNUAL EVENT CHARACTERISTICS**

**Commented [A9]:** This table should be moved up to go between 2.5.2 and 2.5.3.

Event Type	Anticipated Annual Frequency	Average Attendance	Maximum Attendance	Event-Day Employees <sup>g</sup>	Season	Temporal Characteristics
LA Clippers Home Basketball Game	3 to 5 Preseason Games	12,000	18,000	1,320 <sup>h</sup>	2 weeks in early October	Preseason Game Start Time: Variable Regular Season Game Start Time: Typically 7:30 PM <sup>k</sup> Postseason Game Start Time: Variable
	41 Regular Season Games	16,000	18,000	1,320 <sup>h</sup>	Mid-October to Mid-April	
	3 Postseason Games <sup>f</sup>	18,000	18,000	1,320 <sup>h</sup>	Mid-April to Mid-June	<u>Monthly Distribution</u> Approximately 7 games per month, November through March  <u>Weekly Distribution</u> Monday through Friday: Approximately 5-6 games per month Saturday: Approximately 1-2 games per month Sunday: Approximately 0-1 games per month
Concerts <sup>a</sup>	Approximately 3 to 8 per year, anticipated annual average of 5	15,000	18,500	1,120 <sup>i</sup>	Throughout the year <sup>l</sup>	Typical Concert Time: 7:30 PM to 10:30 PM
	Approximately 6 to 10 per year, anticipated annual average of 8	12,000	14,500	795 <sup>i</sup>		<u>Weekly Distribution</u> Primarily Friday and Saturday nights
	Approximately 8 to 12 per year, anticipated annual average of 10	7,000	9,500	530 <sup>i</sup>		
Family Shows <sup>b</sup>	Approximately 20	6,000	8,500	530 <sup>i</sup>	Throughout the year <sup>l</sup>	Weekly distribution and times variable
Other Events <sup>c</sup>	Approximately 35	5,000	7,500	480 <sup>i</sup>	Throughout the year <sup>l</sup>	Weekly distribution and times variable
Corporate/Community Events <sup>d</sup>	Approximately 100	300	2,000	25 <sup>i</sup>	Throughout the year <sup>l</sup>	Weekly distribution and times variable
Plaza Events <sup>e</sup>	Approximately 16	2,400	4,000	25	Throughout the year <sup>l</sup>	Weekly distribution and times variable

**TABLE 2-3**  
**INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER ANTICIPATED ANNUAL EVENT CHARACTERISTICS**

**Commented [A9]:** This table should be moved up to go between 2.5.2 and 2.5.3.

NOTES:

- a Annual number and size of concerts may vary according to market conditions and availability of the arena.
- b Examples of family shows include Disney Live, Harlem Globetrotters and Marvel Universe Live.
- c Examples of other sporting events include college basketball, boxing, lacrosse, arena football, or non-recurring events such as professional wrestling shows. Events could be professional, collegiate or amateur competitions. Other events could include speaking events or civic events such as local graduation ceremonies.
- d Examples of corporate or community events include small conventions, conferences, cultural events, civic events and private events. Events could be hosted on the arena floor or in club, locker room and concourse space throughout the arena.
- e Examples of plaza events include outdoor exhibitions or festivals for arts, food, technology, or similar activities, fan appreciation days, holiday celebrations, and similar outdoor, non-ticketed events.
- f The current NBA playoff format, implemented in the 2002-03 season, involves of four rounds of best-of-seven series and allows for a potential maximum of 16 home games in one season. Based on an analysis of the past playoff appearances of all current NBA teams, the anticipated average annual number of home playoff games is 3 games.
- g Estimates do not include full-time arena management and operations employees, LA Clippers basketball operations employees including players and coaches, LA Clippers employees that work in the management offices or related facilities during the day, or visiting event performers and their support staff at the arena.
- h Provided by Venue Solutions Group based on a blended analysis of the Orlando Magic, Miami Heat, NY Knicks and Staples Center operations; includes 1,200 non-LA Clippers employees and 120 LA Clippers employees to provide game-day operations support.
- i Provided by Venue Solutions Group based on a blended analysis of the Orlando Magic, Miami Heat, NY Knicks and Staples Center operations.
- j Concerts, family shows, other events, and corporate / community events may be scheduled throughout the year, provided such events do not conflict with LA Clippers home basketball games.
- k The majority of LA Clippers regular season home games hosted on weekday and Saturday nights would start at 7:30 PM, with Sunday games starting at 6:30 PM, per the stated preference of the LA Clippers and comparable team schedules in the Pacific Standard Time zone. However, to be conservative for analytical purposes, the EIR analysis assumes 7:00 PM start times for ~~weekday~~ basketball games, which are allowed under the NBA rules. This assumption is conservative because it schedules the start-time for basketball games closer to the p.m. peak period for traffic on weekdays (4:00 p.m. to 6:00 p.m.)

SOURCE: Murphy's Bowl LLC, 2018.

**TABLE 2-4  
EXISTING AND FUTURE EMPLOYEES**

Description	Description	Total Employees
<b>LA Clippers Employees (Relocating)</b>		
Basketball Operations (includes players, coaches, staff, etc.)	Players, coaches, training staff, etc.	54
Executive Management and Business Operations	Executive management, legal, finance, human resources, media and broadcasting staff, public and community relations, hospitality services, etc.	100
Business Operations Support	Customer service, sales and marketing support, team operations support	100
<b>IBEC Arena Employees (Future)</b>		
Arena Operations and Management	Management, arena maintenance and operations, security, housekeeping	75
<b>Total</b>		<b>329<sup>a</sup></b>
<b>Other Project Employees (Future)</b>		
Restaurant	Staff and management for full-service restaurants	112
Shopping Center/Retail/Arena and Plaza Experience	Flagship team store, quick-service restaurant and coffee shop, and general retail/service and related employees	216
Sports Medicine Clinic	Care providers (doctors, nurses, specialists) and business operations staff	35
Community Space	Staff, management, and instructors for flexible community space, meeting rooms/classrooms, and related areas	26
Hotel	Staff and management for limited service hotel	50
<b>Total</b>		<b>439<sup>b</sup></b>

**Commented [A10]:** Depending on approach to former Table 2-5, if not reinserted, temporary event day employees information should be in this table as well, not just shown in the "Event Day Employees" column of Table 2-3.

**NOTES:**

- a Employee totals represent full-time or full-time equivalent employees.
- b Employee totals represent all employees (full-time and part-time).

SOURCE: Murphy's Bowl, LLC, 2018.

Events that would not utilize the capacity of the arena would require fewer employees. Medium-sized events, including weekend family shows and other events, are anticipated to require between 480 and 530 event-related employees. Smaller events are anticipated to require approximately 25 employees.

Depending on the nature of the event, some event-related employees would work on days leading up to the event. Event-related employees would typically begin to arrive at the arena several hours before an event, and depending on their responsibilities, some employees would remain on site for several hours or longer after events.

**Other Project Employees**

As shown in Table 2-4, above, the proposed commercial uses within the plaza buildings, including retail, dining, and similar services or experiences, are estimated to require a total of 328 employees. These uses would operate seven days per week, year round, independent of event

center operations. The community space and the sports medicine clinic are anticipated to operate on weekdays, and are estimated to require 26 employees and 35 employees, respectively. It is estimated that the hotel would require 50 employees.

## 2.5.4 Signage and Lighting

### Signage

The Proposed Project would include extensive, varied signage that would promote the LA Clippers, building activities and events, building and team sponsors, civic activities, restaurants and bars, and other products and services (see **Figures 2-18 and 2-19**). Project signage may include wall signs, digital displays and streaming signage, super graphic signs, hotel building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage.

Signs could be stationary, lit signs adhered to buildings, or projections onto glass or solid surfaces. Signs could be digital using LEDs (light emitting diodes) to convey changing messages and images, or they could utilize other technologies that may emerge in the future. Because people would approach the venue from different locations around the Project Site, signage would be provided on different sides of the Project Site to provide wayfinding and advertising. Signs could be internal within the arena, or external, adhered to the Arena Structure, free-standing in the plaza, adhered to the hotel, parking structures, pedestrian bridges, or free-standing within parking structures, sidewalks, and street fronts.

A marquee sign would be provided at the southeast corner of West Century Boulevard and South Prairie Avenue, at the northwest corner of the plaza.

Rooftop signage would be present on top of the Arena Structure.

### Lighting

The type of lighting and its intensity on the Project Site would vary, depending on how the venue is being used at any given time. It is anticipated that most intense lighting on the Project Site would be within the Arena Site which would be brightly lit for visibility during events and at other times of the day and night. Interior lighting may be seen through transparent facets (glass or perforated materials) on the Arena Structure façade. Exterior lighting for the Arena Site would be provided to illuminate different areas of the Arena Structure and adjacent plaza. Within the plaza, high-intensity (bright and colorful) lighting, signage, digital displays, and projection lights would be used. Lighting could also include the use of pyrotechnics, such as fire and low-level fireworks (such as large sparklers).

The vertical surfaces of the arena and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and creates welcoming street edges. The parking areas, the pedestrian bridge, and the hotel site would be illuminated to highlight circulation paths, landscape features, and to create a safe pedestrian experience.

Additional way-finding lights would be provided to help orient people around the Project Site. All lighting would be directed into the interior of the Project Site, and away from offsite areas, including residences and open space areas.

## **Sustainability**

The Proposed Project would be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification requirements. Some of the sustainable characteristics would be related to the Project Site, and others would be related to the project design and construction methods.

The relevant characteristics of the Project Site would involve its location in an urban, infill location, the density of the site and connectivity to the adjacent community, and accessibility to public transportation. The Project would be designed to reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials, and to create healthier indoor environments. Measures to achieve certification in these areas include energy efficiency, water conservation, low-impact development, and other green-building practices.

The Project would meet or exceed current uniform codes designed to achieve a LEED Gold rating. The Project would apply for LEED certification of the proposed buildings and accompanying development in the Building Design + Construction (BD+C) category, and would adopt a LEED campus approach in order to capture site-wide strategies such as those related to stormwater management and provision of open space. LEED certification for the Arena Structure would be sought under LEED BD+C New Construction and Major Renovation, and certification for the other buildings surrounding the proposed plaza would be sought under LEED BD+C Core + Shell. The proposed future hotel would be LEED Gold certified under LEED BD+C Hospitality. Measures will be incorporated into the final design of each component to achieve sufficient points for LEED Gold certification.

## **2.5.5 Circulation**

### **Vehicular**

The primary vehicular access to the Project Site would be provided along the major corridors of South Prairie Avenue and West Century Boulevard.

### **Arena Site**

An approximately 900-linear-foot section of West 102<sup>nd</sup> Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with portions of the Arena Structure and related uses. West 102<sup>nd</sup> Street would be gated where the roadway intersects with the Arena Structure's eastern boundary, allowing only authorized vehicles to access the Arena Site from West 102<sup>nd</sup> Street.

A new site access road would provide a loop road along the north, east, and south perimeters of the Arena Site with access points available from West Century Boulevard and West 102<sup>nd</sup> Street. The internal access road would not be used by the general public for vehicular or pedestrian access, but would be limited to select visitors and employees, security, media, team members, entertainment talent, small delivery vehicles, and emergency personnel. This access road would also provide direct access to the media/broadcast truck parking area and utility yard/equipment area on the east side of the Arena Structure.

A public access point on South Prairie Avenue would provide public access to the team parking, VIP parking, and public parking garage immediately south of the Arena Structure, as well as the weekday employee and visitor drop-off area. It is anticipated that while this access point would connect to the access road that would ring the Arena Building, temporary barriers or gates would be put in place to prevent public access north of West 102<sup>nd</sup> Street to the parking structure on the Arena Site.

### **West Parking and Transportation Hub Site**

Access to the parking structure and the bus staging areas would be from West Century Boulevard, with additional access to the West Parking and Transportation Hub Site from West 102<sup>nd</sup> Street. An approximately 300-linear foot portion of West 101<sup>st</sup> Street, west of South Prairie Avenue, would be vacated and developed with a portion of the parking garage. A proposed new, publicly-accessible roadway immediately west of the parking garage would connect West Century Boulevard to West 102<sup>nd</sup> Street. The access roads both on the west perimeter and along the northeast edge of the proposed parking garage are intended to maintain vehicular access around the parking garage to nearby uses including residential units on West 101<sup>st</sup> Street and the commercial center at the southwest corner of South Prairie Avenue and West Century Boulevard (see Figure 2-8).

### **East Parking and Hotel Site**

Vehicle access to the surface parking lot on the East Parking and Hotel Site would be provided from West Century Boulevard approximately 400 feet east of South Doty Avenue and aligned with the existing configuration of Hollywood Park Casino Drive; with secondary access to the parking lot would be provided from West 102<sup>nd</sup> Street. Vehicular access to the hotel would be provided from West Century Boulevard.

### **Delivery and Service Truck Access and Loading**

Large delivery trucks and service vehicles, particularly semi-trucks, would access the Arena Site below-grade via two new, gated service ramp entrances on West Century Boulevard [NOTE: consistency with above discussion], approximately 200 feet west of South Doty Avenue, between two existing commercial buildings. See Figure 2-8. The service ramp would provide direct access to the loading docks and marshaling area located within the below-grade event level of the Arena Structure. This area would include six truck loading docks for semi-trucks, allowing for



simultaneous on- and off-loading of the types of vehicles that typically carry performance staging equipment. Adjacent to the loading docks would be parking areas for smaller vehicles that may require secure, temporary parking. Large trucks and service vehicles would exit the Arena Structure via the same service ramp ~~located along and would exit the Arena Site at the exit along~~ West Century Boulevard. Exiting vehicles would be prohibited from turning left onto West Century Boulevard. Entering vehicles would be permitted to enter from either the right or left from West Century Boulevard.

~~Small service and delivery vehicles providing services or materials for retail and food service venues would enter the Project Site via a site access road accessed from West Century Boulevard approximately 350 feet east of South Prairie Avenue, immediately west of the existing Airport Park View hotel parcel.~~

## Shuttle Service

The Proposed Project would provide shuttle service from the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station to the Project Site during LA Clippers basketball games and other large events. The shuttle service would drop off and pick up attendees at the proposed shuttle pick-up and drop-off location on the east side of South Prairie Avenue, immediately adjacent to the arena and plaza. The shuttles would follow looped routes to and from the rail stations and the Project Site. ~~For events with shuttle service, shuttle vehicles providing service to the La Brea/Florence Station would use the internal access road to enter the Project Site from West 102nd Street and exit onto South Prairie Avenue before stopping at the shuttle pick-up and drop off location. (see New Figure to be created).~~

## Public Bus Transit

There are currently eight bus stops located on streets and sidewalks adjacent to the Project Site: four on South Prairie Avenue and four on West Century Boulevard. Two of the bus stops at the southeast corner of West Century Boulevard and South Prairie Avenue would be proposed to be removed and relocated as part of the Project (see **Figure 2-20**). The bus stop that serves Metro line 117 for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during Project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312 for northbound traffic on South Prairie Avenue would be permanently relocated to the northwest corner of the intersection. No other bus stops are proposed to be relocated.

## Pedestrians

Implementation of the Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue linking the plaza with the West Parking and Transportation Hub Site located to the west. The majority of pedestrian traffic flowing between the western parking garage and the plaza are expected to use the pedestrian bridge. The pedestrian bridge would be approximately 30 feet tall (with the walking platform height at 17 feet 6 inches),

and would be constructed of materials that would match the parking garage, community center / retail building, and/or the Arena Structure.

Pedestrian access to and from the Arena Site from the north and west is also anticipated from sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrian access to and from the surface parking lot to the west would be from West Century Boulevard with secondary access from West 102<sup>nd</sup> Street. Pedestrian access to and from the proposed hotel would be from West Century Boulevard.

As is described above, the plaza adjacent to the Arena Structure to the northwest will serve as the main pedestrian gathering/circulation entryway into the Arena Structure. The majority of attendees with general admission tickets would enter the arena from the plaza into entrances located on the northern facades of the Arena Structure. Secondary pedestrian entries would be located on the south side of the Arena Structure from the adjacent parking garage, as well as an employee access pavilion on the eastern side of the Arena Structure. These secondary entrances would be used by the team, media, talent, and employees, and a limited number of attendees with access to the premium parking structure located on the Arena Site.

## **Bicycles**

The Proposed Project would exceed the requirements of the City of Inglewood Municipal Code for the provision of short- and long-term bicycle parking (Section 10-151. Transportation Demand and Trip Reduction Measures; Section 12-42.1. Transportation Demand Management Requirements for Carpool Parking and Bicycle Facilities). Approximately 60 bicycle parking spaces for employees would be provided in the employee access pavilion on the east side of the arena and 23 long-term and short-term secured bike parking spaces for patrons would be provided in the West Parking and Transportation Hub Site (see **Figure 2-21**). A bike valet service could also be accommodated in the parking garage.

## **Transportation Management**

The Proposed Project would include an Event Transportation Management Plan (TMP), a management and operating plan designed to facilitate multi-modal travel to and from events at the Project Site in a safe and efficient manner during event days. The Draft TMP is included in this EIR as Appendix XX.

Further, the Proposed Project will implement a Transportation Demand Management (TDM) program, which is designed to encourage use of alternate modes of transportation including transit, shuttles, ridesharing, walking, and biking. The mission of a TDM program is to reduce vehicle trips and miles traveled by implementing cost-effective and innovative programs, services, projects, strategies, and policies that encourage and enable people to change their travel behavior. The Project's TDM program will reflect the goals, commitments, and requirements outlined in AB 987. Other measures that may be established through conditions of approval or

mitigation measures may be folded into the TDM program. The TDM program is included in this EIR as Appendix XX.

## 2.5.6 Project Variants

The Proposed Project includes two variants to circulation infrastructure. These variants are briefly described in this chapter and are fully described in Chapter 5, Project Variants. These variants are not proposed as part of the Project because there is some uncertainty about their feasibility. They are being identified and analyzed, however, to provide the flexibility to allow the City to approve them as part of the Proposed Project, if desired, and if the uncertainty around the implementation of one or both of the variants can be overcome. Therefore, analysis of the project variants is included in Chapter 5.

Each project variant would include the same parking/loading, mechanical equipment, vehicular circulation, TDM program, streetscape improvements, and sustainability features as the Proposed Project. The variants are not mutually exclusive – the City potentially could approve either or both.

### West Century Boulevard Pedestrian Bridge Variant

The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a second pedestrian bridge across West Century Boulevard (the Century Pedestrian Bridge), connecting a retail portion of the Arena Site to the Hollywood Park Specific Plan area to the north (see **Figure 2-22**). The pedestrian bridge would provide a vertical clearance of approximately 14.5 to 15 feet over West Century Boulevard. The pedestrian bridge would connect with similar retail uses on the north side of West Century Boulevard. The pedestrian bridge would be constructed of materials similar to the Proposed Project's retail building in the plaza or the Arena Structure. The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project or the Alternate South Prairie Avenue Access Variant.

This variant is being included because it is unknown whether the property owner north of the Project Site would agree to connect a pedestrian bridge to their property on the north side of West Century Boulevard. The pedestrian bridge connection north of West Century Boulevard could tie into future retail or other uses planned on that site. Because there is uncertainty about whether a pedestrian bridge could tie into the property to the north, this element is being evaluated as a project variant.

### Alternate Prairie Access Variant

This variant would expand the boundary of the Arena Site portion of the Project Site by adding two additional properties to the Proposed Project: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see **Figure 2-22**). These two properties currently contain a single-family home and a triplex. Under this variant, the properties would be acquired through voluntary sales by the property owners to the project applicant. The residential uses on these two properties would be

**Commented [A11]:** Figure 2-22 still labels this as the "Project Site Expansion Variant," and needs to be relabeled as "Alternate Prairie Access Variant."

acquired and demolished as part of the Proposed Project, ~~if this variant were implemented~~. The acquisition and demolition of these two structures would allow the Arena Structure to be shifted slightly. As part of the Alternate Prairie Access Variant, the drop-off area for employees, team members, and visitors to the Arena Site would also shift slightly south, and site access to South Prairie Avenue would be slightly shifted south to more closely align with West 103<sup>rd</sup> Street. However, the overall circulation plan for the Project Site would not change.

This variant is being included because whether the owners of these residential properties will agree to sell them to the applicant is unknown at this time. For this reason, there is uncertainty about whether these parcels will be acquired.

## 2.5.7 Utilities

### Water

Water infrastructure to support the Proposed Project would be achieved through a combination of tying into existing water lines, removing and relocating water lines, and construction of new water mains and lines.

A new 27-inch water transmission line would be constructed from the intersection of South Prairie Avenue/West 102<sup>nd</sup> Street southward to the driveway to the Arena Site. The new water transmission line would wrap around the Arena Site within the new roadway right-of way, to connect with an existing water line at the intersection of the new roadway/West 102<sup>nd</sup> Street, immediately east of the Arena Structure. Six-, 10- and 12-inch domestic water lines would be extended from existing water lines into the Project Site. Water line connections and connections would occur on the Project Site or within public rights-of-way.

On the West Parking and Transportation Hub Site, approximately 340 linear feet of water main line within West 101<sup>st</sup> Street would be abandoned and re-routed to continue serving surrounding users.

### Wastewater

Wastewater infrastructure to support the Proposed Project would be achieved through a combination of tying into existing sewer lines, removing and relocating sewer lines, and construction of new sewer lines.

An existing 8-inch sewer line would be removed and replaced with a new 12-inch sewer line, extending easterly along West 103<sup>rd</sup> Street from South Freeman Avenue and entering into the southwest corner of the Arena Site. That line would connect to new 8-inch sewer pipes on the Arena Site which would extend northward and wrap around the west side of the arena, then eastward into the proposed plaza, then northward along the east side of the plaza and within the proposed access road. Another 8-inch sewer line would extend from the southwest corner of the Arena Site within the access road and northward to a new manhole just south of West 102<sup>nd</sup>

Street. Six-inch sewer lines would be extended from new sewer lines into the Project Site, and connections would occur on the Project Site or within public rights-of-way.

On the West Parking and Transportation Hub Site, approximately 340 linear feet of an 8-inch sewer main line within West 101<sup>st</sup> Street would be abandoned and re-routed to the east to continue serving surrounding users. A new 8-inch sewer line would be constructed from the western edge of the new parking garage on the Arena Site and the West Parking and Transportation Hub Site eastward to connect with existing sewer infrastructure in South Prairie Avenue.

## Drainage

Storm drainage infrastructure to support the Proposed Project would be achieved through a combination of tying into existing drainage lines, removing and relocating storm drainage lines, and construction of new drainage lines. A Low Impact Development (LID) plan will be developed for the Project and strategies would be employed to reduce the impacts of stormwater runoff.

An underground detention basin and pretreatment system would be constructed in the new access roadway immediately west of the West Parking and Transportation Hub Site, immediately north of West 101<sup>st</sup> Street. Another underground detention basin and pretreatment system would be constructed under the southern parking garage on the Arena Site.

A small existing storm drainage line that enters the Arena Site near the South Prairie Avenue/ West 102<sup>nd</sup> Street intersection would be abandoned. New 12-, 18- and 24-inch storm drainage lines would be extended from existing drainage lines in South Prairie Avenue near West 103<sup>rd</sup> Street into the Project Site. Storm drainage connections would occur on the Project Site or within public rights-of-way.

A new 18-inch storm drainage line and bio-filtration system would be constructed along the western, southern, and eastern edges of the East Parking and Hotel Site to capture stormwater runoff from the parking lot.

Bio-filtration systems would be installed in landscaped areas throughout the Project Site. Bio-filtration features would implement best management practices (BMPs) and would include features such as bio-filtration planters and bio-swales. The proposed bio-filtration systems would be designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

## Electricity

To improve energy efficiency of the Proposed Project, roof solar photovoltaic panels would be installed on top of the Arena Structure. The panels would generate renewable energy and offset grid energy use. A system between 700-1,500 kW would be installed. Battery energy storage

would be integrated to optimize payback of the photovoltaic system by shaving event day peak loads and saving time-of-use charges.

Commented [A12]: "saving"?

Further, the Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site. The closest SCE substation to the Project Site is located at 4128 West 103<sup>rd</sup> Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16kV system. A second circuit, for redundancy, could come from the same substation, and new overhead and/or underground facilities would be required to complete this second tie. Existing overhead electrical lines on the Project Arena Site and West Parking and Transportation Site would be removed and relocated underground within the Project Site, and the removal and relocation of existing overhead lines within the Project Site would be conducted to avoid any interruption of service to customers located on properties adjacent to the Project Site. Customers currently served by these overhead lines would be hooked up/connected to other electrical infrastructure in the area. Relocation and activation of these new connections/facilities would be required before the existing onsite facilities can be removed so that there would be no interruption of service.

New onsite electrical facilities would be located 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. Emergency power would be provided by means of an exterior standby diesel engine generator located in the utility yard on the east side of the Arena Structure. Three additional generators would be provided for emergency power: one each for the parking garage within the West Parking and Transportation Hub Site, one for the hotel within the East Parking and Hotel Site, and one for the retail, restaurant, and community space buildings within the plaza at the Arena Site. The emergency generators would automatically start in the event of a power outage.

Several new street lights would be installed adjacent to public roadways surrounding the Project Site and near hammerhead-style turnarounds, including the areas of the parking structure and surface parking lot. Power would be provided to these light locations through localized connections within street rights-of-way.

## Natural Gas

Southern California Gas Company (SCG) is the natural gas provider in the area. The gas mains through the neighborhood were installed decades ago for residential use, and the existing pipes are smaller, primarily 2-inch lines, and not typically large enough to handle the necessary volume for the proposed gas demands. The Proposed Project would increase the size of the distribution main in West 102<sup>nd</sup> Street to a 4-inch line and tie into the 8-inch line on the west side of South Prairie Avenue. An existing 2-inch line in West 102<sup>nd</sup> Street, and existing services to the east would instead be connected to an existing gas main in South Doty Avenue. A gas main in West 101<sup>st</sup> Street would be abandoned, and existing services to the commercial site at the southwest corner of West Century Boulevard and South Prairie Avenue would be connected to an existing

gas main in South Prairie Avenue. Service to the Arena Site would be from the gas main in South Prairie Avenue and extended along the southern access road to a new meter location in the southeast corner of the Arena Site.

## Telecommunications

Spectrum Business is the primary cable provider in the area. Spectrum has existing facilities overhead on the electrical poles along West 101st Street west of South Prairie Avenue, West 102nd Street east of South Prairie Avenue, and from south to north paralleling South Prairie Avenue to the east within the Project Site. Spectrum would need to relocate their facilities in order to accommodate the Arena Structure and the West Parking and Transportation Hub Site. Telecommunications cable lines within the Project Site would be installed in the same utility trenches as undergrounded electrical service.

A distributed antenna system (DAS) will be installed at the Project Site to provide cellular and emergency communications connections. DAS systems use a series of antennas to distribute signals in dense areas. Antennas can be integrated into building facades, installed on the interiors of building spaces, or be mounted on exterior structures such as poles.

### 2.5.8 Construction and Phasing

Construction of the proposed arena, practice facility, sports medicine clinic, offices, public plaza, parking garages, surface parking lot, and relocated well would occur over approximately 36 months starting in 2021 and concluding in 2024. There would be numerous overlapping construction phases, as presented in Table 2-5, below.

**TABLE 2-5  
IBEC CONSTRUCTION PHASING**

Construction Phase	Approximate Construction Time Period	
	Start	Finish
Construct New Water Well	July 2021	February 2022
Abandon Old Water Well	July 2021	August 2021
Demolition/Relocate Utilities	July 2021	August 2021
Install New Utility Services	August 2021	September 2021
<b>Arena Site</b>	<b>July 2021</b>	<b>June 2024</b>
Demolition/Utility Removal and Relocation	July 2021	November 2021
Excavation	November 2021	May 2022
Construction	March 2022	September 2023
Interior/Exterior/Finishing Work	December 2022	June 2024
South Parking Garage	June 2023	February 2024
<b>West Parking and Transportation Hub Site</b>	<b>January 2023</b>	<b>June 2024</b>
<b>East Parking and Hotel Site</b>	<b>March 2024</b>	<b>June 2024</b>
<b>Plaza, Commercial, and Community Buildings</b>	<b>September 2023</b>	<b>May 2024</b>

**Commented [A13]:** Suggest adding a footnote that this is for surface parking lot only, and hotel construction timing is unknown.

South Prairie Avenue Pedestrian Bridge	July 2022	November 2022
West Century Boulevard Pedestrian Bridge (Project Variant)	August 2022	December 2022

SOURCE: AECOM Hunt, 2018.

## Arena Structure

### Demolition/Utility Removal and Relocation

Demolition of the existing buildings, removal of onsite billboards, removal of parking lots, and removal of above- and belowground utility infrastructure would begin in July 2021 and last approximately 30 to 35 days. Demolition would take place with a number of excavators, loaders, dump trucks, and water trucks. Demolition would result in approximately 30-35 haul truck loads per day of solid/inert material, and 25 haul truck loads per day for trash and construction/demolition G/D material.

Existing onsite and offsite utility infrastructure that is no longer needed to serve the Arena Site would be removed and new utility infrastructure would be installed.

### Excavation

The mass excavation phase would involve earth movement and hauling on an exposed site of approximately 16 acres during a 7-month period between November 2021 and May 2022. It is currently estimated that about 376,000 cubic yards of earth would be removed from the Project Site, and excavation depths would be at a maximum of 35 feet below ground surface to accommodate the arena bowl. Excavation activities would result in approximately 192 haul truck trips per day.

### Construction

The deep foundations/footings phase of construction would involve the pre-drilling and auger displacement of concrete foundation piles throughout the excavation area. It is estimated that approximately 11,266 cubic yards of concrete would be delivered to the site and poured into the site and pre-drilled caissons to form the footings that would support the foundations of the structures on the Project Site.

The construction phase would involve the erection of steel, concrete and precast concrete elements. The construction phase of the Arena Structure would take place over about 18 months starting in March 2022 and lasting to September 2023. This phase would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. Construction of the parking garage on the Arena Site would take place from June 2023 to February 2024.

Interior and exterior finish work would take place over about 19 months starting in December 2022 and concluding around June 2024. This phase would involve a wide variety of construction



activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. Exterior site work and landscaping would follow.

### West Parking and Transportation Hub Site

Construction of the parking structure on the West Parking and Transportation Hub Site would occur from January 2023 to June 2024.

### East Parking and Hotel Site

Construction of the surface parking lot to be located on the East Parking and Hotel Site would occur from March 2024 to June 2024, along with grading activity for the hotel. While the totality of the site would be graded, only the surface parking lot would be paved with asphalt, landscaped with plants and lighting, and completed with finished curb and gutter. The hotel pad would only be graded, with no other finishing during this construction phase.

### Construction Traffic Circulation

Construction workers would park primarily on the East Parking and Hotel Site while the during construction activity on the Well Relocation Site, Arena Site, and West Parking and Transportation Hub Site are being constructed. Spillover parking can also be accommodated on portions of the Well Relocation Site. During later stages of construction activity, when portions of the East Parking and Hotel Site are unavailable for parking, construction workers will park in the parking structures constructed on the Arena Site and West Parking and Transportation Hub Site, with spillover parking available on the Well Relocation Site. When the spillover construction-related parking could be accommodated at the HPSP site across West Century Boulevard, when it is time for the East Parking and Hotel Site to be developed, construction worker parking could be accommodated on the West Parking and Transportation Hub Site in the parking garage or on the HPSP site across West Century Boulevard.

### Arena Site

During construction of the Arena Site, the easternmost travel lane of northbound South Prairie Avenue would be fenced and closed to travel from West 103<sup>rd</sup> Street to West Century Boulevard to 10204 South Prairie Avenue (see **Figure 2-23**). The sidewalk along the South Prairie Avenue frontage would also be closed to pedestrians. Driveway access to the residences at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be maintained for the duration of project construction.

**Commented [A14]:** Need to revise Figure 2-23 to show street closure ending at northerly residential use on S. Prairie Ave.

The southernmost lane on eastbound West Century Boulevard would also be closed to traffic from South Prairie Avenue to approximately 450 feet east, in front of the Airport Park View Hotel. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

**West Parking and Transportation Hub Site**

The southernmost lane on eastbound West Century Boulevard would be closed during the construction of the West Parking and Transportation Hub Site. No other travel lanes would be affected during construction of this site. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

**Truck Routes**

Construction vehicles would largely follow truck routes that would be established for the Proposed Project. Construction vehicles would use major arterials in the vicinity of the Project Site including, but not limited to, West Manchester Avenue, West Century Boulevard, Hawthorne Boulevard, South Prairie Avenue, South Doty Avenue, Yukon Avenue, and Crenshaw Boulevard. Regional freeways in the area include the Harbor Freeway and Century Freeway.

The direction of outbound truck trips would be determined by the destination of the truck, especially during demolition when trucks would be transporting demolition materials to recycling facilities or landfills. Outbound trucks hauling construction trash would be traveling to Gardena, metal iron and scrap would be transported to Los Angeles, and concrete and asphalt would be transported to Irwindale.

**Construction Employment**

As shown in **Table 2-7**, approximately 1,140 construction workers would be employed during construction of the Proposed Project.

**TABLE 2-7  
CONSTRUCTION-RELATED EMPLOYMENT**

<b>Construction Phase</b>	<b>Maximum Employees</b>
Demolition	20
Site Preparation	20
Grading	15
Foundations	40
Building Construction	400
Finishing Activities	600
Onsite Paving	30
Street Re-Paving	15
<b>TOTAL</b>	<b>1,140</b>

Source: Murphy's Bowl, LLC, 2018.

## 2.6 Actions

The Proposed Project is anticipated to include, but may not be limited to, the following City actions: [Note to Team: Full list of entitlements to come. This list is tentative and subject to change.]

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Inglewood;
- Adoption of a Mitigation Monitoring and Reporting Plan (MMRP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of CEQA findings of fact, and for any environmental impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of a Development Agreement between the City of Inglewood and Murphy's Bowl, LLC;
- General Plan Amendment for new Land Use Designations;
- Zoning Changes, including Zoning Map revisions and, if necessary, conforming Planning and Zoning Code text amendments;
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities;
- Adoption of a Water Supply Assessment;
- Site Plan Review;
- Merger and Re-Subdivision Map;
- Approval of Street Vacation; and
- Approval of Well Relocation.

In addition to the specific discretionary actions to be requested from the City of Inglewood, several discretionary or ministerial approvals may be required from various Federal or responsible agencies, including but not limited to:

- Federal Aviation Administration (FAA);
- County of Los Angeles Regional Planning Commission, Airport Land Use Commission;
- Los Angeles County Department of Public Works;
- Los Angeles County Fire Department;
- Los Angeles County Metropolitan Transportation Authority (Metro);
- Los Angeles Regional Water Quality Control Board; and

- South Coast Air Quality Management District (SCAQMD).

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