

## 3.10 Land Use and Planning

This section describes and evaluates potential impacts related to land use and planning that could result from implementation of the Proposed Project. The section describes existing and planned land uses in and adjacent to the Project Site, including current land uses, land use designations, and zoning. The section contains: (1) a description of the existing environmental setting for land use and planning; (2) a summary of the regulations related to land use and planning; and (3) an analysis of potential impacts to land use and planning associated with the implementation of the Proposed Project. Section 15125 of the State CEQA Guidelines states that the EIR shall discuss “any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans,” and accordingly, the regulatory framework discussion includes consideration of potential inconsistencies between the Proposed Project and relevant local and regional plans and policies.

Comments received in response to the NOP for the EIR regarding land use and planning can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to land use and planning as a result of implementation of the Project are analyzed within this section.

The question of the environmental compatibility of the Proposed Project with adjacent and nearby land uses is not addressed in this section. Rather, the reader is referred to the various environmental resource evaluations presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, for a discussion of potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places used for residential activities (residences, parks, etc.). Thus, certain industrial or commercial uses (which can produce noise and odors) may not be considered compatible with residential, educational, or healthcare uses, unless buffers, landscaping, or screening could protect residents from health hazards or nuisances. Such potential land use incompatibilities would be addressed in the applicable environmental resource sections in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures.

### 3.10.1 Environmental Setting

#### Regional Setting

The City of Inglewood has historically been developed as a low density single-family community. The City’s land uses are comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent) and industrial (3.7 percent) uses.<sup>1</sup> Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or

<sup>1</sup> City of Inglewood General Plan, Land Use Element, Land Use Comparison table, Inglewood Land Use, p. 54, Available: <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>.

multi-family (three or more) units. As such, there are currently more multiple dwelling units than single family units in the City.

However, development in the City is shifting as a result of new community planning goals such as revised zoning to focus on mixed-use development, walkability, density, and Transit Oriented Development (TOD). A TOD plan area is proposed around the Westchester/Veterans Metro stop at Florence Avenue and Hindry Avenue which would introduce mixed-use development that encourages dense, walkable housing and commercial development with improved transit accessibility.

A majority of the City's commercial uses are located along major arterials. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of Los Angeles International Airport (LAX). Light industrial is the predominate industrial zoning representing 75 percent of industrial land with heavy industrial representing the remaining 25 percent. Land uses included within the City's public/semi-public areas include parks, schools, government buildings and facilities, churches, the cemetery, and hospitals.

The City's right-of-way area includes 180 miles, or 1,337 acres, of streets and alleys. The City is primarily developed with approximately one percent of its total land area still vacant. A majority of the vacant land is designated for industrial land uses with minimal vacant land designated for residential and commercial uses.<sup>2</sup>

The Project Site is located in the southwestern portion of the City in an area comprised of a mix of low- to medium-density one- and two-story residential, one-story commercial, one-story office entertainment, industrial, trucking and parking uses and vacant parcels. West Century Boulevard, a major commercial corridor, borders the Project Site on the north. The West Century Boulevard corridor, from South Prairie Avenue to Crenshaw Boulevard, is characterized by one -and-two story commercial development that includes fast food restaurants, motels, retail, and commercial shopping centers.

North of the Project Site (approximately 0.8 miles north) along South Prairie Avenue is The Forum, a multi-purpose approximately 17,500-seat indoor arena that served as home of the Los Angeles Lakers basketball team and Los Angeles Kings hockey team until 1999. The Forum was substantially renovated in 2014 and is now a venue exclusively used for music and entertainment. The Forum is also listed on the NRHP and State register.

South Prairie Avenue is another major commercial corridor that runs north-south through the City of Inglewood and borders the Arena Site on the west. Land uses along South Prairie Avenue near

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<sup>2</sup> City of Inglewood General Plan, Land Use Element, updated 2016, Available: <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>.

the Project Site include commercial development, including restaurants, automotive uses, small commercial shopping centers, and offices, interspersed with residential uses.

The Project Site is located approximately two miles east of LAX and approximately 1.5 miles to north of the Jack Northrop Field/Hawthorne Municipal Airport (HHR). The Project Site is partially within the Planning Boundary/Airport Influence Area for LAX as designated within the ALUP. The Project Site falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. As shown in Figure 2-4 of Chapter 2, Project Description, the majority of the Project Site is within the 65 dBA CNEL noise contour with a small amount of the southernmost portion of the Project Site within the 70 dBA CNEL noise contour. For further discussion of the aircraft noise environment on and around the Project Site, please see Section 3.11, Noise and Vibration. The Project Site is not located within the designated Airport Influence Area for the HHR; however, the Proposed Project will trigger the notification requirements of 14 Code of Federal Regulations Part 77 *Safe, Efficient Use and Preservation of the Navigable Airspace*. The notification requirement for HHR, as well as LAX, is included in Section 3.8 Hazards and Hazardous Materials.

## **Project Site Existing Land Uses**

The entire Project Site is comprised of approximately 28 acres and encompasses four specific locations: the Arena Site; the West Parking Garage Site; the East Parking and Hotel Site; and the Well Relocation Site. A majority of the Project Site, all but six parcels, is currently vacant or undeveloped. The vacant parcels within the Project Site total approximately 23 acres, or more than 85 percent of the Project Site. The six developed parcels, all within the Arena Site, include a restaurant (privately-owned), a hotel (privately-owned), warehouse and light manufacturing facilities (privately-owned), and a groundwater well and related facilities (City-owned). The Arena Site encompasses a total of 41 parcels. Nine of these parcels are privately owned. Thirty one parcels are City-owned or owned by the Successor Agency; the rest of the parcels within the Arena Site are privately-owned. The Well Relocation Site is owned by the City. All but one parcel within the West Parking Garage Site are owned by the City; the remaining parcel within the West Parking Garage Site is owned by the Successor Agency. The East Parking and Hotel Site is entirely owned by the Successor Agency.

### ***Arena Site***

As can be seen on **Figure 3.10-1**, the approximately 16.71-acre Arena Site is primarily vacant with limited existing commercial and hotel uses and associated surface parking. Within the Arena Site, at the southeast corner of West Century Boulevard and South Prairie Avenue, is an occupied fast food restaurant (Church's Chicken Restaurant located at 3950 West Century Boulevard) and an associated surface parking lot. Immediately to the east is an occupied two-story, 38-room motel (Rodeway Inn & Suites located 3940 West Century Boulevard) and associated surface parking lots provided in the front and rear of the motel. Directly east of the Rodeway Inn & Suites motel fronting West Century Boulevard, is a vacant parcel surrounded by chain link fencing. The northeastern portion of the Arena Site is a narrow vacant parcel surrounded by chain

**Figure 3.10-1 Existing and Surrounding Land Uses: Arena Site, Well Relocation Site, and West Parking Garage Site**

link fencing and green screening. Located on this vacant parcel is an access road into the Arena Site that had previously been used to support the storage and staging of construction materials associated with a since completed street improvement project.

Fronting West 102<sup>nd</sup> Street to the north, is a vacant parcel associated with the Arena Site that is surrounded by chain link fencing and screening. An approximately 900-foot linear section of West 102<sup>nd</sup> Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with the Arena Structure. Further west, is the City of Inglewood Water Well #6 that is surrounded and secured by vertical blue metal fencing and an access gate. Also within the Arena Site to the west and north of Water Well #6, are unoccupied two-story manufacturing/warehouse uses (located at 3915 West 102<sup>nd</sup> Street) and surface parking. To the west is a vacant parcel surrounded by chain link fencing that extends to South Prairie Avenue and West Century Boulevard. On the Arena Site, at the northeast corner of South Prairie Avenue and West 102<sup>nd</sup> Street, is a Clear Channel outdoor advertising display.

Fronting West 102<sup>nd</sup> Street to the south is a vacant parcel surrounded by chain link fencing. Also located on the Arena Site, is a vacant one- and two-story concrete commercial building (3838 West 102<sup>nd</sup> Street) that includes an access driveway. To the south is an occupied commercial use (Let's Have a Cart Party located at 10212 South Prairie Avenue).

### ***West Parking Garage Site***

The West Parking Garage Site is 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 uses to the west. As shown in Figure 3.10-1, the site is currently vacant and is surrounded by chain link fencing.

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

As shown in Figure 3.10-2, the approximately 5.16-acre East Parking and Hotel Site consists of a vacant parcel surrounding by vertical metal fencing and intermittent green screening.

### ***Well Relocation Site***

The 0.70-acre Well Relocation Site is currently vacant and is surrounded by chain link fencing (see Figure 3.10-1).

## **Surrounding Land Uses**

### ***Arena Site***

As shown in Figure 3.10-1, located outside of the Arena Site, to the east of the vacant parcel along West Century Boulevard, is a non-operational three-story structure that was formerly operated as the Airport Park View Motel (located at 3900 West Century Boulevard) and associated surface parking. The structure is currently dilapidated, and would require substantial renovation before it could be reused for a hotel or other use. Located directly east of the hotel are occupied one- and two-story commercial buildings (Extra Space Storage located at 3846 West Century Boulevard) and associated surface parking.

### Figure 3.10-2 Existing and Surrounding Land Uses: East Parking and Hotel Site

Adjacent land uses bordering the Arena Site to the east include an occupied warehousing and shipping company (S.E.S. International Express located at 10105 South Doty Avenue, Unit A) and associated surface parking. The S.E.S. International Express buildings and associated surface parking extends the entire block between West Century Boulevard and West 102<sup>nd</sup> Street. To the immediate east of S.E.S. International Express buildings is South Doty Avenue. East of South Doty Avenue is a currently occupied two-story warehouse building (ZHL Logistics located at 3750-3780 West Century Boulevard) and associated truck loading area. The ZHL Logistics building and associated truck loading area extends the entire block between West Century Boulevard and West 102<sup>nd</sup> Street. To the east of the ZHL Logistics is a single-story vacant warehouse building (located at 3738 West Century Boulevard). East of the vacant warehouse building is an occupied single-story aquarium/pet store (Transworld Aquatic Enterprises, Inc. located at 3730 West Century Boulevard). Adjacent land uses further to the southeast of the Arena Site include an occupied commercial use (CDs Cabinets located at 3820 West 102<sup>nd</sup> Street), a vacant lot (the proposed Well Relocation Site), and single-family residences located on the south side of West 102<sup>nd</sup> Street near South Doty Avenue. Fronting West 104<sup>th</sup> Street and located immediately south of the Arena Site are single-family residences, multi-family residences, and a church (Southside Christian Church located at 3947 West 104<sup>th</sup> Street) with associated surface parking.

Adjacent land uses to the west of the Arena Site along South Prairie Avenue between West 104<sup>th</sup> Street and West 103<sup>rd</sup> Street include residential uses and an occupied single-story automotive body shop (Auto Collision Team located at 10305 South Prairie Avenue). Uses along South Prairie Avenue between West 103<sup>rd</sup> Street and West 102<sup>nd</sup> Street include residences, an occupied single-story automotive shop (LAX Mercedes BMW Service and Repair located at 10223 South Prairie Avenue), and an occupied single-story religious facility and related buildings and associated surface parking (Being in Power Ministries located at 10201 South Prairie Avenue). Uses to the west of the Arena Site along South Prairie Avenue between West 102<sup>nd</sup> Street and West 101<sup>st</sup> Street include vacant parcels surrounded by chain link fencing (portion of the proposed West Parking Garage Site). Uses to the west of the Arena Site located along South Prairie Avenue between West 101<sup>st</sup> Street and West Century Boulevard include commercial uses (Starbucks located at 4000 West Century Boulevard, Liquor Warehouse located at 10023 South Prairie Avenue, and Sunshine Coin Laundry located at 10001 South Prairie Avenue).

To the north of the Arena Site, West Century Boulevard provides an east-west roadway connection through the City of Inglewood. From 1938 until 2013, except for a few years during World War II, the Hollywood Park horse racetrack operated on approximately 240 acres of land north of West Century Boulevard, and east of South Prairie Avenue. For a number of years prior to the closure of the track, it was apparent that the current and future economics of horse racing, combined with the increasing value of the property, would result in closure and redevelopment of the Hollywood Park property. In anticipation of the expected closure of the racetrack, the City approved and adopted the Hollywood Park Specific Plan (HPSP) on July 8, 2009. North of the roadway, the HPSP area is planned for the location of the City of Champions Stadium and a mix

of commercial, office, retail, residential, mixed use, civic, and recreational development. The HPSP was amended September 23, 2014, and then further amended through approval of an ordinance that adopted the City of Champions Revitalization Initiative on February 24, 2015.<sup>3</sup> The NFL stadium is scheduled to be completed in 2020.

Beyond the land uses that are part of the Adjusted Baseline Environmental Setting, the HPSP also calls for development 2,186 additional residential units, 371,923 sf of commercial uses, 3,567,314 sf of office space, a 300-room hotel, 569,329 sf of open space, and a 4-acre civic center.

### **West Parking Garage Site**

As can be seen on Figure 3.10-1, to the north of the site across West Century Boulevard includes occupied single-story commercial buildings (Chevron located at 4015 West Century Boulevard, McDonald's located at 4015 West Century Boulevard, Dr Carfix/Tiki Smog located at 4055 West Century Boulevard, Jack In the Box located at 4069 West Century Boulevard, and Auto Motor Service located at 4101 West Century Boulevard), a vacant parcel, occupied two- and three-story motels (Holly Crest Hotel located at 4027 West Century Boulevard and Motel 6 located at 4123 West Century Boulevard) and an unoccupied and unnamed motel located at 4059 West Century Boulevard.

Uses located immediately to the east of the site include occupied commercial uses (Starbucks located at 4000 West Century Boulevard, Liquor Warehouse located at 10023 South Prairie Avenue, and Sunshine Coin Laundry located at 10001 South Prairie Avenue) and a vacant commercial use to the east along South Prairie Avenue.

To the south of the site includes West 102<sup>nd</sup> Street, an occupied single-story religious facility and related buildings and associated surface parking (Being in Power Ministries located at 10201 South Prairie Avenue), and residential uses.

To the immediate west along West Century Boulevard, is a motel (Airport Motel located at 4054 West Century Boulevard), a church (Iglesia Cristiana Pentecostes del Movimiento Misionero Mundial located at 4060 West Century Boulevard), and residential uses.

An approximately 300-foot linear section 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 new north-south public roadway along the western boundary of the site.

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<sup>3</sup> Hollywood Park Specific Plan, Unofficial Reference Guide Only for Stadium Alternative Project, adopted July 8, 2009, amended September 23, 2014, further amended February 24, 2015. Available: [ HYPERLINK "https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan" ]. Accessed September 2018.



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

As shown in Figure 3.10-2, adjacent land uses include the Hollywood Park Casino (located at 3883 West Century Boulevard) and associated three-story parking structure across West Century Boulevard to the north.

Adjacent to the East Parking and Hotel Site to the east is a UPS facility (located at 3600 West Century Boulevard). East of the UPS facility is South Yukon Avenue, a north-south corridor. North of West 104<sup>th</sup> Street, Yukon Avenue is characterized by two large commercial shopping centers (Century Plaza and The Village at Century) with large-scale commercial development such as Costco and smaller commercial stores interspersed with residential development. Along South Yukon Boulevard to the southeast of the East Parking and Hotel Site, is the Morningside High School, Monroe Middle School, and the Clyde Woodworth Transitional Kindergarten - 5<sup>th</sup> Grade Imagine Learning Magnet school campuses.

Uses south of the East Parking and Hotel Site, across West 102<sup>nd</sup> Street, include a vacant lot, a residential uses, and two commercial uses (Not Just Fish and Gasket Guy, co-located at 3716 West 102<sup>nd</sup> Street).

Adjacent uses to the east of the East Parking and Hotel Site include an occupied single-story aquarium/pet store (Transworld Aquatic Enterprises, Inc. located at 3730 West Century Boulevard). To the west of the aquarium/pet store is a single-story vacant warehouse building (located at 3738 West Century Boulevard). To the west of the vacant warehouse building is an occupied two-story warehouse building (ZHL Logistics located at 3750-3780 West Century Boulevard) and associated truck loading area. The ZHL Logistics building and associated truck loading area extends the entire block between West Century Boulevard and West 102<sup>nd</sup> Street.

### **Well Relocation Site**

As shown in Figure 3.10-1, to the north of the Well Relocation Site is West 102<sup>nd</sup> Street and an occupied warehousing and shipping company (S.E.S. International Express located at 10105 South Doty Avenue, Unit A) and associated surface parking. To the east of the site are residential uses and South Doty Avenue. A vacant lot and residential uses are located to the south. To the west of the site is an occupied commercial use (CDs Cabinets located at 3820 West 102<sup>nd</sup> Street).

## **3.10.2 Adjusted Baseline Environmental Setting**

As discussed in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures, the Proposed Project is not anticipated to complete construction and begin operations until mid-2024 for the 2024-25 NBA basketball season. Section 3.10, Land Use and Planning, assumes the Adjusted Baseline Environmental Setting described in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures. The projects described in the Adjusted Baseline Environmental Setting will be constructed and in operation prior to opening of the Proposed Project. For this reason, as explained in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures, the City of Inglewood determined that it is appropriate to include these

projects in an adjusted environmental setting for the Proposed Project. Due to the certainty that these projects will be constructed and in operation prior to the opening of the Proposed Project, the City has determined that it would be misleading to disregard these projects in the environmental setting, because these projects are certain to exist by the time the Proposed Project is constructed and commences operations. Accordingly, the changes associated with these developments within the Hollywood Park Specific Plan area are considered as part of the Adjusted Baseline Environmental Setting.

The Adjusted Baseline condition would add retail, restaurant, commercial, residential, entertainment, and open space uses in the HPSP area. These uses would be complementary to the surrounding area which consists of similar residential, retail, and employment uses. Development of retail and residential uses at the northeast corner of West Century Boulevard/South Prairie Avenue provides a logical buildout of a major City intersection. Development of the NFL Stadium and performance venue would occur more interior to the site, providing some separation from those uses and the nearby arterial roadways and residential areas. The Adjusted Baseline condition would also provide new vehicular, bicycle, and pedestrian connections which would bring people into and through the site.

### 3.10.3 Regulatory Setting

#### Federal

The Federal Aviation Act of 1958 created the Federal Aviation Administration (FAA). The current name was adopted in 1967 when the agency became a part of the Department of Transportation. The FAA is tasked with, among other things, regulation of civil and commercial aviation. The Federal Aviation Administration is required to review projects that entail construction or alteration of buildings more than 200 feet above sea level at the site. The project applicant, for any portion of a project (temporary or permanent) that exceeds 200 feet above grade within the Project Site, is required to submit Form FAA 7460-1, Notice of Proposed Construction or Alteration, at least 45 days prior to the filing of an application for a construction permit.<sup>4</sup> While the Proposed Project has a proposed height of up to 150 feet (permanent structure), if the temporary construction equipment exceeds 200 feet, then the FAA will still need to review the Proposed Project. Additional discussion of aircraft safety is discussed in Section 3.8, Hazards and Hazardous Materials.

#### State

##### ***Sustainable Communities and Climate Protection Act of 2008 (SB 375)***

SB 375 (Chapter 728, Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. The law establishes a “bottom up” approach to

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<sup>4</sup> Federal Aviation Administration, 2017. Form FAA 7460-1, Notice of Proposed Construction or Alteration, Section 77.9 Construction or alteration requiring notice, [ HYPERLINK "https://www.faa.gov/documentLibrary/media/Form/FAA\_Form\_7460-1\_AJV-1-050117.pdf" ], accessed September 2018.

ensure that cities and counties are involved in the development of regional plans to achieve those targets.

SB 375 relates to land use planning by building on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips. Further, SB 375 established CEQA streamlining and relevant exemptions for projects that are determined to be consistent with the land use assumptions and other relevant policies of an adopted Sustainable Communities Strategy. Those exemptions and streamlining regulations are reflected in sections 15064.4 and 15183.5 of the State CEQA Guidelines. Additional discussion of the SB 375, including the Project's consistency with SB 375, is addressed in Section 3.7, Greenhouse Gas Emissions.

### ***2011 Caltrans Airport Land Use Planning Handbook***

The Caltrans Division of Aeronautics is responsible for administering much of California State Aeronautics Act, pursuant to Public Utilities Code (PUC) Section 2199 et seq. The purpose of the Caltrans Airport Land Use Planning Handbook is to provide guidance to Airport Land Use Commissions (ALUC) for preparing airport land use plans and presents methods for ALUC's to review local actions near airports. The Caltrans Airport Land Use Planning Handbook presents criteria related to noise, safety, and land use compatibility that form the basis of policies adopted by local ALUC. CEQA Guidelines Section 21096 states that the Caltrans Handbook shall be used to assist in the preparation of EIR's for projects within the boundaries of a comprehensive airport land use plan or within two nautical miles of a public airport related to airport related safety hazards and noise problems.

The most recent version of the Caltrans Airport Land Use Planning Handbook was released in October 2011. The handbook is intended to provide information to ALUCs, their staff, airport proprietors, cities, counties, consultants, and the public; identify the requirements and procedures for preparing effective compatibility planning documents; and, define exceptions where applicable. The Caltrans Airport Land Use Planning Handbook applies to all ALUCs established pursuant to the State Aeronautics Act responsible for providing compatible land use planning in the vicinity of each existing and new public use airport within their jurisdiction.

While the Caltrans Airport Land Use Planning Handbook provides guidance for complying with baseline safety and compatibility requirements, ALUCs may choose to be more restrictive based on local conditions. The Caltrans Handbook suggested land use compatibility criteria for noise, overflight safety, and airspace protection, and these criteria indicate which land uses Caltrans suggests are compatible near airports.

## Regional

### ***Southern California Association of Governments (SCAG) Regional Comprehensive Plan***

As part of its planning obligations, SCAG prepares the Regional Comprehensive Plan (RCP), the most recent of which was the 2008 RCP released on February 9, 2009. The 2008 RCP was prepared by SCAG for use as an advisory document that may be voluntarily used by local jurisdictions when developing local plans and addressing local issues of regional significance. The RCP addresses issues related to future growth and provides a means for assessing the potential impact of individual development projects within a regional context. SCAG recommends local governments consider the RCP's recommendations in the preparation of General Plan updates, municipal code amendments, design guidelines, incentive programs and other actions. The RCP is also closely linked to, and serves as a basis for the preparation of SCAG's RTP. Because the objectives of the RCP are focused on the actions of planning agencies in preparation of planning documents, it would not be applicable to the Proposed Project and is not evaluated further in this EIR.

### ***SCAG's Regional Transportation Plan/Sustainable Communities Strategy***

On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. Also, the 2016-2040 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. The 2016-2040 RTP/SCS includes nine goals that pertain to economic development, mobility, accessibility, travel safety, productivity of the transportation system, protection of the environment and health through improved air quality, energy efficiency, and land use and growth patterns that complement the state and region's transportation investments, and security of the regional transportation system. The applicable goals of the 2016-2040 RTP/SCS is evaluated in Section 3.10.3, Analysis, Impacts and Mitigation and in **Table 3.10-1**, below. The following goals are applicable to the Proposed Project:

- Goal 1:** Align the plan investments and policies with improving regional economic development and competitiveness.
- Goal 2:** Maximize mobility and accessibility for all people and goods in the region.
- Goal 3:** Ensure travel safety and reliability for all people and goods in the region.
- Goal 4:** Preserve and ensure a sustainable regional transportation system.
- Goal 5:** Maximize the productivity of our transportation system.
- Goal 6:** Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Goal 7:** Actively encourage and create incentives for energy efficiency, where possible.

**Goal 8:** Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

**Goal 9:** Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

### **Los Angeles County Airport Land Use Plan**

The Project Site is located approximately two miles east of LAX and approximately 1.5 miles to the north of the Jack Northrop Field/Hawthorne Municipal Airport (HHR). Pursuant to Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670 – 21679.5 of the California Public Utilities Code, each county in California in which there is an airport served by a scheduled airline and each county with an airport operated for the benefit of the general public, with certain exceptions, is required to establish an airport land use commission (ALUC). Each ALUC must develop a plan for promoting and ensuring compatibility between each airport in the county and surrounding land uses. In Los Angeles County, the Los Angeles County Regional Planning Commission also acts as the ALUC. ALUC's purpose is to coordinate planning for the area around public airports to protect the public health, safety and welfare from land uses that do not minimize the public's exposure to excessive noise and safety hazards. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the Los Angeles County ALUP, which was adopted on December 19, 1991.<sup>5</sup>

In formulating the Los Angeles County ALUP, the ALUC establishes provisions to ensure safe airport operations, through the delineation of Runway Protections Zones (RPZs) and height restriction boundaries, and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. The extent of the planning boundary designated for the airports in the Los Angeles County ALUP is determined by Community Noise Equivalent Level (CNEL) noise contours. Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, sets forth the methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport/airport environs land use compatibility programs. CFR Part 150 studies typically consist of two primary components: (1) the Noise Exposure Map (NEM) report, which contains detailed information regarding existing and 5-year future airport/aircraft noise exposure patterns, and (2) the Noise Compatibility Program (NCP), which includes descriptions and an evaluation of noise abatement and noise mitigation options/programs applicable to an airport.<sup>6</sup> Per the CFR Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to 65 dBA (CNEL) or higher.<sup>7</sup> Commercial land

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<sup>5</sup> Los Angeles County Airport Land Use Commission, Los Angeles County Airport Land Use Plan, prepared by the Department of Regional Planning, adopted December 19, 1991. Available: [ HYPERLINK "http://planning.lacounty.gov/view/alup/" ]. Accessed September 2018.

<sup>6</sup> City of Los Angeles, Los Angeles World Airports, Noise Management LAX, LAX Part 150 Noise Exposure Map Update, [ HYPERLINK "https://lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/lax-part-150-noise-exposure-map-update" ]. Accessed September 2018.

<sup>7</sup> Federal Aviation Administration, Land Use Compatibility and Airports. Available: [ HYPERLINK "https://www.faa.gov/about/office\_org/headquarters\_offices/apl/noise\_emissions/planning\_toolkit/media/III.B.pdf" ]. Accessed September 2018.

uses are identified as non-compatible land uses for parcels exposed to 70 dBA (CNEL) or higher (or, conversely, are considered compatible for parcels exposed to 70 dBA or lower).

The Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (CLUP) identifies compatible land uses within Airport Influence Areas based on community noise exposure. The Los Angeles County Airport Land Use Compatibility Chart is depicted below (Exhibit 3.10-1).

<b>LAND USE COMPATIBILITY TABLE</b>					
	<i>Satisfactory</i> <i>Caution. Review Noise Insulation Needs</i> <i>Avoid Land Use Unless Related to Airport Services</i>				
<i>Land Use Category</i>	<i>Community Noise Exposure</i>				
	<i>55</i>	<i>60</i>	<i>65</i>	<i>70</i>	<i>75</i>
<i>Residential</i>					
<i>Educational Facilities</i>					
<i>Commercial</i>					
<i>Industrial</i>					
<i>Agriculture</i>					
<i>Recreation</i>					

Consider FAR Part 150 for Commercial and recreational uses above 75 CNEL.

SOURCE: Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Plan, 1991.

Inglewood Basketball and Entertainment Center

**Exhibit 3.10-1**  
**Land Use Compatibility Table**

The Project Site is located within the LAX airport influence area and the Proposed Project uses will be evaluated for consistency with the CLUP. The Project Site is partially located within the Planning Boundary/Airport Influence Area for the LAX Airport as designated within the Los Angeles County ALUP. The Project Site falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. As shown in Figure 2-4 in Chapter 2, Project Description, the majority of the Project Site is within the 65 dBA CNEL noise contour with a small amount of the southernmost portion of the Project Site within the 70 dBA CNEL noise contour. The Project Site is not located within the designated Airport Influence Area for the Jack Northrop Field/Hawthorne Municipal Airport. Additional discussion of the Los Angeles County ALUP, including consistency with policies related to noise and safety, are addressed in

Section 3.8, Hazards and Hazardous Materials and Section 3.11, Noise and Vibration. The following policies from the Los Angeles County ALUP are applicable to the Proposed Project:

**General Policies:**

**Policy G-1:** Require new uses to adhere to the Land Use Compatibility Chart.

**Policy G-2:** Encourage the recycling of incompatible land uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.

**Policy G-4:** Prohibit uses which will negatively affect safe air navigation.

Consistent with Policy G-1 and G-2, the Proposed Project would be designed in a manner that is consistent with the Los Angeles County ALUP Land Use Compatibility Chart. The Proposed Project does not include residential or other sensitive uses that are prohibited from the applicable designation. The Project Site falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. Consistent with Policy G-4, the Proposed Project would be developed in accordance with the development guidelines and standards of the Los Angeles County ALUP and would not negatively affect safe air navigation. Potential inconsistencies with Policy G-4 is further discussed in Section 3.8, Hazards and Hazardous Materials. The ALUP policies related to noise and safety, are addressed in section 3.8, Hazards and Hazardous Materials and Section 3.11, Noise and Vibration.

**Local**

***City of Inglewood General Plan***

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community’s environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, “The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals.” The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City. The latest adoptions of the individual elements of the City of Inglewood General Plan are as follows: Land Use Element, adopted September 14, 2016; Housing Element 2013-2021, adopted January 28, 2014; Conservation Element, adopted October 21, 1997; Open Space Element, adopted December 1995; Safety Element, adopted July 1995; Circulation Element, adopted December 15, 1992; and Noise Element, adopted September 1, 1987. A summary of the General Plan Elements is provided below.

**Land Use Element**

The Land Use Element presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based. The City of Inglewood General

Plan Land Use Element was adopted in 1980 and amended in 1986, 2009, and 2016. The 1986 amendment was for residential development in the Limited Commercial category that lies within the In-Town Redevelopment Project Area. The 2009 amendment included of the Major Mixed-Use goal and policies for the Hollywood Park Specific Plan area. The amendment in 2016 included goals and objectives for the Downtown Transit Oriented District and the Fairview Heights Transit Oriented District. The goals and policies of the amendments in 1986, 2009, and 2016 are not applicable to the Proposed Project because they only apply to the Hollywood Park Specific Plan area. The City of Inglewood General Plan Land Use Element contains the following goals:

**A. General:**

**Goal:** Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the City to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.

**Goal:** Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.

**Goal:** Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.

**Goal:** Develop a land use element that facilitates the efficient use of land for conservation, development and redevelopment.

**Goal:** Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

**B. Residential:**

**Goal:** Encourage neighborhood stability and conservation by reducing the amount of land designated for high density development.

**Goal:** Promote the maintenance, rehabilitation, and modernization of the City's housing stock.

**Goal:** Encourage the preservation of Inglewood's fair share of housing for low and moderate income persons.

**Goal:** Safeguard the City's residential areas from the encroachment of incompatible uses.

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

**Goal:** Encourage suitable condominium development as a means of diversifying types of housing and increasing the number of residents who own property.

**Goal:** Promote residential developments which will attract middle and upper income families who can afford the higher cost of recycled development.



### **C. Commercial:**

**Goal:** Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.

**Goal:** Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

**Goal:** Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.

**Goal:** Encourage the continued development and promotion of existing commercial centers such as Crenshaw-Imperial and Morningside Park.

**Goal:** Continue to promote the development of high quality commercial/office space at appropriate locations within the City through the redevelopment process.

**Goal:** Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

### **D. Industrial:**

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

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

**Goal:** Increase the industrial employment opportunities for the City's residents.

### **E. Circulation:**

**Goal:** Insure that proposed new uses can be accommodated by adequate and safe streets.

**Goal:** Promote and support adequate public transportation within the City and the region.

**Goal:** Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.

**Goal:** Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

### **F. Community Facilities:**

**Goal:** Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the City's budgetary capability.

**Goal:** Maintain the present high level of police and fire services to the extent it is fiscally prudent.

**Goal:** Encourage the retention of high quality library services.

**Goal:** Expand opportunities for cultural and social growth for the City's residents.

The Proposed Project would redevelop a previously disturbed, vacant, and underutilized area and would provide a multi-purpose event center that promotes the City's position as a center for sports and entertainment in the larger region and would bring back an NBA franchise to the City. The Proposed Project proposes a mix of entertainment, commercial, and community uses. The Proposed Project would enhance the general economic health and welfare of the City by promoting mixed-use development, stimulating new business and economic activity, and increasing property, sales, and admission tax revenues while providing the opportunity for transient occupancy tax revenues. The Proposed Project would generate temporary construction and event employment as well as permanent employment. Potential inconsistencies with the residential goals, circulation goals, and community facilities goals are addressed in Section 3.12, Population, Employment, and Housing, Section 3.14, Transportation and Circulation, and Section 3.13, Public Services, respectively. These goals and objectives have been reviewed and no potential inconsistencies with the City of Inglewood General Plan have been identified. Ultimately, the City Council has the authority to interpret City goals and to determine whether the Proposed Project is consistent or inconsistent with the City of Inglewood General Plan Land Use Element.

### **Circulation Element**

The City of Inglewood General Plan Circulation Element, adopted on December 15, 1992, is designed to require that adequate street access and traffic capacity is considered for current and future land use needs. There are three broad themes running throughout the Circulation Element: (1) presenting and analyzing existing street measures and possible corrective measures, (2) discussing additional modes of transportation, and (3) evaluating Inglewood's street environment and its possible enhancement. The goals and policies of the Circulation Element are discussed in Section 3.14, Transportation and Circulation.

### **Safety Element**

The City of Inglewood General Plan Safety Element, adopted July 1995, contains goals, objectives, and policies which are designed to ensure that the citizens of Inglewood can be protected from unreasonable risks caused by natural and manmade disasters. The goals and policies of the Safety Element are discussed in Sections 3.8, Hazards and Hazardous Materials and 3.13 Public Services.

### **Conservation Element**

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapters II through VI of the Conservation Element address resource conservation and management and contain several goals, objectives, and policies. The goals and policies of the Conservation Element are discussed in Section 3.2, Air Quality, Section 3.3, Biological Resources, Section 3.9, Hydrology and Water Quality, and Section 3.15, Utilities and Service Systems.

## **Open Space Element**

The City of Inglewood General Plan Open Space Element, adopted December 1995, is a plan to address the current and future recreation needs of the City for parkland and recreational facilities and for the conservation of open space. The primary goal of the Open Space Element is to provide recreational park facilities for all residents in the City. The second goal of the Open Space Element is to provide additional types of open space and to preserve existing open space resources. The goals and policies of the Open Space Element is discussed in Section 3.13, Public Services.

## **Housing Element**

The City of Inglewood General Plan Housing Element 2013-2021, adopted on January 28, 2014, presents a framework upon which the City can implement a comprehensive housing program from 2013 to 2021 to provide its residents with decent and affordable housing. The program established policies to create or preserve quality residential neighborhoods. The Housing Element identifies current and future housing needs and established policies and programs to mitigate or correct housing deficiencies. The goals and policies of the Housing Element are discussed in Section 3.12, Population, Employment, and Housing.

## **Noise Element**

The City of Inglewood General Plan Noise Element, adopted September 1, 1987, is designed to manage noise within the City and to protect sensitive uses from excessive noise-related impacts. Noise-sensitive uses generally include residential dwellings, medical care facilities, hotels, houses of worship, parks, and schools. The goals and policies of the Noise Element are discussed in Section 3.11, Noise and Vibration.

## ***City of Inglewood Zoning Code***

As shown in Figure 2-7, in Chapter 2, Project Description, the City of Inglewood Zoning Code designates the majority of the 17-acre Arena Site as M-1L, Limited Manufacturing which permits manufacturing, freight terminals and parcel delivery terminals, storage and warehouse uses, shopping centers, hotels, and financial institutions with a maximum building height of 200 feet. A small portion of the Arena Site bordering the east side of South Prairie Avenue, is zoned C-2A, Airport Commercial which is intended to provide for commercial uses that are appropriate for and/or dependent upon close proximity to LAX, such as retail and restaurant uses, hotels, and automotive rental and leasing services. Building heights in the C-2A zone are limited to 75 feet.

North of West 101<sup>st</sup> Street, the West Parking Garage Site is zoned entirely as C-2A, Airport Commercial. South of West 101<sup>st</sup> Street, the West Parking and Transportation is zoned C-2A Airport Commercial, P-1 Parking, R-2 Residential Limited Multifamily, and R-3 Residential Multiple Family. The P-1 Parking zone permits housing and open air temporary parking facilities. The R-2 Residential Limited Multifamily and R-3 Residential Multiple Family zones permits single-family and multi-family housing with height limits of 35 feet and 45 feet respectively.

The East Parking and Hotel Site and the Well Relocation Site are both zoned entirely as M-1L Limited Manufacturing. The City of Inglewood Zoning Code is discussed in Section 3.9.3, Analysis, Impacts and Mitigation, below.

### **City of Inglewood Redevelopment Project Areas**

The City of Inglewood Redevelopment Agency was established in 1969. Between 1970 and 1973, six redevelopment project areas were adopted that include the In Town, La Cienega, Manchester–Prairie, North Inglewood Industrial Park, Century, and Imperial–Prairie Redevelopment Project Areas. As shown in **Figure 3.10-3**, The Century Redevelopment Project Area includes the Project Site as well as the Hollywood Park Racetrack and Casino located north of West Century Boulevard. In 1996, the Inglewood City Council merged the six redevelopment projects into one—the Merged and Amended Redevelopment Project Area (Merged Inglewood Redevelopment Project).<sup>8,9</sup>

On December 29, 2011, the California Supreme Court upheld Assembly Bill XI 26 (ABXI-26), which provided for the termination of all California Redevelopment Agencies (RDAs). On January 10, 2012, the City of Inglewood elected to become the Successor Agency of the former Inglewood Redevelopment Agency taking effect on February 1, 2012. The Successor Agency assumed the obligations of the former Inglewood Redevelopment Agency and elected to carry out activities necessary to wind down its affairs.

In 2015, the California Department of Finance approved a Long-Range Property Management Plan (LRPMP) for the disposition and uses of all the Successor Agency-owned properties, including the properties located within the Merged Project Area.<sup>10,11</sup> The Successor Agency-owned parcels that are part of the Project Site are described on pages 1-9 of the LRPMP. The procedures for disposition of those properties are described on pages 29-36 of the LRPMP. The following goals from the LRPMP are applicable to the Proposed Project:

#### **Century Redevelopment Project Area:**

**Goal a:** Increase employment opportunities for a diversified workforce.

**Goal c:** Promote new and continuing private sector investment within the Project Area to prevent the loss of and to facilitate the capture of commercial and industrial activities.

Consistent with Goal a. and Goal c., the Proposed Project would provide a multi-purpose event center that promotes the City’s position as a center for sports and entertainment in the larger region. The Proposed Project would include approximately the same number of LA Clippers

<sup>8</sup> City of Inglewood, Inglewood Redevelopment Agency, <http://v1.cityofinglewood.org/depts/commdev/redevelopment/default.asp>. Accessed September 2018.

<sup>9</sup> City of Inglewood, Successor Agency, [ HYPERLINK "<https://www.cityofinglewood.org/253/Successor-Agency>" ]. Accessed September 2018.

<sup>10</sup> City of Inglewood, Long Range Property Management Plan, [ HYPERLINK "<https://www.cityofinglewood.org/288/Long-Range-Property-Management-Plan>" ]. Accessed September 2018.

<sup>11</sup> City of Inglewood, as Successor Agency to the Former Inglewood Redevelopment Agency, Long-Range Property Management Plan, approved October 1, 2015. Available: <https://www.cityofinglewood.org/DocumentCenter/View/229/City-of-Inglewood-Approved-Long-Range-Property-Management-Plan-PDF>.

employees as under current conditions which is 254 permanent employees. It is anticipated that the Proposed Project would also require approximately 75 employees to provide operations and management services for the arena. Future employment from the proposed restaurant, retail,

### Figure 3.10-3 Century Redevelopment Project Area

sports medicine clinic, arena and plaza experience, community space, and hotel is estimated to be 439 permanent employees. For LA Clippers home games, the Proposed Project would require up to 1,320 temporary employees. Other major sold out events, such as a large concert, would require approximately 1,200 temporary employees. Events that would not sell out the arena would require fewer employees. For medium-sized events, including weekend family shows and other events, temporary event-related employment is estimated to be between 480 and 530 jobs. For smaller events, including corporate or community events or events in the plaza, temporary event employment is estimated to be approximately 25 jobs.

### 3.10.4 Analysis, Impacts and Mitigation

#### Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to land use and planning. The following thresholds of significance have been adapted from CEQA Guidelines section 15065 and CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Physically divide an established community; or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

#### Methodology and Assumptions

The criterion for determining significance with respect to a land use plan emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

As discussed above, the reader is referred to the various environmental resource evaluations presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, for a discussion of potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. Such potential land use incompatibilities would be addressed in the applicable environmental resource sections in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures.

#### Impacts and Mitigation Measures

##### **Impact 3.10-1: Implementation of the Proposed Project could physically divide an established community. (Less than Significant)**

Under CEQA, physical division of an established community applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts

of a community.<sup>12</sup> This CEQA criteria is not intended to apply to effects that may create a perceived barrier, such as increased traffic, or creating a challenge to cross a street, or other real or perceived inconveniences.

The majority of the 28-acre Project Site is vacant and underutilized within an existing surrounding urbanized area that contains a mix of uses including low to medium-density residential, commercial, entertainment, industrial, office and parking uses. The vacant parcels are secured with fencing and do not permit public access. Thus, under existing conditions, vacant parcels located within the Project Site do not allow for the connectivity of people in the existing community.

The design of the Proposed Project would not include physical barriers or obstacles to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. In fact, the Proposed Project would include a number of features designed to encourage and promote public access and vehicular and pedestrian circulation, where limited access exists today. Specifically, the Proposed Project would include improved roadways and access points within the Arena Site and near parking areas near the Arena Site. The Proposed Project would facilitate pedestrian access onto the Project Site through shuttle services, public bus transit connectivity, pedestrian bridges and gathering areas, long-term and short-term bicycle parking.

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. To accommodate shuttles that would transport people from Metro light rail stations to the Project Site, shuttle drop-offs would be provided along the east side of South Prairie Avenue near the entrance to the plaza. This shuttle stop would be primarily used for shuttles between Metro light rail stations and the arena. 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 102<sup>nd</sup> Street and exit onto South Prairie Avenue before stopping at the shuttle pick-up and drop off location.

Public bus transit would be relocated to improve connectivity for pedestrians and bicyclists going to the Project Site. 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.

Also, the Proposed Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue, linking the plaza with the West Parking Garage Site located to

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<sup>12</sup> “We believe, however, that this guideline was intended to apply to projects, such as highway construction, that would constitute physical barriers dividing a community.” *Cathay Mortuary, Inc. v. San Francisco Planning Commission* (207 Cal. App. 3d 275), January 20, 1989.



the west, and facilitating increased pedestrian connectivity during periods of high traffic compared to existing conditions. The majority of pedestrian traffic flowing between the western parking garage and the plaza are expected to use the pedestrian bridge.

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.

Further, during events, particularly at the end of LA Clippers basketball games and large concerts, when the peak flow of patrons would exit the Project Site, the Proposed Project would implement an Event Transportation Management Plan (TMP), a management and operating plan designed to facilitate multi-modal travel to and from events and to assist with flow of traffic by the Project Site to the larger community in a safe and efficient manner.

### ***Street Vacations***

Implementation of the Proposed Project also would include the vacation of an approximately 800-foot linear section of West 102<sup>nd</sup> Street between South Prairie Avenue and approximately 335 feet west of South Doty Avenue to be developed with the Arena Structure. People who currently use West 102<sup>nd</sup> Street to access South Prairie Avenue to the west or South Doty Avenue or South Yukon to the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 102<sup>nd</sup> Street would require use of alternative routes to the north or south. Alternative routes include using West 104<sup>th</sup> Street or West Century Boulevard to access South Prairie Avenue to the west or South Doty Avenue and South Yukon to the east. Similar to the above, this street vacation would replace a 1,255-foot route along West 102<sup>nd</sup> Street, between South Doty Avenue and South Prairie Avenue, with a 2,600-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the distance and time to travel between South Prairie Avenue and the community along 102<sup>nd</sup> Street to the east, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

Similarly, implementation of the Proposed Project also would include the vacation of an approximately 300-foot linear section of West 101<sup>st</sup> Street between South Prairie Avenue and South Freeman Avenue to be developed with the parking garage building. With the Proposed Project, people who currently use West 101<sup>st</sup> Street to access South Prairie Avenue from the west or South Freeman Avenue from the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 101<sup>st</sup> Street would require use of alternative routes to the north or south. Alternative routes include using West 103<sup>rd</sup> Street or West Century Boulevard to access South Prairie Avenue to the east or South Freeman Avenue to the

west. In addition, the Proposed Project would include the addition of a new access road, along the west boundary of the West Parking Garage Site, connecting West Century Boulevard to West 101<sup>st</sup> and West 102<sup>nd</sup> Streets. Using the new access road, this street vacation would replace a 1,255-foot route along West 101<sup>st</sup> Street, between South Freeman and South Prairie Avenues, with a 2,000-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the distance and time to travel between South Prairie Avenue and the community along West 101<sup>st</sup> Street to the west, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

Overall, based on the above considerations, while the Proposed Project would result in the vacation of parts of two east-west City streets, because of the availability of nearby alternative routes, implementation of the Proposed Project would not physically divide an established community. This impact would be considered to be **less than significant**.

#### Mitigation Measures

None required.

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#### **Impact 3.10-2: Implementation of the Proposed Project could conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

The criterion for determining significance with respect to a land use plan emphasizes conflicts with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This criterion recognizes that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment. The City's General Plan goals and objectives have been reviewed and no potential inconsistencies with the City of Inglewood General Plan have been identified. Ultimately, the City Council has the authority to interpret City goals and to determine whether the Proposed Project is consistent or inconsistent with the City of Inglewood General Plan Land Use Element. Therefore, the Proposed Project does not conflict with goals, objectives, or policies adopted for the purpose of mitigating environmental effects. The goals, objectives, and policies of other elements of the City's General Plan are addressed in the respective sections of this EIR (e.g., the policies of the Noise Element are addressed in the Section 3.11, Noise and Vibration).

Policy G-1 and Policy G-4 of the Los Angeles County ALUP are applicable to the Proposed Project. These policies direct the City to “[r]equire new uses to adhere to the [ALUP’s] Land Use Compatibility Chart,” and to “[p]rohibit uses which will negatively affect safe air navigation.” As discussed above, the Proposed Project would be consistent with Policy G-1, as it would be designed in a manner that is consistent with the Los Angeles County ALUP Land Use Compatibility Chart. The Proposed Project would not include residential or other sensitive uses that are prohibited from the applicable designation. The Project Site is partially located within the

Planning Boundary/Airport Influence Area for the LAX Airport, and falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. Consistent with Policy G-4, the Proposed Project would be developed in accordance with the development guidelines and standards of the Los Angeles County ALUP and would not negatively affect safe air navigation (see further discussion of this in Section 3.8, Hazards and Hazardous Materials). As such, implementation of the Proposed Project would not conflict with the Los Angeles County ALUP. Therefore, the Proposed Project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. **Project impacts would be less than significant.**

#### Mitigation Measures

None required.

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### **Cumulative Impacts**

#### **Impact 3.10-3: Implementation of the Proposed Project, in combination with related cumulative projects, could physically divide an established community. (Less than Significant)**

As discussed above, under CEQA, physical division of an established community applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts of a community.<sup>13</sup> Similar to the Proposed Project, the related cumulative projects are individual land use development projects that would occur on specific development parcels within the existing land use and transportation fabric of the community. The list of related cumulative projects does not include any foreseeable new highway construction or other types of similar projects that would make it impossible or extremely inconvenient for a person to get from one part of the established community to a previously connected part of the community. The project design of each related project would be evaluated on a project-by-project basis to determine compatibility with the surrounding uses. Further, related projects are subject to CEQA review, and review by City regulatory agencies.

The related cumulative projects are in-fill in nature and, while increasing density, would be constructed on parcels that fit in with the existing framework of land use and circulation in the existing community, and would not create physical barriers of which would physically divide an established community. As described above, the Proposed Project would have a less than significant impact as a result of the vacation of segments of West 101<sup>st</sup> and West 102<sup>nd</sup> Streets.

The HPSP is located immediately north of the Arena Site, across West Century Boulevard. Within the HPSP, the City of Champions Stadium is currently under construction. The stadium

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<sup>13</sup> Cathay Mortuary, Inc. v. San Francisco Planning Commission, No. A039937, 207 Cal. App. 3d 275; 254 Cal. Rptr. 778; 1989 Cal. App. LEXIS 22, January 20, 1989.

also entails constructing parking and circulation improvements to provide access to the site. Because the HPSP area has historically been used as the site of a racetrack, the construction of the stadium is not creating new, physical barriers, or physically dividing an established community and would not result in a cumulative considerable contribution to impacts regarding dividing an establishing community.

Because the related cumulative projects would not exacerbate the effect of the Proposed Project, the Project's contribution to a significant cumulative impact would not be considerable, therefore, impacts would be **less than significant**.

#### Mitigation Measures

None required.

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#### **Impact 3.10-4: Implementation of the Proposed Project, in combination with related cumulative projects, could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

The Project Site is located within an area planned for redevelopment with high-density residential, mixed-use infill development with improved transit and pedestrian accessibility. Many of the cumulative projects near the Project Site are high-density residential, mixed-use in nature, combining multi-family residential with commercial uses. The cumulative projects near the Project Site would increase density in the area and would be evaluated for consistency with existing and proposed zoning and land use designations. Development of related cumulative projects would not cumulatively alter or exacerbate the effects described under Impact 3.10-2.

As discussed under Impact 3.10-2, above, there are no goals or objectives of the Land Use Element of the City of Inglewood General Plan which were adopted for the purposes of avoiding or mitigating environmental impacts, and the Proposed Project would be consistent with policies G-1 and Policy G-4 of the Los Angeles County ALUP. The Project would contribute commercial local City redevelopment with convenient access to the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station. The Proposed Project would support the revitalization of the City and promote the objectives and policies of the City's General Plan related to economic development, and would provide a sustainable, modern, integrated development.

Impacts related to consistency with applicable land use plans, policy, or regulation of an agency with jurisdiction over the related projects, are specific to the individual related projects and are not cumulative in nature. The Project together with cumulative projects would provide a range of much needed development such as high-density residential, commercial and entertainment uses concentrated within transit priority areas. Because the related cumulative projects would not exacerbate the effect of the Proposed Project, the Proposed Project's contribution to a significant

cumulative impact would not be considerable, and therefore, impacts would be **less than significant**.

Mitigation Measures

None required.

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