

# SUMMARY

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## Inglewood Basketball and Entertainment Center Draft EIR

### Introduction

This Environmental Impact Report (EIR) has been prepared by the City of Inglewood pursuant to the requirements of the California Environmental Quality Act (CEQA) to inform the public and decision-makers about the environmental consequences of the proposed Inglewood Basketball and Entertainment Center (IBEC, or the Proposed Project).

The EIR describes the existing environmental resources in the vicinity of the Project Site, analyzes potential impacts on those resources as a result of construction and operation of the Proposed Project, as well as other reasonably anticipated baseline projects and related cumulative development. Where significant impacts could occur the EIR describes mitigation measures that could avoid or reduce the magnitude of those significant impacts. The environmental impacts evaluated in the EIR address environmental resources areas subject to evaluation under CEQA, including aesthetics, air quality, biological resources, cultural and tribal cultural resources, energy demand and conservation, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise and vibration, population, employment, and housing, public services, transportation and circulation, and utilities and service systems, as well as potential for growth and urban decay effects.

The EIR also evaluates a range of alternatives to the Proposed Project. These alternatives include a reduced amount of development at the Project Site, as well as different locations for the proposed IBEC within and outside of the City of Inglewood. The EIR also identifies alternatives considered, but not carried forward for detailed analysis in this Draft EIR.

This EIR is being published as a Draft EIR. The Draft EIR will be subject to review and comment by the public, as well as responsible agencies, federal agencies, and other interested jurisdictions, agencies, and organizations for a period of 46 days beginning September 10, 2019 and concluding at 5:00 p.m. on October 25, 2019. During the public review period, the public may comment on the EIR by providing written comments at any time during the 46-day public review period.

The Draft EIR can be accessed at the following locations:

City of Inglewood Website: <https://www.cityofinglewood.org/1036/Murphys-Bowl-Proposed-NBA-Arena>

Project Website: [www.IBECProject.com](http://www.IBECProject.com)

Printed copies of the Draft EIR will be available at the following locations:

City of Inglewood Main Library: 101 West Manchester Boulevard, Inglewood, CA 90301

Inglewood Crenshaw-Imperial Branch Library: 11141 South Crenshaw Boulevard, Inglewood, CA 90303

City of Inglewood Economic and Community Development Division: One West Manchester Boulevard, 4<sup>th</sup> Floor, Inglewood, CA 90301

During the review and comment period, written comments (including email) regarding the Draft EIR may be submitted to the City at the address below.

Mindy Wilcox, AICP, Planning Manager  
City of Inglewood, Planning Division  
One West Manchester Boulevard, 4<sup>th</sup> Floor  
Inglewood, CA 90301  
Fax: (310) 412-5681  
E-Mail: [mwilcox@cityofinglewood.org](mailto:mwilcox@cityofinglewood.org)

Following the public review period, written responses will be prepared to all comments received on the Draft EIR raising significant environmental issues. Those written responses, and any other changes to the EIR, will be included in a Final EIR that, along with the Draft EIR, will be provided to the City of Inglewood City Council for its consideration as part of the certification action on this EIR. If the City Council decides to certify the EIR and to approve the Proposed Project, the Council would also consider adoption of Findings of Fact pertaining to this EIR, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan.

## Project Description

The Project Site is comprised of approximately 28.1 acres of land encompassing four distinct subareas (see **Figure S-1**):

- *Arena Site*: The approximately 17-acre Arena Site is the central part of the Project Site and is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and an imaginary straight line extending east from West 103<sup>rd</sup> Street to South Doty Avenue to the south. The Arena Site includes an approximately 900-foot portion of West 102<sup>nd</sup> Street;
- *West Parking Garage Site*: The approximately 5-acre West Parking Garage Site is located across South Prairie Avenue from the Arena 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 West Parking Garage Site includes an approximately 300-foot portion of West 101<sup>st</sup> Street;

- *East Transportation and Hotel Site:* The approximately 5-acre East Transportation and Hotel Site is located 650-feet east of the Arena Site and is 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
- *Well Relocation Site:* The approximately 0.7-acre Well Relocation Site is located on the south side of 102<sup>nd</sup> Street, approximately 100-feet east of the Arena Site, and is bounded by vacant land to the west and south and residential uses to the east.

All but six of the parcels (approximately 23 acres) that make up the Project Site are currently vacant or undeveloped. The vacant or undeveloped parcels were acquired and cleared by the City between the mid-1980s and the early 2000s with the support of FAA-issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program. The FAA has stated that the Proposed Project appears to be a compatible use of the properties acquired in compliance with the FAA grant program.

The six developed parcels, approximately 54,098 square feet (sf) (2.9 acres) all within the Arena Site, include a fast food restaurant (on a privately-owned parcel), a motel (on a privately-owned parcel), a warehouse and light manufacturing facility (on two privately-owned parcels), a commercial catering business (on a privately-owned parcel), and a groundwater well and related facilities (on a City-owned parcel). Another 1.5 acres consists of street segments.

The Proposed Project would develop the following key elements (see **Table S-1** and **Figure S-2**):

- An 18,000-fixed-seat arena (Arena Structure or Arena) suitable for National Basketball Association (NBA) games, with up to 500 additional temporary seats for other sports or entertainment events, comprised of approximately 915,000 sf of space including the main performance and seating bowl, food service and retail space, and concourse areas. The Arena Structure would include an integrated approximately 85,000-sf team practice and training facility, an approximately 25,000-sf sports medicine clinic, and approximately 71,000 sf of space that would accommodate the Los Angeles (LA) Clippers team offices.

Contiguous to the Arena Structure would be a 650-space parking garage for premium ticket holders, VIPs, and certain team personnel.

**TABLE S-1  
IBEC PROPOSED USES**

| <b>Project Component</b>   | <b>Proposed Uses</b>   | <b>Size</b>  |
|--|--|--|
| <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)  |
| 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   | 48,000 sf  |
|  | <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>   |
| 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 Garage Site</b>  |  |  |
| Parking Garage   | Parking for arena and retail visitors and employees  | 3,110 spaces   |
| <b>East Transportation and Hotel Site</b>  |  |  |
| Parking Garage   | Parking for arena and retail visitors and employees  | 365 spaces   |
| Bus Staging and Transportation Network Company Drop-Off  | Private and charter bus staging, taxi queuing, and rideshare pick-up/drop off  | 182 car (TNC) spaces<br>20 coach/bus spaces<br>23 mini bus 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. |  |  |
| SOURCE: Murphy's Bowl, LLC, September 27, 2018.  |  |  |

**Figure S-1 Project Site**

**Figure S-2 Conceptual Site Plan**

The Arena Structure would be a multi-faceted, ellipsoid structure that would rise no higher than 150 feet above ground level. The exterior of the building would be comprised of a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage. The façade and roof would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels.

The Arena Structure would open onto an approximately 1.8-acre plaza that would serve as a gathering and pedestrian area for arena attendees. The plaza would include a number of two-story structures that would provide 48,000 sf of commercial uses including retail shops, and food and drink establishments, and up to 15,000 sf of community space for educational and youth-oriented uses. The plaza and plaza structures would be directly connected to the West Parking Garage by an elevated pedestrian bridge that would span South Prairie Avenue at an elevation of approximately 17 feet from roadway surface to bottom of the pedestrian bridge.

- The West Parking Garage Site includes development of a six-story, 3,110-space parking garage with entrances and exits on West Century Boulevard and South Prairie Avenue. The West Parking Garage would include a new publicly accessible access road that would connect West 101<sup>st</sup> Street and West Century Boulevard on the western property boundary of the West Parking Garage Site;
- The East Transportation and Hotel Site includes development of a three-story structure on the south side of West Century Boulevard, east of the Arena Site. The first level of this structure would serve as a transportation hub, with bus staging for 20 coach/buses, 23 mini buses, and 182 car spaces for Transportation Network Company (TNC) drop-off. The second and third levels of the structure would provide 365 parking spaces for arena and retail visitors and employees. An up to 150-room limited service hotel and associated parking would be developed east of the Parking and Transportation Hub Structure.<sup>1</sup>
- The Well Relocation Site includes the existing Inglewood Water Well #6, which 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 City-owned and -operated potable water well would be developed on this site and would replace the City-owned well that currently exists on the Arena Site and would be demolished in order to accommodate the development of the Arena Structure.

It is projected that the proposed Arena would accommodate as many as 240 event days each year. Of these events, it is estimated that 62 of them would attract 10,000 or more attendees, and the remainder would be smaller events, with 100 events with attendance of 2,000 or less.

## Adjusted Baseline

CEQA Guidelines section 15125 provides that an EIR must include a description of the physical environmental conditions in the project vicinity. It also allows for a lead agency to define existing conditions as those conditions expected when the project becomes operational, when supported by substantial evidence. The Proposed Project is expected to be complete and operational in mid-

<sup>1</sup> The East Transportation and Hotel 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.

2024. As described in Section 3.0, Introduction to the Analysis, the City of Inglewood has issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan (HPSP), referred to as the HPSP Adjusted Baseline projects, located immediately north of the Project Site. The HPSP Adjusted Baseline projects include the 70,000-seat NFL Stadium, a 6,000-seat performance venue, nearly 1 million square feet of office and retail development, 314 residential units, and the approximately 12-acre Lake Park. According to the HPSP construction schedule, the HPSP Adjusted Baseline projects will be built and operational by 2021 when construction of the Proposed Project is expected to be initiated, and prior to 2024 when operation of the Proposed Project would start.

Construction and operation of the HPSP Adjusted Baseline projects will change the physical conditions that currently exist in the vicinity of the Proposed Project for many of the environmental topics addressed in this EIR. Due to the certainty that the HPSP Adjusted Baseline projects will be constructed and in operation prior to construction and operation of the Proposed Project, the City has determined that assuming the HPSP Adjusted Baseline projects as part of the baseline conditions provides the most accurate picture of the Proposed Project's impacts, and that it would be misleading to disregard the HPSP Adjusted Baseline projects in the environmental baseline. Accordingly, the changes associated with HPSP Adjusted Baseline projects are considered as the baseline against which the Proposed Project's potential impacts are measured. How these changes affect the environmental setting is further described in each topical section under the heading Adjusted Baseline Environmental Setting.

## **Project Variants**

The Proposed Project includes two variants to circulation infrastructure; the West Century Boulevard Pedestrian Bridge Variant and the Alternate Prairie Access Variant. These Project Variants are proposed in order to provide flexibility to allow the City to approve them as part of the Proposed Project, if desired.

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

### **West Century Boulevard Pedestrian Bridge Variant**

The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a pedestrian bridge across West Century Boulevard, connecting a retail portion of the Arena Site to the HPSP area to the north. The pedestrian bridge would provide a vertical clearance of approximately 17 feet over West Century Boulevard. The pedestrian bridge would connect the retail building with 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 Prairie Access Variant.



## Alternate Prairie Access Variant

The Alternate Prairie Access 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. These two properties currently contain a residential triplex and a single-family home, respectively. Under this variant, the properties would be acquired through voluntary sales by the property owners to the project applicant. If this variant were implemented, the residential uses on these two properties would be acquired and demolished allowing the alignment of the Arena Structure to be shifted slightly toward the southwest. 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.

## Assembly Bill 987/Public Resources Code 21168.6.8

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added Section 21168.6.8 to the Public Resources Code (PRC Section 21168.6.8) and provides for expedited judicial review in the event that the certification of this EIR or the granting of project approvals are challenged, so long as certain requirements are met. The provisions of PRC section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), which established expedited judicial review of certified Environmental Leadership Development Projects.

In order to qualify for expedited judicial review under AB 987, the Proposed Project must (1) receive Leadership in Energy and Environmental Design (LEED) gold certification, (2) implement a transportation demand management program that will achieve a reduction in vehicle trips (7.5 percent reduction by end of 2025 and 15 percent reduction by 2030), (3) be located on an infill site, and (4) be consistent with the SCAG RTP/SCS. In addition, the Proposed Project is required to have a construction cost of at least \$100 million, create high-skilled jobs that pay prevailing and living wages, not result in any net additional greenhouse gas emissions, comply with the State's solid waste and recycling requirements, include all mitigation measures and AB 987 requirements as conditions of approval that are enforceable by the City of Inglewood, pay all costs of preparing the CEQA record of proceedings, and pay any additional costs incurred by the courts in any case subject to AB 987. Additionally, as a condition of approval of the Proposed Project, the City must require the project applicant to implement measures that will achieve reductions of specified amounts of certain criteria pollutants (NO<sub>x</sub> and PM<sub>2.5</sub>) and toxic air contaminants.<sup>2</sup>

Pursuant to PRC section 21168.6.8, on the date of the release of this Draft EIR, the City must make the Draft EIR and all other documents submitted to or relied upon by the City in preparing the Draft EIR readily accessible in electronic format. Further, any document that is prepared by or submitted to the City that will be part of the record of proceedings must be made available in a

<sup>2</sup> Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30. A copy of PRC Section 21168.6.8 is contained in Appendix X of this Draft EIR.

readily accessible electronic format within 5 days of release or receipt by the City. Comments on the project that are received by the City must be made available in an electronic format within 5 days if received electronically, and within 14 business days if received in a non-electronic format. Finally, if the project is approved, the City must certify the final record of proceedings within 5 days of filing a Notice of Determination.

## **Issues Raised by Agencies and the Public**

During the public comment period on the Notice of Preparation (NOP), February 20, 2018 through March 22, 2018, the City of Inglewood received 76 written comment letters regarding the Proposed Project (see Appendix B for the NOP and Comment Letters). The City also held a Scoping Meeting on March 12, 2018, at which is provided information about the Proposed Project and the EIR process, and received comments on the EIR scope. The comment letters and Scoping Meeting comments addressed a number of issues pertaining to the Proposed Project and the scope of the EIR. The comments requested that the EIR address:

- Vehicular traffic management, particularly along freeways and local streets, and the effects of increased traffic congestion on those streets, intersections, and cumulative traffic with surrounding venues, events, and land uses;
- Use of Vehicle Miles Traveled (VMT), transportation demand management, site access, and Intelligent Transportation System (ITS) when evaluating transportation impacts;
- Compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 Tribal Consultation requirements, including consideration of potential impacts to previously undiscovered archeological and/or Native American artifacts on the Project Site;
- Supply and availability of onsite and/or offsite parking;
- Potential for air quality degradation and increase in greenhouse gases as a result of the Proposed Project's construction activities and operational activities;
- The effect on existing, increased use of and/or demand for light rail and bus transit services and facilities, pedestrian connections, and bicycle facilities;
- Change in demand for public utilities services and/or infrastructure including potential impacts to electricity demand, potential need for additional or relocated electrical infrastructure, and potential impacts to water, storm drainage, and wastewater collection and treatment facilities,
- Potential economic stimulation and/or urban decay impacts on the surrounding area that could occur from the Proposed Project's provision of entertainment, retail, office, residential, and hotel uses, as well as indirect economic effects as a result of loss of parking or increased congestion;
- Proximity to Inglewood-Newport Earthquake Fault;
- Consistency of the Proposed Project with the City's affordable housing needs, impacts to housing stock, and displacement of people and housing;
- Employment generation and employment opportunities for the local community;

- Noise impacts as a result of the Proposed Project's construction and operational activities;
- Potential light impacts of proposed onsite signage on surrounding areas;
- Existing hazards and hazardous materials transportation;
- Demand for public services including law enforcement, fire protection, emergency response, and solid waste services; and
- Alternative site locations for the proposed development.

The issues raised in these comments are addressed as appropriate in the EIR under the applicable environmental topic.

## Environmental Effects of the Proposed Project

This Draft EIR considers and discloses effects of the Proposed Project on a wide range of environmental resources and topics. The issues addressed include the effects on natural resources, like biology, geology, water quality and hydrology, hazards and hazardous materials; on transportation and a range of effects that result largely from transportation sources, such as air pollutant emissions, greenhouse gas emissions, noise, and emergency response considerations; on cultural resources, including archaeological, historic, and tribal cultural resources; on the provision of public services and utilities, including police and fire protection services, public parks and schools; on the provision of public infrastructure for water supply, wastewater conveyance and treatment, stormwater drainage, and solid waste management; and on a range of planning issues, including land use, aesthetics, population and housing, growth inducement and socioeconomic effects.

The following discussion provides an overview of the key environmental effects of the Proposed Project. This overview does not constitute a summary of every effect of the Proposed Project described in the EIR, but rather it contains a description of those impacts that the City considers the principal environmental impacts of the Proposed Project. At the end of this chapter, **Table S-2, Summary Table**, includes a complete summary of all of the impacts and mitigation measures described in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of the EIR.

### Aesthetics

The Arena Structure would be an ellipsoid-shaped structure that would rise no higher than 150 feet, with a grid-like, multi-faceted façade and roof that would be a distinctive, highly visible, iconic building instantly recognizable due to a design and scale unique in the City. The Arena Structure would be especially visible at night when it would be accentuated by distinctive lighting and signage. The visual character of the Project Site would undergo a transformation as existing vacant parcels and lower, smaller scale development would be redeveloped into a large sports and mixed-use entertainment center with distinctive buildings and open spaces. The addition of the Arena Structure, plaza and retail, restaurant, community, and commercial buildings, parking structures, surface parking and hotel uses would change the visual nature of the Project Site, as the site would become higher density in scale. The changes in visual character caused by the

Proposed Project would be prominent in views along West Century Boulevard, South Prairie Avenue, and West 102<sup>nd</sup> Street.

The Proposed Project would result in a material change in the existing visual character and quality of public views of and to the Project Site and its surroundings. The Proposed Project would increase the visual density of a part of Inglewood that currently has the visual character of an underutilized light industrial/commercial district. In light of the already urbanized character of the project area, including the intense level of development occurring to the north in the HPSP Adjusted Baseline projects, the impact of the Proposed Project on views would be less than significant.

Lighting during construction, as well as new lighting of buildings and plazas, along with signage around the Project Site during project operations, would increase the amount of ambient nighttime light and could create light spillover that could adversely affect nearby residential uses. Lighting from the Project Site would be visible during construction. Once the Proposed Project is built and in operations, the majority of the intense lighting would be focused internally on the plaza and arena entrances. Nevertheless, lighting and signage from the Proposed Project could exceed thresholds for nighttime light at sensitive receptors near the arena along South Prairie Avenue, and at homes north of West 101<sup>st</sup> Street immediately west of the West Parking Garage.

Under both construction and operational conditions, the potential exists for significant levels of light to spill over to adjacent properties. A range of mitigation measures would be required to offset such potential spillover light. During construction, contractors would be required to shield lights or to direct them away from nearby light-sensitive uses. Over the long-term, operational spillover light impacts would be mitigated by implementing a range of measures that would ensure that lighting would be reduced at any residential property to no more than two-foot candles, an amount that would typically not disturb sleep or other interior activities.

## Air Quality

The analysis of air quality impacts addresses the emission of air pollutants during construction and operation of the Proposed Project. It considers emissions of criteria pollutants, those pollutants regulated under federal and State laws intended to protect public health, including ozone and ozone precursors (nitrogen oxides, or NO<sub>x</sub>, and volatile organic compounds, or VOCs), particulate matter, carbon monoxide and others. The analysis also addresses the potential health risks and other effects of human exposure to these criteria pollutants and toxic air contaminants that would be emitted during project operations and construction. The analysis considers both air pollutant emissions at the Project Site, and project-generated air pollutant emission in the region as a result of vehicles traveling to and from the Project Site.

## Emissions Thresholds

Because of its size, the fact that as an arena it would attract over one million event attendees each year, and based on the distances that people drive in the Los Angeles region, construction and operation of the Proposed Project would generate emissions of ozone precursors (VOCs and NO<sub>x</sub>), carbon monoxide (CO), and fine and ultrafine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>,

respectively) that would exceed the mass emissions thresholds of significance established by the SCAQMD. The exceedance of mass emissions thresholds is common on large projects because the SCAQMD thresholds are set at low levels to ensure that all projects of substantial size implement feasible air quality mitigation.

The type and magnitude of the significance threshold exceedances would depend on the type of event-day at the Proposed Project. On non-event days, as well as days when there is only a plaza event or a civic or corporate event, there would be no exceedances of regional daily significance thresholds. Twice a month on non-event days, the backup generators would be tested, which would result in an exceedance of the threshold for NO<sub>x</sub>, an ozone and nitrogen dioxide (NO<sub>2</sub>) precursor. On the less frequent days with larger events additional thresholds would be exceeded; on days with NBA basketball games or major concerts (approximately 60 per year), the thresholds for ozone precursors (VOC and NO<sub>x</sub>), CO, PM<sub>10</sub>, and PM<sub>2.5</sub> would be exceeded.

A detailed analysis of the health effects of the increases in ozone precursors and PM<sub>2.5</sub> was undertaken using the best available tools designed to predict the health effects of changes in air basin-wide emissions. On a percentage basis, the increased emissions from the Proposed Project would be extremely small in the context of the South Coast Air Basin, and the results indicate no statistically significant changes in health conditions. Therefore, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the Proposed Project.

The vast majority of air pollutant emissions are generated by the operation of vehicles and off-road equipment, including passenger cars and light trucks, delivery trucks and service vehicles, and construction equipment in varying degrees throughout the construction and operational phases. As proposed, the Proposed Project would implement all feasible construction emissions reduction measures, including use of Tier 4 construction equipment, use of electric and alternative-fueled construction equipment where possible, regular application of water to areas where soil is disturbed or on roads, and stoppage of emission generating construction activity during State 2 smog alerts. Mitigation of operational emissions is focused on decreasing use of private vehicles for travel to and from the Proposed Project. As described in further detail below, under Transportation, the mitigation measure for operational emissions requires a comprehensive Transportation Demand Management program that support increased use of transit, carpool and vanpool, and other alternative modes of transportation, thereby reducing the motor vehicle emissions associated with the Proposed Project.

## Exposure to Pollutants

Health concerns are raised when people are exposed to substantial concentrations of some air pollutants. The analysis in the EIR evaluated the exposure of people to a range of specific pollutants, including CO and NO<sub>2</sub>, both of which can contribute to breathing disorders and compromised lung function. In all cases, the concentrations of these pollutants, even when combined with existing ambient concentrations and the effects of increased activity in the vicinity from future off-site projects, are below the State and federal health-based thresholds, and thus the impacts are considered insignificant. In addition, concentrations of small particulate matter would be less than the allowable incremental increase thresholds established by the SCAQMD.

The analysis also examined the potential for sensitive receptors (residents, workers, school children, and day-care children) in the vicinity of the Project Site to be exposed to toxic air contaminants which are known to cause health risks, including cancer. The analyses concluded that there would be no exposures of any receptors to contaminants that would increase cancer or non-carcinogenic risks above established thresholds. No mitigation for these effects is required.

## Biological Resources

The Project Site is either currently developed, or was developed in the past and cleared in response to aircraft noise. No native or original habitats exist on the Project Site. Biological resources that would be affected by development at the Project Site are limited to a number of trees that are on the site. None of the trees are native or considered to be rare, endangered, or sensitive species, but 72 are protected trees in accordance with the City of Inglewood Tree Protection Ordinance (Inglewood Municipal Code Chapter 12, Article 32), and these or others could serve as nesting habitat for migratory or other protected bird species. The removal of these trees could create impacts, especially if the trees are removed during the bird nesting season. These impacts would be mitigated to a less-than-significant level through the conduct of preconstruction surveys prior to any nesting season tree removal, protection of trees with active nest sites during construction, through obtaining necessary City permits to remove existing trees, and through protection or replacement of removed trees at a ratio to be determined by the City.

## Cultural and Tribal Cultural Resources

The Project Site is located in an historically urbanized part of the City of Inglewood, and much of the Project Site was cleared of prior development between the 1980s and 2000s in order to mitigate effects of aviation noise that resulted from LAX aircraft operations. The Project Site is located in a part of Inglewood known to contain historic-age buildings, which include the Rodeway Inn & Suites (formerly the Turf and Sky Motel) located at 3940 West Century Boulevard, and other buildings at 10212 South Prairie Avenue. Both of these buildings were constructed more than 45 years ago and therefore meet the general age threshold to potentially qualify as historical resources. The criteria for buildings to be considered historical resources are set in federal and State laws and regulations. The buildings were evaluated and were found to not be historical resources eligible for inclusion in either the National Register of Historic Places and the California Register of Historical Resources.

During archaeological surveys of the Project Site, two artifacts were identified: one historic-period isolate (EAN-1) and one shell of undetermined age (WSN-1). The artifacts were isolated from any other historical materials and lack clear cultural context, and thus EAN-1 and WSN-1 are not eligible for listing in the California Register and do not otherwise qualify as historical or unique archaeological resources pursuant to CEQA.

Based on literature research and site surveys, the overall sensitivity of the Project Site with respect to archaeological resources is considered to be low. However the potential remains for an unexpected discovery of historic or pre-historic archaeological resources, including human remains, during site grading and excavation. Such a discovery would be mitigated through the implementation of a program involving cultural resources sensitivity training of construction

personnel and monitoring by a qualified archaeologist and/or county coroner. Additionally, Native American monitors would be required to be present during grading or excavation of previously undisturbed soils. In the event of discovery, construction activity would be required to cease in the vicinity of the discovery, and the project applicant would be required to undertake evaluation and recovery of any important resources.

The City engaged in consultations with Native American Tribes, specifically the Gabrieleño Band of Mission Indians Kizh Nation, pursuant to Assembly Bill (AB) 52. Maps provided by the Tribe reflect the historical presence of a Native American village site several miles to the north, but do not indicate the presence of any known Tribal cultural resources within the Project Site or the immediate vicinity. As a result of consultation through the AB 52 process, the City has included a requirement that the applicant retain a Native American monitor during excavation or grading of previously undisturbed soils.

## Energy Demand and Conservation

As required under CEQA, the Draft EIR includes an analysis of the potential demand for energy created by construction and operation of the Proposed Project. The analysis addresses increased demand for electricity, natural gas, and fuels for transportation and operation of construction equipment.

The analysis in the EIR describes that the construction of the Proposed Project would generate a demand for 671 Megawatt Hours (MWh) of electricity, 396,836 gallons of gasoline, 294,173 gallons of diesel fuel, and a decrease of 1,405 million Btu (British thermal units) each year during construction. Average annual energy demand from project operations would be 14,317 MWh of electricity, 18,392 million Btu of natural gas, 1,011,301 gallons of gasoline, and 66,983 gallons of diesel fuel. These amounts would range from 0.002 percent to 0.028 percent of LA County energy consumption. Because the Proposed Project would support statewide efforts to improve transportation efficiency, would comply with the CALGreen building code, and would comply with other State and local plans and policies, the energy consumption from the Proposed Project would not be wasteful, inefficient or unnecessary, and would thus be less than significant.

## Geology and Soils

The analysis of impacts related to geology, soils, and paleontological resources as a result of construction and operation of the Proposed Project were based on a thorough review of the existing conditions and geotechnical and paleontological resources assessment reports prepared for the Project Site, and data from the US Geological Survey, California Geological Survey (CGS), and Southern California Earthquake Data Center.

The Proposed Project would be constructed consistent with the requirements of the California Building Code. The Project Site is in a relatively level area with soils made up of artificial fill overlying native alluvial and older alluvial deposits, is not on or adjacent to an active fault, liquefaction zone area, or within areas designated as having the potential for seismically induced landslides, and is not be located on a geologic unit or soil that is unstable, or that would become

unstable as a result of the Proposed Project. For these reasons, there would be no impacts related to these issues.

Construction of the Proposed Project would involve substantial grading and excavation that could leave soils exposed for periods of time and susceptible to erosion. This potential impact would be mitigated through the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would describe best management practices (BMPs) to ensure the Proposed Project would not result in substantial erosion or loss of topsoil.

As mentioned above, the Project Site is known to be underlain by artificial fill atop undisturbed alluvial soils and geological formations in which Ice Age fossils have been found within several miles of the Project Site and that are considered paleontologically sensitive. Thus, it is possible that previously unknown buried paleontological resources within the Project Site could be impacted during construction. To mitigate this impact to insignificance, a qualified paleontologist would be required to develop a program for monitoring of certain ground disturbing activities, and for handling of paleontological materials if discovered.

## Greenhouse Gas Emissions

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Greenhouse Gases (GHGs) are compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. Global climate change attributable to anthropogenic (human-caused) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. In California, a range of State laws, Governors' executive orders, and regional and local plans have established short- and long-term goals for the reduction of GHGs from existing and future activities, including development projects, with an aim to limit year 2050 GHG emissions in the State to a level 80 percent below GHG emissions in 1990.

Development projects, like the Proposed Project, have the potential to generate GHG emissions through a variety of direct and indirect activities, including travel of people (employees and patrons) to and from the Project Site, and emissions from construction and building operations. GHG emissions and global climate change represent cumulative impacts from human activities and development projects locally, regionally, statewide, nationally, and worldwide. GHG emissions from all of these sources cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects around the world have contributed and will continue to contribute to global climate change and its associated environmental impacts. Because of the cumulative nature of GHG emissions leading to global climate change, and in light of the State's goals for reductions in GHG emissions, for this EIR the City has established that a significant impact would occur if the Proposed Project would generate net new GHG emissions over the 30-year anticipated life of the building.



The analysis presents that the Project, as Proposed and without implementation of feasible mitigation, would generate over a 30-year period a net increase of approximately 343,050 metric tons of GHGs. The analysis concludes, however, that the emissions from the Proposed Project can be reduced to “no net new” through the implementation of a range of feasible mitigation measures, including enhanced Transportation Demand Management; energy, water, solid waste, and other related conservation measures necessary to achieve LEED Gold certification; and other on-site and off-site GHG reduction measures, including the purchase of carbon offsets, if necessary. The analysis also concludes that these same mitigation measures would avoid any inconsistencies with State and local plans and policies to achieve Statewide goals for GHG reduction, including Governor’s Executive Order S-3-05, the California Air Resources Board 2017 Scoping Plan, Southern California Association of Governments’ 2016 Regional Transportation Plan/Sustainable Communities Strategy, and the City’s Energy and Climate Action Plan.

## Hazards and Hazardous Materials

The Hazards and Hazardous Materials section addresses potential effects of the Proposed Project that could result in exposure of people to hazards or hazardous materials that may be present in or on the Project Site or as a result of construction or operation of the Proposed Project. Based on searches of environmental database and collection of on-site soil and soil gas samples, the Project Site is located in an area that includes a number of former land uses with a history of hazardous materials uses and some instances of unauthorized releases. Soil sampling undertaken for this Draft EIR confirms the potential for encountering contaminants of concern that could result in adverse health effects if not handled appropriately. In addition, structures on the Project Site that would be demolished prior to construction of the Proposed Project could contain hazardous building materials that would require appropriate identification, handling and disposal. The potential exposure of construction workers or nearby residents and workers to these existing hazards would be mitigated through compliance with existing State and federal laws and regulations, and through implementation of a Soil Management Plan approved by the Los Angeles County Health Hazardous Materials Division (HHMD) prior to initiating any demolition or ground disturbing activities on the Project Site.

The Project Site is located within the Airport Influence Area for both LAX and Hawthorne airports. The Proposed Project would be designed, constructed, and operated to adhere to Federal Aviation Administration (FAA) regulations, with the exception that the height of the Arena Structure (up to 150 feet above grade) and the arena construction cranes (up to approximately 290 feet above mean sea level) would penetrate several aviation safety imaginary surfaces that are used by the FAA to ensure the safety of aircraft operations at the two airports. While it is not expected that these penetrations would be determined by the FAA to be a hazard to aircraft operations, the EIR includes mitigation that would require the applicant to submit a Notice of Proposed Construction or Alteration to the FAA, after which the FAA would prepare an aeronautical study to determine whether the Proposed Project would include obstructions to the airspace that would constitute a hazard to air navigation. The Proposed Project would be required to implement all FAA requirements, and to provide the City with a copy of the FAA “Determination of No Hazard to Air Navigation”, and a consistency determination by the Airport

Land Use Commission prior to the issuance of building permits. Because the Proposed Project would be constructed to be consistent with the requirements of the FAA, the impact on aviation hazards would be less than significant.

## Hydrology and Water Quality

The Hydrology and Water Quality section describes impacts of the Proposed Project on flooding and ground- and surface-water quality. The existing storm drainage facilities in the vicinity of the Project Site lead to the Los Angeles River and do not flood during intense storms. The Proposed Project's drainage systems have not yet been designed, and it is possible that the Proposed Project could exacerbate existing conditions. Mitigation measures requiring the Proposed Project stormwater systems to be designed consistent with local regulations and ensuring that runoff from the Project Site entering the City's drainage systems would not exceed current peak flows would reduce this potential impact to insignificance.

During construction of the Proposed Project, the use of construction equipment and vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. The Proposed Project would be required to comply with federal, State and local regulations designed to reduce or eliminate construction-related water quality effects, including the National Pollutant Discharge Elimination System General Construction Permit and the City's Municipal Code Section 10-208 (Low Impact Development Requirements). Before the onset of any construction activities, an application for coverage under the General Construction Permit would be submitted to the Los Angeles Regional Water Quality Control Board (RWQCB). In addition, in compliance with Municipal Code Section 10-208, the project applicant would be required to prepare and submit to the City a Low Impact Development Plan. These mitigation measures would reduce this impact to less than significant.

The existing condition of the Project Site is either developed with impervious surfaces or has low infiltration and groundwater recharge, therefore the net change of groundwater recharge at the Project Site would be negligible. The Proposed Project, including the new municipal water well that would be replace the existing Municipal Well #6 that would be removed to accommodate the proposed Arena, would be designed and operated pursuant to State and local requirements and managed pursuant to the Water Replenishment District's Groundwater Management Program so as to protect aquifers and water sources through the bio-filtration treatment of runoff, preventing the contamination or overdrafting of groundwater.

## Land Use and Planning

The Land Use and Planning section of the Draft EIR focuses on the potential for the Proposed Project to physically divide an existing community, and consistency of the Proposed Project with land use plans and policies that were adopted for the purposes of avoiding or mitigating environmental impacts. 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.

Previously developed with residential and other commercial uses, the currently vacant parcels were acquired and cleared in the 1990s and early 2000s as part of the noise mitigation program funded by the FAA. They are currently 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 additional physical barriers or obstacles to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. The Proposed Project would involve the vacation of sections of West 102<sup>nd</sup> Street, east of South Prairie Avenue, and West 101<sup>st</sup> Street, west of South Prairie Avenue, and would alter the location of crosswalks at South Prairie Avenue and 102<sup>nd</sup> Street. While Proposed Project would somewhat increase the distance to travel between the neighborhoods east and west of South Prairie Avenue, it would not physically divide the existing community because numerous nearby alternative routes are available.

The goals and policies of land use plans adopted by SCAG, LAX, and the City of Inglewood were reviewed; no potential inconsistencies with plans and policies that were adopted for the purposes of avoiding or mitigating environmental impacts were identified. Therefore, the Proposed Project does not conflict with goals, objectives, or policies adopted for the purpose of mitigating environmental impacts.

## Noise and Vibration

The Noise and Vibration section of the Draft EIR describes potential impacts of the Proposed Project on the existing noise environment. The analysis identifies receptors that are sensitive to noise and vibration, and addresses noise and vibration created during construction and operation of the Proposed Project. Due to the nature of the Proposed Project, the analysis addresses noise that would occur during construction. The analysis also addresses noise generated during operations, including noise due to traffic travelling to and from the site, amplified sound that would emanate from the Arena Structure, and amplified sound from public events in the plaza areas.

### Construction Noise

The Proposed Project would generate noise during construction, primarily as a result of the use of construction equipment on the Project Site. Over the course of the construction schedule, the length of workdays would vary in range from 8 hours to continuous 24 hours, with the level of activity fluctuating throughout any given day. During the building construction phase of the Arena Structure, a majority of the construction days would be 16-hour workdays, and 24-hour workdays would be required for certain phases of construction, such as drilling the new water well, foundation concrete pours, and delivery and erection of major steel components of the Arena Structure.

Daytime construction would generate considerable noise on the Project Site at various points throughout the construction period, especially at the Arena Site where major activity like deep excavation, steel building erection, and such activities would take place. Like in many cities,

daytime construction noise is not regulated by the City of Inglewood. In this case, because of the unique size and scale of construction activities and the proximity of a number of noise sensitive receptors to the Project Site, the Draft EIR studied daytime construction noise levels, and determined that project construction would result in substantial increases in noise when major construction equipment would be in use near noise sensitive receptors. Thus, the daytime noise increases would be significant.

The Proposed Project also would involve periodic nighttime construction, and because construction at night is prohibited in the City unless allowed subject to a special permit, nighttime noise effects were also studied. The area around the Project Site is subject to considerable nighttime noise, largely due to truck traffic on major arterials and overflights of aircraft landing at LAX. Despite this already noisy nighttime environment, the additional periodic noise from the Proposed Project nighttime construction activities was determined to be significant.

In order to mitigate the Proposed Project daytime and nighttime construction noise, the Draft EIR establishes the mitigation requirement for a Construction Noise Reduction Plan that could include, but would not be limited to, such actions as establishment of minimum buffers between certain noisy equipment and noise sensitive receptors, use of haul routes that limit exposure to Proposed Project construction trucks, use of construction equipment with best available noise control technologies, use of hydraulic or electric impact tools with external noise jackets, construction of temporary noise barriers (already proposed as part of the Proposed Project), use of quiet pile driving technology, and designation of a Community Affairs Liaison responsible for responding to local complaints about construction. This mitigation program would be the maximum feasible measures to reduce construction noise exposures, but the impact would remain significant.

## **Operational Noise**

In the vicinity of the Project Site, increased noise, including noise escaping the Arena Structure when doors are open, amplified sound from live performances in the plaza area, crowd noise in the plaza and on sidewalks in the vicinity, truck loading and unloading, testing of emergency generators, and the like, would occur largely within the Arena Site, which would include sound barriers and buildings that would shield adjacent uses from significant increases. This increased noise would not exceed thresholds, except for at a limited number of residences to the northwest and southwest of the Arena plaza where the noise level increases would be significant. The EIR has identified a range of measures to reduce significant noise increases, including enclosure of mechanical equipment and placing it as far away from receptors as possible, and design of the outdoor stage and sound amplification system to limit amplified sound levels leaving the project site. However, because it is uncertain whether these measures could fully mitigate noise levels at nearby sensitive receptors, this impact is considered significant and unavoidable.

While noise generated by non-event day traffic would be less than significant, operation of the Proposed Project would result in significant noise increases generated by project traffic on roads carrying event traffic. The Draft EIR identifies a feasible mitigation measure for operational traffic noise that would involve the implementation of a Transportation Demand Management Program that would reduce vehicle trips on roads in the area studied in the analysis. The TDM

Program is described further under Transportation and Circulation, below. While these measures would result in material reductions in noise levels at sensitive receptors, these operational noise impacts would be significant and unavoidable.

## Vibration

Groundborne vibration can be generated by trucks and buses on rough roads, and construction activities that involve the use of heavy equipment. The effects of groundborne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration can cause annoyance to affected residences and businesses, and in extreme cases, can cause damage to buildings. There are a number of vibration sensitive receptors around the Project Site and along construction haul truck routes, including residences, commercial buildings, hotels, and a church and pre-school.

Construction of the Proposed Project would potentially create significant vibration impacts at buildings and uses adjacent to the Arena Site, the West Parking Garage Site, the East Transportation Hub site, and the Well Relocation Site. Further, operation of construction haul trucks would be well below the thresholds for building damage, but could create annoyance to residents and businesses along the designated haul routes. Construction of the hotel would not create significant vibration impacts.

The EIR recommends a comprehensive program of setbacks and other measures to reduce the potential for human annoyance and building damage, and to ensure that any damage to adjacent buildings would be monitored and repaired by the project applicant, reducing impacts to buildings to less than significant. However, there are no feasible measures to eliminate the potential for vibration-caused human annoyance at levels above established thresholds, and thus these impacts would remain significant at sensitive receptors around the Project Site and along construction truck haul routes.

## Population, Employment, and Housing

The assessment of effects on existing population, employment, and housing is based on existing documented estimates of the City's population, employment, and housing stock compared to future growth projections of applicable local and regional plans. Sources of population, employment, and housing data and related planning documents include the United States Census, the California Department of Finance, the Southern California Association of Governments (SCAG) Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) and Regional Housing Needs Assessment, and the City of Inglewood General Plan Housing Element.

The Proposed Project would generate temporary employment opportunities for construction workers during the Proposed Project's construction phase and permanent employment associated with the operations of the Arena and other uses included in the Proposed Project. Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Employment associated with the operations of the Proposed Project would not result in substantial population growth in the City that would exceed projected or planned growth.

SCAG's employment projections were developed in consideration of the very slow economic period in 2012 and by 2017 the City's level of employment had already exceeded SCAG's employment projections through 2040. While the Proposed Project's anticipated employment generation of 768 regular jobs and up to 1,320 event-related jobs would contribute to employment growth in the City beyond that projected by SCAG, the additional jobs would not in and of themselves cause physical environmental impacts that are not otherwise addressed in the Draft EIR.

The Project Site is currently developed with a fast-food restaurant, a motel, a light manufacturing/warehouse facility, a warehouse, and a groundwater well and related facilities. The Project Site does not contain any residences and or existing residential population. Thus the Proposed Project would not directly displace substantial numbers of existing people or housing units necessitating the construction of new housing elsewhere.

Further, in response to comments on the NOP, the City undertook a study to determine the potential for the Proposed Project to stimulate economic activity and increase land values and housing costs in a way that could indirectly result in the displacement of substantial numbers of people or housing units necessitating construction of new housing elsewhere. Based on an extensive review of the literature on the subject of the economic effects of construction of new sports and entertainment venues, there is no evidence to support a conclusion that such indirect effects would be caused by the Proposed Project. In the cumulative context, while the City's study documented increases in housing costs in Inglewood over recent years, the City remains among the more affordable housing markets in Los Angeles County and the evidence does not support a conclusion that the Proposed Project would contribute to indirect displacement of a substantial number of housing units or residents in a way that would result in the construction of new housing units. These impacts were determined to be less than significant.

## Public Services

The evaluation of public services effects of the Proposed Project considers the physical environmental impacts related to the provision of fire and police protection services, potential adverse effects on local parks and recreation facilities, and impacts resulting from increased enrollment in public schools.

## Fire Protection

Fire protection would be provided by the Los Angeles County Fire Department (LACFD) which provides fire protection services on a regional basis from a multitude of fire stations, the closest of which are Stations 170, 18, and 173. While the Proposed Project would increase call volumes to the LACFD, sufficient capacity exists among the stations in the vicinity to meet the increased demand. The construction and operation of a new fire station, or other improvements that would result in physical environmental effects, would not be required to meet demands for fire protection created by the Proposed Project.

## Police Protection

The City of Inglewood Police Department (Inglewood PD or Police Department) would provide police protection at the Project Site. According to the Inglewood PD, because of the Department's long history of providing service to major entertainment and sports events in Inglewood, no new facilities or personnel would be required to provide service to the Proposed Project; because there would be no need for new facilities, there would be no significant adverse physical impacts on the environment.

## Parks and Recreation Facilities

The Proposed Project would include an outdoor plaza, new pedestrian networks, landscaping and edge treatment, and other sidewalk and pavement improvements that would be designed to facilitate pedestrian movement and activities. While the Proposed Project could generate some increase in the use of City parks and recreational facilities, this increase would be limited and short-term in the hours prior to events. Most of the events would occur during evening hours when most City and other publicly accessible parks are closed for operation, including Center Park and the future Lake Park in the Hollywood Park Specific Plan area. As such, event attendees, project customers, hotel patrons, and/or project employees would not create a substantial demand on local parks or recreation facilities, and would not contribute to substantial deterioration of existing parks and/or recreational facilities in the City.

## Public Schools

The Project Site is served by four Inglewood Unified School District (IUSD) schools: Worthington Elementary School, Woodworth (Clyde) Elementary School, and Monroe (Albert F.) Middle School, and Morningside High School. The Proposed Project does not include residential uses and would not increase the residential population served by the IUSD. There could be a very limited number of new students as a result of project employees exercising their right to request to enroll their children in IUSD schools. The IUSD has been experiencing a decrease in school enrollment, which is predicted to continue in the coming years. Under baseline and cumulative conditions, these schools have adequate capacity to serve the limited enrollment that could be generated as a result of the Proposed Project.

## Transportation and Circulation

### Study Scope and Breadth

The analysis of Transportation and Circulation describes the Proposed Project's anticipated travel characteristics, and presents the impacts of the Proposed Project on the roadway, bicycle, pedestrian, and transit systems in the study area under Adjusted Baseline and Cumulative conditions. The traffic analysis evaluated a total of 114 study intersections and 28 neighborhood street segments within an approximately 20-square-mile study area that includes the corridors connecting to the major freeways that would provide regional access to the Proposed Project, and extends generally westerly to Interstate 405 (I-405), southerly to I-105, easterly to I-110, and northerly to Centinela Avenue and Florence Avenue, but with several outlying intersections even further north.

The traffic analysis also studied 53 discrete mainline segments and collector roads of the three nearby freeways: I-405 between La Tijera Boulevard and I-105, I-105 between Vermont Avenue and I-405, and I-110 between 76th Street and I-105. In addition to the freeways themselves, the analysis evaluated operations of 10 freeway off-ramps anticipated to be used to a significant degree by project trips, including the I-405 southbound off-ramps at La Cienega Boulevard (north and south of Century) and Century Boulevard (northbound); and the I-105 off-ramps at Hawthorne Boulevard (westbound), Prairie Avenue (east and westbound off-ramp), Crenshaw Avenue (westbound), and 120<sup>th</sup> Street (eastbound); and the I-110 off-ramps at Century Boulevard (southbound) and Manchester Boulevard (north and southbound).

For traffic impacts, the analysis studied 65 different scenarios that represent permutations of type of event or non-event conditions (NBA basketball games, concerts, and other types of events presented in Table 2-3 in the Project Description), days of the week (weekday and weekend), peak hours (traditional AM and PM peaks, as well as pre- and post-event peak hours), background conditions (Adjusted Baseline and cumulative), as well as concurrent or overlapping events between those at the Proposed Project and events that may occur nearby at The Forum (up to 17,500 seats) and/or NFL Stadium (up to 70,240 seats).

## Travel Characteristics

Evaluation of a project that includes a combination of ancillary uses that would operate on a daily basis and a special event venue that has unique operational schedules and peaking characteristics, such as the Proposed Project, requires calculation of trip generation under a variety of scenarios. At the Proposed Project, the ancillary land uses that would operate on a daily basis would generate approximately 4,706 net new daily vehicle trips, with 294 occurring during the AM peak hour and 409 occurring during the PM peak hour. The analysis is customized to reflect the arrival and departure patterns of attendees to events. In most cases, attendees arrive at events more gradually than they depart, with 68 percent of basketball fans arriving in the pre-event peak hour, and approximately 88 percent leaving in the first hour after the event. For a major event like a sold-out NBA basketball game or major concert at the Proposed Project, there would be about 19,000 to 20,000 daily vehicle trips, approximately 6,000 vehicle trips during the pre-event peak hours, and over 8,000 vehicle trips during post-event peak hours.

While there is some variation in mode split depending on the day and time of the event, most people attending major events, approximately 84 percent for NBA basketball games and 85 percent for concerts, would travel to and from the event in a private vehicle, and another 10 percent are predicted to arrive via a transportation network company (e.g., Uber, Lyft, etc.). Based on surveys of travel patterns of LA Clippers game attendees at Staples Center but considering the differences in transit service levels at the new site, it is estimated that approximately 5 percent of NBA basketball attendees would take rail transit and another 1 percent would take buses to and from events at the Proposed Project.

Based on LA Clippers game attendees survey data, private vehicles traveling to and from events are predicted to carry an average of 2.27 persons. As a result, parking demand for major events at the Proposed Project would range from approximately 7,700 spaces for a basketball game to approximately 8,100 spaces for a major concert. To accommodate the day-to-day parking needs



and much of the event day demand, the Proposed Project would provide 3,110 parking spaces in the West Parking Garage, 365 spaces in the East Parking Garage, and 650 spaces in the South Parking Garage (with 100 of those spaces being reserved for players and key team employees). To accommodate the remaining parking demand for major events, between 3,700 and 4,100 vehicles would park in lots or structures within the Hollywood Park Specific Plan area including new parking lots or structures to be constructed for the NFL Stadium and the Hollywood Park Casino garage (located north of Century Boulevard and east of Prairie Avenue).

## **Impact Analysis**

As noted above, the analysis in the Transportation and Circulation section evaluated 35 different scenarios, representing permutations of types of events, days of the week, and times of the day.

### ***Ancillary Uses***

The most common scenario involves the daily operation of the ancillary uses, without an event in the proposed Arena. The traffic from these uses would occur on a daily basis. Under this scenario, the Adjusted Baseline analysis revealed that there would be significant impacts at three local intersections in the PM peak hour, and one neighborhood street segment; there would be no significant intersection impacts in the AM peak hour. Further, the daily operation of the ancillary uses would not result in significant impacts on freeway mainline segments or off-ramps.

Under cumulative conditions, the analysis of daily operation of the ancillary uses revealed that there would be significant impacts at one additional local intersection in the AM peak hour and one additional local intersection in the PM peak hour, and two additional neighborhood street segments. Further, the daily operation of the ancillary uses in the cumulative condition would result in significant impacts on up to seven freeway mainline segments in a single hour on I-405 and I-105.

There would be no significant impacts on the local transit system or pedestrian system as a result of daily operation of the ancillary uses.

### ***Daytime Events***

The next most frequent scenario would involve the operation of the ancillary uses and the conduct of a corporate or civic event at the Proposed Project; this scenario is anticipated to occur up to 100 times per year. These types of events could be attended by up to 2,000 people (average of 300 attendees). The next most frequent type of smaller events that could occur during the day would be Other Sporting Events or Gatherings. These types of events are expected to occur about 35 times per year, and only some of those would be weekday matinees, and could be attended by up to 7,500 persons. Thus, in total, smaller daytime arena events could occur approximately 135 times per year. Corporate or civic events could start as early as 8:00 or 9:00 a.m., thus those events were evaluated for impacts in the AM peak hour; family show matinees typically start in the early-to-mid afternoon and end in the late afternoon, and thus those events were studied for impacts in the PM peak hour. Because the daytime events that were studied for the PM peak hour were assumed to be more than four times larger than morning-starting events, the analysis tends to reflect more impacts of daytime events in the PM peak hour.

Based on the Adjusted Baseline analysis, daytime events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 9 intersections during the AM peak hour, and at 47 intersections in the PM peak hour. The daytime events would also result in significant impacts to two neighborhood street segments. Daytime events at the proposed Arena were also predicted to result in significant impacts on up to 15 freeway mainline segments in a single peak hour on I-405, I-105, and I-110.

Under cumulative conditions, daytime events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 17 intersections during the AM peak hour, and at 59 intersections in the PM peak hour. The daytime events would also result in significant impacts to three neighborhood street segments and up to 14 freeway components in a single peak hour on I-405, I-105, and I-110.

There would be no significant impacts on the local transit system or pedestrian system as a result of daytime events at the Proposed Project.

### **Major Events**

Major events at the Proposed Project would include LA Clippers basketball games along with highly attended concerts. As shown on Table 2-3, in Chapter 2, Project Description, the combination of 49 LA Clippers games and 13 concerts over 10,000 in size means that major events would take place at the Proposed Project up to 62 times each year. The most frequent time for major events would be in the weekday and weekend evenings, with LA Clippers games occurring throughout the week, and major concerts primarily occurring on weekend evenings. Thus, the analysis evaluates weekday and weekend pre-event peak hour conditions for a sold-out (18,000 persons) NBA basketball game, and weekday post-event condition for a sold-out (18,500 persons) concert.

Based on the analysis under the Adjusted Baseline scenario, major events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 40 intersections during the weekday pre-event peak hour, 11 intersections in the weekday post-event peak hour, and 26 intersections in the weekend pre-event peak hour. The major events would also result in significant impacts to four neighborhood street segments. Major events at the proposed arena were also predicted to result in significant impacts on up to six freeway components in a single peak hour on I-405 and on I-105, and queuing impacts on three freeway off-ramps.

Under the cumulative conditions the number of impacts of major events at the Proposed Project, added onto the traffic from ancillary uses, would increase, resulting in significant impacts at 60 intersections during the weekday pre-event peak hour, 21 intersections in the weekday post-event peak hour, and 40 intersections in the weekend pre-event peak hour. The major events under cumulative conditions would also result in significant impacts to six neighborhood street segments. Major events at the Proposed Project were also predicted to result in significant impacts on up to eight freeway components in a single peak hour on I-405 and I-105, and queuing impacts on three freeway off-ramps.

Traffic congestion from major events could significantly impact the on-time performance of local buses during pre- and post-event periods. However, while the capacity of local bus routes and the Green Line could be exceeded in the post-event period, because the effects would be limited to increased wait time and not involve safety or operational issues, those would not be considered to be significant impacts.

The local pedestrian system, made up of sidewalks and crosswalks that would connect the and proposed Arena and plaza to nearby parking and other businesses would be heavily used before and after a major event at the Proposed Project. Based on the analysis, all aspects of the pedestrian system would operate acceptably, except for where there could be substantial crowding on the West Century Boulevard south sidewalk, between the proposed arena plaza and South Doty Avenue, as well as on the east leg crosswalk at West Century Boulevard and South Prairie Avenue, and the south leg crosswalk at West Century Boulevard and South Doty Avenue. Crowding on the east leg crosswalk at West Century Boulevard and South Prairie Avenue would be considered a significant impact.

Traffic congestion from major events could have a significant impact on emergency access by resulting in slower travel times for emergency vehicles and other persons in private vehicles to access the emergency room at the Centinela Hospital Medical Center during pre- and post-event periods. To mitigate this impact, the Event TMP provides a framework for the development and implementation of a Local Hospital Access Plan that would require the addition of a system of wayfinding signs to provide direction to drivers to alternative routes to Centinela Hospital, and ongoing coordination between the City, Centinela Hospital, and the arena operator to ensure that safe and timely routes to the hospital are provided in all pre- and post-event scenarios.

### ***Concurrent Events***

One of the unique aspects of the Proposed Project is the proximity of the Project Site to other major sports and entertainment venues: the NFL Stadium being constructed in the HPSP area, and The Forum located near the intersection of South Prairie Avenue and Manchester Boulevard. In other situations, where NBA arenas are adjacent to NFL stadiums, the NBA makes a considerable effort to avoid scheduling basketball games on the same day as nearby NFL games. However, no such coordination takes place between concert promoters and at other times circumstances could result in overlapping or concurrent events. While the overlap of NBA and NFL games would be extremely rare, in order to account for the possibility of such conditions, the Draft EIR analyzes the Proposed Project assuming that one or more events at the nearby NFL Stadium and/or the Forum would occur on the same day as a major event at the proposed Arena.

The analysis addresses five concurrent or overlapping event scenarios, including a major event at the Proposed Project and (1) a sold out concert at The Forum on a weekday or weekend evening; (2) a sold out NFL football game at the NFL Stadium on a weekend day; (3) a 25,000 attendee event at the NFL Stadium on a weekday evening; (4) a sold out concert at The Forum and a 25,000 attendee event at the NFL Stadium on a weekday evening; and (5) a sold out concert at The Forum and a sold out NFL football game at the NFL Stadium on a weekend day.

The results of analyses of each of these concurrent and overlapping event scenarios are presented in the Transportation section. Key findings from the study of the Proposed Project effects when combined with other major events at the NFL Stadium and/or The Forum include:

With respect to intersections:

- Proposed Project significant intersection impacts would be more frequent during the weekday pre-event peak hour than during the other two study periods regardless of other types of events or conditions.
- The number of intersections significantly impacted by the Proposed Project would increase substantially (from 40 to 60 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the background condition includes an event at The Forum.
- The number of intersections significantly impacted by the Proposed Project during the weekday pre-event and post-event peak hours would be less when the background condition consists of a mid-sized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium would utilize all of the surrounding parking in the HPSP area. The result would be that a greater number of project attendees would be required to park remotely and be shuttled to the Proposed Project, thereby adding fewer trips in the immediate vicinity of the Project Site and the NFL Stadium and causing fewer impacts.
- The overall operation of the street system in the study area would be substantially worse under each concurrent event scenario than for the Proposed Project alone.

With respect to freeway facilities:

- Generally, the Proposed Project would generate more extensive significant impacts on freeway segments during the weekday pre-event peak hour than during either the weekday post-event or weekend pre-event peak hour, regardless of which background condition is being studied (the exception being the weekday post-event hour with concurrent events at both The Forum and the NFL Stadium).

With respect to freeway off-ramp queuing:

- Off-ramp queues longer than the applicable standard are expected at three off-ramps during the weekday pre-event hour and at two off-ramps during the weekend pre-event hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

### ***Vehicle Miles Travelled***

Vehicle Miles Travelled (VMT) is a measure of the total miles travelled by all of the trips associated with a particular project, measured as travel distance from the origin of the trip to the Proposed Project, and back again. It can be measured in total miles or in miles per capita (resident, employee, attendee, etc.). In recent years, VMT has been recognized as an important

metric to understand the environmental consequences of driving, because often a longer trip has greater environmental impact than a shorter trip.

VMT impacts of the office, practice facility, and sports medicine clinic components of the Proposed Project would be considered **less than significant** because the daily work VMT per employee is estimated at 15.0, less than the 15.8 threshold (15 percent less than the regional daily work VMT value of 18.6). Since the regional patronage associated with events is considered as part of the event VMT impacts, the VMT from restaurant uses are considered to be **less than significant**. However, VMT from the proposed hotel would be considered **significant** as it would generate a net increase in daily VMT.

For NBA games at the Proposed Project there would be a net increase of 4.4 to 4.9 VMT per attendee compared to the per attendee VMT for games at Staples Center, and for major concerts at the Proposed Project there would be a net increase of VMT of 4.8 to 5.3 miles per attendee compared to a similar concert elsewhere in the region. For sold out events, this would result in an increase of approximately 80,000 to 90,000 VMT per NBA game, and 90,000 to 100,000 VMT per major concert. These impacts are considered **significant**.

## Mitigation Measures

The evaluation in the Draft EIR identifies a broad number of significant impacts at intersections, on freeways, and on freeway on- and off-ramps. It also identifies a limited number of significant impacts on transit systems, and pedestrian sidewalk and crosswalk facilities. Further, it identifies impacts related to increases in total and per attendee VMT. As required under CEQA, where significant impacts are identified, the EIR must describe potentially feasible mitigation measures that can substantially lessen or avoid those impacts.

The Draft EIR describes a variety of feasible mitigation measures, each of which falls into one of the following four categories:

- **Physical Improvements** – The majority of the study area is developed, which limits the locations, magnitude, and type of physical improvements that could be constructed on surface streets. However, in some instances, minor improvements are possible through restriping, converting medians to turn lanes, and widening (particularly on freeway off-ramps). Where such improvements are being proposed, the mitigation measure discusses the extent to which additional right-of-way may be necessary and the agency responsible for approving the physical improvement.
- **Signal Timing Improvements** – Some, but not all, of the signalized intersections along impacted travel corridors feature coordinated signals that enable large numbers of vehicles to progress from one intersection to the next with minimal stopping. Where feasible, the Draft EIR identifies measures involving improved signal timing, including special event signal timings, in order to provide increased green time to high-volume movements.
- **TDM Strategies** – In order to reduce single-occupant vehicle trips and encourage other modes of travel, which has the effect of mitigating congestion, as well as other environmental impacts of vehicular travel such as criteria air pollutant and GHG emissions, transportation energy use, traffic noise, and the like, the Draft EIR includes the requirement for the project

applicant to implement the IBEC Project Transportation Demand Management Program included in the project AB 987 application (see Mitigation Measure 3.14-2(b)).

Key elements of the TDM Program include:

- Programs to encourage use of alternative modes of transportation, such as integrated event and transit tickets, bus facility improvements employee transit or vanpool subsidies, etc.
  - Event-day dedicated shuttle services to provide connections with short wait-times from the Proposed Project to existing and future LA Metro Green Line and Crenshaw Line stations.
  - Programs to encourage use of carpools and vanpools, including incentives like preferential parking, reduced parking cost, variable parking pricing based on vehicle occupancy, and an employee vanpool program and vanpool subsidy benefit for employees.
  - Programs to encourage active transportation, such as biking and walking, including bicycle parking, showers and lockers for employees, bike valet, and improved sidewalks and pathways to create safe routes throughout the Project Site.
  - A Park-n-Ride program that would use charter buses to connect the Proposed Project to park-n-ride parking lots at key locations around the region.
  - Information services to inform the public about alternative ways to travel to and from the Proposed Project, including wayfinding, changeable message signs, social media, information kiosks, and the like.
  - Event-day local microtransit service for a limited number of employees and attendees that would provide a microbus with a service range of 6 miles around the Project Site.
- Event Transportation Management Plan (TMP) – In order to manage high levels of traffic on streets in the vicinity of the Proposed Project, and other area parking garages and key travel corridors, an Event TMP would be required. The TMP would implement a series of temporary transportation management strategies to better accommodate all modes of travel. It includes specific elements for vehicles (both private and TNCs), transit/shuttles, pedestrians, bicyclists, paratransit, parking, etc. (see Mitigation Measure 3.14-2(a)).

A Draft Event TMP has been prepared and is included in Appendix K.4 of this Draft EIR. Key elements of the TMP include the use of Traffic Control Officers to manage vehicle flow on City streets; pedestrian flow management; a comprehensive parking plan that includes use of tools to minimize unnecessary vehicular circulation while looking for parking; an adequate supply of bicycle parking; provision for shuttle buses to connect the Project Site to LA Metro rail transit stations and/or remote parking; provisions for Paratransit access on the street frontage; management of ride-hailing vehicles (Uber, Lyft, etc.); development and implementation of a Neighborhood Transportation Management Plan (NTMP) to address impacts on neighborhood streets; development and implementation of a Local Hospital Access Plan to facilitate access to Centinela Hospital Medical Center during pre- and post-event periods; and truck staging plans to accommodate the needs of delivery vehicles but avoiding their parking or idling on street. The Draft Event TMP also includes performance criteria and requirements for ongoing monitoring.

Although these measures, individually and collectively, would provide improved circulation and operation of the local and regional street system, and would reduce Proposed Project travel demand, trip making, and VMT to the extent feasible, the Proposed Project would result in a large number of significant and unavoidable transportation impacts. Furthermore, mitigation measures improving the flow at major bottlenecks, although desirable, in certain circumstances resulted in increased traffic flow at adjacent and/or downstream intersections, causing secondary significant impacts.

## Utilities and Service Systems

### Water Demand and Supply

Water for drinking, irrigation, and other municipal and industrial purposes is supplied to the City of Inglewood by the City of Inglewood, Golden State Water Company (GSWC) and Cal-America Water Company. The Project Site is located in the northern portion of the GSWC Southwest System. In total, GSWC currently serves an area with more than 50,000 customers and a population of over 275,000 people in southwest Los Angeles County. The GSWC Southwest System meets a demand for over 27,000 acre feet per year (AFY) and obtains its water supply from three sources: treated imported surface water, local groundwater via GSWC-operated groundwater wells, and recycled water. Imported surface water from the State Water Project and the Colorado River Aquaduct is provided to GSWC from the Metropolitan Water District of Southern California (Metropolitan) through wholesalers West Basin Municipal Water District (WBMWD) and Central Basin Municipal Water District (CBMWD).

Pursuant to the California Water Code (sections 10910-10915), a Water Supply Assessment (WSA) was prepared and reviewed by GSWC. The WSA evaluated the availability of water supplies necessary to meet the demand generated by the Proposed Project, as well as the cumulative demand for in the GSWC Southwest System over the next 20 years, under a range of water conditions including normal, dry and multiple dry year conditions. The WSA estimated annual operational water demand the Proposed Project to be approximately 103 AFY, and further estimated that with implementation of water conservation measures to achieve LEED Gold certification the demand would decrease by about 40 percent, to 63 AFY. During construction, water demand would be about half of the operational water demand.

Between 2015 and 2040 total annual water demand from uses in the GSWC Southwest System is projected to increase by about 7,458 AFY, to a projected 2040 use of 34,789 AFY. Because of its ability to tap different sources in different types of water years, supply is expected to meet demand each year through 2040. Further, because the future demand projections already incorporate conservation and water use efficiency, the demand estimates for single and multiple-dry year scenarios are the same as for normal year, and GSWC is not expected to rely on water use cutbacks to meet demand in dry years. Thus, GSWC would have sufficient planned water supplies available to serve the Proposed Project along with other reasonably foreseeable development within the service area in normal, dry, and multiple dry year scenarios during both the construction period and long-term operation.

## **Wastewater Conveyance and Treatment**

Wastewater from the Proposed Project would be conveyed to Los Angeles County Sanitation District (LACSD) facilities through two LACSD trunk sewers and the City of Inglewood local collector sewer lines to the LACSD's Joint Water Pollution Control Plant (JWPCP) in Carson. The Proposed Project would improve existing infrastructure by upsizing the existing 103<sup>rd</sup> Street 8-inch sewer line to a 12-inch line extended to the Project Site.

The Proposed Project would contribute sewage flows to the Prairie Avenue Trunk Sewer, the City collector sewer line at South Prairie Avenue and West 102<sup>nd</sup> Street, the West 102<sup>nd</sup> Street east sewer line, and the Orange Avenue Trunk Sewer; none of these sewer lines would exceed existing peak flow. According to the LACSD, the JWPCP would have sufficient capacity to treat all wastewater generated from the Proposed Project. All effluent would comply with the wastewater treatment standards of the RWQCB, as wastewater would be transferred to the JWPCP and treated before being discharged to the ocean, avoiding adverse impacts to receiving waters.

## **Storm Drainage**

Storm drainage from the Project Site would be conveyed to adjacent off-site storm drain facilities and ultimately into the City maintained storm drain mains located along all streets surrounding the Project Site. Construction activities and materials would alter the drainage pattern of the Project Site, potentially increasing water flow into the existing drainage system. However, with implementation of BMPs as required in a site-specific Stormwater Pollution Prevention Plan (SWPPP) prepared consistent with the requirements of the City and the RWQCB, runoff discharged from the Project Site would be reduced to levels that would not adversely affect the existing drainage system.

Although operation of the Proposed Project could have the potential to increase flows to the existing system by incrementally increasing the amount of impervious surface, the Proposed Project would include on-site drainage features and infrastructure improvements, such as new stormwater pipelines, storm drains, and storm drain overflow pipes, that would connect to existing storm drains within surrounding streets and would be designed to discharge stormwater at a rate that would be equal to or less than pre-project conditions. As such, the Proposed Project would not increase stormwater flows or contribute to increased flows in the storm drainage system serving the project area.

## **Solid Waste Disposal**

Solid waste from the Project Site and City of Inglewood is served by Consolidated Disposal Services (CDS), which transfers solid waste to the Sunshine Canyon Landfill in Sylmar, California. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials would be diverted to recycling facilities. Operational wastes of the Proposed Project would include retail/commercial, office, hotel, and entertainment and sports center-related wastes. The Sunshine Canyon Landfill currently receives an average of 3 million tons of waste per year, and is permitted to receive a maximum of 4.4 million tons of waste per year. The Proposed Project would comply with federal, State, and local statutes and regulations related to handling and diversion of solid waste, and would be designed and operated to meet the



requirements of LEED Gold, which includes higher rates of waste diversion than required under existing regulations. Based on projected solid waste generation from the Proposed Project, there is sufficient landfill capacity to serve the Proposed Project's solid waste disposal needs during construction and operation without materially decreasing the planned life of the landfill.

## Growth Inducement and Urban Decay

### Growth Inducement

Pursuant to CEQA, the analysis of growth inducement considers the potential for the Proposed Project to remove obstacles to growth or to stimulate additional growth in the region through secondary economic linkages commonly referred to as the multiplier effect. The Proposed Project would be served by transportation and circulation infrastructure and utility systems that already exist or would be subject to improvements to accommodate the Proposed Project demands. The Proposed Project would not provide any additional infrastructure capacity or remove other existing obstacles to growth.

Direct employment includes the employees of the uses in the Proposed Project; indirect employment includes those employees that work in jobs that support the Proposed Project (e.g., vendors or contractors); and induced employment are those jobs that are created by Project employees or businesses spending money in the local economy. It is expected that the Proposed Project's direct net new employment growth of approximately 739 full time equivalent jobs would generate indirect and induced employment growth associated of approximately 440 jobs in the in the Los Angeles metropolitan regional economy, bringing the total increase in jobs associated with the proposed mixed use development to 1,179 full time equivalent jobs. These additional jobs would occur throughout Los Angeles metropolitan region, and would not be expected to stimulate growth that would have environmental consequences beyond that already addressed in local general plans.

### Urban Decay

Under CEQA "urban decay" is defined as physical deterioration of properties or structures that is so prevalent, substantial, and lasting a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community. The urban decay analysis presented in the Draft EIR considers the supply and demand effects of the arena operations and retail and restaurant uses of the Proposed Project, and further considers the potential of the introduction of the Proposed Project to adversely affect venues and businesses of the Los Angeles area market.

The analysis concludes that there is sufficient supply and demand from the local market area so that event, retail, and restaurant space in the Proposed Project alone would not be projected to result in closure of venues, retail stores, or restaurants. While there could be some decrease in events at other venues during the initial years after opening of the Proposed Project, the evidence does not suggest that the Proposed Project would affect the viability of competing arenas in the arena market. Therefore, the City does not anticipate that addition of the Proposed Project to the Los Angeles area market would result in conditions that would contribute to or cause urban decay of other major sports and entertainment venues in the region.

Further, it is not anticipated that addition of approximately 48,000 sf of commercial space in the Proposed Project would have a substantial impact on market area retailers to the extent that addition of the proposed uses would result in the prolonged closure of market-area businesses. Any closures and ensuing commercial vacancies that may result from competitive market pressures would be anticipated to be temporary and would eventually be filled by other retail or restaurant uses, or by other commercial uses that would be compatible with available space. Further, these uses would be supported by event attendees attracted to the Inglewood area as a result of the Proposed Project. Therefore, the City does not anticipate that the Proposed Project would result in conditions that would contribute to or cause urban decay.

## **Significant and Unavoidable Environmental Effects**

Throughout this EIR, significant environmental impacts have been identified where appropriate, and feasible mitigation measures are described that would eliminate the impacts or decrease them to a less-than-significant level. Similarly, a number of impacts are identified that would be less-than-significant without the need for additional mitigation measures. There are, however, a number of impacts that are identified that cannot be eliminated or cannot be decreased to a level of insignificance even with the implementation of feasible mitigation measures. The key Project-specific unavoidable significant environmental impacts include those listed below.

Project-specific and cumulative impacts that cannot be avoided if the Proposed Project is approved as proposed include:

### ***Project-Specific Significant and Unavoidable Impacts***

**Impact 3.2-1:** Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.

**Impact 3.2-2:** Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NO<sub>x</sub> emissions during construction, and a cumulatively considerable net increase in VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> during operation of the Proposed Project.

**Impact 3.11-1:** Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**Impact 3.11-2:** Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

**Impact 3.11-3:** Construction of the Proposed Project would generate excessive groundborne vibration levels.

**Impact 3.14-1:** Operation of the Proposed Project's ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.

**Impact 3.14-2:** Daytime events at the Proposed Project's Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

**Impact 3.14-3:** Major events at the Proposed Project's Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

**Impact 3.14-4:** Operation of the Proposed Project's ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

**Impact 3.14-5:** Daytime events at the Proposed Project's Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

**Impact 3.14-6:** Major events at the Proposed Project's Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

**Impact 3.14-8:** Daytime events at the Proposed Project's Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

**Impact 3.14-9:** Major events at the Proposed Project's Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

**Impact 3.14-10:** Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.

**Impact 3.14-11:** The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit.

**Impact 3.14-28:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.

**Impact 3.14-29:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

**Impact 3.14-30:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit.

### ***Cumulative Significant and Unavoidable Impacts***

**Impact 3.2-5:** Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.

**Impact 3.2-6:** Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.

**Impact 3.11-5:** Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.

**Impact 3.11-6:** Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.

**Impact 3.11-7:** Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.

**Impact 3.14-16:** Implementation of the Proposed Project's ancillary land uses would cause significant impacts at intersections under cumulative conditions.

**Impact 3.14-17:** Daytime events at the Proposed Project's Arena would cause significant impacts at intersections under cumulative conditions.

**Impact 3.14-18:** Major events at the Proposed Project's Arena would cause significant impacts at intersections under cumulative conditions.

**Impact 3.14-19:** Implementation of the Proposed Project's ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.

**Impact 3.14-20:** Daytime events at the Proposed Project's Arena would cause significant impacts on neighborhood streets under cumulative conditions.

**Impact 3.14-21:** Major events at the Proposed Project's Arena would cause significant impacts on neighborhood streets under cumulative conditions.

**Impact 3.14-23:** Daytime events at the Proposed Project's Arena would cause significant impacts on freeway facilities under cumulative conditions.

**Impact 3.14-24:** Major events at the Proposed Project's Arena would cause significant impacts on freeway facilities under cumulative conditions.

**Impact 3.14-25:** The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

**Impact 3.14-33:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Cumulative conditions.

**Impact 3.14-34:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Cumulative conditions.

**Impact 3.14-35:** Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

## **Environmental Effects of the Project Variants**

### **West Century Pedestrian Bridge Variant**

Implementation of the Century Pedestrian Bridge Variant would result in the same or similar significant impacts as those described for the Proposed Project. No new significant impacts would be generated under this Variant. While there would be some minor increases in construction-related impacts because construction would occur about 50 feet closer to sensitive receptors northwest of the Project Site, the Century Pedestrian Bridge Variant would generate beneficial effects related to pedestrian access and vehicular circulation.

### **Alternate Prairie Access Variant**

Implementation of the Prairie Access Variant would result in the same or similar significant impacts as those described for the Proposed Project. No new significant impacts would be generated under this Variant. Although this variant would result in removal of four existing residential units in commercial zones along South Prairie Avenue, the loss of these units is not considered a significant environmental effect. In addition, the Alternate Prairie Access Variant would generate beneficial effects and avoid significant impacts related light spillover on the affected housing units and would improve circulation to and from the Project Site from South Prairie Avenue.

## **Alternatives to the Proposed Project**

As required under CEQA, in addition to the analysis of the Proposed Project, the EIR also presents a discussion of a reasonable range of alternatives to the Proposed Project. The alternatives evaluated must be potentially feasible and capable of achieving most of the basic objectives of the Proposed Project while avoiding or substantially lessening one or more of the significant impacts of the Proposed Project.

Some alternatives initially considered by the City for evaluation in the EIR were eliminated from further consideration because they were either infeasible, would not meet most of the basic objectives of the Proposed Project, or would not avoid or substantially lessen one or more of the significant impacts of the Proposed Project. As a result, such alternatives as an entertainment venue, a substantially reduced arena, housing, and employment center/business park were eliminated from further consideration.

A total of seven alternatives, including five alternative locations, were evaluated in the EIR, as summarized below. The focus of the alternative locations was to identify the impacts that would occur if the arena and as much of the other elements of the Proposed Project as feasible were to be developed at another site, including several that are not as proximate to The Forum and the

NFL Stadium, as a means of avoiding or lessening the traffic and related impacts of concurrent events at these facilities.

## Alternative 1: No Project

Under CEQA, the No Project Alternative must consider the effects of foregoing the Proposed Project. Alternative 1, the No Project Alternative, describes the environmental conditions that exist at the time that the environmental analysis commences (CEQA Guidelines, section 15126.6 (e)(2)). In the case of the Proposed Project, the Project Site is already in a developed state, so continuation of existing conditions (the “no development” alternative) would involve continued operation of existing land uses and businesses on the Project Site. It is assumed that the LA Clippers would remain playing at the Staples Center in Downtown Los Angeles, and the LA Clippers’ team offices would continue to be located on Flower Street, within two blocks of Staples Center. In addition, the LA Clippers would continue to use its practice and training facility in the Playa Vista neighborhood within Los Angeles. In light of the stated commitment of the LA Clippers ownership to have the team remain in Los Angeles, it is reasonable to assume that LA Clippers ownership and the City would seek an alternate location for the development of a new IBEC in Los Angeles.

Because no new development would occur at the Project Site, the effects of the No Project Alternative would be a continuation of the existing conditions, and none of the impacts identified for the Proposed Project would occur. The effects of continued use of Staples Center for LA Clippers games would continue to create a range of environmental effects in and around downtown Los Angeles and the region, including the generation of Vehicle Miles Travel (VMT) and associated congestion during pre- and post-event hours, and generation of criteria air pollutants including ozone precursors and small particulate matter. Because these effects are ongoing, they are considered part of the regional environmental setting and would not be subject to mitigation through the CEQA process.

The No Project Alternative would achieve none of the City’s or applicant’s objectives for the Proposed Project.

## Alternative 2: Reduced Project Size

Alternative 2 assumes that only the arena, pedestrian plaza, and southern parking garage would be constructed on the Arena Site. None of the other proposed facilities (i.e. hotel, retail shops, outdoor stage, team practice facility, medical clinic, and team offices) would be constructed. The LA Clippers’ team offices would continue to be located on Flower Street within two blocks of Staples Center, while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. The arena would be reduced by approximately three percent to approximately 17,500 seats, equal in size to the smallest recently constructed NBA arenas, and 3,775 onsite parking spaces. The West Parking Garage would be constructed as well as the pedestrian bridge linking the multi-level parking structure on the West Parking Garage Site to the pedestrian plaza on the Arena Site. Additionally, another parking structure would be located to the south of the arena on the Arena Site and the Transportation Hub Site would only

serve buses, Transportation Network Company (TNC) vehicles and taxis via a surface parking and pickup/drop-off lot.

Although under Alternative 2 a number of uses would be removed from the Proposed Project, many of the impacts of the Proposed Project on environmental resources affected by the size and location of the Project Site would be either the same, or nearly so. The primary significant impacts of the Proposed Project that would be lessened in magnitude under Alternative 2 would include the emission of criteria air pollutants and GHGs, construction noise, and demand for public utility services. Conversely, compared to the Proposed Project, Alternative 2 would increase the magnitude of operational noise impacts due to the removal of structures that would attenuate noise generated from the arena and plaza areas.

Under Alternative 2, the slightly reduced capacity of the arena would reduce vehicle trip generation in the pre-event and post-event peak hours for major events in the weekday and weekend evenings by approximately three percent. This slight reduction in trips would not materially reduce the significant impacts found for the Proposed Project on intersections, neighborhood streets, and freeway facilities. The slight reduction in venue capacity would reduce the significant VMT impacts identified for events at the venue, however, by eliminating the potential to consolidate LA Clippers team uses, including the arena, practice facility, sports medicine and treatment facilities, and team offices in a single location, Alternative 2 would likely increase the amount of travel between these uses that are currently located disparately throughout the region. The result of this would be increased trip-making and increased VMT.

The reduced size of Alternative 2 means that it would meet some, but not all of the objectives of the City and the applicant. In particular, this alternative would be less responsive than the Proposed Project to the City's objectives to promote economic health of the City, provision of public and youth-oriented space, and increasing employment opportunities; it would fail to achieve the applicant's objective of consolidating team facilities and providing complementary retail, public benefits, and increasing City revenues.

### Alternative 3: City Services Center Alternative Site

Alternative 3 assumes that a new entertainment and sports center would be built near downtown Inglewood, approximately 1.5 miles northwest of the Project Site. Alternative 3 would involve the demolition of the facilities that presently occupy the City Services Center Alternative Site and adjacent firefighter raining academy, and the construction of an arena and parking structure separated by a pedestrian plaza that would include an outdoor stage. The proposed parking structure would include approximately 2,520 parking spaces, which represents a 30 percent reduction in parking compared to the Proposed Project. Additional offsite parking for events at the arena would be provided by an existing parking structure owned and operated by the Faith Central Bible Church. In addition, approximately 30,000 square feet of ground floor retail oriented towards the pedestrian plaza would be provided on the lower level of the parking structure. Other team facilities, hotel, or a new potable water well would not be constructed as the site is not large enough to accommodate the additional square footage.

Under Alternative 3 all of the uses that presently occupy the City Services Center Alternative Site and adjacent firefighter training academy would be relocated to the Project Site along Century Boulevard. Unlike the Proposed Project, the relocation of these uses would not require the vacation of either West 101<sup>st</sup> Street or West 102<sup>nd</sup> Street. Unlike the Proposed Project, the relocation of these uses would not require the vacation of either West 101<sup>st</sup> Street or West 102<sup>nd</sup> Street.

Although the City Services Center Alternative Site is about 65 percent smaller than the Project Site, Alternative 3 also involves relocation of uses from the City Services Center Alternative Site to the Project Site, and thus impacts such as effects on biological and cultural resources, exposure to existing soil-borne hazards, drainage and water quality effects, and impacts on public services would be similarly likely to occur despite the reduced size of the site for the construction of the Proposed Project. The primary significant impacts of the Proposed Project that would be lessened in magnitude under the City Services Center Alternative would include the emission of criteria air pollutants and GHGs due to less construction and smaller overall development, and construction and operational noise as a result of the smaller size of the site and relatively fewer sensitive receptors in proximity to the site. Conversely, compared to the Proposed Project, Alternative 2 would increase potential for spillover lighting and shadow effects due to the location and orientation of residences to the site.

Under Alternative 3, the ability to walk to the Crenshaw/LAX light rail line Downtown Inglewood Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since only one rail line would be thus accessible. Although this alternative would have fewer effects on non-event days due to the reduced amount of ancillary uses, for major events it would be expected to have intersection, neighborhood street, and freeway facility impacts at a similar level as the Proposed Project, although distributed across the transportation system differently. Further, the location of the Alternative 3 site relative to The Forum and the NFL Stadium, would mean that Proposed Project impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium would be shifted and somewhat lessened from those for the Proposed Project during concurrent events.

Constructing the arena and related uses on the City Services Center Alternative site would first require designing and constructing replacement uses on the Project Site, and, thus, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet Project Applicant Objective 1a. Because Alternative 3 would not consolidate LA Clippers facilities on a single site, it would be less responsive to City and applicant objectives for the Proposed Project. In addition, reduction in the amount of development and separating the new arena from complementary uses in the HPSP would be less responsive to both the City and applicant objectives to increase economic activity in and revenues to the City, and to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City.



## Alternative 4: Baldwin Hills Alternative Site

Under Alternative 4, the Proposed Project would be constructed on a portion of the existing Baldwin Hills Crenshaw Plaza mall, located approximately 4.5 miles north of the Project Site in the City of Los Angeles community of Baldwin Hills. Alternative 4 would be constructed exclusively on the southern parcel of the existing mall site and would involve the demolition of the Sears store, the east parking structure along Crenshaw Boulevard, and smaller commercial and retail buildings along Stocker Street, Santa Rosalia Drive, and Marlton Avenue. The Baldwin Hills Alternative would be similar in size, function and character as the Proposed Project, however, this alternative would not include a hotel or a new potable water well.

Because the size of the arena and the amount of development would be essentially the same as the development in the Proposed Project, many of the impacts of the Proposed Project that are affected by the intensity of development would remain the same or very similar at the Baldwin Hills Alternative Site, but would occur in a location different from the Proposed Project. The impacts that would be similar include changes to visual character and shadow impacts, effects on biological resources, drainage and water quality, construction vibration, as well as demands on public services and utilities.

The Baldwin Hills Alternative would tend to marginally reduce construction air pollutant and GHG emissions and noise impacts due to the elimination of construction of the hotel and water well. Other impacts that would be reduced at this site include loss of protected trees, exposure to aircraft noise, and transportation effects during concurrent events at The Forum and/or NFL Stadium.

Conversely, several environmental impacts would be more severe at the Baldwin Hills Alternative site. Because two known archaeological sites are located on the Baldwin Hills site, impacts of the Baldwin Hills Alternative on archaeological resources, paleontological resources, and human remains would be greater than at the Project Site. The Baldwin Hills site area is generally quieter than the Project Site vicinity, and thus the Proposed Project at this location would result in more severe impacts with Alternative 4 than under the Proposed Project. There are limitations in the sewer systems serving the Baldwin Hills site, resulting in the need for infrastructure improvements that could result in significant environmental impacts.

Under Alternative 4, the ability to walk to the Crenshaw/LAX light rail line Martin Luther King Jr. Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since there would be access to only one rail line. The removal of a portion of the retail uses at Baldwin Hills Crenshaw Plaza shopping mall to accommodate the Proposed Project at the Baldwin Hills Alternative Site would reduce the net vehicle trip increase generated by the Proposed Project at this site. Although the net new trips generated by major events at the arena would be reduced somewhat, a substantial reduction in the level of intersection, neighborhood street, or freeway facility impacts would not be expected.

Average trip lengths for attendees of events at the Alternative 4 site would likely be shorter than those for events at the Proposed Project given the site's location closer to the regional center, reducing the significant VMT impacts identified for events at the Proposed Project, but not to a

level that is less than significant. Given that the location of the Alternative 4 site is over three miles from The Forum and NFL Stadium, the level of additional project-related impact on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or NFL Stadium would be substantially reduced from that for the Proposed Project during concurrent events.

Because the Baldwin Hills Alternative Site is located in the City of Los Angeles and not in the City of Inglewood, none of the City of Inglewood's objectives for the Proposed Project would be met under Alternative 4. Because the Baldwin Hills Alternative site would first require acquiring the site, and then designing and approving the project through the City of Los Angeles, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet Project Applicant Objective 1a. While some of the applicant's other objectives could be achieved at the Baldwin Hills site, this alternative would not combine with the future NFL Stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of Inglewood

## Alternative 5: The District at South Bay Alternative Site

Under Alternative 5, the Proposed Project would be relocated to a site in the City of Carson approximately 8 miles southeast of the Project Site on a 157-acre site that is a former Class II landfill that is currently undergoing remediation, and which was previously considered as a site for an NFL stadium that could have served as the home for the Chargers and Raiders franchises. Alternative 5 would involve the construction of an arena with 18,500 seats along with a pedestrian plaza, retail shops, outdoor stage, team practice facility, medical clinic, and team offices. Approximately 9,000 surface parking spaces would be provided on the site. This alternative would not include a hotel or a new potable water well.

Although located at a site 11 miles south of Inglewood, many of the impacts of Alternative 5 would be similar in magnitude as those of the Proposed Project. Such impacts include effects on scenic resources, shadows on residences and sensitive uses, geologic and seismic effects, exposure to accidental spills of hazardous materials, and effects on public services and utilities. Impacts that would be reduced under the District at South Bay Alternative compared to the Proposed Project would include effects related to biological resources, cultural resources, proximity to airports, surface drainage and water quality, and operational and construction noise.

Compared to the Proposed Project, the District at South Bay Alternative Site is located 11 miles further south from Staples Center and further from access to the LA Metro light rail system, trip making and VMT would be higher at this site. As a result, impacts related to VMT, criteria air pollutant and GHG emissions, and transportation energy would be greater than under the Proposed Project. Because the District at South Bay Alternative Site is a former landfill that is currently under remediation, development of this alternative has the potential to have impacts related to on-site contamination that would be more severe than those described for the Proposed Project.

Because Silver Line express bus service can be readily increased if needed and the Silver Line provides one-seat service to the Metro Red/Purple Lines and Union Station in downtown Los

Angeles, it is anticipated that vehicle trip generation for events in the arena at the Alternative 5 site would be similar to that for the Proposed Project. As noted above, average trip lengths for attendees of events at the District at South Bay Alternative Site would likely be longer than those for events at the Proposed Project given the site's location farther from the regional center, increasing the level of the significant VMT impacts identified for events at the Proposed Project. Because of the immediate proximity of the Alternative 5 site to the I-110, I-405, and I-710 and local arterials, locating the Proposed Project on the District at South Bay Alternative Site would likely impact a lesser number of intersections and neighborhood streets than the Proposed Project. Because the location of the District at South Bay Alternative Site is over eight miles from The Forum and the NFL Stadium, and thus the Proposed Project at this site would not be likely to have additional significant impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium.

Because The District at South Bay Alternative is located in the City of Carson and not in the City of Inglewood, none of the City of Inglewood's objectives for the Proposed Project would be met under Alternative 5. Because the District at South Bay Alternative site would first require acquiring the site, and then designing and approving the project through the City of Carson, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet Project Applicant Objective 1a. While this alternative could achieve some of the applicant's other objectives, it would not combine with the future NFL Stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City of Inglewood, and because of its distance from downtown Los Angeles, it may not meet the applicant's objective to develop on a site that is considered geographically desirable and accessible to the LA Clippers current and anticipated fan base.

## Alternative 6: Hollywood Park Specific Plan Alternative Site

Under Alternative 6, elements of the Proposed Project would be developed on an approximately 12-acre site south of the NFL Stadium currently under construction within the Hollywood Park Specific Plan (HPSP) area to the north of the Project Site across West Century Boulevard. As with the Proposed Project, Alternative 6 would involve the construction of a new multi-purpose arena to serve as the home of the LA Clippers NBA basketball team in the City of Inglewood and all of the related development included in the Proposed Project, including the relocation of the LA Clippers team offices and team practice and athletic training facility, but not including the proposed hotel or replacement potable water well.

The development of an arena under Alternative 6 would include an agreement between the operators of the NBA arena and the NFL Stadium to coordinate events and shared parking. A total of 1,045 additional parking spaces would be developed within surface parking areas and subterranean parking structures located within the Alternative 6 site, with the remainder of the parking need for this alternative being provided through the parking facilities within the HPSP area through coordination between the NFL Stadium and parking facility operators and the operator of the arena.

Most of the impacts of the HPSP Alternative would be equal to or less than the impacts of the Proposed Project. Because the HPSP Alternative site is located near the Project Site, impacts such as Aesthetics, Cultural Resources, Hazardous Materials, Hydrology and Water Quality, Land Use and Public Services would be similar to or the same as those described for the Proposed Project.

Because Alternative 6 would not include the development of a hotel and replacement water well, the emissions of criteria pollutants and GHG emissions would be somewhat reduced compared to the Proposed Project. Because the Alternative 6 site has been previously graded and prepared for development, it is devoid of trees and other biological resources, and thus would avoid the impacts of the Proposed Project on nesting bird habitat and loss of protected trees. As a result of the increased distance from the Alternative 6 site to nearby noise, vibration, and light sensitive receptors, impacts related to noise generated by construction and operation of the project, vibration related to on-site construction activities, and spillover light from project operations that would occur with the Proposed Project would be avoided with this alternative.

Alternative 6 would be of similar size to the Proposed Project, with a similar access to transit, and would have similar vehicle trip generation for arena events and ancillary uses as the Proposed Project. Although proximity of the Alternative 6 site to restaurant and retail uses in the HPSP area, arrival and departure times would be less concentrated in time, but a material reduction in the level of intersection or freeway facility impacts would not be expected. Further, like the Proposed Project, because of pre- and post-event congestion Alternative 6 could adversely impact on-time performance for buses operating in the vicinity, and would have similar impacts on access to Centinela Hospital as the Proposed Project. The same mitigation measures for impacts on transit operations and emergency access that are required for the Proposed Project would be required for Alternative 6.

Impacts related to effects on neighborhood streets south and east of the Project Site would be diminished with Alternative 6, and due to the lack of connectivity in the local roadway network near the HPSP site, these impacts would be less under Alternative 6 than with the Proposed Project. In addition, because Alternative 6 would not include a hotel, it would not have a significant impact as a result of hotel-related VMT.

Because this alternative would be developed on the HPSP site and would include an agreement between the operators of the Alternative 6 arena and the NFL Stadium to coordinate events and shared parking, the potential for some concurrent event scenarios would be much less likely, including concurrent events at NFL Stadium and the Alternative 6 area, as well as concurrent events at The Forum, the NFL Stadium, and the Alternative 6 arena.

Because the HPSP Alternative site is a privately owned property subject to a detailed specific plan (the Hollywood Park Specific Plan), as well as a Development Agreement between the City and the HPSP developer, that are currently being implemented. There is, therefore, substantial uncertainty regarding site control and the feasibility of this alternative. The development of Alternative 6 would potentially require amendments to the HPSP, which would require the consent of the land owner and approval of the City pursuant to the terms of the Development Agreement between the City and the property owner. As a result, it is uncertain if this alternative

site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet Project Applicant Objective 1a.

## Alternative 7: The Forum Alternative Site

Under Alternative 7, elements of the Proposed Project would be developed on an approximately 28-acre site currently occupied by the historic Forum concert and event venue (the Forum Alternative site), located approximately 0.8 miles north of the Project Site in the City of Inglewood. Similar to the Proposed Project, development under Alternative 7 would include the Arena Structure, including an approximately 915,000 sf arena to host LA Clippers NBA games and other events, the LA Clippers team offices (71,000 sf), the LA Clippers practice and training facilities (85,000 sf) and a sports medicine clinic (25,000 sf). Seating capacity of the arena under Alternative 7 would remain at 18,000 attendees for LA Clippers basketball games and a maximum capacity of up to 18,500 attendees for concert events.

The Forum Alternative site is currently developed with an historic concert venue known as The Forum, which has hosted sporting and entertainment events in the City since 1967 and is listed on both the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register). The development of a modern arena that meets NBA standards on the Forum Alternative site would require the acquisition of the site by the project applicant, and the demolition of the existing Forum building in order to provide sufficient land to potentially accommodate the uses included in the Proposed Project.

The event-related environmental characteristics of the Forum Alternative are similar to the conditions that exist today during events at The Forum. However, the estimated number of events (over 240 per year) would be increased compared to recent activity levels at The Forum (approximately 115 per year). Non-event day impacts would be similar to those described for the Proposed Project, and would be greater than exist today because the existing Forum building and site do not include any of the ancillary uses that would be included in this alternative. Impacts related to views and shadows, biological and cultural resources, hazardous materials and airport hazards, noise and vibration, and public services would be similar to those of the Proposed Project.

Because this alternative would not include a hotel, air pollutant and GHG emissions, water demand, wastewater generation, and energy demand would be reduced under the Forum Alternative. It is expected that lighting impacts of Alternative 7 would be less than those described for the Proposed Project, but with mitigation the effects would be similar.

Because the Forum Alternative arena and ancillary uses would be of similar size and in a similar setting as the Proposed Project, the trip generation and related impacts on intersections, local roadways, and freeways, as well as impacts related to emergency access to Centinela Hospital would be similar to those described for the Proposed Project. Since the on-site parking development in Alternative 7 is similar to the Proposed Project, a similar number of employees and event attendees would park off-site, resulting in similar impacts related to pedestrian flows to and from the Alternative 7 site. Mitigation measures that would be the same or similar as the

Proposed Project would be required to lessen the significant traffic impacts of the Forum, with a similar number of significant and unavoidable impacts.

Impacts related to effects on neighborhood streets south and east of the Project Site would be diminished with Alternative 7, and due to the lack of connectivity in the local roadway network near the Forum site, these impacts would be less under Alternative 7 than with the Proposed Project. In addition, because Alternative 7 would not include a hotel, it would not have a significant impact as a result of hotel-related VMT. Because this alternative involves the demolition of the historic Forum building, it would eliminate the potential for some concurrent event scenarios, including concurrent events at The Forum and the Proposed Project, as well as concurrent events at The Forum, the NFL Stadium, and the Proposed Project.

The Forum Alternative would result in a significant impact on historic resources as a result of the demolition of the National Register and California Register listed Forum building, an impact that would not occur with the Proposed Project. As explained above, the demolition of the historic Forum building would be a necessary element of this alternative because (1) there is no feasible method of adaptively reusing the historic structure to accommodate the construction of a modern NBA arena, and (2) there is insufficient land on the Forum Alternative site for the development of such an arena without demolition of the existing Forum building. Required mitigation measures would include documentation under the Historic American Building Survey (HABS), development and implementation of a salvage plan, and development of displays that tell the history of The Forum. Even with these mitigation measures, the demolition of the historic Forum building would be significant and unavoidable impact.

Alternative 7 would meet most of the City's objectives for the Proposed Project, but because the Forum site is a viable business and key existing part of the City's entertainment district, it would fail to meet the City's objective to transform vacant and underutilized land. Constructing the arena and related uses on the Forum Alternative site would first require that the site would be made available and could be acquired by the project applicant, and then would require design and entitlement of Alternative 7 by the City of Inglewood. Thus, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet Project Applicant Objective 1a.

## Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. If the No Project Alternative is considered environmentally superior, the EIR must identify which among the others is environmentally superior. It should be noted that environmental considerations are one set of the factors that must be considered by the public and the decision makers in deliberations on the Proposed Project. Other factors of importance include but are not limited to urban design, economics, social factors, and fiscal considerations.

From the alternatives evaluated in this EIR, the environmentally superior alternative would be Alternative 1 – the No Project Alternative. This alternative would avoid all significant impacts associated with the Proposed Project.

As discussed above, when the No Project Alternative is identified as the Environmentally Superior Alternative, CEQA requires the Lead Agency to select the Environmentally Superior Alternative from among the other alternatives considered in the EIR. The other alternatives would either not avoid most of the impacts of the Proposed Project (Alternative 2), or would result in many similar impacts but also result in additional material significant impacts that would not occur under the Proposed Project. The selection of an alternative that is considered environmentally superior often involves trade-offs between alternatives. For example, one alternative may have greater transportation impacts, while another may have lesser transportation impacts but greater cultural resources impacts. For these reasons, the identification of the Environmentally Superior Alternative is to a considerable degree inherently subjective and value based.

Thus, of the other alternatives considered in this EIR, the City has determined that the Environmentally Superior Alternative would be Alternative 3 – the City Services Center Alternative because this alternative would (1) lessen impacts related to intensity of development by eliminating some of the ancillary uses and by developing on a smaller site than the Proposed Project; (2) move some of the most intense vehicular activity associated with arena events further away from the most congested part of the City’s arterial network; and (3) maximize the opportunity for arena patrons to use of transit because of its proximity to the LA Metro Crenshaw Line Downtown Inglewood station.

## Summary Table

Table S-2 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. The summary table is arranged in four columns:

1. Environmental impacts (“Impact”).
2. Level of significance without mitigation (“Significance Before Mitigation”).
3. Mitigation measures (“Mitigation Measure”).
4. The level of significance after implementation of mitigation measures (“Significance After Mitigation”).

If an impact is determined to be significant or potentially significant, feasible mitigation measures are identified, where appropriate. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Inglewood. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

