

3.1 Aesthetics

This section describes and evaluates potential impacts related to aesthetics, light, glare, shade, and shadow that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing visual character of Project Site and surrounding area, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of federal, State, and local regulations related to aesthetics, light, and glare; (3) an evaluation of potential impacts related to aesthetics, light, glare, shade, and shadow that could result from construction and operation of the Proposed Project; and (4) an identification of feasible measures to mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding aesthetics can be found in Appendix B. Issues and concerns regarding potential impacts related to aesthetics as a result of implementation of the Proposed Project are analyzed within this section.

The analysis included in this section was developed based on detailed information about the Proposed Project in Chapter 2, Project Description; visits to the Project Site in April 2018; photo-simulations prepared by the Proposed Project architects, a lighting analysis report prepared by Lighting Design Alliance (LDA) and photometric plans prepared by AECOM included as **Appendix C** to this EIR; and a shade and shadow study prepared for the Proposed Project by AECOM. The photo-simulations, lighting analysis report, and shade and shadow study were peer reviewed by ESA and the City during preparation of the EIR and are considered objective and accurate, and appropriate for inclusion in this Draft EIR.

3.1.1 Environmental Setting

Regional Setting and Project Vicinity

The City of Inglewood is located in southwest Los Angeles County, along the northern edge of the subarea commonly referred to as the South Bay. The proximity of Inglewood to the historic center of Los Angeles makes it one of the older and most urbanized of all the South Bay communities, and it is generally laid out in a grid system. The City includes areas of moderately dense development along major corridors that consist of commercial, industrial, and residential uses. The City has a relatively flat topography, which limits views of adjacent areas. The street corridors provide the only long-range views, which consist of limited distant views of the Baldwin Hills to the north and other urban developed areas.

The area surrounding the Project Site is composed of a mixture of one- to three-story commercial, industrial, entertainment, office, surface parking, and residential structures interspersed with vacant properties. Commercial and industrial buildings are concentrated along West Century Boulevard, a major commercial corridor that runs east-west through the City. The Hollywood Park Casino is located immediately north of the Project Site, on the north side of West Century Boulevard, and is a modern block-shaped structure with concrete and glass exterior with landscaped areas and a three-story concrete parking garage immediately east of the casino.

outdoor advertising display are illuminated by floodlights that are directed upward. The outdoor advertising display is approximately 20 feet tall and the outdoor advertising display faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

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

As the Arena Site is largely vacant and surrounded by metal chain link fencing along the perimeter, the vacant portions of the Arena Site are not visually distinctive and have a low visual quality.

Off-Site Visual Character

To the North

West Century Boulevard is an active commercial corridor which borders the Arena Site on the north. The majority of West Century Boulevard adjacent to the Arena Site is characterized by one-to-three story commercial development that includes fast food restaurants, motels, retail, entertainment uses, and small commercial centers. Many of these uses are set behind, or adjacent to, supporting surface parking lots that front West Century Boulevard. West Century Boulevard also includes pockets of underutilized, abandoned, or vacant properties, which appear as vacant or largely vacant flat lots of land with weedy vegetation behind approximately 6-foot-high chain-link fencing along West Century Boulevard. West Century Boulevard is characterized by heavy traffic volumes, and, other than scattered street trees, is almost entirely devoid of greenery and landscaped open space.

Directly north of the Arena Site along West Century Boulevard, is the HPSP area. Within the HPSP area, the ~~City of Champions~~ ^{NFL} Stadium (to be the home of the National Football League Los Angeles Rams and Los Angeles Chargers teams), is under construction. Currently, the HPSP area is mostly exposed dirt, with the concrete structure of the NFL Stadium visible from the Project Site and its surroundings. An approximately 12-foot-tall dirt berm fronts the north side of West Century Boulevard from South Doty Avenue to South Prairie Avenue, and along the east side of South Prairie Avenue from West Century Avenue to East Hardy Street, and further to the north from East Arbor Vitae Street to approximately East La Palma Drive. The entire HPSP area is surrounded along its perimeter by a 6-foot tall chain link fence wrapped in a black/green tarp to make the view into the site opaque. Accordingly, the visual character of much of north side of West Century Boulevard adjacent to the Arena Site largely consists of the aforementioned construction fencing. Above the fencing, various taller construction components such as mounds of soil and debris, cranes, and scaffolding are visible. The anticipated future visual character of

the north side of West Century Boulevard adjacent to the Arena Site is discussed below under the heading Adjusted Baseline Environmental Setting.

To the East

To the east of the Arena Site, along the south side of West Century Boulevard, is the three-story Airport Parkview Hotel that is set behind screened metal fencing. As the hotel is not operational, it is in a dilapidated condition, and is characterized by peeling paint and boarded windows.

East of the Airport Parkview Hotel, land uses begin to transition to larger-footprint industrial and warehouse development. Directly to the east of the Airport Parkview Hotel are four two-story Extra Space Storage commercial buildings set behind expansive lawn area and landscaping. The Extra Space Storage buildings include pitched roofs and large distinctive gray and green paneling. Associated surface parking surrounds the four buildings.

To the east of the Extra Space Storage buildings, past a narrow City-owned parcel that is part of the Project Site, is a two-story warehouse building occupied by S.E.S. International Express, and an associated surface parking and truck loading area. The S.E.S. International Express building and associated truck loading area fronts West Century Boulevard and South Doty Avenue, and extends the entire block between West Century Boulevard and West 102nd Street. The S.E.S. International Express building has a blank grey and blue façade with minimal windows and is surrounded by metal fencing and surface parking. Landscaping includes trees and a narrow strip of low lying vegetation. The building is largely industrial in design, contains minimal landscaping and architectural elements, and is set behind fencing and surface parking.

The S.E.S. International Express frontage along the west side of South Doty Avenue includes the associated truck loading area which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area is set behind perimeter metal fencing, a gated driveway, and low lying vegetation.

Directly across the street from the S.E.S. International Express building on the east side of South Doty Avenue is a white two-story multi-tenant warehouse and industrial building and surface parking associated with ZHL Logistics and other tenants. The ZHL Logistics industrial building as viewed from South Doty Avenue includes the building's associated truck loading area, which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area includes perimeter metal fencing and a gated driveway. Each truck loading area is labeled with large non-illuminated signage denoting the individual tenants.

To the West and South

South of West 102nd Street, land uses along South Doty Avenue transition to lower-scale one- to two-story single-family homes interspersed with a limited number of two-story multi-family units. The majority of single-family homes are mid-century minimal-traditional and ranch style tract homes. Most homes are setback from the street by front lawns with each home including varying styles and amounts of landscaping. The multi-family units are stucco mid-century box-

style buildings. The majority of residential units are separated from the street and sidewalk by metal or wood fencing and gates.

Fronting West 104th Street and located immediately south of the Arena Site are one-to-two-story single-family residences and multi-family residences, and a church (Southside Christian Church located at 3947 West 104th Street) with associated surface parking.

Inglewood

As mentioned earlier, South Prairie Avenue borders the Arena Site on the west. Land uses along South Prairie Avenue include one-to-two-story single-family homes, interspersed with one-and-two-story restaurants, automotive, commercial, and office uses. Similar to West Century Boulevard, much of the corridor also includes underutilized, abandoned, or vacant properties and contains minimal landscaping greenspace or pedestrian amenities.

Specific adjacent land uses to the west of the Arena Site along the west side of South Prairie Avenue between West 104th Street and West 103rd Street, include one-to-two-story single-family and multi-family units. The majority of single-family homes are mid-century/post-war minimal-traditional with some limited ranch style homes. The majority of homes have minimal lawn area and are setback from the street and sidewalk by metal or wood perimeter fencing and gates.

Commercial uses along South Prairie Avenue include auto-oriented development such as Auto Collision Team and LAX Mercedes BMW Service and Repair. Both uses are occupied single-story automotive shops that include surface parking, roll-up service doors, minimal landscaping and are surrounded by security fencing and gates. Other small-scale, commercial development includes Liquor Warehouse and Sunshine Coin Laundry. All of the uses include associated surface parking, perimeter security fencing.

Starbucks, a more modern commercial development, located at the southwest corner of West Century Boulevard and South Prairie Avenue, and is set back behind substantial landscaping and greenspace.

West Parking Garage Site

On-Site Visual Character

The West Parking Garage Site consists of 27 parcels totaling approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard on the north, South Prairie Avenue on the east, and West 102nd Street on the south. The West Parking Garage Site is surrounded by metal chain link fencing along the perimeter. Visible through the fencing are non-native grasses and ornamental plants.

Off-Site Visual Character

To the North

West Century Boulevard borders the West Parking Garage Site to the north. As mentioned previously, the visual quality of West Century Boulevard is characterized by a heavily trafficked auto-oriented environment, with minimal landscaping and pedestrian amenities. Land uses directly north of the West Parking Garage Site across West Century Boulevard include one-to-

To the South

South of the East Transportation and Hotel Site, West 102nd Street is a two lane road that is characterized by industrial and vacant land uses on the north side and smaller-scaled residential and commercial structures on the south side of the street. Specifically, the north side of West 102nd Street includes rear views of the UPS Supply Chain Solutions, Transworld Aquatic Enterprises, and ZHL Logistics buildings, surface parking, and truck loading areas. On the south side of West 102nd Street are two-story apartment complexes and one-story single-family homes, vacant parcels, and an industrial warehouse building with a blank façade.

Well Relocation Site

On-Site Visual Character

The Well Relocation Site is located at 3812 West 102nd Street. The site is currently vacant, and characterized by barren weedy soil. It is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

Off-Site Visual Character

The Well Relocation Site is surrounded by vacant land and a two-story commercial/manufacturing building (~~CDS~~ Cabinets) with stucco facades to the west. The two-story ~~CDS~~ Cabinets building features a blank façade, an absence of windows and is surrounded by security gates with a blank façade. Low density residential homes are located to the east and south. To the north, across West 102nd Street, are low-profile industrial warehouse buildings associated with S.E.S. International Express.

Viewpoints

With the exception of limited one- and two-story commercial uses located on the Arena Site, the Project Site consists of vacant land. The Project Site does not have tall visual profile. As a result, the Project Site is generally visible from only the immediate area. The most direct views of the Project Site are from motorists traveling along West Century Boulevard, South Doty Avenue, South Prairie Avenue, West 102nd Street, and West 101st Street, with limited views from South Yukon Avenue.

Light and Glare

Lighting

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spillover light and glare, and if designed incorrectly, could be considered unattractive. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime.

With respect to nighttime lighting and illumination, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets serve as active transportation corridors. High

levels of nighttime lighting along these roadways are generated by street lights, vehicle headlights, illuminated signage, lighted outdoor advertising display, security lighting from industrial and commercial uses and parking lots, and interior building illumination. West Century Boulevard has the highest level of ambient lighting in the ~~project~~ area, as it has substantial vehicle activity and through-traffic, and includes a higher degree of active nighttime uses such as the Hollywood Park Casino and various fast food, gas station, and motel development. Ambient lighting along West Century Boulevard is also provided from security lighting from the HPSP area construction site, including lighting attached to cranes and other tall construction equipment. Lower density residential areas that border the Project Site to the south and west experience less intensive lighting, though some nighttime lighting is provided by street lighting, vehicle headlights, security lighting, and interior illumination from residences.

Glare

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

Most glare in the ~~project~~ area is generated by reflective materials on some surrounding buildings and glare from vehicles passing on major street corridors. The Project Site generates a minimal amount of glare due to the large expanse of unoccupied land that characterizes much of the Project Site. The few existing buildings on the Arena Site do not generate high levels of glare, as they are composed of non-reflective stucco and concrete materials and do not include expansive glass or windows. Three of the four outdoor advertising displays on the Arena Site are lit, with lighting directed upward toward the faces of the displays.

3.1.2 Adjusted Baseline Environmental Setting

Section 3.1, Aesthetics, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis.

Under the Adjusted Baseline, the NFL Stadium and related development in the HPSP area described above will be constructed and in operation prior to opening of the Proposed Project and will result a major visual change from the physical conditions that currently exist in the vicinity of the Project Site. The open air NFL Stadium will reach up to 175 feet in height, and the size and design of the structure means that the NFL Stadium will be visible within north-facing views from the Project Site. Further, during night events at the NFL Stadium the lights and associated glow will be clearly visible. Portions of the retail and restaurant uses that will be constructed immediately northeast of the intersection of West Century Boulevard and South Prairie Avenue will be visible from the Project Site, including a four-story parking structure and buildings up to 75 feet in height. The new structures will substantially add to the urban character of the visual environment north of the Arena Site.

following goals and policies from the City of Inglewood General Plan Land Use Element relate to aesthetic and visual resources and are applicable to the Proposed Project:

Commercial Goal

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

Open Space Element

The following policy from the City of Inglewood General Plan Open Space Element relates to aesthetic and visual resources and is applicable to the Proposed Project:

Policy 1. The City of Inglewood and its redevelopment agency, in reviewing and approving development plans, shall require the provision of landscaped plazas and gardens when possible, and the provision of landscaping within building setbacks and parking lots.

The Commercial Goal of the General Plan Land Use Element addresses development along Inglewood's major streets, including West Century Boulevard, which comprises the northern boundary of the Project Site and South Prairie Avenue, which forms the western boundary of the Arena Site and eastern boundary of the West Parking Garage Site.

As discussed above under Environmental Setting, the majority of the Project Site is vacant, and many of the vacant parcels are mostly barren dirt enclosed in chain-link fencing. The existing visual character of the Project Site, including its frontages along West Century Boulevard and South Prairie Avenue, is diminished by these underutilized and largely vacant parcels, which have a low visual quality. None of the existing buildings on the Project Site possess distinctive architecture or design elements that offset or ameliorate the poor visual quality of the predominantly vacant site.

The Proposed Project would ^{and} replace these existing underutilized parcels with new entertainment, retail and restaurant, community, ^{and} hotel buildings, parking structures, and associated signage, landscaping, street trees, pedestrian pathways, and edge treatments. The proposed development would be designed with the intent to improve the appearance and visual character of the Project Site, including its appearance as viewed from the major streets that pass the Project Site. In addition, new physical development that would occur as part of the Proposed Project within the proposed overlay zone would be required to comply with project-specific design guidelines that would reflect the requirements of the City's site plan review process to ensure that new development under the Proposed Project is visually compatible and complimentary to its site and surroundings through review of building orientation, architectural design, neighborhood compatibility, landscaping, site improvements, signage, and other applicable design considerations. Consequently, the Proposed Project would be consistent with the applicable goals and policies of the City of Inglewood General Plan.

Inglewood International Business Park Specific Plan

The Inglewood International Business Park (IIBP) Specific Plan, adopted in 1993, established development standards for land use, urban design, circulation, site access, public works, public services, noise, and air quality; infrastructure requirements; and the design character for the southern portion of the City. The IIBP Specific Plan boundaries are West 102nd Street on the north, Yukon Avenue on the east, West 104th Street on the south, and South Prairie Avenue on the west. The area is bisected by South Doty Avenue.

The stated goal of the IIBP Specific Plan is to ^{facilitates?} enable private development to create an ^{Specific Plan} aesthetically pleasing business park which ^{facilitates} large-scale corporate users while benefiting the City and the residents who live in the surrounding neighborhood. The IIBP identifies a range of permitted and prohibited uses largely focused on light industrial and employment generating uses, along with general commercial uses in the vicinity of South Prairie Avenue. The IIBP Specific Plan includes a circulation network that closes South Doty Avenue through the Specific Plan area, and includes a number of cul-de-sacs that extend south from West 102nd Street. Finally, the Specific Plan provides for setbacks along street frontages ranging from 25 feet along South Prairie Avenue to 15 feet along West 102nd Street. Although the IIBP Specific Plan was approved over 25 years ago, there have been no projects implemented as a business park ~~and the majority of the land within the IIBP Specific Plan area remains undeveloped.~~

^{use pursuant to the} ~~majority of the land within the IIBP Specific Plan area remains undeveloped.~~ ^{IIBP SP area is not majority undeveloped; most is dev. w/ housing}

The portion of the Arena Site south of West 102nd Street and the entire Well Relocation Site is located within the IIBP Specific Plan area. A number of elements of the Proposed Project would be inconsistent with the land uses and circulation diagrams, and design guidelines of the of the IIBP Specific Plan. The Proposed Project would include proposed revisions to the City of Inglewood General Plan and City of Inglewood Zoning Code, and would include an action to remove the portions of the Project Site located within the IIBP Specific Plan area. Thus if approved as proposed, the Proposed Project would not be inconsistent with the IIBP Specific Plan.

City of Inglewood Municipal Code

Chapter 12, Planning and Zoning, Article 18.1. Site Plan Review. The site plan review process established in Chapter 12, Article 18.1 of the City of Inglewood Municipal Code is applicable to most new development within the City. The site plan review procedure has been established to permit City review and consideration of on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood compatibility, landscaping and related site improvements, parking accommodations, signs and other applicable design considerations, based on the individual needs and circumstances of each proposed development project, in addition to satisfying the intent and policies of each project site's respective zone.

Chapter 12, Planning and Zoning, Article 23. Sign Regulations. Lighting and signage is also regulated by the Inglewood Municipal Code, which provides minimum standards to safeguard life, health, property, and the public welfare by regulating and controlling the design, quality of

materials, construction, size, height, location, and maintenance of all signs, sign structures, and other exterior advertising devices. Article 17.3 of Chapter 12 establishes a process to review and implement signage for certain projects through a Master Sign Plan process to promote signage that uses clear graphics, coordinates with the architectural elements of the building(s) on or near which the signage is located, reflects a modern, vibrant image of Inglewood, and enhances overall site aesthetics by regulating the number, size and location of signs.

Proposed Project Amendments to Municipal Code

As discussed in Section 2.5.6, implementation of the Proposed Project would include text amendments to the City of Inglewood Municipal Code to create an overlay zone for the Project Site that would establish development standards including standards for height, setbacks and lot size, permitted uses, and signage regulations. The amendments would create a project-specific site plan and design review process to ensure compliance with those standards, as well as establish project-specific design guidelines. The design guidelines would address certain design elements and considerations, including building orientation, massing, scale, and materials, plaza treatments, landscaping and lighting design, parking and loading design, vehicular and pedestrian access and circulation, signage and graphics, walls, fences and screening, and similar elements.

As with the City's existing site plan review procedures, the Proposed Project site plan and design review process would include a review of on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood compatibility, landscaping and related site improvements, parking accommodations, signs, and other applicable design considerations to ensure compliance with applicable standards. While additional refinements may be made to the design of the Proposed Project prior to construction, the design guidelines would not permit any modification or change that would create a new significant environmental effect not fully considered and analyzed in this EIR.

3.1.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to aesthetics. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. In addition, a threshold of significance has been added to address the potential for shade or shadow impacts.

A significant impact would occur if the Proposed Project would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality;

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
5. Cast shadows on shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM PST on either the summer or winter solstice.

Methodology and Assumptions

The evaluation of potential impacts related to visual resources is based on detailed information about the Proposed Project in Chapter 2, Project Description; visits to the Project Site between April 2018 and July 2019; photo-simulations included in Figure 3.1-2 through Figure 3.1-12; a lighting analysis report and photometric plans included as Appendix C; and a shade and shadow study included in Figure 3.1-14 through Figure 3.1-19. The photo-simulations, and shade and shadow study were prepared by the project architects and peer reviewed by ESA and the City during preparation of the EIR and are considered objective and accurate and appropriate for inclusion and reliance in this Draft EIR. The lighting analysis report was prepared by Lighting Design Alliance (LDA), under contract to the City's EIR consultant, ESA; the report was reviewed by ESA prior to inclusion in this Draft EIR. More detailed information on the methods of analysis for each visual resource topic is provided below:

Visual Character

To assess the visual character of the Project Site and project vicinity, ESA conducted visits to the Project Site and surrounding vicinity in April 2018. The changes to the existing conditions that would occur under the Adjusted Baseline, ~~with partial buildout of Phase 1 of the HPSP~~ were considered. The site plan was reviewed and photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical elements of the Proposed Project from key viewpoints, which were reviewed and approved by the City (see **Figure 3.1-1**). Based on professional observation and evaluation of the photo-simulations, the physical characteristics of the Proposed Project were compared with the visual features of the existing Project Site and the built environment of the Project Site and vicinity under the Adjusted Baseline condition. The evaluation assessed the potential effects of the Proposed Project on the visual character of the Project Site and the vicinity, including the ways that the Proposed Project would change the views from surrounding streets and sidewalks under the Adjusted Baseline condition.

"with the HPSP Adjusted Baseline Projects" (3.1.5 to 3.0.5)

Light and Glare

The evaluation of impacts related to light and glare was based on a review of the Proposed Project by ESA and the analysis and findings of the lighting analysis report prepared by LDA and photometric plans prepared by AECOM included as Appendix C of this Draft EIR. The lighting analysis report evaluated the potential spillover impacts of light generated by the Proposed Project, including light produced by exterior and interior lighting for the Arena Structure, exterior plaza lighting, parking garage lighting, light-emitting diode (LED) street and security lighting, hotel lighting, and large-scale integrated electronic display signs that would be developed and operated with implementation of the Proposed Project.

considered significant if an exterior light source from the Proposed Project would cause more than 2 foot-candles of lighting intensity or generate direct glare onto any residential property, or if a sign from the Proposed Project would be illuminated in such a manner as to produce a light intensity of greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. This EIR does not consider increased operational nighttime illumination on non-residential uses, such as commercial or industrial uses, from the Proposed Project to be significant unless the increased illumination would create a safety hazard or otherwise interfere with the regular operation of the non-residential use.

Shade and Shadow

The evaluation of potential Proposed Project impacts related shade and shadow are based on the shade and shadow study prepared for the Proposed Project by AECOM and peer reviewed by ESA. For the purposes of this analysis, shade and shadow impacts would be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (PST) on either the summer or winter solstice. These two points in time represent extreme conditions for length of shadows and direction of shadows. Shadow-sensitive uses are considered to include residential uses or outdoor spaces associated with residential or recreational uses or existing solar panels. Commercial and industrial properties, parking uses, streets, sidewalks, and other such land uses are not considered to be sensitive for the purposes of the analysis of shade and shadow effects.

Issues Previously Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood determined that, due to the physical characteristics of the Project Site and the design of the Proposed Project, certain visual resources would not be affected by the Proposed Project and need not be further considered in the EIR.² The discussions below provide brief statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

The following significance criteria were found to address issues that would not be affected by the Proposed Project. With regard to significance criterion (1), as described under Environmental Setting, there are no scenic vistas on or near the Project Site. With regard to significance criterion (2), as presented in the Environmental Setting, the Project Site is not adjacent to or on any scenic highways or in proximity to scenic resources. The following discussion further addresses these criteria.

² Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

Impacts and Mitigation Measures

Impact 3.1-1: Construction and operation of the Proposed Project could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or could conflict with the City's zoning and regulations governing scenic quality. (Less than Significant)

Changes in the visual character or quality of a site are often perceived as subjective and individual. In an effort to provide a depiction of the visual changes to the Project Site and surrounding vicinity that would occur with implementation of the Proposed Project, Figure 3.1-2 through Figure 3.1-12, as described further below, provide a variety of public views of and across the Project Site under existing conditions and with photo-simulations of the Proposed Project. As noted above, the photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical massing of the primary elements of the Proposed Project from key viewpoints.

Viewpoint 1

Viewpoint 1 shows the Proposed Project from West Century Boulevard looking east near South Flower Street, west of the West Parking Garage Site (see Figure 3.1-2). The north and west facades of the six-story parking structure and the entrance to the new access road on the West Parking Garage Site would be the most prominent visual component of the Proposed Project from this vantage point. As shown, the façade of the parking structure would be broken into multiple horizontal segments that would help to break up the overall massing and scale of the building. In addition, though not depicted on the photo-simulation, corner stair elements would create visual interest and provide pedestrian-scale detail. While not depicted in detail on Figure 3.1-2, but shown on the preliminary landscaping plan for the Proposed Project depicted in Figure 2-18 in Chapter 2, Project Description, edge treatments, landscaped setbacks, and new street trees would be incorporated along the frontage of the parking structure and the new site access road, activating the visual and pedestrian environment along West Century Boulevard.

Viewpoint 1 also shows images of buildings within the southern portion of HPSP area immediately north of West Century Boulevard.

The West Parking Garage Site is vacant land surrounded by perimeter fencing and as such, has poor visual quality. Although taller than adjacent land uses, development of the proposed parking structure would be similar in form and design to other nearby existing parking structures such as the parking structure associated with the Hollywood Park Casino and would not be out of character with other nearby industrial, commercial, and entertainment uses.

Adjusted
Baseline?

South Freeman Avenue?

(global comment)

The West Parking Garage Site is currently vacant. [The Arena Site, with the exception of Church's Chicken Restaurant, Rodeway Inn & Suites, and Let's Have a Cart Party buildings, is also vacant.] Therefore, due to its low profile, the Project Site is not highly visible from this viewpoint.

not accurate
- 2
warehouse/
light mfg.
buildings
+ well

The Proposed Project would introduce new structures that would be taller in scale and massing than the existing built environment. However, from this viewpoint, the new structures would tend to blend and be visually compatible with the scale and style of adjacent commercial and industrial development that define the urban streetscape along West Century Boulevard. Furthermore, although not depicted in detail on Figure 3.1-5, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the streetscape and pedestrian environment along the street edges near the Project Site would be enhanced with new landscaping, setbacks, and sidewalk treatments.

Viewpoint 5

Viewpoint 5 depicts the Proposed Project facing southwest from the intersection of West Century Boulevard and South Doty Avenue (see Figure 3.1-6). Due to distance and intervening commercial and industrial development, only a portion of the roof of the Arena Structure is visible above the S.E.S. International Express building. Further to the west, the northern-most retail and community structures in the plaza, the proposed sign tower, and the West Parking Garage Site are visible near the intersection of West Century Boulevard and South Prairie Avenue. Thus, from Viewpoint 5, the Proposed Project buildings would not be out of scale or visually incompatible in comparison to other built development.

Viewpoint 6

Viewpoint 6 depicts the Proposed Project facing west from West 102nd Street near the proposed East Transportation and Hotel Site (see Figure 3.1-7). The eastern façade of the Arena Structure would be visible from this viewpoint and the south edge of surface parking lot on the East Transportation and Hotel Site is visible.

The Proposed Project would introduce a new ellipsoid, highly distinctive Arena Structure with a grid-like façade and roof, and the roof and appurtenances would rise no higher than 150 feet and would occupy an area currently shown as a continual linear city street.

Currently, the view to the west on West 102nd Street is not visually cohesive, does not contain ample landscaping or pedestrian amenities, and includes vacant land and industrial uses on the north and residential and commercial uses on the south. With the Arena Structure constructed within the former street right-of-way, the continual streetscape view of West 102nd Street would be interrupted and substantially changed.

While taller at its peak height than surrounding development, the Arena Structure would have a multi-faceted façade and would be highly articulated from the ground level to the canopy parapet. As such, the design, shape, and scale of the Arena Structure would be visually distinctive and would create a new visual element along this street.

peak of
the roof.

(no parapet)

and loading areas

Within this view, surface parking, a TNC staging area and ramp structure would be developed on the southern part of the East Transportation and Hotel Site. The introduction of the paved TNC staging area would be visually compatible along this corridor, which on the northern portion of the street is currently characterized by surface parking uses associated with industrial uses, as well as vacant parcels. Although not depicted in detail on Figure 3.1-7, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the frontage of the surface parking uses associated with the East Transportation and Hotel Site would include new trees and landscaping along West 102nd Street ~~consistent with City Municipal Code requirements~~. These new visual elements would tend to result in a more consistent visual environment along West 102nd Street.

Viewpoint 7

Viewpoint 7 depicts the Proposed Project facing west from West 102nd Street near South Doty Avenue (see Figure 3.1-8). This view represents the greatest visual exposure of the Proposed Project from the neighborhood to the south and east of the proposed Arena Structure. As shown, the eastern façade of the Arena Structure would be visible from this viewpoint. The Proposed Project would introduce a new ellipsoid, highly distinctive Arena Structure with a grid-like façade and roof, which would rise no higher than 150 feet above grade. The Arena Structure would be taller at its peak height than surrounding development, and the design, shape, and scale of the Arena Structure would be visually distinctive and would create a new identifiable visual element along this street. While the Arena Structure and associated street vacation would interrupt the continual streetscape view of West 102nd Street, as described earlier, this roadway is not a scenic corridor and does not contain ample landscaping or pedestrian amenities.

Viewpoint 8

Viewpoint 8 depicts the Proposed Project in the view looking north on South Prairie Avenue near West 103rd Street (see Figure 3.1-9). From this viewpoint, the eastern façade of the 6-story West Parking Garage, the western façade of the Arena Structure, and the western façade of the plaza retail and community uses would be visible. Also visible in this view would be the proposed sign tower and the proposed South Prairie Avenue pedestrian bridge connecting the proposed retail and community uses on the west side of the plaza to the proposed West Parking Garage.

The proposed Arena Structure would appear as a highly distinctive building with an ellipsoid shape and grid-like exterior façade and roof, that would feature (though not detailed on the photo-simulation in Figure 3.1-9) colorful signage and lighting. As shown, the retail and community buildings along the east side of South Prairie Avenue would feature expansive multi-paned transparent storefronts windows along the street frontage that would facilitate visual transparency into the retail and community uses.

hotel uses would change the visual nature of the Project Site, as the site would become higher density in scale. The design, shape, and scale of the Arena Structure would create a new distinctive visual element observable from roadways and viewing areas surrounding the Project Site. The incorporation of edge treatments, landscaping, and new street trees would augment the visual environment along the street corridors, making the visual environment more interesting to pedestrians and motorists. The Arena Structure would be highly visible, distinctive, and instantly recognizable due to a design unique in the City, especially at night when it would be accentuated by distinctive lighting and signage.

The Proposed Project would result in a material change in the visual character of the Project Site, and would be prominent in views along West Century Boulevard, South Prairie Avenue, and West 102nd Street. Under ~~the~~ ^{conditions} Adjusted Baseline, these changes would occur within a fully urbanized part of Inglewood and would be consistent with the visual character of the developed project vicinity. The Proposed Project buildings, public spaces, and landscaping would replace fenced, vacant parcels, and a number of small-scale commercial structures with visually distinctive, higher-scale structures that would add interest to views in the vicinity that will have undergone change as a result of HPSP Adjusted Baseline projects, including the highly prominent NFL Stadium.

As described above, the Proposed Project would be subject to a design and site plan review process to ensure that site layout, building orientation, architectural design, neighborhood compatibility, landscaping, signs, and other applicable design considerations are consistent with City requirements established for and/or applicable to the Proposed Project.

By replacing vacant lots and aged and older structures, the Proposed Project would be consistent with the City of Inglewood General Plan Land Use Element Commercial Goal that the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets be improved. Further, as depicted on Figure 2-18 in Chapter 2, Project Description, the Proposed Project would include a major publicly-accessible landscaped plaza, as well as extensive perimeter and interior landscaping, consistent with the City of Inglewood General Plan Open Space Element Policy 1.

For the reasons presented above, the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings or conflict with the City's zoning and regulations governing scenic quality. This impact is considered **less than significant**.

Mitigation Measures

None required.

Impact 3.1-2: Construction and operation of the Proposed Project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. (Less than Significant with Mitigation)

Construction

Over the course of the construction of the Proposed Project, 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. Consequently, nighttime construction lighting would be required.

Under existing conditions, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets are well-lit, active transportation corridors. Nighttime construction activities would add to the existing ambient light levels on and in the area surrounding the Project Site.

The daily duration of construction lighting would vary based on the season, with the longest duration of construction lighting occurring during winter months, when there are fewer hours of daylight, and the shortest duration of construction lighting during the summer months, when there are the most hours of daylight.

Nighttime lighting sources during construction would consist mainly of floodlights that would be focused on the work area. Security lighting could also be used on construction sites but would tend to be focused on the Project Site. Because this lighting is intended to light the Project Site to allow for nighttime construction and to provide security to the site, it would tend to be directed away from nearby adjacent properties, reducing the potential for spillover lighting effects. Nonetheless, to varying degrees, project construction-related lighting could be directly visible to nearby sensitive receptors residing in nearby residences and to drivers of vehicles on roadways in the vicinity of the Project Site.

Construction Lighting at Project Site Locations

During the building construction phase of the Arena Structure, a majority of the construction days would be ~~16-hour~~ workdays, though some activities could also require 24-hour workdays (e.g., well drilling, foundation concrete pours, or delivery of large project materials that would disrupt daytime traffic conditions). Consequently, it is anticipated that the greatest volume and duration of light production during the construction phase of the Proposed Project would occur during construction of the Arena Structure. Construction lighting for the Arena Structure would be most directly visible to nearby sensitive receptors residing in nearby residences to the west and south of the Arena Site and to drivers of vehicles on roadways in the vicinity, including West Century Boulevard, South Prairie Avenue, West 102nd Street, and South Doty Avenue.

During the construction of the West Parking Garage, construction periods would be anticipated to be ~~8-to-16-hour~~ workdays; it is not anticipated that 24-hour overnight work would take place on the West Parking Garage Site. Construction lighting for the West Parking Garage would be directly visible to nearby sensitive receptors residing in adjacent residences to the north, west, and

10-, 12-,
and 16-hour

10- to 12-

collections
to hours in
workdays
from
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const.
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noise,
AQ, ↓
PD

south of the West Parking Garage site and to drivers of vehicles on roadways in the vicinity of the West Parking Garage site, including West Century Boulevard, West 102nd Street, West 101st Street, and South Prairie Avenue.

During the construction at the East Transportation and Hotel Site, construction days would be anticipated to be 8- to ~~16~~¹⁰-hour workdays; it is not anticipated that 24-hour overnight work would take place on the East Transportation and Hotel Site. Construction lighting at the East Transportation and Hotel Site would be directly visible to residences to the south of the East Transportation and Hotel Site, across West 102nd Street, and to drivers of vehicles in the vicinity of the East Transportation and Hotel Site, including West Century Boulevard and West 102nd Street.

During the construction phase at the Well Relocation Site, construction days would be anticipated to be 8- to ~~16~~-hour workdays, but could also include 24-hour overnight construction activities during the 21-day period in which the well drilling would take place. Construction lighting for the Well Relocation Site would be directly visible at residences to the south and east of the Well Relocation Site, and to drivers of vehicles in the vicinity of the Well Relocation Site, including West 102nd Street.

Permanent sound barriers and temporary construction barriers that would be built in the initial phase of project construction, and, as construction progresses, newly constructed intervening structures, would incrementally block light and obscure views of construction sites from nearby residences and local streets. However, high-brightness construction lights could be directly visible from residential uses, especially those of two or more stories, or other affected light-sensitive uses. Such spillover light could result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, impacts related to construction lighting would be **potentially significant**.

Operation

As described in Chapter 2, Project Description, the Proposed Project would include extensive and varied lighting and signage. The type of lighting and its intensity on the Project Site would vary, depending on how the Proposed Project arena is being used at any given time. It is anticipated that the most intense lighting on the Project Site would be within the Arena Site which would be brightly lit during major spectator events such as basketball games and concerts, and for similar events or activities. In addition to plaza lighting provided for security and to increase visibility for visitors, the interior of the Arena Site would be lit with directed theatrical lighting in the Arena Structure around the stage during events, as well as light from LED video boards, other digital displays, and illuminated signage. Interior lighting within the Arena Structure itself may be seen through transparent facets (glass or perforated materials) on the Arena Structure façade.

The vertical surfaces of the Arena Structure and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and creates distinct street edges along West Century Boulevard and South Prairie Avenue. The parking areas,