

CHAPTER 5

Project Variants

5.1 Introduction

This chapter describes and discusses variations of the Proposed Project that are under consideration by the project applicant and the City. There are two variants to the Proposed Project: the West Century Boulevard Pedestrian Bridge Variant, and the Alternate Prairie Access Variant. Each variant modifies one limited feature or element of the Proposed Project. Each variant is the same as the Proposed Project in every respect, with the exception of the specific variation described. Each variant would be available for selection by the project applicant and consideration by the decision makers. The variants are not mutually exclusive; one or both of the variants could be included in the Proposed Project as part of an approval action.

The Project Variants are different than the Alternatives to the Proposed Project described and analyzed in Chapter 6. The Alternatives are designed to provide alternatives to the Proposed Project as a whole, and meet the requirements of section 15162.6 of the CEQA Guidelines, wherein the alternatives must meet most of the basic objectives of the Proposed Project, but differ in a way so as to avoid or lessen one or more of the significant impacts of the Proposed Project.

Neither variant would change the basic characteristics of the Proposed Project. Rather, each variant would change the design of the Proposed Project in discrete ways. The reason the variants are described as such, rather than as components of the Proposed Project, is that the feasibility of each of the variants is beyond the control of either the project applicant or the City. Thus, even if either the project applicant or the City wishes to incorporate a variant into the Proposed Project, the approval of another person or entity would be required. The analysis of each variant identifies the reasons why the feasibility of that variant is uncertain.

This chapter describes each variant and provides a comparative analysis of how the environmental impacts of the variant that would be different from impacts identified for the Proposed Project in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, and Chapter 4, Other CEQA Considerations. Unless otherwise stated, all mitigation measures described in Chapter 3 that would be required to reduce impacts associated with the Proposed Project would also be applicable to each of the variants. Where applicable in order to address different or more severe environmental impacts, additional mitigation measures that would be required to mitigate impacts of the variant are identified.

In the event that one or both of the project variants prove to be feasible and desirable, the project applicant could propose, and based on the information provided in this chapter the City could consider approval of, one or both project variants with the Proposed Project. If the Proposed Project were altered to include one or both project variants, the City's approval documents, including the CEQA Findings of Fact, Statement of Overriding Consideration, and Mitigation Monitoring and Reporting Plan, would need to be adjusted accordingly pursuant to information in this chapter.

5.2 West Century Boulevard Pedestrian Bridge Variant

5.2.1 Description

The West Century Boulevard Pedestrian Bridge Variant (Century Pedestrian Bridge Variant) would include the construction of a pedestrian bridge across West Century Boulevard, connecting a retail and plaza portion of the Arena Site to the Hollywood Park Specific Plan (HPSP) area to the north (see **Figure 5-1**). The pedestrian bridge would provide a grade-separated connection that would allow pedestrians to travel between the Arena Site and commercial and parking uses within the HPSP on the north side of West Century Boulevard without affecting the flow of traffic on West Century Boulevard.

This variant would increase the capacity for pedestrians to cross West Century Boulevard before and after events, and improve connectivity between the Proposed Project and the HPSP development. The Century Pedestrian Bridge is being included as a variant because the project applicant does not have control of the property where the north portal and bridge abutment would be located, and it is unknown whether the HPSP property owner north of the Project Site would allow a pedestrian bridge portal and abutment on its property on the north side of West Century Boulevard.

The Century Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project (described in Chapter 2, Project Description), or the Proposed Project plus the Alternate South Prairie Access Variant (described below).

5.2.2 Bridge Design

As presented on Figure 5-1, the pedestrian bridge would be approximately 170 feet long and approximately 27 feet wide, and would provide a vertical clearance of approximately 14 feet 6 inches over West Century Boulevard. The bridge would extend north across West Century Boulevard perpendicular to the roadway from the second level of a commercial/retail building on the Arena Site and then turn east at a 90-degree angle at a point along the edge of the HPSP and extend along viaduct for approximately 100 yards before turning north at a 90-degree angle and emptying into an outdoor plaza located in the HPSP development.

The design of the Century Pedestrian Bridge would be similar to that of the South Prairie Avenue pedestrian bridge included as part of the Proposed Project and would be constructed of materials similar to the Proposed Project's retail building in the plaza. The bridge would consist of a steel spanning structure, with no vertical supports. The pedestrian bridge would be open-air with an approximately five-foot parapet on each side with a series of LED lighting elements spaced at close intervals on both sides of the parapet.

Construction of the bridge would occur in four phases over a five-month period, and would occur concurrently with the construction of other elements of the Proposed Project and immediately following the construction of the South Prairie Avenue pedestrian bridge. Stage 1 would consist of erecting the bridge, building the bridge onsite, the delivery a steel structure from off-site, and pouring concrete onsite. Stage 2 would consist of bridge installation. Stage 3 would consist of another concrete pour while Stage 4 would consist of cladding the bridge, finishing the installation, installing the handrails, and applying the final treatment. Construction of the bridge would require either removing or encroaching on several existing street trees on both sides of West Century Boulevard. In addition, construction of the bridge would require the full closure of West Century Boulevard for three nights during Phase 1 and one night during Phase 3, and the closure of select lanes on West Century Boulevard for three to four nights during Phases 2 and 4. No additional construction workers and equipment would be required to construct the bridge; the same construction crew and equipment used on the Prairie Avenue pedestrian bridge would be assign to the construction of the Century Pedestrian Bridge.

The Century Pedestrian Bridge would provide access to the Project Site for pedestrians traveling to or from the Project Site from the north side of West Century Boulevard. Such pedestrians would not be required to cross West Century Boulevard at street level. Under the Cumulative Scenario, this could include transit users who travel on the Inglewood Transit Connector and disembark at the Century Boulevard station. In addition, by providing more direct access to commercial and retail uses on the HPSP property, this variant would further integrate the Proposed Project and the HPSP. Such integration may be desirable, in that the Proposed Project and the commercial/retail uses on the HPSP are potentially complementary; to the extent that Proposed Project event attendees arrive early or stay late to patronize HPSP commercial uses, the transportation effects of the Proposed Project would be moderated.

The project applicant does not control the portion of the HPSP area required to construct the north portal, viaduct and landing area of the Century Pedestrian Bridge, and there is uncertainty about whether the HPSP property owner would agree to a pedestrian bridge connection. Because the agreement of the HPSP property owner would be required in order to construct this variant, the feasibility of the Century Pedestrian Bridge Variant is currently unknown.

5.2.3 Comparative Impact Analysis

Aesthetics

Aesthetics impacts under Century Pedestrian Bridge Variant would be similar to those addressed in Section 3.1, Aesthetics, for the Proposed Project, as there are no scenic vistas in the vicinity of the Project Site and the Project site is not located within the view shed of an officially designated State or county scenic highway. The only exceptions to the analysis in Section 3.1 are impacts related to visual character, lighting and glare, which are discussed below.

The Century Pedestrian Bridge Variant would add a new structure across West Century Boulevard and thus would change views for motorists, bicyclists, and pedestrians traveling east and west along West Century Boulevard. The design of the pedestrian bridge across West Century Boulevard would be visually distinctive and similar in design and materials to the proposed pedestrian bridge crossing South Prairie Avenue. In addition, with a parapet height of five feet and LED lighting elements extending above the parapet, the Century Pedestrian Bridge Variant would not substantially block existing views along the West Century Boulevard corridor. As a result, the change in visual character along West Century Boulevard would not be adversely affected.

LED lighting elements that would be installed on the pedestrian bridge would be required to comply with all requirements pertaining to lighting and signage in the Inglewood Municipal Code, which would ensure that light impacts would be minimized. Finally, the Pedestrian Bridge Variant would be constructed of steel and would not contain windows or other reflective surfaces, thus limiting daytime glare. The change in visual character and the addition of light and glare associated with the Pedestrian Bridge Variant would be similar in scope and magnitude to that of the South Prairie Avenue Pedestrian Bridge included in the Proposed Project, and thus these changes would not be substantial. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.1, Aesthetics.

Air Quality

Impacts related to air quality under Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.2, Air Quality, for the Proposed Project, as the variant would not result in operational emissions. The only exception to the analysis in Section 3.2 are impacts related to emissions during construction. Construction of the Century Pedestrian Bridge would result in emissions of ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NO_x]), particulate matter, and toxic air contaminants (TACs) from construction equipment and haul trucks, and thus would increase the overall amount of criteria air pollutant emissions, particulate matter, and TACs generated by the Proposed Project during construction. Construction-related daily emissions associated with the Proposed Project would not exceed the SCAQMD daily significance thresholds for VOC and NO_x. In addition, localized particulate matter emissions associated with construction of the Proposed Project would not exceed SCAQMD's allowable incremental increase thresholds. Finally, TAC emissions associated with construction of the Century Pedestrian Bridge Variant would not exceed SCAQMD's cancer risk

significance and chronic hazard thresholds. Given the size of the Century Pedestrian Bridge Variant compared to the overall size of the Proposed Project, the increase in emissions of ozone precursors, particulate matter, and TACs associated with the variant would not be enough for the overall project to exceed SCAQMD thresholds. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions related to the Proposed Project that are discussed in Section 3.2, Air Quality, or the mitigation measures identified to limit these impacts.

Biological Resources

Impacts on biological resources under the Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.3, Biological Resources, for the Proposed Project, as no suitable habitats for special-status species occur in the area, including the site of the variant. The only exception to the analysis in Section 3.3 are impacts related to the removal of nesting habitat for resident or migratory bird species and the loss of protected trees. Implementation of the Century Pedestrian Bridge Variant could result in the potential removal or encroachment of one to two existing street trees on the north and south sides of West Century Boulevard. As a result, the Century Pedestrian Bridge Variant could remove marginal nesting habitat for resident or migratory avian species and/or result in the loss of a tree that is protected under Inglewood Municipal Code Chapter 12, Article 32. These impacts are the same in scope and magnitude to those of the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.3, Biological Resources, or the mitigation measures identified to limit these impacts.

Energy Demand and Conservation

Impacts related to energy demand and conservation under Century Pedestrian Bridge Variant would be similar as those addressed in Section 3.5, Energy Demand and Conservation, for the Proposed Project, as the variant would demand a negligible amount energy during operation to provide nighttime lighting on the bridge. The only exception to the analysis in Section 3.5 are impacts related to energy demand during construction. Construction of the Century Pedestrian Bridge would demand energy such as fuel and electricity, and thus would increase the overall amount of energy demanded by the Proposed Project during construction. However, given the size of the Pedestrian Bridge Variant compared to the overall size of the Proposed Project, the increase in energy demand associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.5, Energy Demand and Conservation.

Greenhouse Gas Emissions

Impacts related to greenhouse gas (GHG) emissions under the Pedestrian Bridge Variant would be the same as those addressed in Section 3.7, Greenhouse Gas Emissions, for the Proposed Project, as the variant would generate a negligible amount of GHG emissions associated with the generation of energy to light the bridge during operation. The only exception to the analysis in Section 3.7 are impacts related to GHG emissions during construction. Construction of the Century Pedestrian Bridge would result in GHG emissions from construction equipment and haul

trucks, and would increase the overall amount of GHG emissions generated by the Proposed Project during construction by approximately [REDACTED]. Given the size of the Century Pedestrian Bridge compared to the overall size of the Proposed Project, the increase in GHG emissions associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.7, Greenhouse Gas Emissions, or the mitigation measures identified to limit these impacts.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under the Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.8, Hazards and Hazardous Materials, for the Proposed Project, as the variant would not utilize hazardous materials during operation, and thus would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions, during operation. In addition, the variant would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during operation for the same reasons, and would not pose a risk a risk to flight operations at LAX as the pedestrian bridge would have a clearance of approximately 14 feet. The only exception to the analysis in Section 3.8 are impacts related to the use hazardous materials during construction and the interference of emergency response times and access during construction. These impacts are discussed further below.

Construction of the Century Pedestrian Bridge would require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners, and construction of the variant could increase opportunities for the accidental release of hazardous materials, thereby increasing the risk of exposure to site occupants. However, like other elements of the Proposed Project, construction of the Century Pedestrian Bridge would be required to adhere to numerous laws and regulations that govern the transportation and management of hazardous materials that would reduce potential hazards. This impact is the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to the use of hazardous materials during construction.

Construction of the Century Pedestrian Bridge would result in the full closure of West Century Boulevard for three nights during Phase 1 and one night during Phase 3, and the closure of select lanes on West Century Boulevard for three to four nights during Phases 2 and 4. These temporary closures would create barriers and/or obstacles for emergency responders that could affect emergency responses times and emergency access. The Century Pedestrian Bridge would be incorporated into the Proposed Project's Construction Management Plan, which would be prepared to minimize disruptions to traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses during periods in which road access would be limited or blocked, and schedule worker and construction equipment delivery to avoid peak traffic hours. Implementation of such a Construction Management Plan would ensure that emergency response or evacuation would not be substantively impaired during construction. This impact is the same in

scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to emergency response times and access.

In summary, impacts related to hazards and hazardous materials under the Century Pedestrian Bridge Variant would not change the analysis or conclusions in Section 3.8, Hazards and Hazardous Materials.

Hydrology and Water Quality

Impacts related to hydrology and water quality under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.9, Hydrology and Water Quality, for the Proposed Project, as runoff from the variant would be managed in accordance with existing regulations, and thus would not result in an impact to water quality during operation. In addition, the variant would not add any additional impervious surfaces, and thus would not impact ground water recharge or substantially alter the existing drainage pattern of the site or area, which could result in erosion or siltation or flooding on- or off-site. The only exception to the analysis in Section 3.9 are impacts related to water quality during construction, which is discussed below.

Construction of the Century Pedestrian Bridge Variant could increase opportunities for spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants on the Project Site. Construction of the Century Pedestrian Bridge would be required to adhere to numerous laws and regulations designed to reduce or eliminate construction-related water quality effects, including the NPDES General Construction Permit and the City's Municipal Code Section 10-208 (Low Impact Development Requirements). In addition, construction would be required to implement mitigation that would require adherence to these requirements. This impact is the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to water quality during construction. As a result, the Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.9, Hydrology and Water Quality, or the mitigation measures identified to limit these impacts.

Noise and Vibration

Impacts related to noise and vibration under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.11, Noise and Vibration, for the Proposed Project, as the Century Pedestrian Bridge would not generate any noticeable noise and vibration during operation. The only exception to the analysis in Section 3.11 are impacts related to noise and vibration during construction, which are discussed below.

Construction of the Century Pedestrian Bridge would cause temporary construction noise and vibration at the same time as other construction on the Project Site, and would occur during both the daytime and evening hours, similar to the Proposed Project. The noise and vibration levels from the pieces of equipment that would be used during the construction of the Century Pedestrian Bridge would be the same as the noise and vibration levels generated by the Proposed

Project. However, construction of the variant would place construction noise and vibration closer to nearby sensitive receptors (see Figures 3.11-2 and 3.11-3). Single family residential uses (R1) are located approximately 310 feet to the northwest of the Arena Site, across West Century Boulevard and Prairie Avenue, and the north portal of the Century Pedestrian Bridge would be located about 260 feet from these uses, an decrease in distance between construction and the residences of 50 feet. In addition, multi-family residential uses with HPSP area (R21) that are currently under construction are located approximately 900 feet north of the Arena Site, and the variant would be located about 750 feet from these uses, an increase of approximately 150 feet.

Under the Proposed Project, construction noise at the sensitive receptors discussed above would not exceed a threshold of 20 dBA Lmax increase over base ambient noise levels. At R1 the noise increase under the Proposed Project would be 2.6 dBA during the daytime and 7.1 dBA during the nighttime while the noise increase at R21 under the Proposed Project would be -6.9 dBA during the daytime and -2.4 dBA during the nighttime. While the Century Pedestrian Bridge would be located about 50 feet closer to these receptors than the Proposed Project, the increase in construction noise at the receptors as a result of the variant would be less than 3 dBA, not be substantial enough to exceed the construction noise threshold. In addition, under the Proposed Project, construction vibration at R1 and R21 would not exceed the vibration threshold of 0.3 PPV in/sec for structural damage and 72 VdB for human annoyance. The vibration level at R1 under the Proposed Project was estimated to be 0.002 PPV in/sec (54.1 VdB) while the vibration level at R21 under the Proposed Project was estimated to be 0.000 PPV in/sec (38.1 VdB). Again, while the north portal of the Century Pedestrian Bridge would be located about 50 feet closer to these receptors than the Proposed Project, the increase in construction vibration at these receptors would not be substantial enough to exceed the vibration thresholds for structural damage and human annoyance.

These impacts are similar in scope and magnitude to the impacts described for the Proposed Project, and thus would not increase the overall severity of impacts with respect to construction noise and vibration. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.11, Noise and Vibration, or the mitigation measures identified to limit these impacts.

Public Services

Impacts related to public services under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.13, Public Services, for the Proposed Project, as this variant would not add employees and visitors to the Project Site, and thus would not place additional demands on police services, fire and emergency services, parks and recreation facilities, and public schools during operation. The only exception to the analysis in Section 3.13 are impacts related to the provision of fire and emergency medical services during construction. Construction of the Century Pedestrian Bridge would marginally increase the amount of construction compared to that under the Proposed Project, and the additional construction activity associated with the Pedestrian Bridge Variant could result in a slight increase in calls for service to local first responders from the Project Site. These impacts are the same in scope and magnitude to those

described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to public services. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.13, Public Services.

Transportation and Circulation

The Century Pedestrian Bridge Variant would not alter in any way the trip generation or travel demand characteristics that are described for the Proposed Project in Section 3.14, Transportation and Circulation. The addition of a pedestrian bridge across West Century Boulevard would provide pedestrians an alternate path to cross between the Project Site and the HPSP area to the north where they may be walking to and from HPSP retail and food and drink businesses, or parking lots and garages. As discussed further below, the addition of the Century Pedestrian Bridge would reduce use of sidewalks and crosswalks along and across West Century Boulevard, and as such would increase the vehicular capacity of the intersection of West Century Boulevard and South Prairie Avenue. In addition, as described above, during construction of the Century Pedestrian Bridge there would be a limited number of temporary closures of West Century Boulevard.

During the pre- and post-event periods for major events at the Proposed Project, the east leg crosswalk at the Prairie Avenue/Century Boulevard intersection is projected to carry a high volume of pedestrians (e.g., approximately 3,500 pedestrians per hour during the post-event hour). This volume of pedestrian traffic cannot be accommodated within the current 12-foot crosswalk. Hence, a project mitigation recommends that this crosswalk be widened to 20 feet. The Century Pedestrian Bridge Variant would substantially reduce the pedestrian demand for this crosswalk, thereby eliminating the need to widen it. Further, the reduction in pedestrian flows in this crosswalk would benefit traffic operations. Approximately 400 vehicles are anticipated to turn right from northbound Prairie Avenue onto eastbound Century Boulevard during peak hours with a major event. Pedestrian traffic on the east leg of the crosswalk at the Prairie Avenue/Century Boulevard intersection would constrain this turning movement. The Century Pedestrian Bridge Variant would benefit traffic operations in the area during the event by reducing the number of pedestrians using this crosswalk, and thereby increasing the capacity of this intersection to accommodate vehicles turning right from northbound Prairie Avenue onto eastbound Century Boulevard.

The Century Pedestrian Bridge Variant would likely also shift some pedestrians from using the south side of Century Boulevard east of the Proposed Project to the north side. This effect is considered beneficially because the south side of Century Boulevard (east of the plaza) consists of an eight-foot sidewalk that would be heavily traveled and operate at LOS E. In contrast, the north side is expected to be sparsely used and operate at LOS A. The Century Pedestrian Bridge Variant would better disperse these pedestrian flows, thereby creating an improved pedestrian walking experience.

With the exception of the above, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.14, Transportation and Circulation, or the mitigation measures identified to limit these impacts.

Utilities and Service Systems

Impacts related to utilities and service systems under the Pedestrian Bridge Variant would be the same as those addressed in Section 3.15, Utilities and Service Systems, for the Proposed Project, as the variant would not add employees and visitors to the Project Site, and thus operation of the Century Pedestrian Bridge would not create additional demand for water supply, generate additional wastewater or solid wastes. In addition, the variant would not increase the amount of impervious surface associated with the Proposed Project, and thus would not create additional demand for storm drain capacity. The only exception to the analysis in Section 3.15 are impacts related to the generation of solid waste during construction, which are discussed below.

Construction of the Century Pedestrian Bridge would result in the generation of various construction waste including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-recyclable construction related wastes. As a result, the additional construction activity associated with the Century Pedestrian Bridge could result in a minor overall increase in amount of solid waste generated by the Proposed Project. The Proposed Project would be constructed in a manner to qualify for LEED Gold certification in the Building Design + Construction (BD+C) category, and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. Therefore, in addition to complying with State requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor, construction of the Century Pedestrian Bridge would adhere to LEED Gold standards to minimize the total volume of construction waste that would be landfilled, similar to the Proposed Project. This impact would be the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the impacts of the Proposed Project with respect to utilities and service systems. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.15, Utilities and Service Systems, or the mitigation measures identified to limit these impacts.

Other Topics

Impacts associated with cultural and tribal cultural resources would not change as the Century Pedestrian Bridge Variant would not result in an increase in the amount of soil disturbance associated with the Proposed Project. In addition, impacts associated with geology and soils would not change as the construction and installation of the Century Pedestrian Bridge would adhere to state and local building codes. Impacts related to land use and planning would not change as the Century Pedestrian Bridge Variant is a transportation conveyance and not a land use and no change in the land use designation of the Arena Site and HPSP area would be required. Finally, impacts associated population, employment, and housing would not change as construction of Century Pedestrian Bridge would use existing construction workers; no additional construction workers would be required.

5.2.4 Conclusion – Century Pedestrian Bridge Variant

As described above, implementation of the Century Pedestrian Bridge Variant would result in the same or similar significant impacts as those described in Chapter 3 of this Draft EIR. There is one exception to this general statement. As explained above, under the Century Pedestrian Bridge Variant, the recommended mitigation measure to widen the east leg crosswalk of the Prairie Avenue/Century Boulevard intersection to 20 feet would no longer be required because pedestrian demand for this crosswalk during event peak hours would decrease. No new significant impacts would be generated under this Variant. While there would be some minor increases in construction-related impacts, the Century Pedestrian Bridge Variant would generate beneficial effects related to pedestrian access and vehicular circulation.

5.3 Alternate Prairie Access Variant

5.3.1 Description

The Alternate Prairie Access Variant (Prairie Access Variant) would expand the size of the Arena Site by adding two additional parcels to the Project Site: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see Figure 2-21 in Chapter 2, Project Description). These two parcels currently contain a triplex and a single-family home, respectively. Under this variant, the properties would be acquired through voluntary sales agreements between the current property owners and the project applicant. Incorporation of these parcels into the Arena Site would increase the Project Site by approximately 8,400 square feet to a total of 28.3 acres.

Under the Alternate Prairie Access Variant, the two parcels would be acquired by the applicant, the existing structures demolished, and the properties cleared and prepared for development. Under this variant, the vehicular access to/from South Prairie Avenue would be moved 75 feet to the south, and this shift would result in a straight east-west alignment for the southernmost access road with West 103rd Street. The pickup/drop-off area would be reconfigured, and two new driveways to/from South Prairie Avenue to the pickup/drop-off area would be provided. As a result, the area devoted to hardscape and landscaping along South Prairie Avenue would increase by roughly 4,200 square feet.

This variant is being included because the project applicant does not have currently have control of the parcels, and it is unknown whether the parcels may be acquired by the project applicant in the future. For this reason, there is uncertainty about whether these parcels could be added to the Project Site.

The Prairie Access Variant could be incorporated into either the Proposed Project, or the Proposed Project plus the West Century Boulevard Pedestrian Bridge Variant (described in Section 5.2, above).

5.3.2 Variant Design

With the addition of the two additional properties, the Project Site would be expanded and the hardscape and landscape areas connected to the plaza would increase (see **Figure 5-2**). The Prairie Access Variant would slightly expand the plaza and increase the area devoted to hardscape and landscaping along Prairie Avenue by roughly 4,200 square feet (about 0.1 acres). As part of the Alternate Prairie Access Variant, the drop-off area for employees, team members, and visitors to the Arena would also shift slightly south. Site access to South Prairie Avenue would shift approximately 75 feet south to more closely align with West 103rd Street. This shift to the south would also result in a straight east-west alignment for the southernmost access road. However, the overall circulation plan for the Project Site would not materially change.

The removal of the structures on the two properties would occur at the same time as the removal of the existing structures on the Arena Site. Implementation of this variant could also result in the removal of a tree on the property located at 10204 South Prairie Avenue and the removal of three trees on the property located at 10226 South Prairie Avenue.

5.3.3 Comparative Impact Analysis

Aesthetics

Impacts related to aesthetics under the Alternate Prairie Access Variant would be essentially the same as those addressed in Section 3.1, Aesthetics, for the Proposed Project, as there are no scenic vistas in the vicinity of the Project Site and the Project Site is not located within the view shed of an officially designated State or county scenic highway. In addition, under this variant the two properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be developed with hardscape and landscaping, and thus would not add lighting or structures that can produce light and glare. The only ways in which the analysis in Section 3.1 would differ involves impacts related to visual character. Implementation of the variant would slightly modify the view north along the Prairie Avenue corridor that is depicted in Figure 3.1-9. Instead of views of two one-story residential structures with the Arena Structure in the background, the views would consist of hardscape and landscaping that would be similar to the hardscape and landscaping planned for adjacent parcels on the Project Site. Compared to Adjusted Baseline conditions, the change in visual character associated with the Prairie Access Variant would be similar in scope and magnitude to that of the Proposed Project, and thus these changes would not be substantial. As a result, the Alternate Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.1, Aesthetics.

Air Quality

Air quality impacts related to the Prairie Access Variant would be the same as those addressed for the Proposed Project in Section 3.2, Air Quality, because the variant would not result in operational emissions. The only exception to the analysis in Section 3.2 are impacts related to dust and emissions during construction. The Prairie Access Variant would result in dust from demolition and ground disturbance activities on the additional 0.2 acres of property added to the

Project Site, and emissions of ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NO_x]), particulate matter, and toxic air contaminants (TACs) from construction equipment and haul trucks; thus the overall amount of criteria air pollutant emissions, particulate matter, and TACs generated by the Proposed Project during construction would increase a minor amount. Given the small size of the additional area to be disturbed (0.2 acres or 8,400 square feet), the additional construction-related emissions associated with this variant, when combined with the Proposed Project's construction related emissions, would not be substantial enough to exceed SCAQMD thresholds for criteria air pollutants, localized particulate matter emissions, and cancer risk significance and chronic hazard thresholds. As a result, the Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.2, Air Quality, or the mitigation measures identified to limit these impacts.

Biological Resources

Impacts to biological resources under the Prairie Access Variant would be essentially the same as those addressed in Section 3.3, Biological Resources, for the Proposed Project, as no suitable habitats for special-status species occur within the area, including the site of the variant. The only way in which the analysis in Section 3.3 would change relates to impacts from the removal of nesting habitat for resident or migratory bird species and the loss of protected trees. Construction of the Prairie Access Variant would result in the removal on one tree located at 10204 South Prairie Avenue and three trees on the property located at 10226 South Prairie Avenue. As a result, compared to the Proposed Project, this variant would remove slightly more marginal nesting habitat for resident or migratory avian species. In addition, the construction of the Prairie Access Variant would result in the loss of additional trees that are protected under Inglewood Municipal Code Chapter 12, Article 32. These impacts are the same in scope and magnitude to those of the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources. As a result, the Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.3, Biological Resources, or the mitigation measures identified to limit these impacts.

Cultural and Tribal Cultural Resources

Because the Prairie Access Variant would involve the demolition of structures and disturbance of soils that would not be affected by the Proposed Project, impacts to cultural resources under this variant would be different as those addressed in Section 3.4, Cultural and Tribal Cultural Resources, for the Proposed Project. These impacts are further described below.

There are two buildings located at 10204 South Prairie Avenue (Parcel No. 4032-008-002), both of which were constructed in 1952.¹ The first building is a single-story triplex. Entrances for the residences appear to be on the north and south sides of the main building with a secondary (side) façade fronting South Prairie Avenue. The triplex has an irregular footprint and a cross-hipped roof that is clad in composite shingles. The exterior walls are clad in stucco. Windows and doors are modern replacements and there are no distinct architectural details. The second building is a

¹ City of Inglewood Building Permit Application #03226.

detached, double garage. The garage has an L-shaped footprint and a flat roof. Modern roll up garage doors are located on the west façade. It is also clad in stucco and devoid of architectural detailing.

A single family home currently occupies 10226 South Prairie Avenue (parcel 4032-008-006). Assessor's records indicate that the residence was constructed in 1928. The residence appears to have been rectangular in plan originally. A large addition on the south side is visible from the right-of-way. A small addition is visible on aerial photographs. The front gabled roof projects out over a porch that runs the full length of the original, west (primary) façade. The west façade is asymmetrical and includes a single pedestrian door and two aluminum slider windows. The exterior is clad in stucco. Security bars cover many of the windows. No permits were on file with the City, however, there are a number of obvious additions and alterations including the large addition to the south façade, the smaller addition on the east (rear) façade at the southeast corner, replacement of the windows and front door, and the addition of security bars over the window and door openings.

The buildings at 10212 South Prairie Avenue, 10204 South Prairie Avenue, and 10226 South Prairie Avenue were evaluated for eligibility and are not recommended eligible for listing in the National Register or California Register. As such, they do not meet the definition historical resources as outlined in CEQA Guidelines section 15064.5(a)(1) or (2). For this reason, the Proposed Project, including the Alternate Prairie Access Variant, would not have a direct impact on historical resources.

Although the likelihood of encountering prehistoric and/or historic-period archaeological deposits, tribal cultural resources, and unknown human remains is low, like with the remainder of the Project Site it is possible that the construction of the Prairie Access Variant could accidentally disturb such resources during ground disturbing activities. These impacts would be the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources or require additional or changed mitigation measures.

In summary, impacts related to cultural and tribal cultural resources under the Alternate Prairie Access Variant would not change the analysis or conclusions in Section 3.4, Cultural and Tribal Cultural Resources, or the mitigation measures identified to limit these impacts.

Energy Demand and Conservation

Impacts related to energy demand and conservation under the Prairie Access Variant would be essentially the same as those addressed in Section 3.5, Energy Demand and Conservation, for the Proposed Project, as the variant would only add hardscape and landscaping to the Project Site, and thus would not demand energy during operation. The only way in which the impacts of this variant would differ from the analysis in Section 3.5 involve impacts related to energy demand during construction. Demolition of the structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue and the grading of each site would slightly increase the overall

amount of energy demanded by the Proposed Project during the demolition and grading phases of the project construction. Given the small size of properties added under the Prairie Access Variant (0.2 acres) compared to the overall size of the Proposed Project (28 acres), an increase of less than 1 percent, and the fact that the new development would be the same as under the Proposed Project, the increase in energy demand during construction would not be substantial enough to change the analysis or conclusions discussed in Section 3.5, Energy Demand and Conservation.

Geology and Soils

Impacts related to geology and soils under the Alternate Prairie Access Variant would be essentially the same as those addressed in Section 3.6, Geology and Soils, for the Proposed Project. Because this variant would not involve the construction of any additional or different structures, and because the geological, soils, and seismic characteristics of the additional properties are the same as those of the Project Site, this variant would not expose people or structures to potential substantial adverse effects involving seismic hazards, unstable soils, and/or expansive soils.

The only ways in which the analysis in Section 3.6 would differ under this variant involve impacts related to erosion and the disturbance of paleontological resources during ground disturbing activities. Construction of the Prairie Access Variant would expose an additional 8,400 square feet of soil to water- and/or wind-driven erosion. In addition, although the likelihood of encountering a unique paleontological resource is low, it is possible that the disturbance of an additional 8,400 square feet of soil associated with the Alternate Prairie Access Variant could disturb these resources. Because these properties would add less than 1 percent to the size of the Project Site, these impacts are the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to geology and soils, and would not require any changes to mitigation measures described in Section 3.6. As a result, the variant would not change the analysis or conclusions discussed in Section 3.6, Geology and Soils, or the mitigation measures identified to limit these impacts.

Greenhouse Gas Emissions

Impacts related to GHG emissions under the Prairie Access Variant would be essentially the same as those addressed in Section 3.7, Greenhouse Gas Emissions, for the Proposed Project, as the variant would add hardscape and landscaping to the Project Site, and thus would not involve uses that would generate GHG emissions during operation. The only way in which the analysis would differ from that presented in Section 3.7 involves impacts related to GHG emissions during construction. Demolition, grading, and construction on the Prairie Access Variant properties would result in minor increases in GHG emissions from construction equipment and haul trucks, and would increase the overall amount of GHG emissions generated by the Proposed Project during construction by [REDACTED]. Given the small increase in the GHG emissions from the Prairie Access Variant compared to the overall GHG emissions of the Proposed Project, the increase in

GHG emissions associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.7, Greenhouse Gas Emissions, and no new or different mitigation measures would be required.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under the Prairie Access Variant would be essentially the same as those addressed in Section 3.8, Hazards and Hazardous Materials, for the Proposed Project, because this variant would not increase or change the use of hazardous materials during operation, and thus would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions, during operation. In addition, the Prairie Access Variant would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during operation for the same reasons and would not result in a risk a risk to flight operations at LAX as the variant would not change the size of, or materially change the location of structures constructed under the Proposed Project. The only way in which the analysis in Section 3.8 would differ would involve impacts related to the use hazard materials during construction and the accidental release of hazardous materials due to existing site contamination. These impacts are discussed further below.

Because the Prairie Access Variant site would be slightly larger than under the Proposed Project, this variant would require a slightly greater use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners, and construction of the variant could increase opportunities for the accidental release of hazardous materials, thereby slightly increasing the risk of exposure to site occupants. However, like the Proposed Project, construction of the Prairie Access Variant would be required to adhere to numerous laws and regulations that govern the transportation and management of hazardous materials that would reduce potential hazards.

In addition, while the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are not located on a government database of known hazardous materials sites, the property located across the street at 10223 South Prairie Avenue is located on a government database of known hazardous materials sites. Records show the site contained one 2,000-gallon underground storage tank (UST) and two 4,000-gallon USTs for storage of “product.” The available records do not indicate releases to the subsurface, and no soil or groundwater data are available for this site. In the event that contamination occurred at 10223 South Prairie Avenue and migrated to the east to the variant properties, construction workers involved in grading on the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue potentially could be exposed to unknown contamination. The impacts described above are the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project’s impacts with respect to hazards and hazardous materials. As a result, the variant would not change the analysis or conclusions discussed in

Section 3.8, Hazards and Hazardous Materials, or the mitigation measures identified to limit these impacts.

Hydrology and Water Quality

Although under this variant the Project Site would be slightly larger (less than 1 percent), impacts on hydrology and water quality under the Prairie Access Variant would be essentially the same as those addressed in Section 3.9, Hydrology and Water Quality, for the Proposed Project, since the runoff from the variant would be managed in accordance with existing regulations, and thus would not result in an impact to water quality during operation. In addition, while the Prairie Access Variant would add a minor amount of impervious surfaces (less than 8,400 square feet), the underlying, predominantly clayey soils at the Project Site, including the two parcels, have low permeability and provide very little groundwater recharge through percolation of soils. For this reason, despite the slight increase in impervious surface under this variant, it would not significantly impact ground water recharge. Finally, while the Prairie Access Variant would alter the existing drainage pattern of the two parcels, development of the sites with hardscape and landscaping would comply NPDES regulations, which in turn would reduce associated erosion, sedimentation, and/or flooding on and off the parcels. The only exception to the analysis in Section 3.9 are impacts related to water quality during construction, which is discussed below.

The use of additional pieces of construction equipment and other vehicles under the Prairie Access Alternative could increase opportunities for spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants on the Project Site. In addition, construction would expose an additional 8,400 square feet of soil to erosion, and thus could degrade quality of storm water leaving the Project Site. Finally, the slight increase in impervious surface on the overall Project Site would further alter the drainage pattern on the Arena Site, and thus would increase slightly increase the amount of stormwater leaving the site. Nevertheless, impacts described above would be the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to hydrology and water quality.

In summary, impacts related to hydrology and water quality under the Prairie Access Variant would not change the analysis or conclusions in Section 3.9, Hydrology and Water Quality, or the mitigation measures identified to limit these impacts.

Land Use and Planning

Impacts related to land use and planning under the Alternate Prairie Access Variant would be the same as those addressed in Section 3.10, Land Use and Planning, for the Proposed Project, as the addition of the two properties under this variant would not physically divide an established community. In addition, as the hardscape and landscaping proposed on the two parcels would not change the function and size of the land uses proposed under the Proposed Project, the variant would not result in conflicts with regional and local land plans adopted for the purpose of avoiding or mitigating an environmental effect. In particular, Land Use Element Goal states that

the City should “[f]oster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.” The properties at 10204 and 10226 South Prairie Avenue are currently located in the 65-70 noise aircraft noise contour from LAX. Further, as disclosed in Section 3.9, Noise, the current roadway noise measured at the site on South Prairie Avenue is between 68.9 and 70.8 dBA. Thus, the removal of the current residences would not be inconsistent with the goals and objectives of the Land Use Element.

The two properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are currently designated Commercial in the City of Inglewood General Plan and are zoned C-2A, Airport Commercial, and these land use designations would not change under the Prairie Access Variant. The C-2A zone is intended for commercial uses with special allowance for airport-related uses such as hotels and motels, and auto rental uses. While residential uses are not explicitly prohibited in the C-2A zone, new or expanded residential uses are prohibited.² Under the Prairie Access Variant, the land uses on the parcels would change from residential to hardscape and landscaping integrated into the Arena development, and thus would be compatible with surrounding land uses. As a result, the variant would not change the analysis or conclusions discussed in Section 3.10, Land Use and Planning.

Noise and Vibration

Since this variant would not generate noise or vibration during operation, impacts related to noise and vibration under the Prairie Access Variant would be improved compared to those addressed for the Proposed Project and described in Section 3.11, Noise and Vibration. The only area in which the impacts described in Section 3.9 would be increased are impacts related to noise and vibration during construction, which is discussed below.

Construction of the Prairie Access Variant would cause temporary construction noise and vibration, and would occur at the same time as the other structures along South Prairie Avenue are being demolished. In addition, construction of the variant would only occur during the daytime hours; no nighttime demolition and grading is expected. The noise and vibration levels from the pieces of equipment that would be used during the construction of the Prairie Access Variant would be the same as the noise and vibration levels generated by the construction of the Proposed Project. In addition, several sensitive receptors are located in the vicinity of the variant site. The closest sensitive receptors are a single-story religious facility (R7), located approximately 90 feet to the west of and across South Prairie Avenue from the two properties, and another religious facility (R17) located directly adjacent to the south of the property located at 10226 South Prairie Avenue; these sensitive receptors are also located the same distance from the Project Site.

The noise increase at R7 during construction of the Proposed Project would be 2.0 dBA over base ambient noise levels while the noise increase at R17 during construction of the Proposed Project would be 54 dBA over base ambient noise levels. While the increase in noise during construction

² City of Inglewood Municipal Code, Chapter 12, Article 7.1, Section 12-24.14.

at R7 would not be substantial, the increase in noise during construction at R17 would exceed the threshold of 20 dBA Lmax increase over base ambient noise levels. In addition, the vibration level at R7 during construction of the Proposed Project is expected to be up to 0.010 PPV in/sec (68.2 VdB) while the vibration level at R17 during construction of the proposed project is expected to be up to 0.012 PPV in/sec (69.6 VdB). However, these vibration levels would not be enough to exceed the 0.3 PPV in/sec threshold for structural damage and the 72 VdB threshold for human annoyance.

As the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are located the same distance away from the sensitive receptors discussed above as the Proposed Project, demolition and grading on these parcels would result in the same levels of construction noise and vibration at these receptors. As a result, the Alternate Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.11, Noise and Vibration, or the mitigation measures identified to limit these impacts.

The removal of the 10204 and 10226 South Prairie Avenue residential properties would eliminate existing adverse noise conditions and would avoid significant impacts described under the Proposed Project scenario. The Prairie Access Variant would remove four housing units that are currently in the 65-70 dBA LAX aircraft noise contour. Further, it would eliminate exposure of residents at these properties to significant impacts to these same properties from noise generated by amplified noise from plaza events and from event-related traffic conditions on South Prairie Avenue during the Weekday Post-Event period. As such, the impacts of noise generated by Proposed Project operations would be less than described in Chapter 3.9.

Population, Employment, and Housing

Most of the impacts related to population, employment, and housing under the Prairie Access Variant would be the same as those addressed in Section 3.12, Population, Employment, and Housing, for the Proposed Project, because compared to the Proposed Project this variant would not require additional construction workers, and would not add additional employees and visitors to the Project Site over the long-term. As a result, the Alternate Prairie Access Variant would not induce substantial unplanned population growth in the area.

However, unlike the Proposed Project, this variant would result in the removal of four housing units. The structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are residential uses and are currently occupied by renters. Based on an average household size of 3.0 people per unit in the City of Inglewood,³ it is assumed that approximately nine residents occupy the triplex located at 10204 South Prairie Avenue and three residents occupy the single-family home at 10226 South Prairie. As a result, implementation of the variant would result in the loss of four rental housing units and relocation a total of 12 residents.

³ U.S. Census, 2017. *American Community Survey 1-Year Estimates Table B25032 Tenure by Units in Structure.*

As described in Section 3.12, under CEQA, a significant impact would occur where there would be displacement of a substantial number of existing people or housing units necessitating the construction of replacement housing elsewhere. In this case, the loss of four housing units, with an estimated 12 residents, could not be considered significant because the units represent such a small percentage of the City's housing stock. With an existing housing stock of 38,691 under Adjusted Baseline conditions, the loss of units under this variant would represent a decrease in the City's housing stock of approximately 0.01 percent. In addition, under cumulative conditions an additional 6,713 units would be added to the City's housing stock (see Chapter 3.0).

With such a small reduction in the number of units in the City, and in light of the current cumulative expectation of construction of more than 6,700 future units in the City, it is highly unlikely that the loss of four units as a result of this variant would result in the construction of replacement housing elsewhere. Therefore, this impact would be considered **less than significant**.

Transportation and Circulation

The Prairie Access Variant would not alter in any way the trip generation or travel demand characteristics that are described for the Proposed Project in Section 3.14, Transportation and Circulation. As described above, the implementation of this variant would make minor alterations in the alignment of the Prairie Avenue access to the Project Site, moving the access approximately 75 feet south to better align with the existing intersection of 103rd Street and South Prairie Avenue. This shift to the south would also result in a straight east-west alignment for the southernmost access road within the Project Site. However, the overall circulation plan for the Project Site would not materially change.

As proposed in the Proposed Project, the South Parking Garage driveway onto South Prairie Avenue would be restricted to inbound and outbound right-turns at all times. This design in part was related to the relatively short distance between the driveway location and the South Prairie Avenue/103rd Street intersection. With the Prairie Access Variant, the driveway would be located across from 103rd Street, potentially allowing left-turns to occur at the driveway without interfering with left-turns at 103rd Street during non-event periods (with the variant, the driveway would still be restricted to right-turns only during event periods as part of the Project's TMP so as to not interfere with event access to and from the West Parking Garage). Therefore, this variant would improve access to the South Parking Garage during non-event periods. Also, the resultant straight east-west alignment of the southernmost access road within the Project site would improve circulation within the Project site.

The Prairie Access Variant would not materially change the analysis or conclusions discussed in Section 3.14, Transportation and Circulation, or the mitigation measures identified to limit those impacts.

Utilities and Service Systems

Impacts related to utilities and service systems under the Prairie Access Variant would be the same as those addressed in Section 3.15, Utilities and Service Systems, for the Proposed Project, as the variant would not add employees and visitors to the Project Site, and thus would not create additional demand for water supply, generation of wastewater and solid waste service over the long term. In fact, the removal of four units on the two parcels would marginally reduce operational demand for water supplies and generation of wastewater, and solid waste service that originate from the subject properties. The only differences in the analysis presented in Section 3.13 involve impacts related to water supply and solid waste service during construction and storm drain capacity during operation. These impacts are discussed further below.

Construction of the Prairie Access Variant would require the use of water on-site for various purposes including dust control, concrete mixing, and sanitation. In addition, construction of the variant would result in the generation of various construction wastes including recyclable and non-recyclable demolition wastes. As discussed above, the Proposed Project would apply for LEED certification and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. In addition to complying with State requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor, construction of the Prairie Access Variant would adhere to LEED Gold standards to minimize the total volume of construction waste that would be landfilled, similar to the Proposed Project.

The slight increase in impervious surface on the overall Project Site as a result of the variant would slightly increase the amount of stormwater leaving the site. However, given that the Prairie Access Variant would increase the overall size of the Project Site by less than 1% (0.2 acres), the increase in stormwater associated with the variant would not be substantial enough to require additional drainage capacity.

These impacts are the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to utilities and service systems. As a result, the Alternative Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.15, Utilities and Service Systems, or the mitigation measures identified to limit these impacts.

Other Topics

Impacts associated with public services would not change as, compared to the Proposed Project, the Prairie Access Variant would not add employees and visitors to the Project Site, and thus would not place increased demands on police service, fire and emergency medical service, schools, and parks during operation. In addition, the demolition of the structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue and the subsequent grading of the parcels would occur over a relatively short period of time (1-2 days), and thus would not substantially increase calls for service from local first responders during construction.

5.3.4 Conclusion – Alternate Prairie Access Variant

As described above, implementation of the Prairie Access Variant would result in the same or similar significant impacts as those described in Chapter 3 of this Draft EIR. No new significant impacts would be generated under this Variant. Although there would be removal of four existing residential units in commercial zones along South Prairie Avenue, the Alternate Prairie Access Variant would generate beneficial effects and avoid significant impacts related noise exposure to residents of the affected housing units and would improve circulation to and from the Project Site from South Prairie Avenue.

5.3.5 Combined Impacts of Variants

The West Century Boulevard Pedestrian Bridge and the Alternate Prairie Access Variants are, as noted above, not mutually exclusive. Thus, both variants could be included in the Proposed Project.

The variants adjust different parts of the project site, and address different concerns. For this reason, the combined effects of the variants, in the event both are implemented, consist of their arithmetic sum; there are no impacts where the combined effects would be greater than this sum. No new or substantially more severe impacts would occur. The same mitigation measures would apply.

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