CHAPTER 2
Project Description

2.1 Introduction

This chapter presents information regarding the components and characteristics of the proposed Inglewood Basketball and Entertainment Center (IBEC, or Proposed Project) and the discretionary approvals required for its implementation. This chapter describes the site where the Proposed Project would be located (Project Site). The Project Site encompasses four, specific locations where different features of the Proposed Project would be located, which are each described in more detail below:

- *Arena Site*: The central part of the Project Site. The features located on the Arena Site would include the Arena Structure, practice facility, sports medicine clinic, team offices, privately owned outdoor plaza, community space, retail/restaurants, a parking structure, and related development;
- *West Parking Garage Site*: The part of the Project Site west of the Arena Site, across South Prairie Avenue. The features located on the West Parking Garage Site would include a multi-level parking structure to serve patrons of the Arena Site;
- *East Transportation and Hotel Site*: The portion of the Project Site east of the Arena Site, across South Doty Avenue. The East Transportation and Hotel Site would include a three-story parking garage located on a portion of the site fronting West Century Boulevard, along with a paved surface lot area on a portion of the site fronting West 102nd Street. The ground floor of the parking garage and the surface lot area would serve as a transportation hub. The transportation hub would include a staging and parking area for coach buses and micro-transit vehicles, a passenger loading area, and a staging/queuing area for transportation network company (TNC) vehicles such as Uber and Lyft vehicles, and taxis serving the Arena Site.[1] The second and third floors of the garage would provide parking for patrons of the Arena Site. The east side of the East Transportation and Hotel Site would include a limited service 150-room hotel and associated parking facilities; and
- *Well Relocation Site*: The portion of the Project Site immediately east of the Arena Site. The Well Location Site would contain a relocated City-owned and -operated potable water well.

[1] The East Transportation and Hotel Site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, micro-transit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.

2.2 Project Location

As presented in **Figure 2-1**, the Project Site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown Los Angeles. The Project Site is located immediately to the south of the Hollywood Park Specific Plan (HPSP) area, across West Century Boulevard. Within the HPSP area, a new National Football League stadium (NFL Stadium),[2] the future home of the Los Angeles Rams and Los Angeles Chargers teams, is under construction. The HPSP also authorizes development of retail, office, residential, special events venue, and parking development. The Forum, an approximately 17,500-seat entertainment venue, is located approximately 0.75 miles north of the Project Site, near the intersection of South Prairie Avenue and Manchester Boulevard. The Project Site is located approximately 1.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.5 miles north of the Hawthorne Municipal Airport. The areas surrounding the four locations within the Project Site are generally comprised of industrial, commercial, and residential uses, along with other uses such as religious and educational facilities.

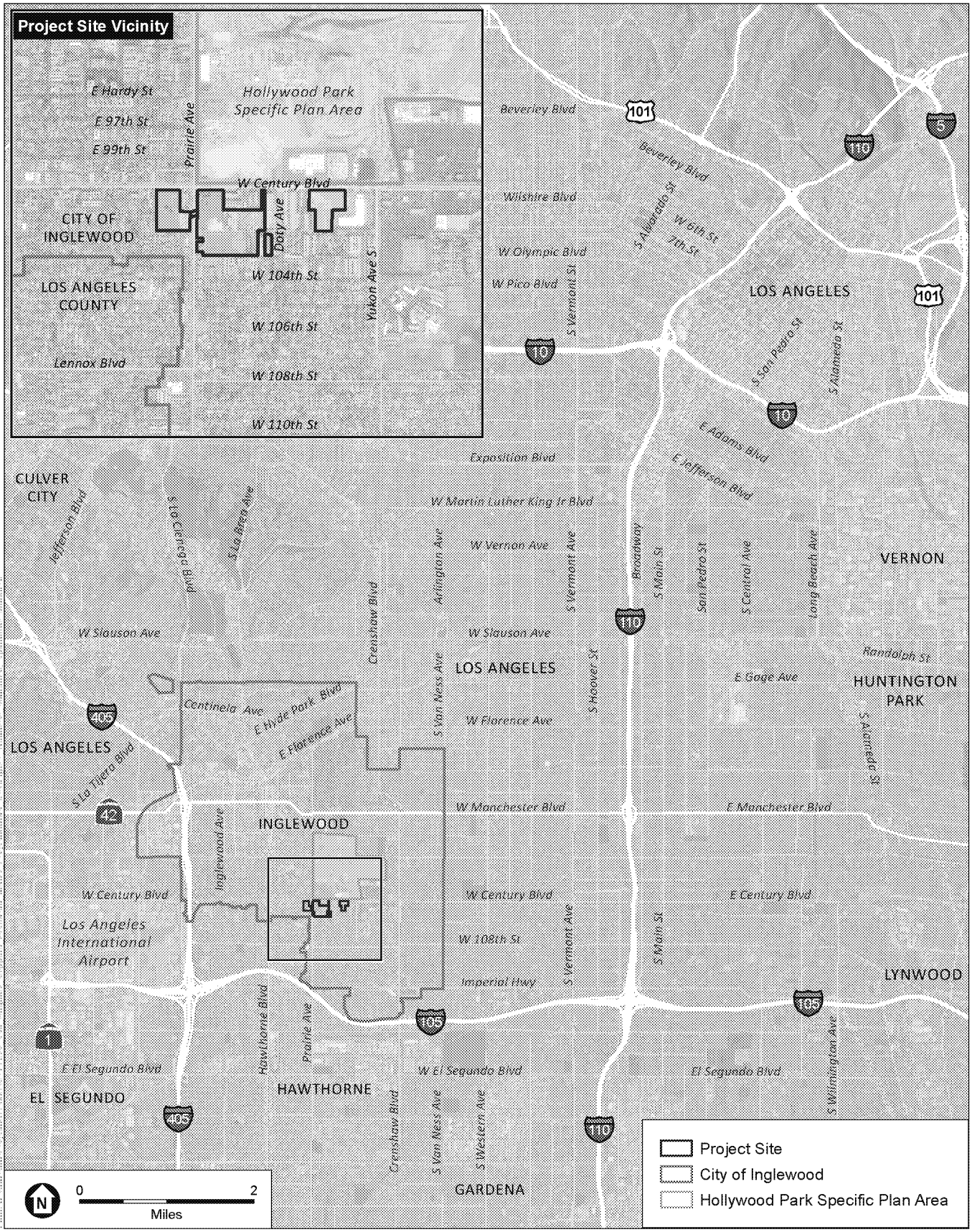
The Project Site is served by a network of transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the San Diego Freeway (I-405) located approximately 1.5 miles to the west; the Glenn Anderson Freeway, also known as the Century Freeway (I-105), located approximately 1 mile to the south; and the Harbor Freeway (I-110) located approximately 3.5 miles to the east.

Local access is provided by West Century Boulevard that borders the Project Site on the north and is a commercial corridor that runs east–west through the City of Inglewood. South Prairie Avenue is also a major commercial corridor which passes through the Project Site between the Arena Site to the east and the West Parking Garage Site to the west, and provides north–south access through the City of Inglewood and beyond.

The Project Site is less than 1 mile from the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line's Hawthorne/Lennox Station (see Figure 3.14-4 in the Transportation and Circulation section). The Metro Green Line provides light rail service between Redondo Beach and Norwalk. The route also serves the communities of El Segundo, Hawthorne, South Los Angeles, Lynwood, and Downey.

Currently under construction, the Metro Crenshaw/LAX Line will provide a new light rail connection between the existing Metro Exposition Line and the Metro Green Line. The Crenshaw/LAX Line will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Crenshaw/LAX Line will also provide light rail service to LAX.[3] Three stations associated with the Metro Crenshaw/LAX

[2] This stadium is currently referred to the Los Angeles Stadium and Entertainment District at Hollywood Park.
[3] Metro Crenshaw/LAX Transit Project. Available: https://www.metro.net/projects/crenshaw_corridor/. Accessed June 25, 2018.



SOURCE: Esri, 2016; USDA, 2016; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-1
Regional Map

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Line are planned in the City of Inglewood: the Downtown Inglewood Station located approximately 1.6 miles to the north of the Project Site, the Westchester/Veterans Station located approximately 2 miles northwest of the Project Site, and the Fairview Heights station located approximately 2 miles north of the Project Site. Construction of the Metro Crenshaw/LAX Line is currently underway, and is estimated to be completed in 2019.[4] The Project Site is also served by multiple Metro bus lines including bus lines 117 and 212/312.

2.3 Project Objectives

CEQA Guidelines section 15124(b) establishes that the Project Description must include a statement of the objectives to be achieved by the Proposed Project. Because the Proposed Project would involve the sale of property owned by the City of Inglewood and the City of Inglewood as Successor Agency to the City Inglewood Redevelopment Agency, the vacation of portions of City-owned streets, potential condemnation actions to acquire privately owned, non-residential parcels, as well as development of the proposed uses by the project applicant, the project objectives for the Proposed Project include both the stated objectives of the City of Inglewood, as well as the stated objectives of the project applicant, Murphy's Bowl LLC.

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

1. Support the revitalization of the City of Inglewood, promote the City as a premiere regional sports and entertainment center recognized at the local, regional, national, and international levels, and support its City of Champions identity by bringing back a National Basketball Association (NBA) franchise to the City.
2. Facilitate a project that promotes the City's objectives related to economic development, and that enhances the general economic health and welfare of the City by encouraging viable development, stimulates new business and economic activity, and increases City revenue (property, sales, admissions and transient occupancy taxes).
3. Expand the opportunities for the City's residents and visitors to participate in a wide range of sporting, cultural, civic and business events.
4. Strengthen the community by providing public and youth-oriented space, outdoor community gathering space, and outdoor plazas.
5. Transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City.
6. Encourage sustainable, modern, integrated development that includes coordinated traffic event management strategies, encourages public transit opportunities to the Project Site, provides safe and adequate pedestrian circulation, and reflects a high level of architectural design quality and landscape amenities.
7. Establish a world class basketball and event center that increases sports and entertainment employment and construction-related employment opportunities in the City of Inglewood.

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

8. Achieve the objectives described above in an expeditious and environmentally conscious manner.

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

1. **Build the long-term home of the LA Clippers NBA basketball team.**
    a. Construct a state-of-the-art multi-purpose basketball and entertainment center with a capacity of up to 18,000 fixed seats to host LA Clippers home games beginning in the 2024–2025 NBA season.
    b. Locate a basketball and entertainment center on a site that is geographically desirable and accessible to the LA Clippers' current and anticipated fan base.
    c. Consolidate LA Clippers team operations and facilities in a single location that includes practice facilities, team executive and management offices, a sports medicine clinic, and adequate parking for both events and daily operations.
    d. Design and develop the basketball and entertainment center to accommodate up to 18,500 attendees for other entertainment, cultural, sporting, business and community events when not in use for LA Clippers home games.
    e. Create a lively, visitor- and community-serving environment year-round for patrons, employees, community members, and visitors to the surrounding neighborhood and nearby sports and entertainment venues by providing complementary on-site retail, dining, and/or community spaces.
    f. Contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.

2. **Develop a financially viable Project that is constructed and operated from private funding sources.**
    a. Locate the Proposed Project on a site that can be readily assembled and entitled to enable the feasible development of the Proposed Project to host the LA Clippers home basketball games in the 2024–2025 NBA season.
    b. Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems, patron amenities, and other features.
    c. Enhance the future success of the Proposed Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Proposed Project.
    d. Support the financial viability of the Proposed Project by developing sufficient complementary on-site uses to enhance the productive use of the site on event and non-event days, including retail, dining, and potential hotel uses.

3. **Design a Project that is synergistic with nearby existing and proposed uses and incorporates state-of-the-art urban design and venue design principles.**
    a. Locate the Proposed Project on a site near other existing and planned mixed-use development to create a dynamic, year-round sports and entertainment district destination.

b. Develop the basketball and entertainment center with features that enhance the Proposed Project sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.

c. Create inviting and appropriately scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.

d. Develop the Proposed Project to meet high-quality urban design and sustainability standards.

e. Design the Proposed Project to take advantage of existing and planned public transit, and incorporate appropriate vehicular, pedestrian, and bicycle access and amenities that encourage sustainable transportation options.

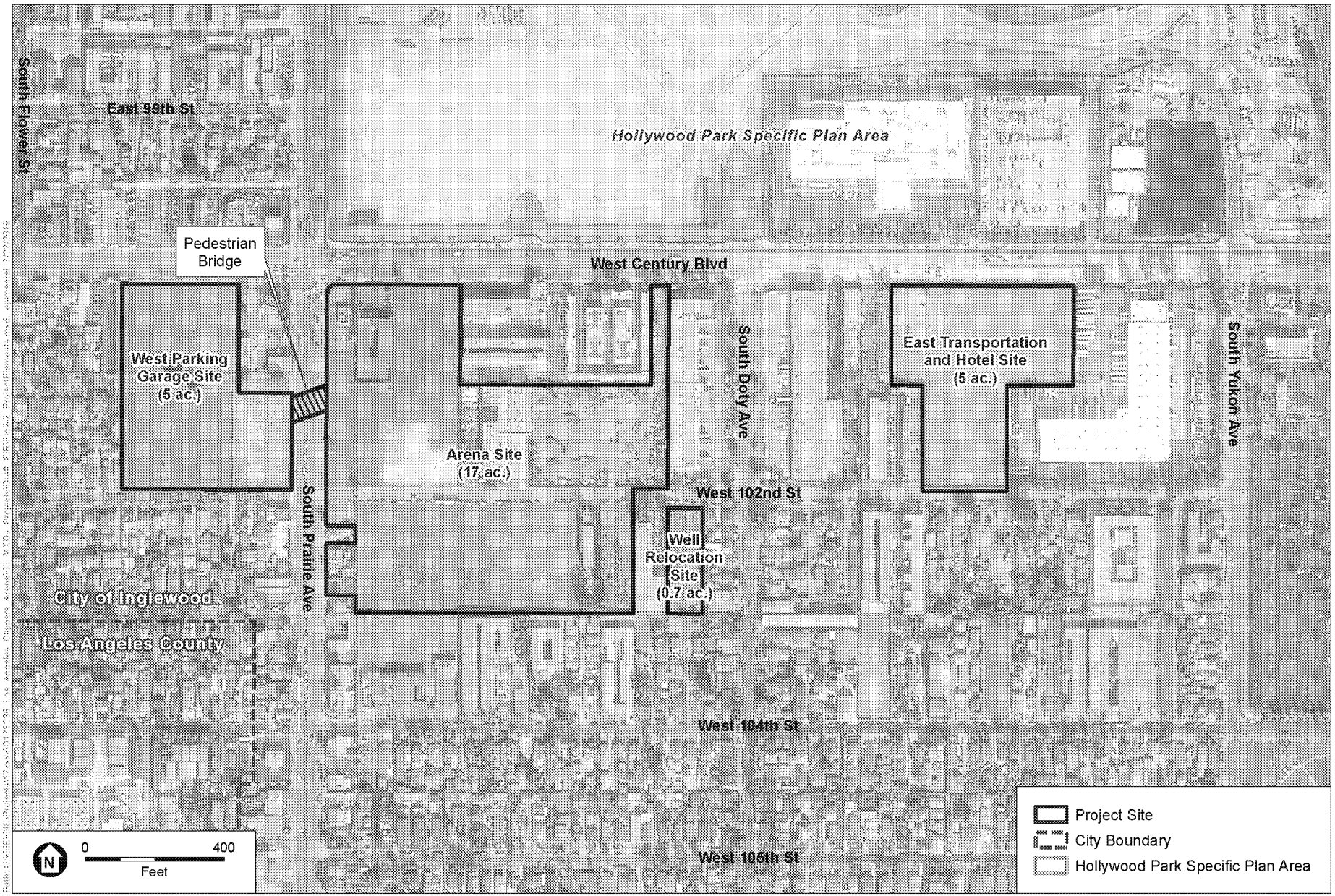
f. Increase walkability and improve the pedestrian experience on adjacent public rights of way near the Project Site, and enhance the streetscape appearance by providing perimeter and interior landscaping.

2.4 Project Site Existing Conditions

2.4.1 Location

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

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



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-2
Project Elements

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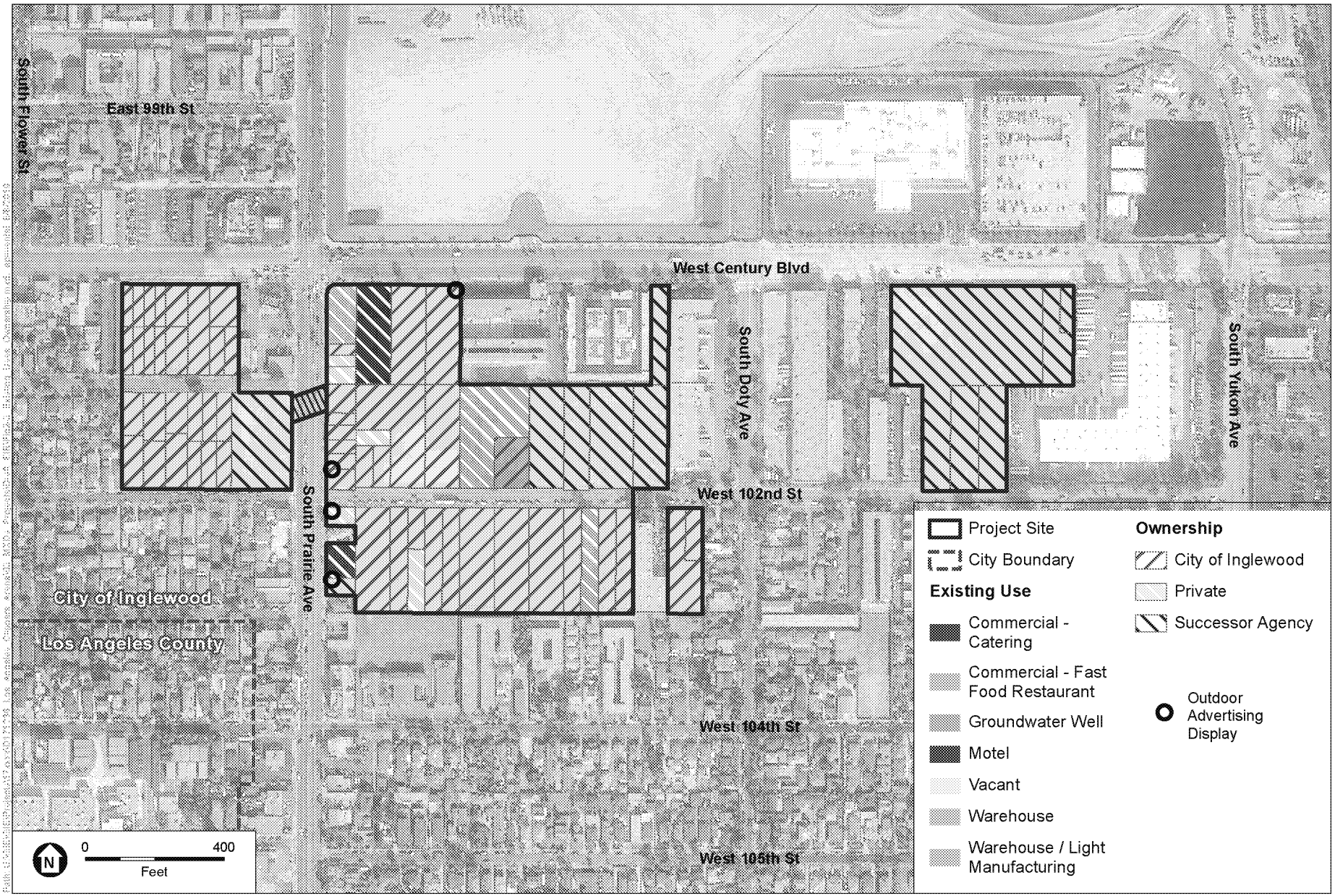

SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-3
Existing Uses and Ownership

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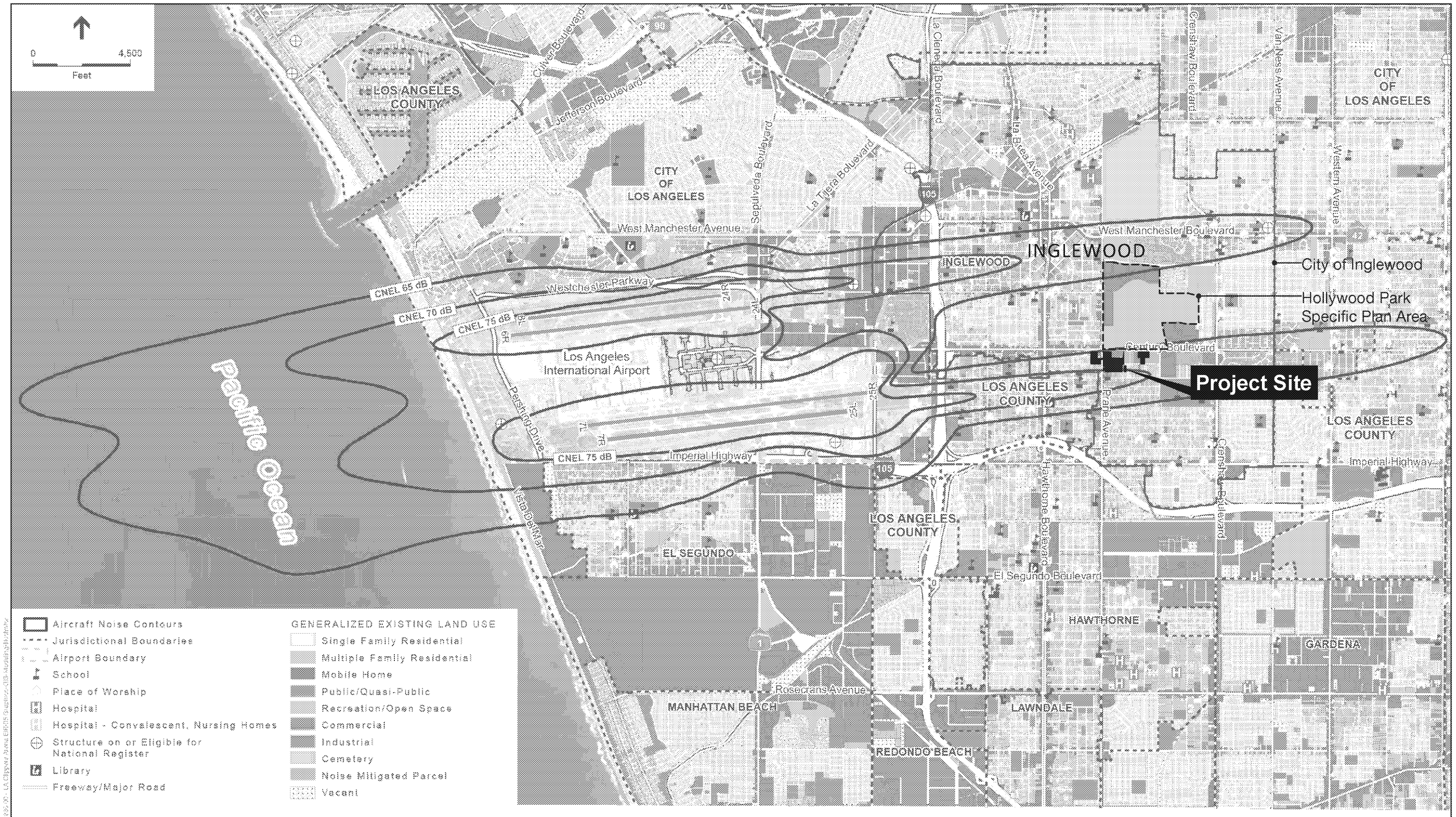

SOURCE: LAWA, 2014; ESA Airports, 2014; ESRI ArcGIS Online, 2011; ESRI World Imagery - Aerial
NOTES: CNEL = Community Noise Equivalent Level; dB = Decibel.

Inglewood Basketball and Entertainment Center

Figure 2-4
Noise Contours Map

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2.4.2 General Plan and Zoning

As shown in **Figure 2-5**, the majority of the Project Site is designated as Industrial in the City of Inglewood General Plan Land Use Element. A small portion of the Project Site along the South Prairie Avenue corridor is designated as Commercial.

As shown in **Figure 2-6**, the Project Site has several zoning designations. The City of Inglewood Zoning Code designates the eastern half of the approximately 17-acre Arena Site, the entirety of the East Transportation and Hotel Site, and the entirety of the Well Relocation Site as M-1L, Limited Manufacturing. Approximately half of the Arena Site bordering the east side of South Prairie Avenue and the northern and eastern portions of the West Parking Garage Site are zoned C-2A, Airport Commercial. The West Parking Garage Site also contains some parcels zoned as P-1, Parking; R-2, Residential Limited Multifamily; and R-3, Residential Multiple Family.

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

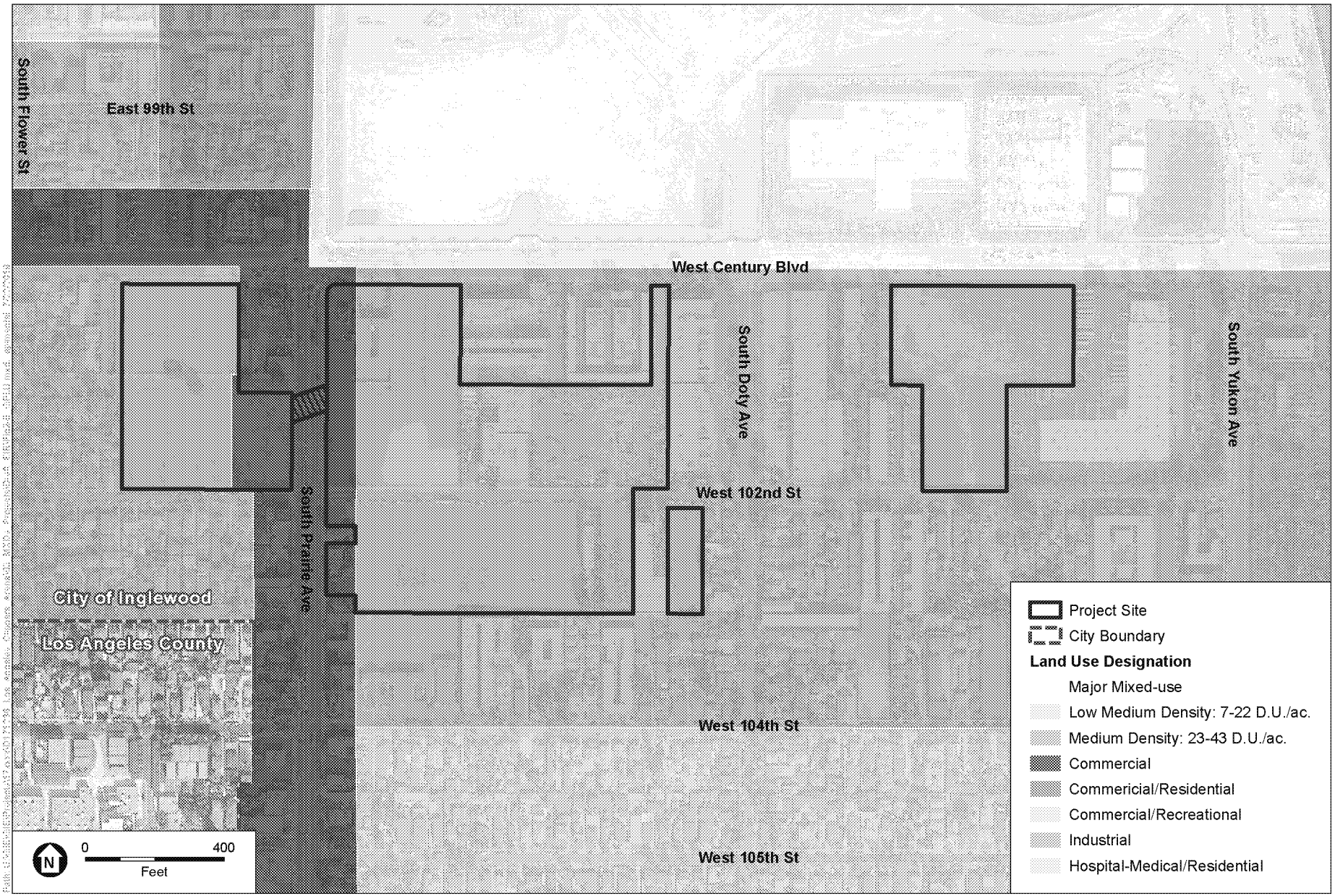
2.4.3 Existing Uses on the Project Site

All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The six developed parcels, approximately 2.9 acres all within the Arena Site, include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facilities (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel). Another 1.5 acres consists of street segments to be vacated and incorporated into the Project Site (see **Table 2-1**). The existing land uses within the Project Site are described below and shown in Figure 2-3.

Arena Site

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

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



SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-5

General Plan Land Use Designations

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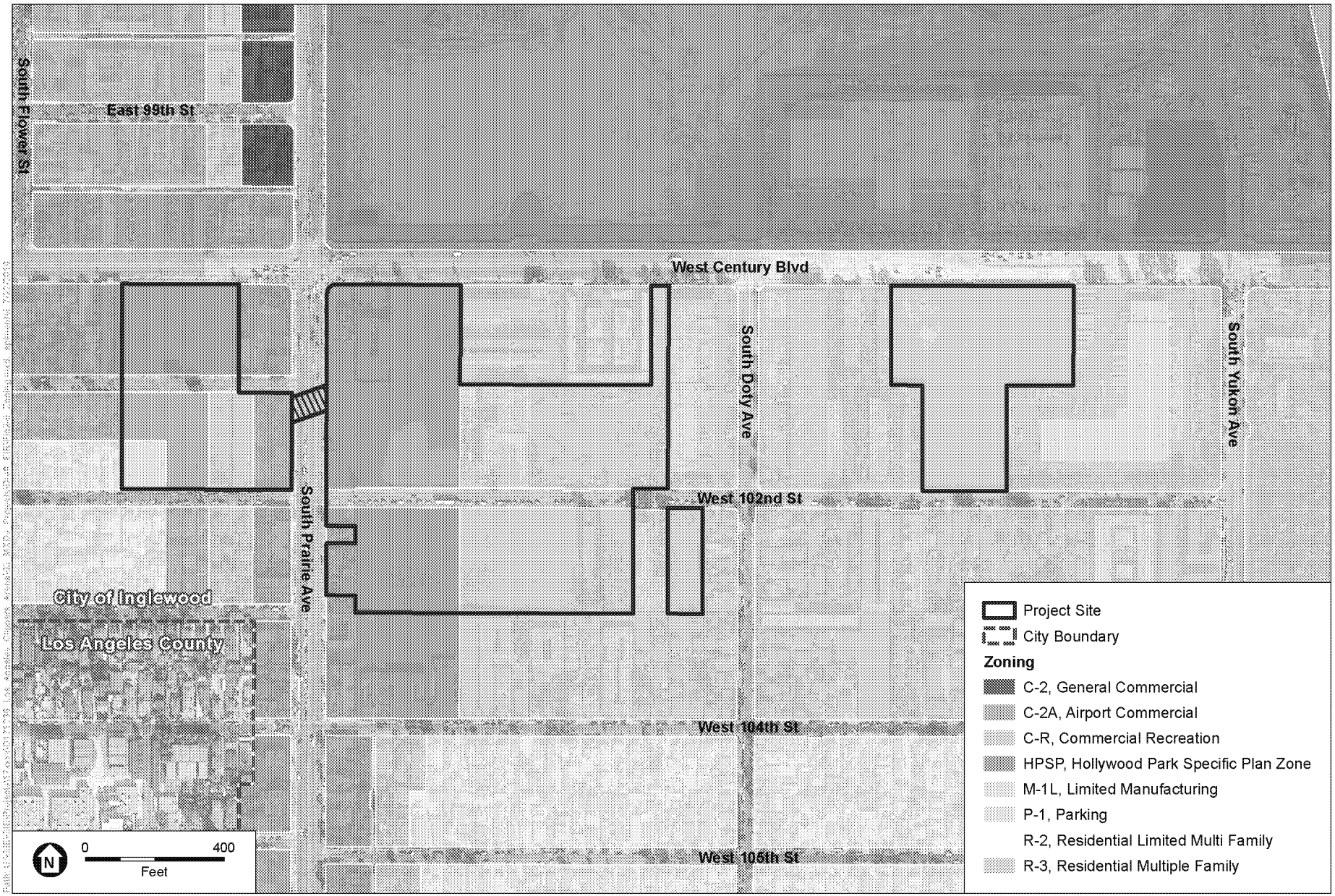

SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-6
Zoning Designations

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TABLE 2-1
PROJECT SITE AND EXISTING DEVELOPMENT

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

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

Directly east of the Rodeway Inn & Suites motel, fronting West Century Boulevard, are two vacant parcels surrounded by chain link fencing that are included in the Arena Site. The unoccupied hotel (formerly operated as the Airport Park View Hotel) and commercial self-storage building located east of those vacant parcels along West Century Boulevard are not included in the Arena Site (and are not included in the Project Site). East of the self-storage building and lot is a narrow vacant parcel that is part of the Arena Site, currently improved with a paved access leading to other vacant parcels within the Arena Site that were previously used to support the storage and staging of construction materials associated with a street improvement project. This vacant parcel is surrounded by chain link fencing and green screening.

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

building with an access driveway and small parking area is located further east along the south side of West 102nd Street (3838 West 102nd Street).

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

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

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

Outdoor Advertising Displays

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

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

The vacant parcel at the northeast corner of South Prairie Avenue and West 102nd Street contains a dual-faced, static outdoor advertising display mounted on two metal poles. Both faces of the 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 Boulevard, on a vacant parcel immediately west of the unoccupied Airport Park View 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.

West Parking Garage Site

To the west of the Arena Site, the West Parking Garage Site includes 27 parcels totaling approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102nd Street to the south, and residential and motel uses to the west. The site is currently vacant and is surrounded by chain link fencing. The West Parking Garage Site also includes a portion of West 101st Street that would be vacated as part of the Proposed Project. The portion of West 101st Street that would be vacated is approximately 350 feet long, between the Airport Motel on the west and the Sunshine Coin Laundry building to the east. This portion of West 101st Street includes narrow, separated sidewalks on both the north and south sides of the street, two mature trees on the north side of the street and one mature tree on the south side of the street, streetlights on the south side of the street, and overhead utility lines and poles on the north side of the street. Portions of the West Parking Garage Site are temporarily being used for construction staging by the City of Inglewood Public Works Department.

East Transportation and Hotel Site

Approximately 650 feet to the east of the Arena Site, the East Transportation and Hotel Site is a "T-shaped" group of five parcels encompassing approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102nd Street to the south. The East Transportation and Hotel Site is vacant and surrounded by vertical metal fencing and intermittent green screening.

Well Relocation Site

The Well Relocation Site is located at 3812 West 102nd Street, approximately 100 feet east of the Arena Site. The vacant site consists of two parcels totaling approximately 0.7 acres. The site is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

2.4.4 Access

Primary access to the Project Site is provided by West Century Boulevard, which borders the Project Site to the north. West Century Boulevard is a major east–west commercial corridor

within the City of Inglewood and provides connections to LAX and I-405 to the west and the City of Los Angeles and I-110 to the east. Between the Arena Site to the east and the West Parking Garage Site to the west, South Prairie Avenue is a major commercial corridor that provides north–south access through the City of Inglewood and provides connections to the City of Los Angeles to the north and I-105 and the City of Hawthorne to the south.

Along the Arena Site eastern boundary, South Doty Avenue is a two lane a north–south collector road that provides connections to West Century Boulevard to the north and residential uses to the south. Traversing of the Arena Site and to the south of the East Transportation and Hotel Site is West 102nd Street, a two-lane road that travels east–west, connecting to South Prairie Avenue on the west and Yukon Avenue on the east.

2.5 Project Elements

The Proposed Project would include demolition of the existing on-site development and the subsequent construction of the proposed IBEC. **Table 2-2** summarizes the proposed development for the Proposed Project. A site plan showing the locations of the components of the Proposed Project within the Project Site is shown on **Figure 2-7**.

Project components would include an approximately 915,000-square-foot (sf) multi-purpose arena (Arena Structure or Arena) designed to host the LA Clippers basketball team with up to 18,000 fixed seats for NBA games. The Arena could also be configured with up to 500 additional temporary seats for events such as family shows, concerts, conventions, corporate events, and non-LA Clippers sporting events. The LA Clippers currently play their games at the Staples Center in downtown Los Angeles, and the LA Clippers' team offices are currently located at 1212 South Flower Street within two blocks of Staples Center. Upon completion of the Proposed Project, all LA Clippers home basketball games would be played at the proposed Arena, and LA Clippers' team offices would be relocated there. The LA Clippers' existing practice and athletic training facilities are located in the Playa Vista neighborhood of Los Angeles, at 6854 South Centinela Avenue. The LA Clippers practice and athletic training facility would be relocated to the Project Site upon completion of the Proposed Project.

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

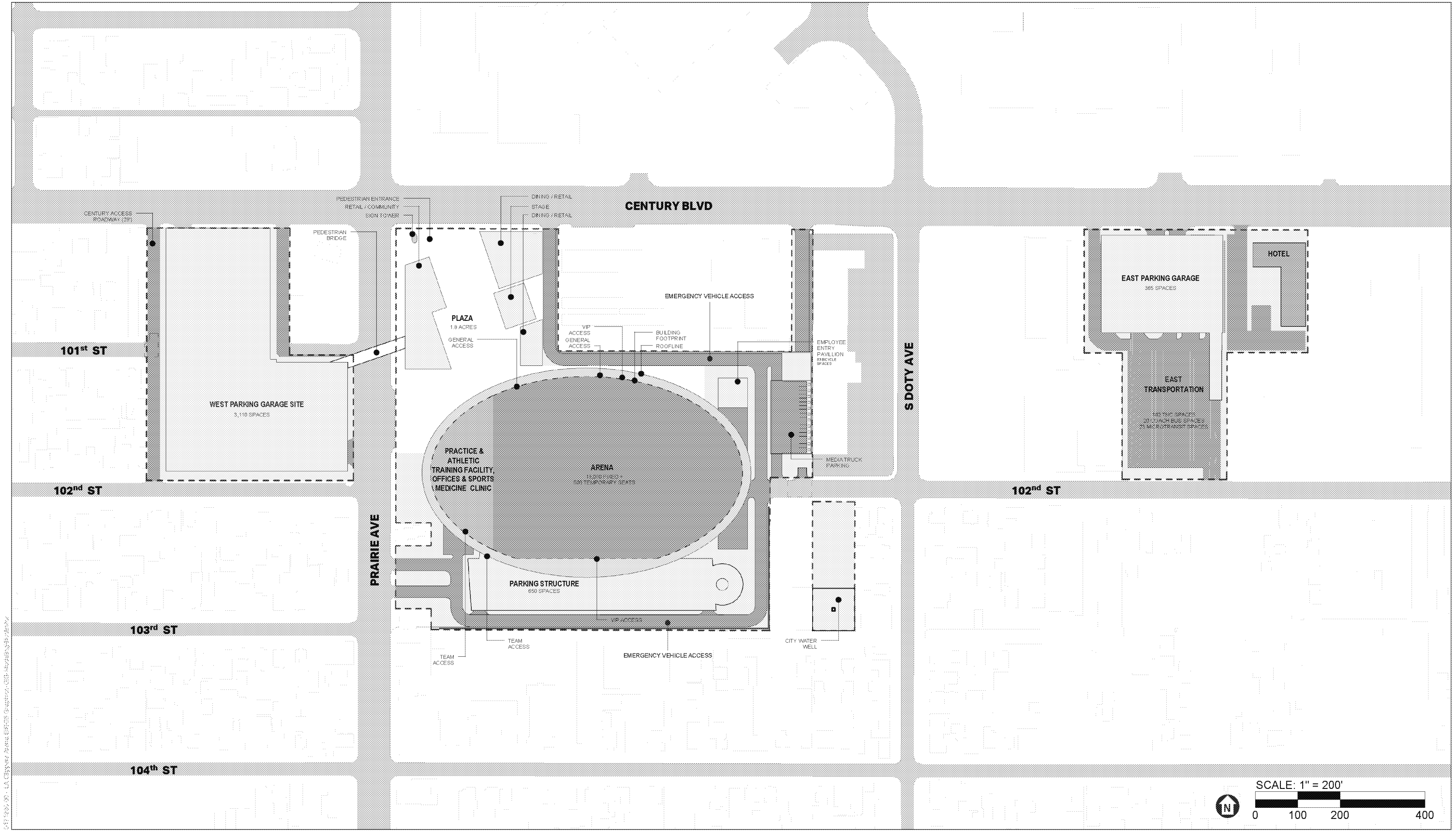
A privately owned outdoor plaza within the Arena Site would be used for pedestrian circulation, patron queueing, and gathering. The plaza would be approximately 80,000 sf of circulation and gathering space, with landscaped areas throughout. Surrounding or within the outdoor plaza would be approximately 48,000 sf of retail/restaurant uses, up to 15,000 sf of community uses that would accommodate flexible community and youth-oriented programing, and an outdoor stage.

TABLE 2-2
PROPOSED USES

Project Component	Proposed Uses	Size
Arena Site		
Arena Structure	Premium and general seating, concessions	18,000 fixed seats with 500 temporary floor seats (approximately 915,000 sf)
LA Clippers Office Space	Offices, conference areas, kitchens, maintenance, and janitorial storage	71,000 sf
LA Clippers Team Practice and Training Facility	Team locker room, showers, and support spaces; video room; training and treatment; auxiliary locker rooms, basketball support and security, administrative offices	85,000 sf
Sports Medicine Clinic	Medical offices, medical treatment and rehabilitation areas, waiting areas, maintenance, and janitorial storage for team and potential general public use	25,000 sf
Community Space	Flexible exhibition, educational, and event space for community and youth-oriented uses	up to 15,000 sf
Commercial Uses	Retail shops, full service and quick service restaurants, kitchens, bars, and food service	48,000 sf
Full-Service Restaurant/Bar[a]		15,000 sf
Coffee Shop		5,000 sf
Quick Service Restaurant		4,000 sf
LA Clippers Team Store		7,000 sf
Other LA Clippers Experience/General Retail		17,000 sf
Outdoor Plaza	Outdoor community gathering space and landscaping	80,000 sf (surface area)
Parking Garage	Parking for premium ticket holders, VIPs, and certain team personnel	650 spaces
West Parking Garage Site		
Parking Garage	Parking for Arena and retail visitors and employees	3,110 spaces
East Transportation and Hotel Site		
Parking Garage	Parking for Arena and retail visitors and employees	365 spaces
Bus Staging and Transportation Network Company Drop-Off	Private and charter bus staging, taxi queuing, and rideshare pick-up/drop off	182 car (TNC) spaces 20 coach/bus spaces 23 mini bus spaces
Hotel	Hotel rooms, lobby area, administration offices, support areas, and parking	Up to 150 guest rooms
Well Relocation Site		
Water Well	City of Inglewood Groundwater Well #8	n/a

NOTE:
[a] This use may be developed as two or more spaces on the Arena Site. Uses could include indoor, outdoor, patio, and/or rooftop restaurant, bar, or lounge space, totaling not more than 15,000 sf.

SOURCE: Murphy's Bowl LLC, September 27, 2018.



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-7
Conceptual Site Plan

ESA

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The Proposed Project would include parking facilities. A parking garage with 650 spaces immediately south of the Arena Structure would be located on the Arena Site. A pedestrian bridge would span South Prairie Avenue, connecting the plaza to the West Parking Garage Site. Uses on the West Parking Garage Site would include a proposed approximately 3,110-space parking garage. The East Transportation and Hotel Site, located approximately 1,300 feet east of the Arena Structure between West Century Boulevard and West 102nd Street, would include an approximately 365-space structured parking garage, with a transportation hub on the ground level of the parking garage and a surface lot on the south side of the parcel to accommodate TNCs and buses. A limited service hotel of up to 150 guest rooms and hotel parking would be developed on the East Transportation and Hotel Site, to the east of the surface parking lot.

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

2.5.1 Project Components/Design

Arena Site

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

Arena Structure

The Arena Structure would be a multi-level structure of approximately 915,000 sf, providing 18,000 fixed seats for LA Clippers home games, and up to 500 additional temporary floor seats for various events including other sporting events, concerts, and community events. Other uses programmed in the Arena Structure would include locker rooms, changing areas, premium clubs, suites, lounges, ticket and box offices, media areas, concession spaces, kitchens, restrooms, retail spaces, storage, maintenance and equipment spaces, promotional space and other visitor amenities, and loading docks (see **Figures 2-8 through 2-14** for conceptual floor plans of each level of the Arena Structure).

The primary arena entrance for event attendees would be located on the ground level on the northern portion of the Arena Structure fronting the plaza. The northeast corner of the Arena Structure would include an employee access pavilion which would serve as the main entryway for employees entering the Arena Structure. Additional entrances would be located on the southern edge of the building from the parking garage that would be available for premium ticket holders, performers, players, the general public and certain employees. Entry points are illustrated in Figure 2-7.

The Arena Structure would include an 85,000 sf team practice and training facility and a 25,000 sf sports medicine clinic. The team practice and training facility would be for LA Clippers' team use and would include a lobby area, full-size basketball courts, and team locker

and training areas. The sports medicine clinic would house a variety of professionals, including physical therapists, nutritionists, and coaches who would work with the LA Clippers team athletes. The sports medicine clinic may also be available to provide medical services to the general public.

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

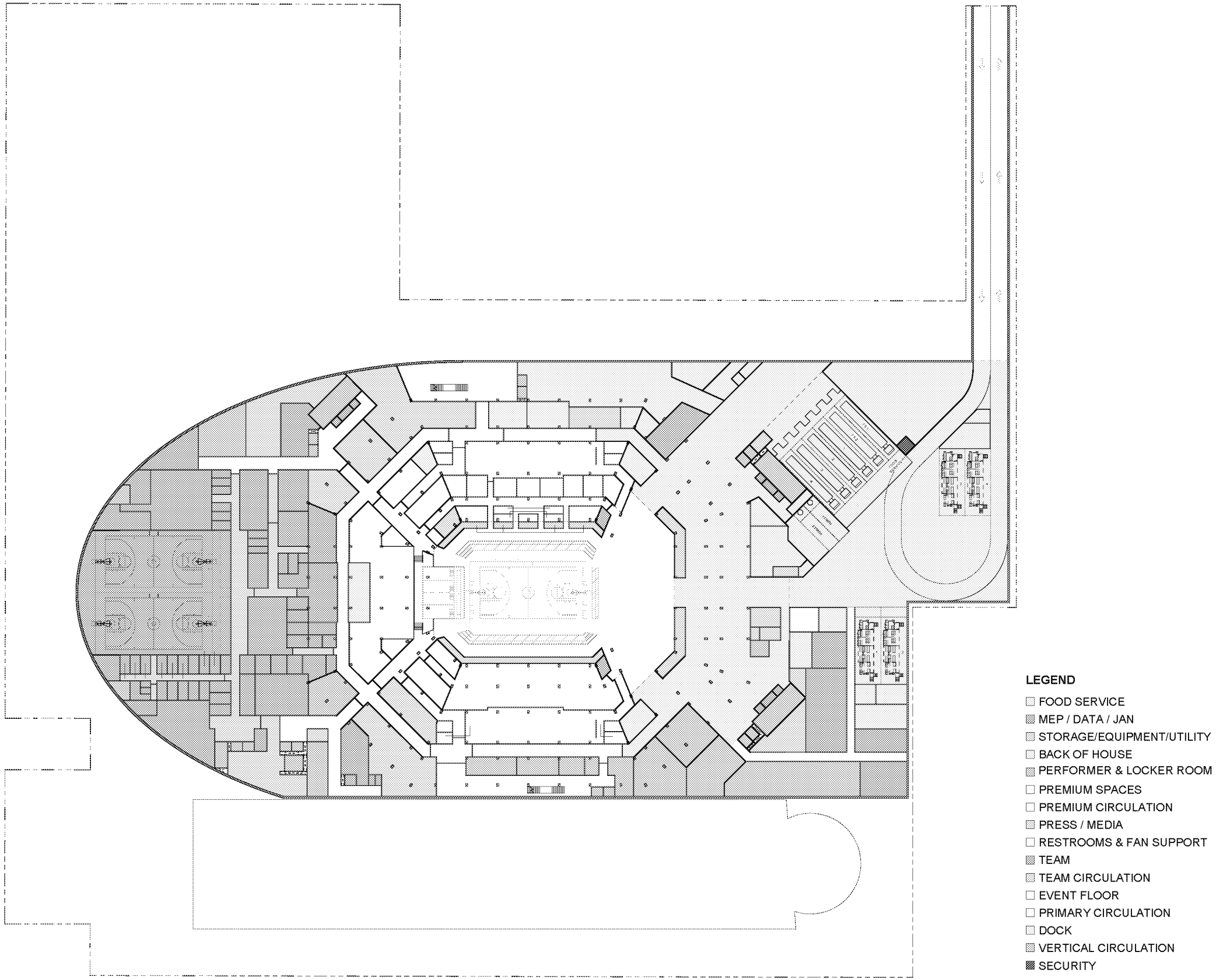
The roof of the Arena Structure and appurtenances would rise no higher than 150 feet above ground level at its highest point, where the existing ground level is approximately 90 feet above mean sea level (AMSL). Therefore, the Arena Structure and any appurtenances would be no higher than 240 feet AMSL. **Figure 2-15** shows the conceptual elevation (building height) of the Arena Structure roof level at 215.6 feet AMSL (rounded to approximately 216 feet).

The building would be an ellipsoid-shaped, multi-faceted structure with a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage. The façade and roof would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels in the most exposed locations. Distinctive lighting and signage could be positioned inside and outside the building. Satellite dishes would be integrated into the roof of the Arena Structure but would generally not be visible from the ground. **Figures 2-16** and **2-17** show conceptual renderings of the Arena Structure, and Section 3.1, Aesthetics, presents conceptual views of the Project Site from various viewpoints.

Outdoor Plaza, Commercial, and Community Uses

The privately owned outdoor plaza would serve as a pedestrian-oriented activity and gathering area and queuing area before events at the Arena Structure. The outdoor plaza would be adjacent to and partially bounded by the ancillary structures programmed for restaurant and retail uses and a flexible community space.

The outdoor plaza would facilitate pedestrian movement to and from the Arena Structure before and after games, concerts, and private events. The outdoor plaza is anticipated to be utilized seven days per week, at varying activity levels, with pedestrian flows associated with the commercial and community uses as well as other activities independent of events hosted within the Arena Structure. Retail, commercial, and restaurant uses surrounding the plaza would be built on two levels. An escalator would connect the ground-level outdoor plaza to the upper-level ancillary uses, and ultimately to the pedestrian bridge that connects the outdoor plaza to the parking garage across South Prairie Avenue.



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-8
Conceptual Event Level Floor Plan

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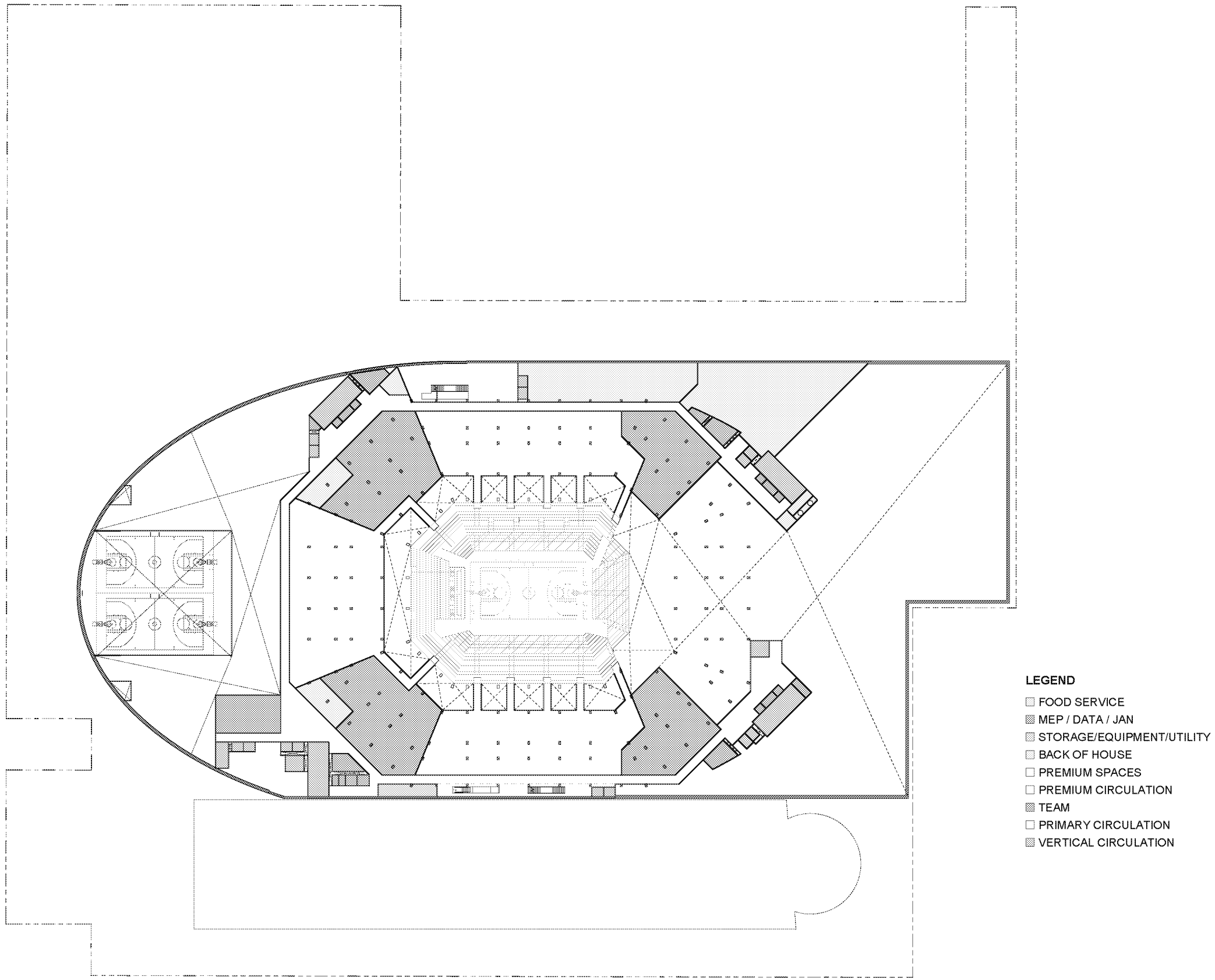

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-9
Conceptual Club Level Floor Plan

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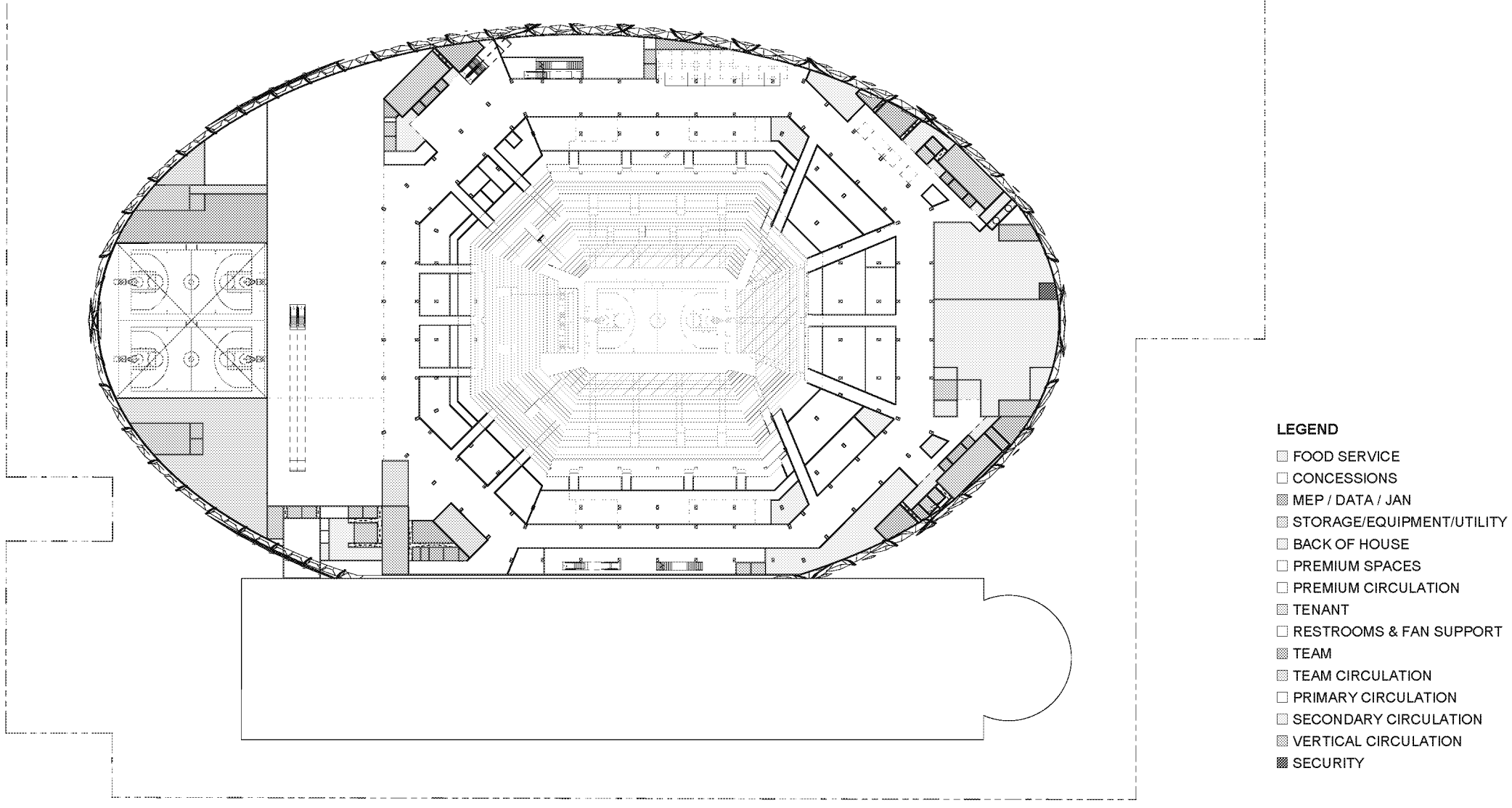

LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- STORAGE/EQUIPMENT/UTILITY
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- TENANT
- RESTROOMS & FAN SUPPORT
- TEAM
- TEAM CIRCULATION
- PRIMARY CIRCULATION
- SECONDARY CIRCULATION
- VERTICAL CIRCULATION
- SECURITY

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-10
Conceptual Plaza Level Floor Plan

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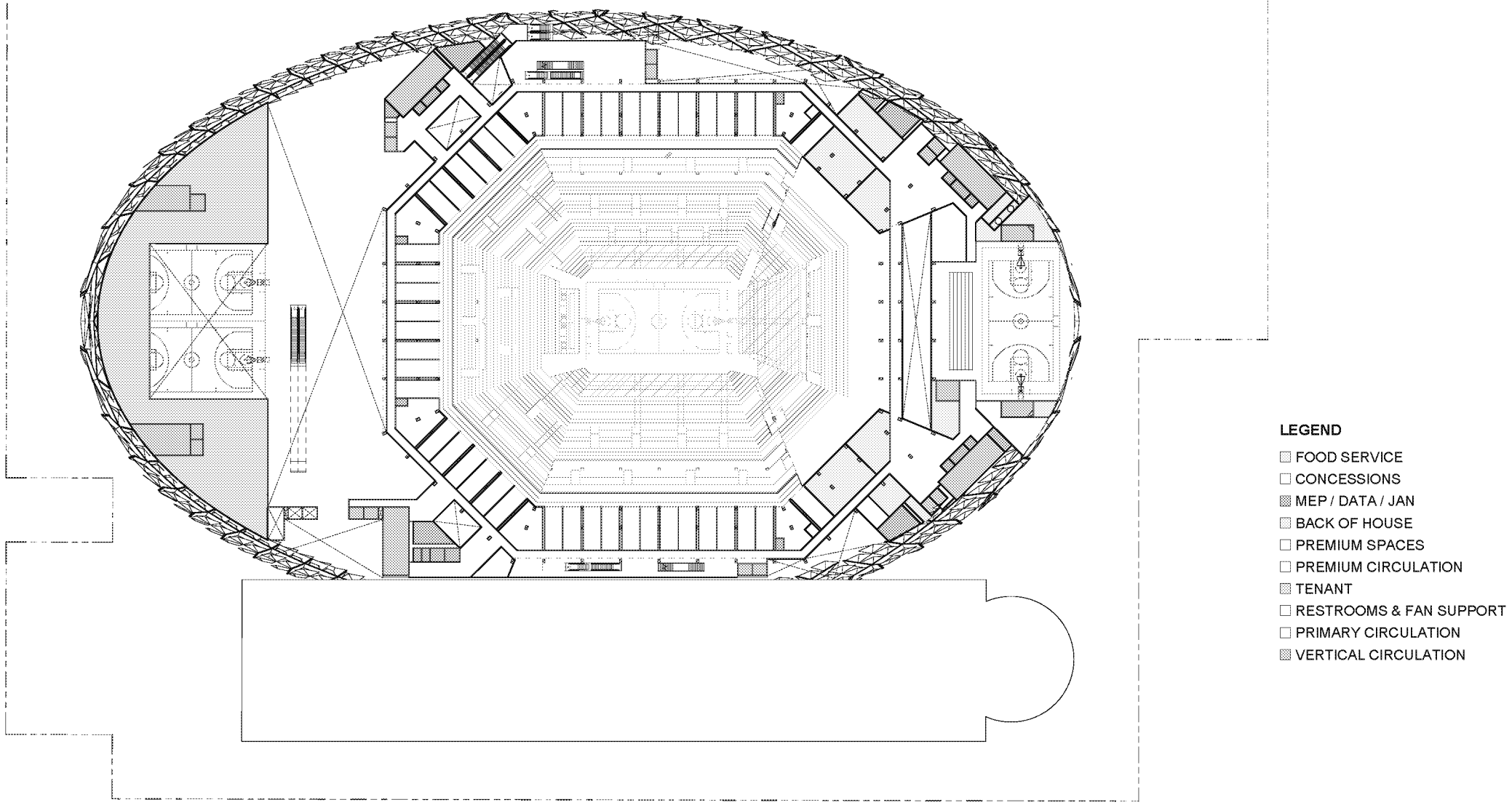

LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- TENANT
- RESTROOMS & FAN SUPPORT
- PRIMARY CIRCULATION
- VERTICAL CIRCULATION

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-11
Conceptual Suite Level Floor Plan

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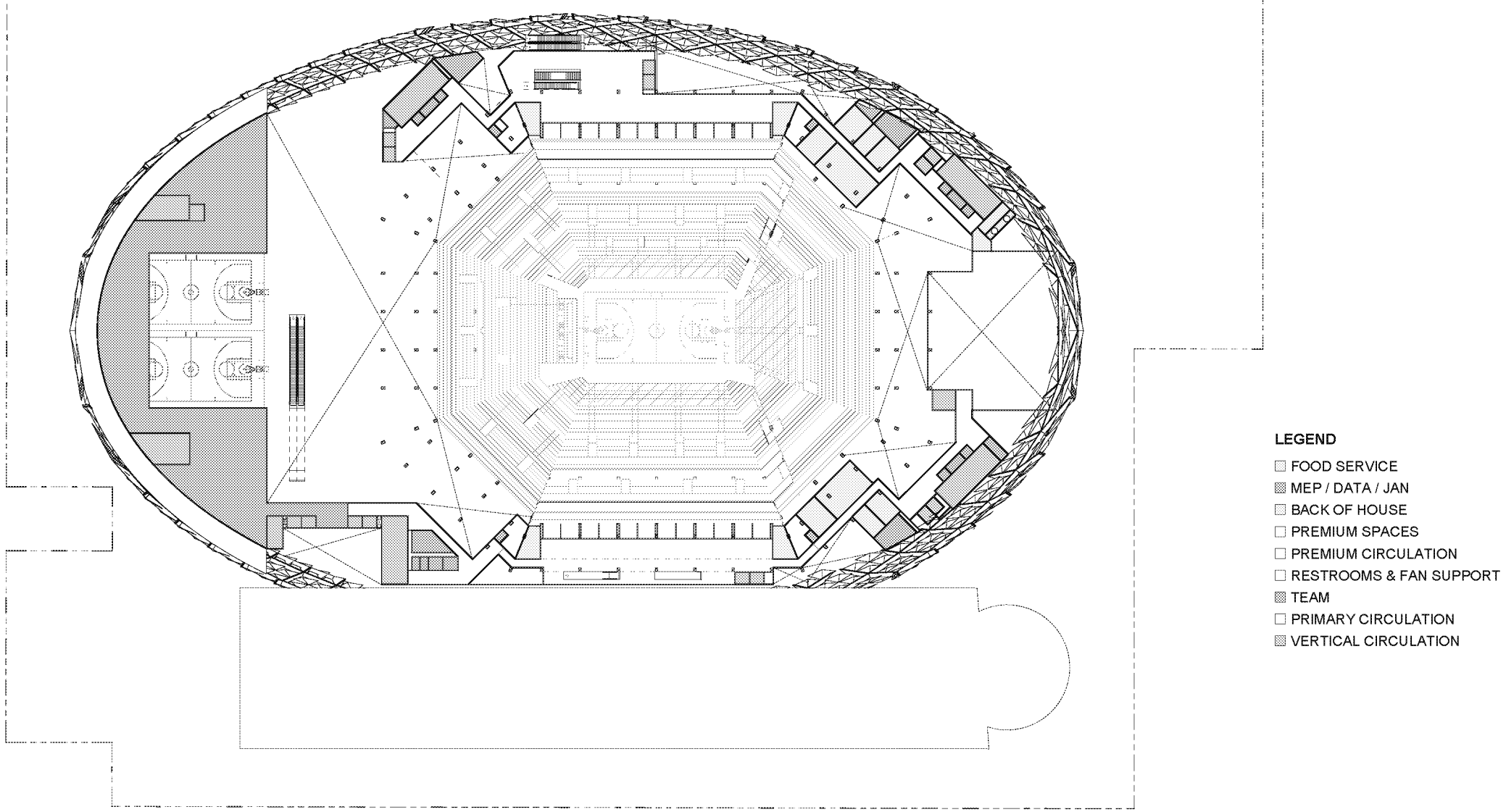

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-12
Conceptual Premium Level Floor Plan

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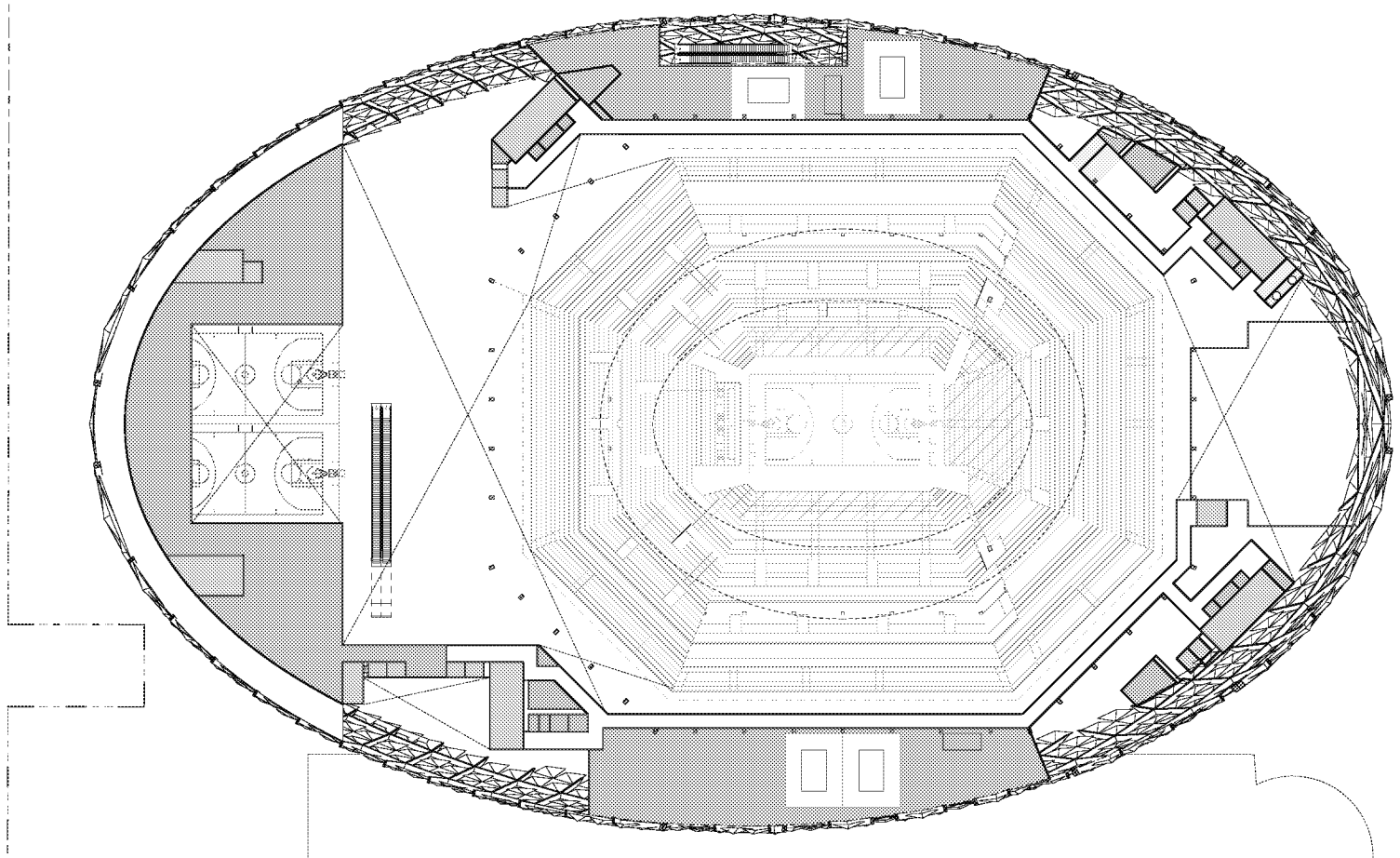

LEGEND

- MEP / DATA / JAN
- BACK OF HOUSE
- TEAM
- PRIMARY CIRCULATION
- VERTICAL CIRCULATION

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-13
Conceptual Mechanical Level Floor Plan

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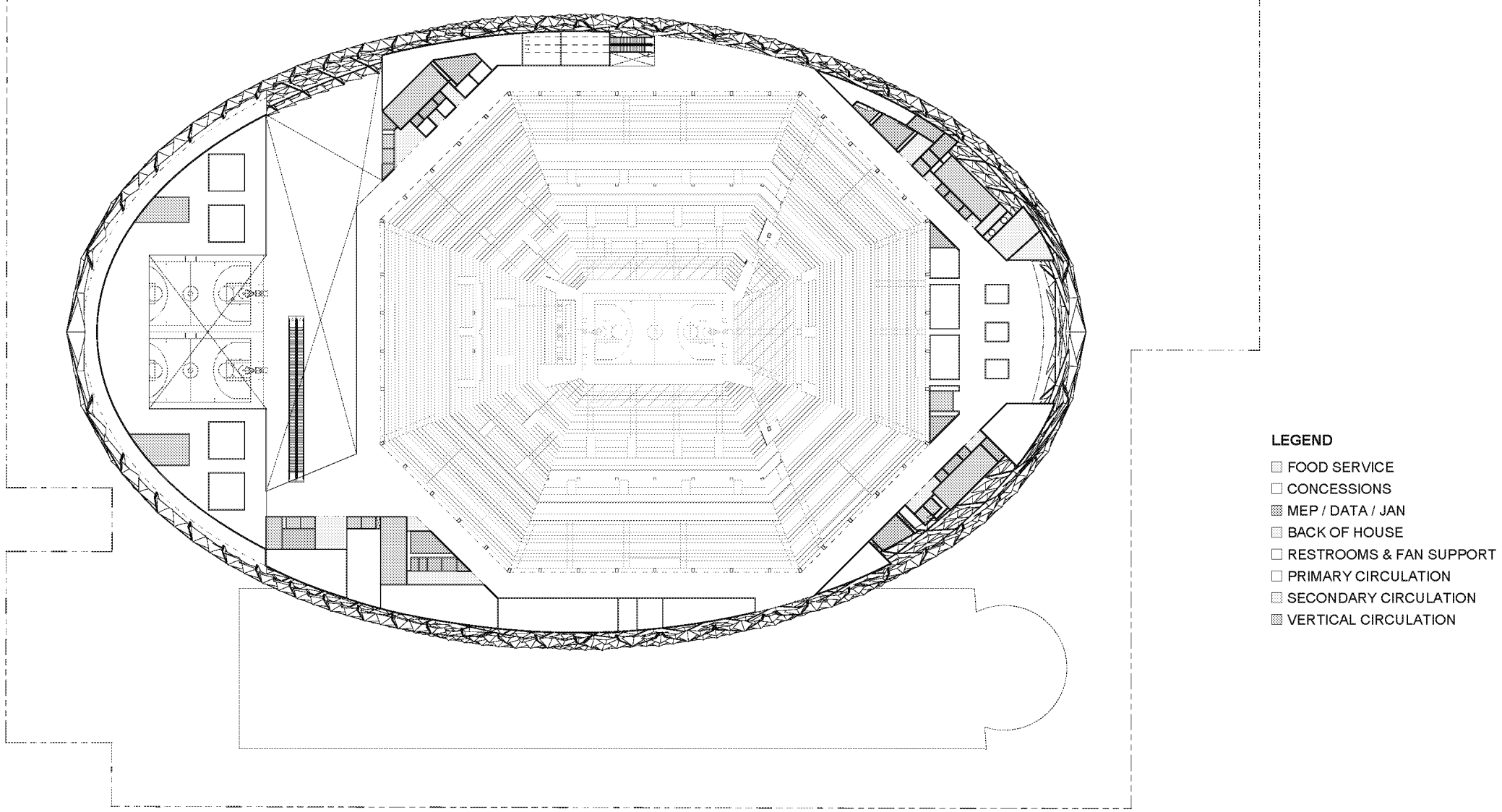

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-14
Conceptual Terrace Level Floor Plan

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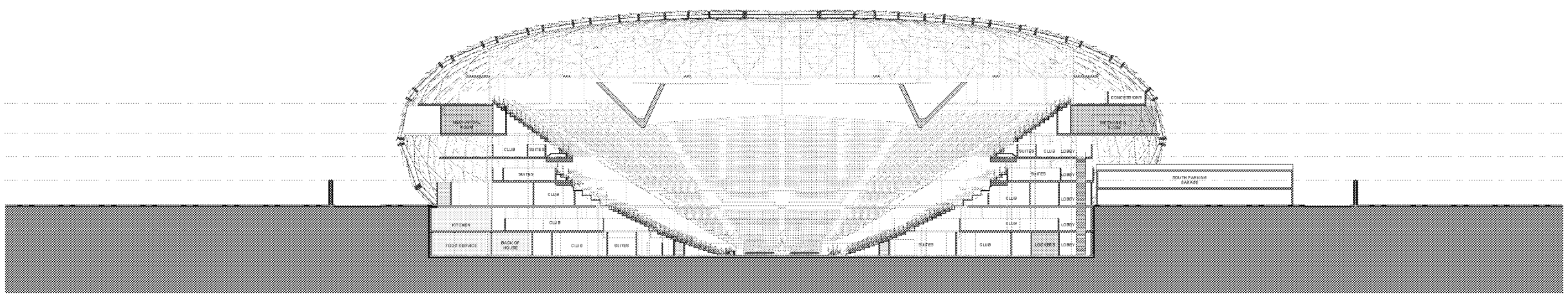
LEGEND

- ☐ FOOD SERVICE
- ☐ CONCESSIONS
- ☐ MEP / DATA / JAN
- ☐ STORAGE/EQUIPMENT/UTILITY
- ☐ BACK OF HOUSE
- ☐ PERFORMERS & LOCKER ROOMS
- ☐ PREMIUM SPACES
- ☐ PREMIUM CIRCULATION
- ☐ RESTROOMS & FAN SUPPORT
- ☐ EVENT FLOOR
- ☐ PRIMARY CIRCULATION



Elevation: 215’-6”
9 Roof Level

Elevation: 173’-6”
8 Catwalk Level

Elevation: 155’-6”
7 Terrace Level

Elevation: 136’-6”
6 Mechanical Level

Elevation: 121’-6”
5 Premium Level

Elevation: 106’-6”
4 Suite Level

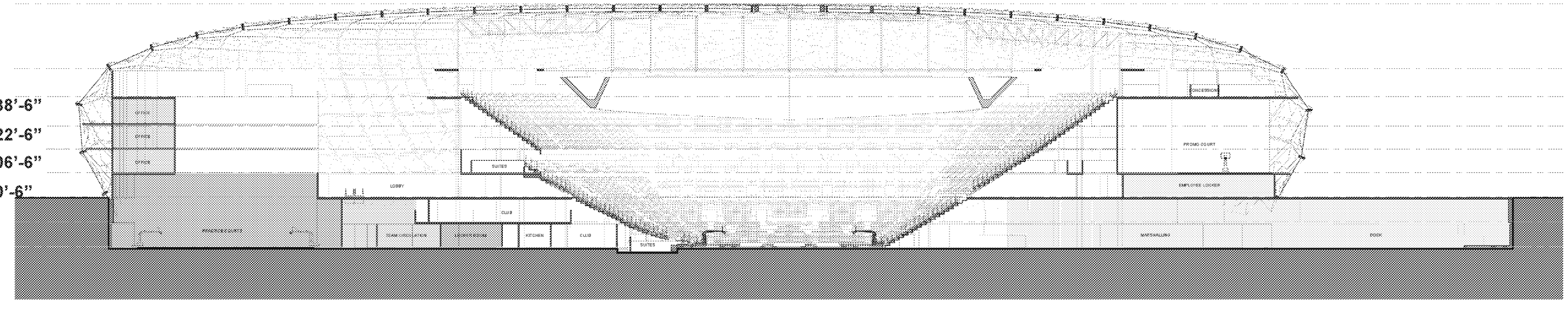
Elevation: 90’-6”
3 Plaza Level

Elevation:74’-6”
2 Club Level

Elevation: 58’-6”
1 Event Level

LEGEND

- ☐ FOOD SERVICE
- ☐ CONCESSIONS
- ☐ BACK OF HOUSE
- ☐ PREMIUM SPACES
- ☐ PREMIUM CIRCULATION
- ☐ TENANT
- ☐ TEAM
- ☐ TEAM CIRCULATION
- ☐ EVENT FLOOR
- ☐ PRIMARY CIRCULATION
- ☐ DOCK



Elevation: 215’-6”
9 Roof Level

Elevation: 173’-6”
8 Catwalk Level

Elevation: 155’-6”
7 Terrace Level

Elevation: 136’-6”
6 Mechanical Level

Elevation: 121’-6”
5 Premium Level

Elevation: 106’-6”
4 Suite Level

Elevation: 90’-6”
3 Plaza Level

Elevation:74’-6”
2 Club Level

Elevation: 58’-6”
1 Event Level

Elevation: 138’-6”
6.5 Office Level 2

Elevation: 122’-6”
5.5 Office Level 1

Elevation: 106’-6”
4 Suite Level

Elevation: 90’-6”
3 Plaza Level

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-15
Conceptual Arena Structure Sections

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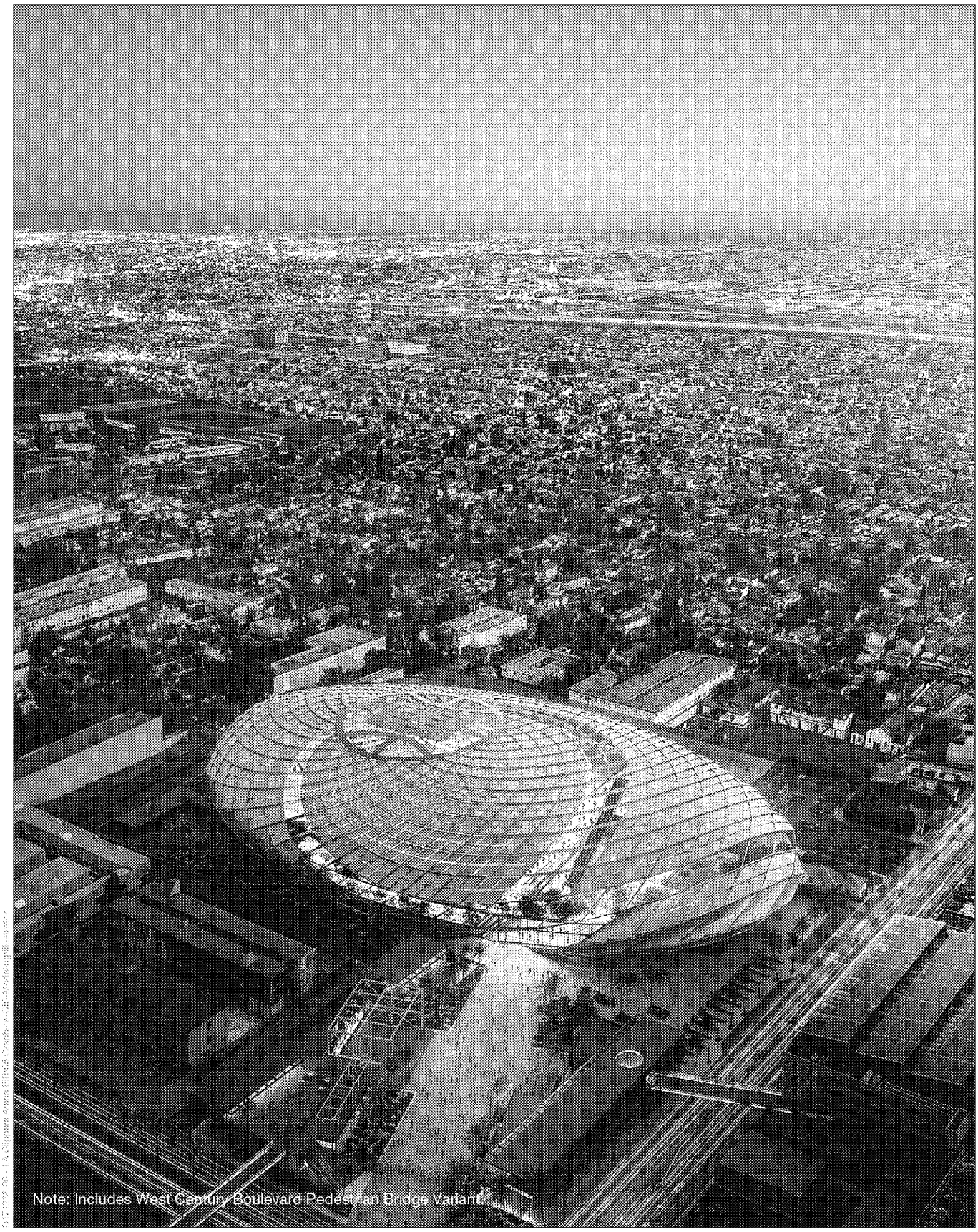


SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-16
Conceptual Rendering of Arena Structure – Aerial View

ESA

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-17
Conceptual Rendering of Arena Structure – Plaza View

ESA

The outdoor plaza would include landscaping and seating areas, public art, and an outdoor stage. Landscaping would include native drought resistant plants, with a palette that is coordinated to create continuity across the Project Site (see **Figure 2-18**). The outdoor plaza would be comprised of hardscape and landscaped planters. Hardscape areas would feature the use of a variety of paving materials and colors. Public art pieces would help to define the experience of the outdoor plaza area.

The outdoor stage would have amplified sound and could be used for musical performances, LA Clippers-related events, or community events. The outdoor plaza and stage would be equipped with light-emitting diode (LED) video boards directed to the interior of the plaza, speakers, lighting signage, including internally illuminated static signage, and digital signage including static LED displays and LED video boards.

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

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

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

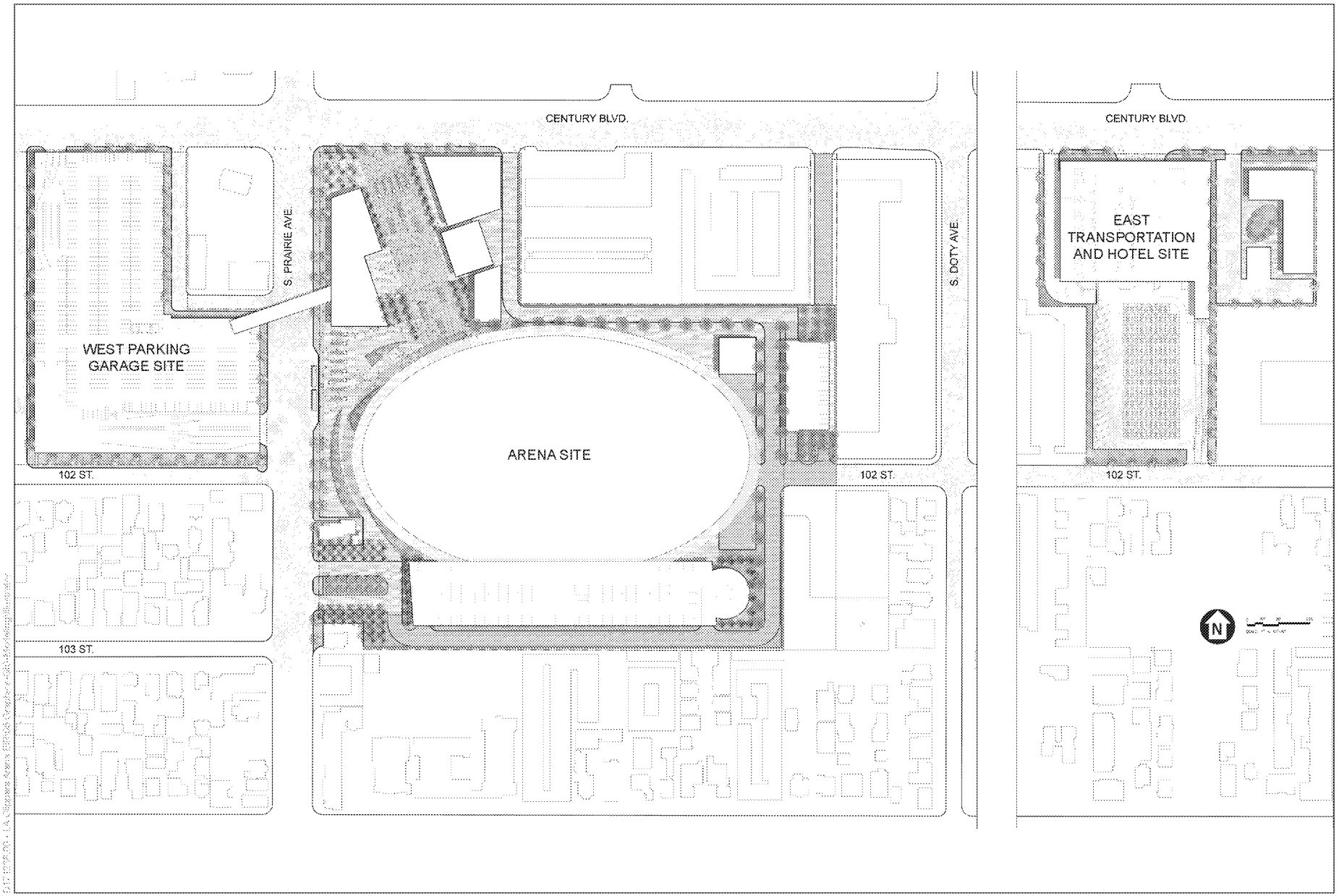
Parking and Access

Circulation and parking facilities on the Project Site are described below. The locations of these facilities are also shown on Figure 2-7.

Automobile Access and Parking

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

Vehicular access to the parking garage would be accessed from a right-turn only driveway on South Prairie Avenue between West 102nd Street and 103rd Street. The driveway would therefore be accessible by those traveling northbound on South Prairie Avenue. Movements would be restricted to inbound and outbound right-turns at all times. The South Parking Garage would also



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-18
Preliminary Landscaping Plan

ESA

be accessible from the east via West 102nd Street and Doty Avenue. A speed ramp on the east side of the parking structure would provide vertical access to the parking garage. A drop-off area located immediately to the south of the Arena Structure would be available for office employees during weekday hours.

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

Service and Delivery Access and Loading

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

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

Media Truck/Broadcast Access and Parking

Media/broadcast trucks that are a feature of NBA basketball games require parking in areas that provide clear access to the southern sky for satellite connections. Media and associated truck parking would be provided on a designated media parking area located east of the Arena Structure. Certain media trucks that do not require clear sky access would be accommodated in parking areas located at the below-grade event level, accessed via the service ramp from West Century Boulevard. Electric hookups would be provided for media trucks so they would not be required to idle or use portable generators while in use before, during, or after events. Media trucks would access the Arena Site media truck surface parking area from the internal roadway accessed from West Century Boulevard.

Bicycle Parking

Approximately 60 long-term bicycle parking spaces for employees and 23 short-term bicycle parking spaces would be provided adjacent to the access pavilion on the northeast corner of the arena building.

Pedestrian Access and Transit Connections

Pedestrians would access the Arena Site via sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrians coming from the West Parking Garage would use the South Prairie Avenue pedestrian bridge to access the Arena Site; and pedestrians coming from the East Transportation and Hotel Site would access the Arena Site via sidewalks along West Century

Boulevard and the north sidewalk on West 102nd Street. Pedestrian access to the Arena Structure would be provided through doorways on the north side of the building, fronting the plaza. There would be no visitor pedestrian access to the Arena Structure or the plaza from West 102nd Street east of the Arena Site. Employees would be able to enter through the plaza or through an employee pavilion accessed from West 102nd Street.

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

West Parking Garage Site

The largest parking facility serving the Project Site would be a six-story parking structure that would include 3,110 spaces located along West Century Boulevard west of South Prairie Avenue. Access into the parking garage would be from a signalized driveway on approximate 475 feet west of South Prairie Avenue, and West Century Boulevard and a signalized driveway on South Prairie Avenue located approximately 575 feet south of West Century Boulevard. A new publicly accessible roadway would be constructed along the west side of the parking garage, connecting West Century Boulevard to West 101st and West 102nd Streets. Approximately 350 linear feet of West 101st Street would be vacated and developed as part of the parking structure. The vacated portion of West 101st Street would extend from the western boundary of the existing retail center (Starbucks/Warehouse Liquor Mart/Sunshine Coin Laundry) at the southwest corner of South Prairie Avenue and West Century Boulevard, to the alignment of the proposed new north–south public roadway along the western boundary of the site (see Figure 2-7). A "bulb out" would be developed at the northwest corner of South Prairie Avenue and West 102nd Street that would limit eastbound vehicle traffic on West 102nd to a stop sign controlled right turn out only onto South Prairie Avenue. No left turns out, and no left or right turns from South Prairie Avenue would be provided to West 102nd Street. An existing traffic signal on South Prairie Avenue and West 102nd Street would be removed. Direct access would not be provided from West 102nd Street, the remaining portion of West 101st Street (directly west of South Prairie Avenue), or the new alley/fire lane extending from West 102nd Street to West Century Boulevard.

The West Parking Garage would include 23 visitor bicycle parking spaces and potentially a bicycle valet. The parking garage would be equipped to accommodate 249 EVCs.

The main pedestrian access from the West Parking Garage Site into the Arena Site would be from an approximately 27-foot-wide second-level pedestrian bridge that would cross South Prairie Avenue. The pedestrian bridge would provide a minimum vertical clearance of 17 feet over South Prairie Avenue. The pedestrian bridge would allow for easy pedestrian access between the second floor of the parking garage to the second floor of the westernmost building in the plaza, with escalators providing access into the plaza.

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

East Transportation and Hotel Site

This approximately 5.16-acre portion of the Project Site east of the Arena Site would include a parking garage, transportation hub, and limited-service hotel. These project elements are described below. The location of these elements is shown on Figure 2-7.

Parking Garage/Transportation Hub

The parking garage/transportation hub would consist of a parking garage and surface parking lot to accommodate private vehicle parking, private or charter bus staging, and TNC staging, pick-up and drop-off.

The Proposed Project would include construction of a three-story parking garage on the northern portion of the East Transportation and Hotel Site, along West Century Boulevard. The ground level of the parking garage would accommodate private or charter bus staging and TNC pick-up and drop-off, and would connect to the surface parking lot on the southern portion of the site, which is intended to accommodate TNC staging. A driveway would be constructed as the southern leg of the West Century Boulevard/Hollywood Park Casino Drive intersection to provide ingress and egress access to the ground level of the transportation hub for bus and TNC vehicles. The bus staging and TNC drop-off area would include spaces for approximately 182 TNC vehicles, taxis, or similar vehicles), 20 charter coach buses, and 23 mini-buses, microtransit, and paratransit vehicles.

Parking for private vehicles would be provided only on the second and third floors of the parking garage. Private vehicles would enter the site from West 102nd Street and ramp up into the structure to park on the second and third floors of the parking garage. Vehicles would exit the parking structure similarly, ramping down and exiting onto West 102nd Street. The parking garage would include parking for 365 private vehicles. The parking garage would be equipped to accommodate 29 EVCs.

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

Hotel

The Proposed Project would include a limited-service hotel use with up to 150 rooms on an approximately 1.3-acre portion of the East Transportation and Hotel Site. The hotel could include amenities such as a lobby, business center, a fitness room, a guest laundry facility, a market pantry, and/or an outdoor gathering area. The hotel would not include meeting spaces or restaurant services. The hotel would be approximately six stories, with a maximum height of approximately 100 feet, consistent with the maximum allowable height in the M1-L zone and

maximum allowable under FAA rules. The hotel building would consist of ground floor parking and a ground floor lobby and guest amenity uses. The second floor would consist of structured parking, guest amenity uses, and back-of-house uses. Guest rooms would occupy floors three through six.

Vehicular access to the hotel would be from West Century Boulevard. Parking for hotel guests would be provided with ground-level and structured parking within the hotel building. Vehicles would enter the site from West Century Boulevard, then travel to the southern portion of the site to access the ground floor parking area and/or ramp up to the second floor parking Adequate parking for the hotel use would be provided solely within the hotel portion of the East Transportation and Hotel Site.

The hotel building would be anticipated to be constructed of varied materials, including but not limited to stucco, concrete, plaster, wood, masonry, glass, metal, tile, and/or stone. Outdoor gathering spaces for hotel guests may be provided through ground-level courtyards and/or upper level terraces. Landscaping and security lighting would be provided around the hotel and parking area. Building signage and directional signage may be provided on the site.

Well Relocation Site

As part of the Proposed Project, the City-owned and operated Inglewood Water Well #6 that is located within the Arena Site would be removed and relocated. A new City-owned and City-operated well, Water Well #8, would be constructed to replace the existing water well. The new City-owned and operated Water Well #8 would be located on the southern third of the two-parcel Well Relocation Site, south of West 102nd Street and west of South Doty Avenue. The location of Well #8 is shown on Figure 2-7.

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6. No buildings or lighting are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot-wide paved driveway adjacent to the western side of the proposed well location for vehicle access.

A 6-foot-tall concrete masonry unit security fence with automated sliding access gate would enclose the well site, with additional security provided via security cameras connected to the City of Inglewood via the pump station telemetry system. The well site would not include a permanent on-site backup generator.

The well would be drilled approximately 750 feet below ground surface, with a submersible pump to reduce noise to nearby residences. The Well #8 raw water discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the project site on West 102nd Street. An existing utility pole located 50 feet east of the Well Relocation Site on West 102nd Street is expected to be the connection location to provide the power for the new well facility.

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

Sound Barriers

Temporary and permanent sound barriers would be constructed on the Project Site (see **Figure 2-19**). The temporary sound barriers would be placed during the initial phase of any construction activities on portions of the Project Site, and would only be present during the construction of the Proposed Project. The proposed permanent barriers would remain in place during the operational life of the Proposed Project.

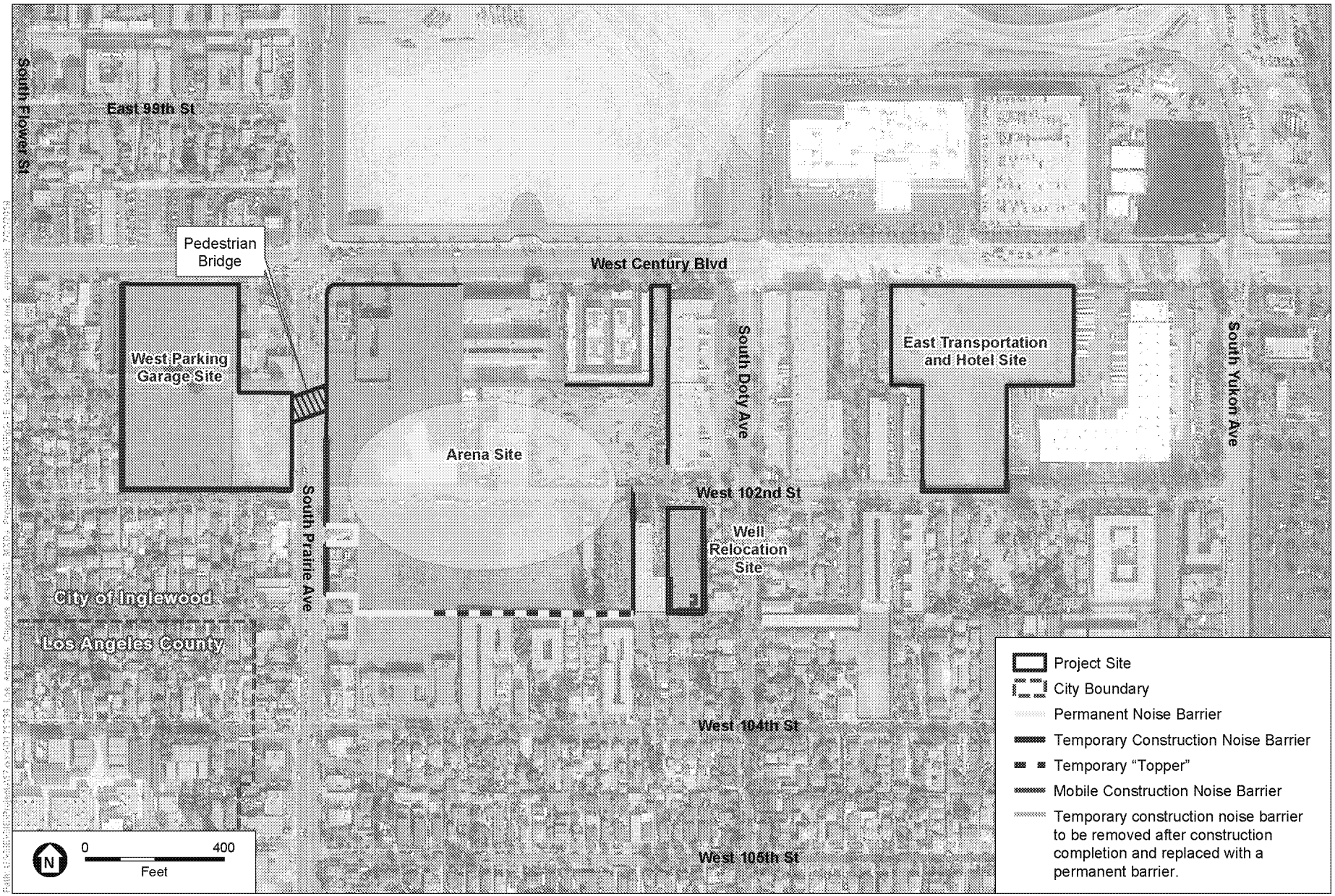
Arena Site

A proposed 15-foot-high permanent sound barrier would be constructed along the full length of the southern boundary of the Arena Site. A temporary, additional 7-foot-high sound barrier "topper" would be placed along the eastern two-thirds of this permanent wall for the duration of construction activities on the Arena Site. Permanent 12-foot-high sound barriers are proposed to be constructed along the shared boundaries of the Arena Site and the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue prior to the start of any major construction activities on the Arena Site. A temporary 12-foot-high sound barrier is proposed along the western boundary of the Arena Site from the southern boundary to approximately mid-block between West 101st Street and West 102nd Street. Barriers would not be placed in front of the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue so as to continue to allow resident access to those parcels from South Prairie Avenue.

A temporary 16-foot-high sound barrier is proposed along the shared boundary of the Arena Site and the Airport Park View Hotel, which would be replaced with a permanent 12-foot-high sound wall after the conclusion of major construction activities on the Arena Site. Similarly, the temporary 12-foot-high sound barrier proposed at the northeast corner of the Arena Site and West 102nd Street during construction would be replaced with a permanent 8-foot-high sound wall at the conclusion of major construction activities. A temporary 12-foot-high sound barrier is also proposed at the southeast corner of the Arena Site and West 102nd Street between the southern sidewalk of West 102nd Street and the northern facade of the industrial use located adjacent to the Arena Site to the east, south of West 102nd Street.

West Parking Garage Site

A proposed temporary 12-foot-high sound barrier would be placed along the western and southern boundaries of the West Parking Garage Site to remain in place during any construction activities occurring on this portion of the Project Site.



SOURCE: TerraServer, 2018; AECOM, 2019; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-19
Noise Barrier Locations

ESA

East Transportation and Hotel Site

A proposed temporary 8-foot-high sound barrier would be placed along the southern boundary of the East Transportation and Hotel Site during construction activities on this portion of the Project Site. Portions of this temporary sound barrier would extend along the southerly east and west boundaries of the site.

Well Relocation Site

A temporary sound barrier ranging between 15 feet and 26 feet is proposed along the length of the south and east boundaries of the Well Relocation Site and along a portion of the west boundary of the site, which would be removed after completion of construction activities on the Well Relocation Site.

2.5.2 Projected Number and Schedule of Events

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

The LA Clippers are expected to host up to five preseason games in October and 41 regular season games from October to mid-April on an annual basis. Although the current NBA playoff format could allow for a maximum of 16 home playoff games from April to June, it is anticipated that the Arena would host an average of three playoff games per year, based on NBA team averages. Other events such as concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events would take place in the Arena throughout the year, with attendance ranging from small events up to 2,000 attendees (average of 300 attendees) to full Arena capacity. It is estimated that the Arena could host approximately 178 non-LA Clippers events annually, with an additional 16 smaller outdoor events in the plaza. As detailed in **Table 2-3**, approximately 243 events per year are anticipated.

2.5.3 Employment

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

LA Clippers and IBEC Arena Employees

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

TABLE 2-3
ANTICIPATED ANNUAL EVENT CHARACTERISTICS

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

NOTES:

[a] Estimates do not include full-time Arena management and operations employees, LA Clippers basketball operations employees including players and coaches, LA Clippers employees that work in the management offices or related facilities during the day, or visiting event performers and their support staff at the Arena.

[b] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations; includes 1,200 non-LA Clippers employees and 120 LA Clippers employees to provide game-day operations support.

[c] The majority of LA Clippers regular season home games hosted on weekday and Saturday nights would start at 7:30 PM, with Sunday games starting at 6:30 PM, per the stated preference of the LA Clippers and within the range of other team schedules in the Pacific Standard Time zone. However, to be conservative for analytical purposes, the EIR analysis assumes 7:00 PM start times for weekday and Saturday basketball games, which are allowed under the NBA rules. This assumption is conservative because it schedules the start-time for basketball games closer to the PM peak period for traffic on weekdays (4:00 PM to 6:00 PM).

[d] The current NBA playoff format, implemented in the 2002–03 season, involves four rounds of best-of-seven series and allows for a potential maximum of 16 home games in one season. Based on an analysis of the past playoff appearances of all current NBA teams, the anticipated average annual number of home playoff games is 3 games.

[e] Annual number and size of concerts may vary according to market conditions and availability of the Arena; these estimates represent the anticipated annual average occurrences of each concert type.

[f] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations.

[g] Concerts, family shows, other events, and corporate/community events may be scheduled throughout the year, provided such events do not conflict with LA Clippers home basketball games.

[h] Examples of family shows include Disney Live, Harlem Globetrotters and Marvel Universe Live.

[i] Examples of other sporting events include college basketball, boxing, lacrosse, Arena football, or non-recurring events such as professional wrestling shows. Events could be professional, collegiate or amateur competitions. Other events could include speaking events or civic events such as local graduation ceremonies.

[j] Examples of corporate or community events include small conventions, conferences, cultural events, civic events and private events. Events could be hosted on the Arena floor or in club, locker room and concourse space throughout the Arena, or in the plaza.

[k] Examples of plaza events include outdoor exhibitions or festivals for arts, food, technology, or similar activities, fan appreciation days, holiday celebrations, and similar outdoor events.

SOURCE: Murphy's Bowl LLC, 2018.

TABLE 2-4
EXISTING AND FUTURE NON-EVENT EMPLOYEES

Description	Description	Total Employees
LA Clippers Employees (Relocating)		
Basketball Operations (includes players, coaches, staff, etc.)	Players, coaches, training staff, etc.	54
Executive Management and Business Operations	Executive management, legal, finance, human resources, media and broadcasting staff, public and community relations, hospitality services, etc.	100
Business Operations Support	Customer service, sales and marketing support, team operations support	100
Subtotal		*254*
IBEC Arena Employees (Future)		
Arena Operations and Management	Management, Arena maintenance and operations, security, housekeeping	75
Subtotal		*75*[a]
Other Project Employees (Future)		
Restaurant	Staff and management for full-service restaurants	112
Shopping Center/Retail/Arena and Plaza Experience	Flagship team store, quick-service restaurant and coffee shop, and general retail/service and related employees	216
Sports Medicine Clinic	Care providers (doctors, nurses, specialists) and business operations staff	35
Community Space	Staff, management, and instructors for flexible community space, meeting rooms/classrooms, and related areas	26
Hotel	Staff and management for limited service hotel	50
Subtotal		*439*[b]
Total		**768**

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

SOURCE: Murphy's Bowl LLC, 2018.

Event-Related Employees

Event-related employees would be required to support events hosted at the proposed Arena, including security, ushers, ticket takers, food service and hospitality staff, and other event-related staff. The number of event-related employees required, and the types of services provided, for an event hosted at the Arena would vary depending on the type and size of event. As shown in Table 2-3, the highest number of event-related employees would be required to support an LA Clippers home basketball game, approximately 1,320 employees, which includes approximately 120 LA Clippers business operations support employees who would also work at LA Clippers games. Other major full-capacity events, such as a large concert, would require approximately 1,120 event-related employees.

Events that would not utilize the capacity of the Arena would require fewer employees. Medium-sized events, including weekend family shows and other events, are anticipated to require

between 480 and 530 event-related employees. Smaller events are anticipated to require approximately 25 employees.

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

Other Project Employees

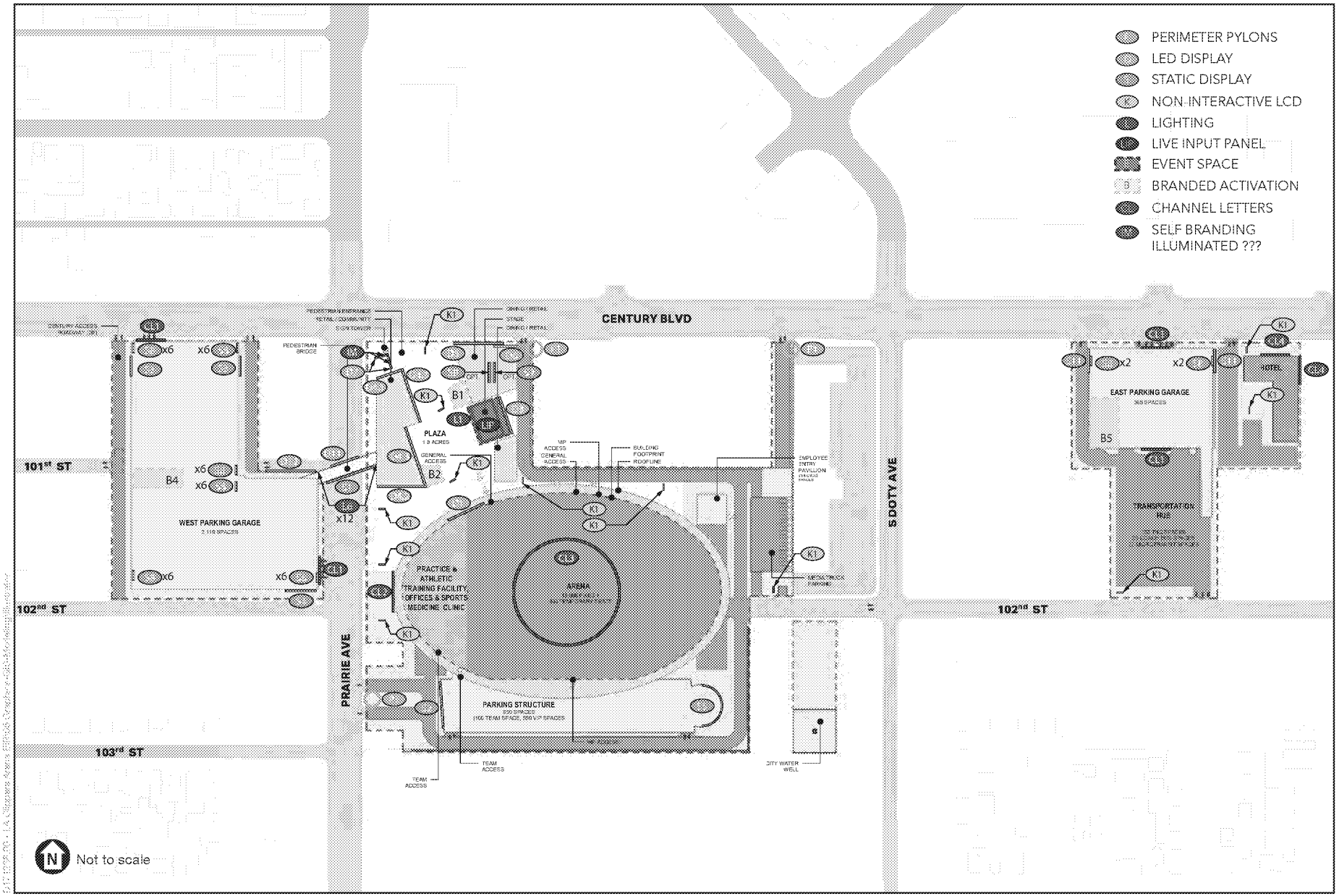
As shown in Table 2-4, above, the proposed commercial uses within the plaza buildings, including retail, dining, and similar services or experiences, are estimated to require a total of 328 employees. These uses would operate seven days per week, year round, independent of event center operations. The community space and the sports medicine clinic are anticipated to operate on weekdays, and are estimated to require 26 employees and 35 employees, respectively. It is estimated that the hotel would require 50 employees.

2.5.4 Signage and Lighting

Signage

The Proposed Project would include a variety of signs of different types and sizes placed throughout the Project Site to create a lively, interactive experience and aesthetic. The general type and potential location of signs anticipated to be included in the Proposed Project are illustrated in **Figure 2-20**. Project signage would be provided to promote the LA Clippers and the Arena, building activities and events, building and team sponsors, civic activities and events, dining and retail establishments within the Project Site, and other products and services. The Proposed Project would also include hotel, retail, and restaurant building identification signage, public parking entry and loading dock entry identification signs, pedestrian and vehicle wayfinding signage, and other informational signage. Such signs may be digital displays using LEDs or LED video boards, internally illuminated static wall signs or channel letter signs, externally illuminated supergraphic signs or banners, projections onto glass or solid surfaces, monument signs, kiosks, and pylon signs. The digital display signage may use LED technology to convey changing messages, pictures, and full motion graphics or videos, or could use other similar display technology that may emerge in the future.

As shown in Figure 2-20, signs may be mounted on the exterior of the Arena Structure or integrated into façade of the structure itself, as well as mounted on the buildings surrounding the plaza, the three parking structures, pedestrian circulation areas, and the hotel. Signage may be oriented to the major thoroughfares of West Century Boulevard and South Prairie Avenue, or to the visitors within the plaza and other pedestrian and vehicle circulation areas within the Project Site. Interior to the Arena Site, large, high-resolution LED video boards are proposed on the Arena Structure and at the rear of the plaza stage, oriented to pedestrian visitors in the plaza. Other signage throughout the Project Site could include free-standing signage and interactive LCD (liquid crystal display) kiosks within the plaza and pedestrian circulation areas, including



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-20
Conceptual Sign Locations

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the parking structures and pedestrian bridge. An up to 100-foot-tall illuminated marquee sign tower with a digital display would stand at the northwest corner of the plaza and an internally illuminated rooftop sign would be present on top of the Arena Structure.

Lighting

The type of lighting and its intensity on the Project Site would vary, depending on how the venue is being used at any given time. Exterior lighting for the Arena Site would be provided to illuminate different areas of the Arena Structure and adjacent plaza. During non-event days, adequate lighting for employees and visitors would be provided by site pedestrian pole-mounted light fixtures in the plaza and pedestrian circulation areas, as well as small floodlights for landscape and tree lighting, and lighting along the access roadway around the Arena Site. 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 street edges along West Century Boulevard and South Prairie Avenue. The parking areas, the pedestrian bridge, and the hotel would be illuminated to highlight circulation paths and landscape features, and to create a safe pedestrian experience. Additional wayfinding lighting would be provided to help orient people around the Project Site. Perimeter and architectural lighting, as well as illuminated signage, would be limited in areas adjacent to existing residential uses, and in some areas would be screened from direct view by sound or security walls. All lighting would be directed into the interior of the Project Site, and away from off-site areas.

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 Area 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.

Several new street lights would be installed adjacent to public roadways surrounding the Project Site, including along West Century Boulevard, South Prairie Avenue, and West 102nd Street. Street lights would be installed at regular intervals along street rights-of way, standardized heights, and standardized lighting intensities in compliance with City standards.

Sustainability

The Proposed Project would be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED®) Gold certification requirements. Some of the sustainable characteristics would be related to the Project Site, and others would be related to the project design and construction methods. The project applicant has submitted an application to the Governor pursuant to Assembly Bill (AB) 987 confirming that the Proposed Project will be designed to meet this standard and achieve certification within one year

of the end of the first full NBA season, as required by AB 987. Assuming the first NBA season is 2024–2025, then LEED certification would be required by June 30, 2026.

The Proposed Project would apply for LEED certification of the proposed buildings and accompanying development in the Building Design + Construction (BD+C) category, and would adopt a LEED campus approach in order to capture site-wide strategies such as those related to stormwater management and provision of open space. LEED certification for the Arena Structure would be sought under LEED BD+C New Construction and Major Renovation, and certification for the other buildings surrounding the proposed plaza would be sought under LEED BD+C Core + Shell. The hotel would be LEED Gold certified under LEED BD+C Hospitality. Measures would be incorporated into the final design of each component to achieve sufficient points for LEED Gold certification. Based on prior experience with sports facilities and other major venues, the design team for the Proposed Project has identified a menu of project features that are within control of the project applicant and that could be feasibly implemented to achieve the necessary points to achieve a LEED Gold certification, consistent with the requirements of AB 987.

The relevant characteristics of the Project Site would involve its location in an urban, infill location, the density of the site and connectivity to the adjacent community, and accessibility to public transportation. Several design features are under consideration for inclusion for the Proposed Project. Features under consideration include, but are not limited to, indoor and outdoor water reduction measures, on-site renewable energy generation, optimized energy performance, and responsible construction and demolition waste management strategies, heat island reduction measures, light pollution reduction measures.

2.5.5 Implementation

The Proposed Project would include text amendments to Chapter 5 (Offenses, Miscellaneous) and Chapter 12 (Planning and Zoning) of the City of Inglewood Municipal Code and conforming changes to the City of Inglewood General Plan. These amendments would include changes to the City's noise regulations to allow for the proposed operations and events to be hosted at the Proposed Project, as well as amendments to create an overlay zone for the Project Site to establish development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, and a site plan and design review processes to ensure compliance with those development standards as well as project-specific design guidelines to be adopted by the City of Inglewood as part of the Development Agreement for the Proposed Project. 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 site plan review procedures established in City of Inglewood Municipal Code Chapter 12, Article 18.1, the design and site plan review process for the Proposed Project 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 text changes to the Inglewood Municipal Code and 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.

2.5.6 Circulation

Vehicular

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

Arena Site

An approximately 900-linear-foot section of West 102nd Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with portions of the Arena Structure and related uses. A new site access road would run along the north and east perimeters of the Arena Site, connecting West Century Boulevard to West 102nd Street. This new segment of the internal access road would not be used by the general public for vehicular or pedestrian access, but would be limited to select visitors and employees, security, media, team members, entertainment talent, small delivery vehicles, and emergency personnel. This segment of the access road would also provide direct access to the media/broadcast truck parking area and utility yard/equipment area on the east side of the Arena Structure.

A new site access road would run along the south and east perimeters of the Arena Site, connecting South Prairie Avenue to West 102nd Street. This new segment of the internal access road would provide public access to the team parking, VIP parking, and public parking garage immediately south of the Arena Structure, as well as the weekday employee and visitor drop-off area. The access point on South Prairie Avenue would not be signalized, and would be a right-in, right-out vehicular movement only. Construction of this access would require the removal of the existing reversible lane gantry that spans South Prairie Avenue, approximately 100 feet north of the intersection with West 104th Street. The access road's connection with West 102nd Street would be stop-sign controlled.

West Parking Garage Site

An approximately 350-linear-foot portion of West 101st Street, west of South Prairie Avenue, would be vacated and developed with a portion of the parking garage. Access to the parking structure would be from West Century Boulevard though a signalized driveway approximately 475 feet west of South Prairie Avenue. This new driveway would be accessible from eastbound West Century Boulevard; egress at this intersection would allow vehicles to travel only westbound on West Century Boulevard during post-event periods. This driveway would be operational on event days and closed on non-event days.

A new signalized driveway would provide access to the West Parking Garage on South Prairie Avenue, approximately 575 feet south of West Century Boulevard. This driveway would be operational at all times. There would physically be only one left turn lane on northbound South Prairie Avenue and one right-turn only turn lane on southbound South Prairie Avenue. However, during pre-event times, two left turn lanes on northbound South Prairie Avenue, and the right-turn only turn lane on southbound South Prairie Avenue would provide access to the West Parking Garage. Egress at this access point would allow vehicles to travel only southbound on South Prairie Avenue after major events at the IBEC.

A proposed new, publicly accessible roadway immediately west of the parking garage would connect West Century Boulevard to West 102nd Street. Another publicly accessible roadway would be constructed between West Century Boulevard to West 101st Street on the east side of the parking structure. The access roads both on the west perimeter and along the northeast edge of the proposed parking garage are intended to maintain vehicular access around the parking garage to nearby uses including residential units on West 102nd Street and the commercial center at the southwest corner of South Prairie Avenue and West Century Boulevard (see Figure 2-7). None of the intersections created by these new access roadways would be signalized.

East Transportation and Hotel Site

Vehicle access to the ground-level transportation hub on the East Transportation and Hotel Site would be provided from West Century Boulevard, approximately 400 feet east of South Doty Avenue and aligned with the existing configuration of Hollywood Park Casino Drive, with modification of the existing traffic signal and installation of a left turn pocket. Private vehicle access to the parking structure would be provided from West 102nd Street via a non-signalized intersection. Vehicular access to the hotel would be provided from West Century Boulevard.

Delivery and Service Truck Access and Loading

Large delivery trucks and service vehicles, particularly semi-trucks, would access the Arena Site below-grade via a new, gated service ramp entrance on West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings (see Figure 2-7). The service ramp would provide direct access to the loading docks and marshaling area located within the below-grade event level of the Arena Structure. This area would include six loading docks for semi-trucks, allowing for simultaneous on- and off-loading of the types of vehicles that typically carry performance staging equipment. Adjacent to the loading docks would be parking areas for smaller vehicles that may require secure, temporary parking. Large trucks and service vehicles would exit the Arena Structure via the same service ramp and would exit to West Century Boulevard. Exiting vehicles would be prohibited from turning left onto West Century Boulevard. Entering vehicles would be permitted to enter from either eastbound or westbound West Century Boulevard.

Small service and delivery vehicles providing services or materials for retail and food service venues could enter the Arena Site via a site access road accessed from West Century Boulevard,

approximately 350 feet east of South Prairie Avenue, immediately west of the existing Airport Park View Hotel parcel, with alternate access or egress to this site access road at West 102nd Street.

Shuttle Service

Before, during, and after LA Clippers basketball games and other large events, the Proposed Project would provide shuttle service that would connect the Project Site to the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station. The shuttle service would drop off and pick up attendees at the proposed shuttle pick-up and drop-off location on the west side of the Arena Site along South Prairie Avenue (see **Figure 2-21**).

The shuttles from the Metro Green Line's Hawthorne/Lennox Station would travel north on South Prairie Avenue to the shuttle pick-up and drop-off location on the west side of South Prairie Avenue, adjacent to the proposed Arena. The shuttle would then depart the Arena Site, turn west on West Century Boulevard, then turn south on Hawthorne Boulevard to return to the Hawthorne/Lennox Station.

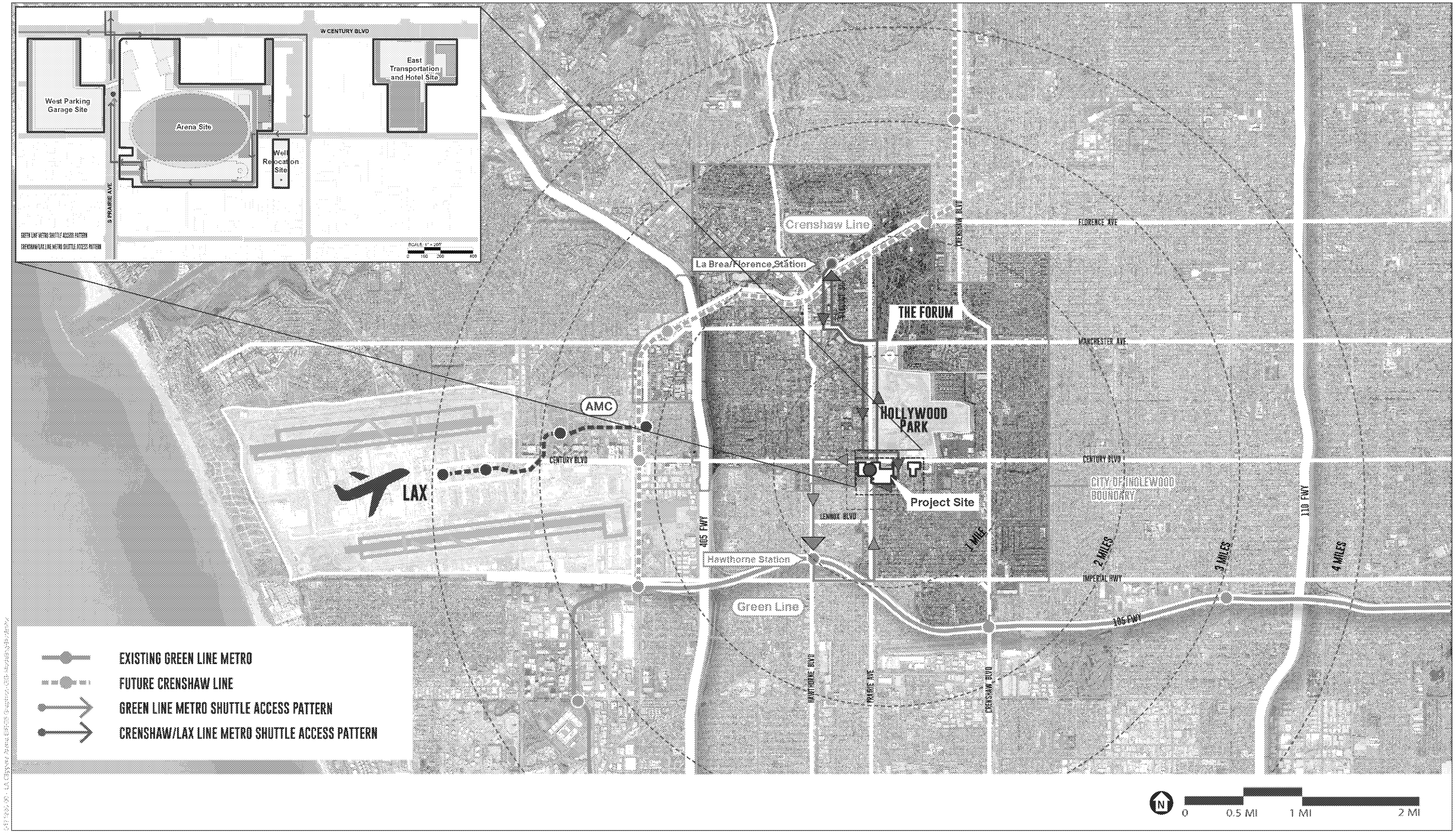
The shuttles from the Metro Crenshaw/LAX Line's La Brea/Florence Station would travel south on South Prairie Avenue, turn east on West Century Boulevard, before turning south on South Doty Avenue. The shuttles would then turn west on West 102nd Street, then south to follow the internal roadway network on the Arena Site. the shuttles would then turn north on South Prairie Avenue to access the shuttle pick-up and drop-off area on the east side of South Prairie Avenue. The shuttles would then continue north on South Prairie Avenue to return to the La Brea/Florence Station.

Public Bus Transit

There are currently eight bus stops located on streets and sidewalks adjacent to the Project Site: four on South Prairie Avenue and four on West Century Boulevard. Two of the bus stops at the southeast corner of West Century Boulevard and South Prairie Avenue would be removed and relocated as part of the Proposed Project (see **Figure 2-22**). The bus stop that serves Metro line 117, east of South Prairie Avenue, for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during Project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312, south of West Century Boulevard, for northbound traffic on South Prairie Avenue would be permanently relocated to the northeast corner of the intersection. No other bus stops are proposed to be relocated.

Pedestrians

Implementation of the Proposed Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue linking the plaza with the West Parking Garage Site. The majority of pedestrian traffic flowing between the western parking garage and the plaza are expected to use the pedestrian bridge. The pedestrian bridge would have a minimum vertical clearance of 17 feet from roadway surface to bottom of the pedestrian bridge, and would be constructed of materials that would match the parking garage, community uses/retail buildings,



SOURCE: AECOM, 2019

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Figure 2-21
Proposed Shuttle Routes

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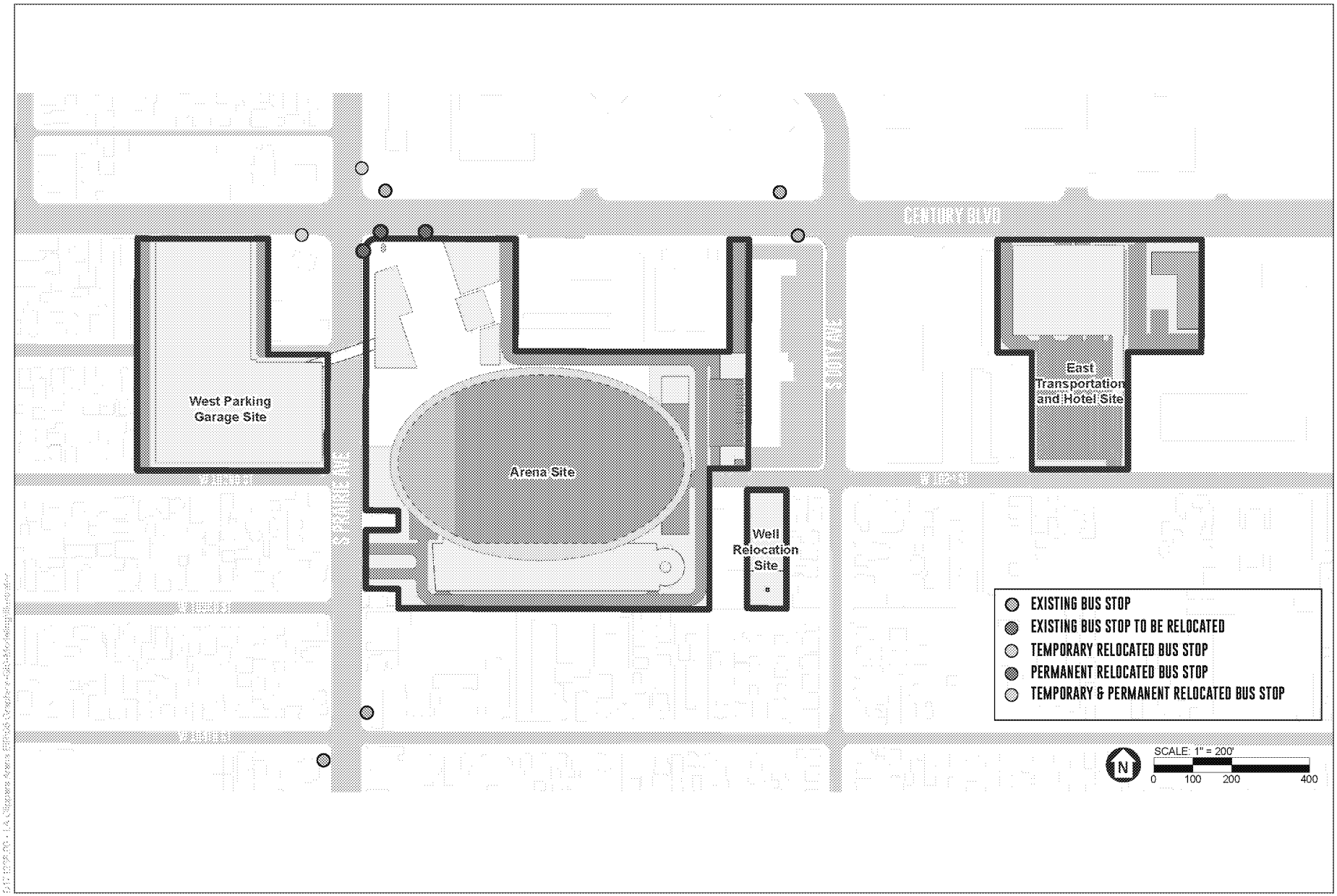

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-22
Temporary and Permanent Bus Stop Relocations

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and/or the Arena Structure. The pedestrian bridge would connect with the second story of the retail building on the west side of the plaza, with escalators connecting to the ground level of the plaza. Pedestrians could also cross South Prairie Avenue between the West Parking Garage Site and the Arena Site via a crosswalk on the south side of the South Prairie Avenue/new West Parking Structure Site signalized intersection (see **Figure 2-23**).

Pedestrian access to and from the Arena Site from the north and south would be provided via sidewalks along South Prairie Avenue.

Pedestrian access to the Arena Site from the East Transportation and Hotel Site would be via the sidewalk along the south side of West Century Boulevard. At the end of an event at the Arena Structure, pedestrians would be able to access the East Transportation and Hotel Site via both the south-side sidewalk on West Century Boulevard and via the north-side sidewalk on West 102nd Street. Pedestrian access between the Arena Site and the proposed hotel would occur via sidewalks along West Century Boulevard.

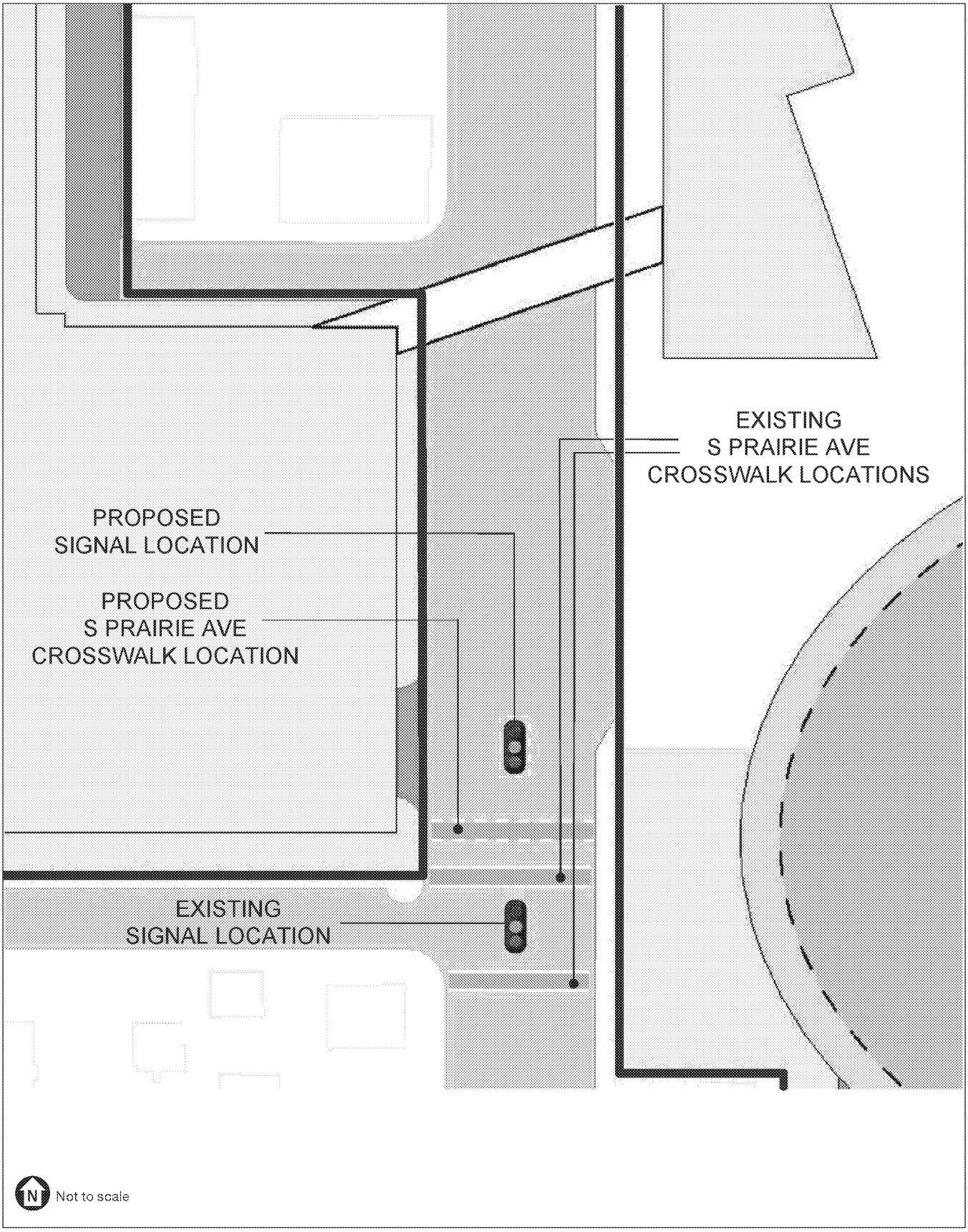
The plaza adjacent to the Arena Structure would serve as the main pedestrian gathering/ circulation entryway into the Arena Structure. The majority of attendees with general admission tickets would enter the Arena Structure from the plaza into entrances located on the northern facade of the Arena Structure.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

Bicycles

The Proposed Project would exceed the requirements of the City of Inglewood Municipal Code for the provision of short- and long-term bicycle parking (Section 10-151, Transportation Demand and Trip Reduction Measures; Section 12-42.1, Transportation Demand Management Requirements for Carpool Parking and Bicycle Facilities). Approximately 60 bicycle parking spaces for employees would be provided in the employee access pavilion on the east side of the Arena Site and 23 short-term bike parking spaces for patrons would be provided on the West Parking Garage Site (see **Figure 2-24**). A bike valet service could also be accommodated in the west parking garage, if needed.

2.5.7 Project Variants

There are two variations of the Proposed Project that are under consideration by the project applicant and the City. These variants are briefly described in this chapter and are fully described and analyzed in Chapter 5, Project Variants. These variants are not proposed as part of the Proposed Project because there is some uncertainty about their feasibility. They are being identified and analyzed, however, to provide the flexibility to allow the City to approve them as part of the Proposed Project, if desired.



SOURCE: AECOM, 2019

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Figure 2-23
Proposed Crosswalk Locations

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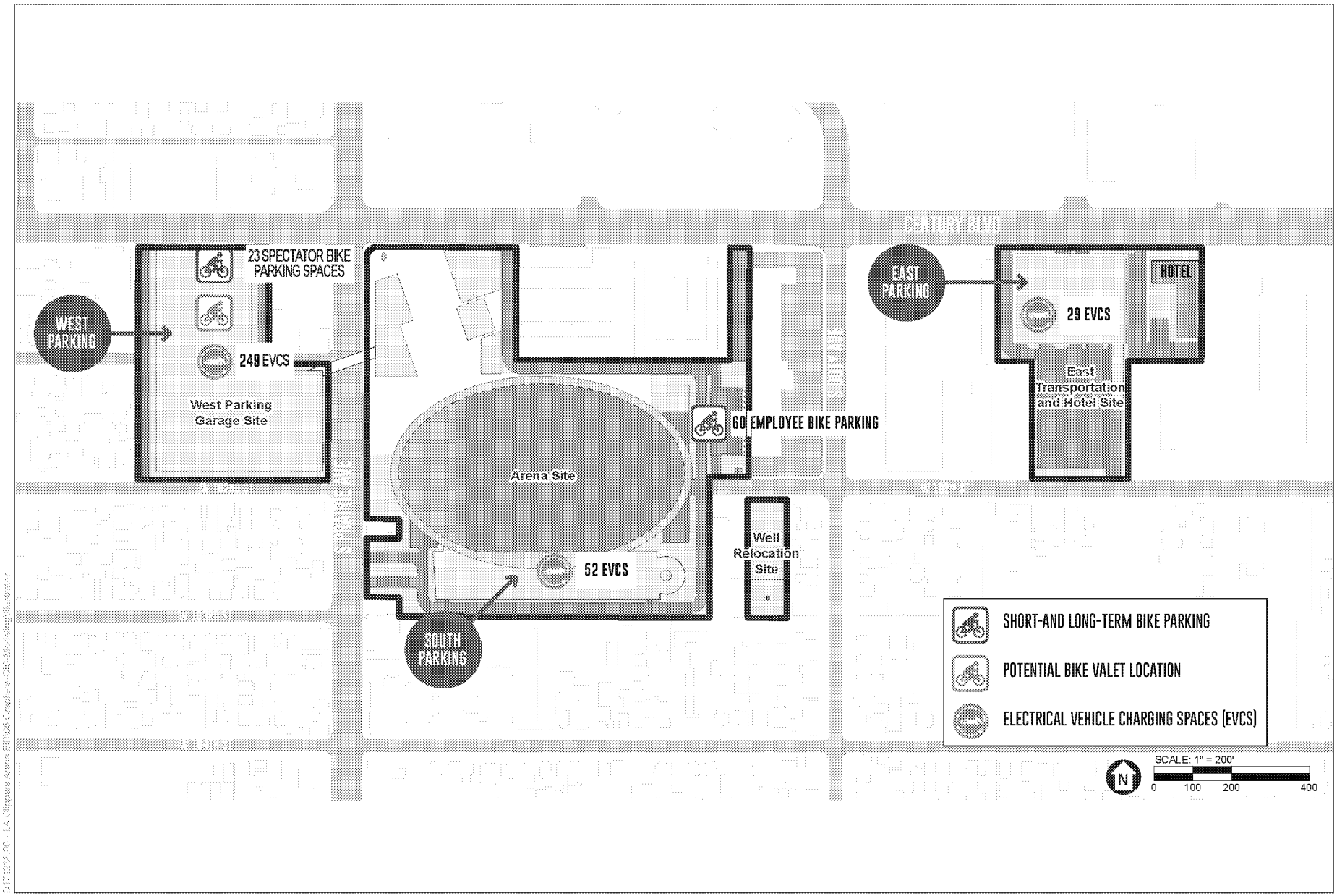

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-24
Bicycle and Electric Vehicle Parking

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Each project variant would include the same land use program, parking and loading locations, mechanical equipment types and locations, basic TDM program, streetscape improvements, and sustainability features as the Proposed Project. The variants are not mutually exclusive – the City potentially could approve neither, either or both project variants.

West Century Boulevard Pedestrian Bridge Variant

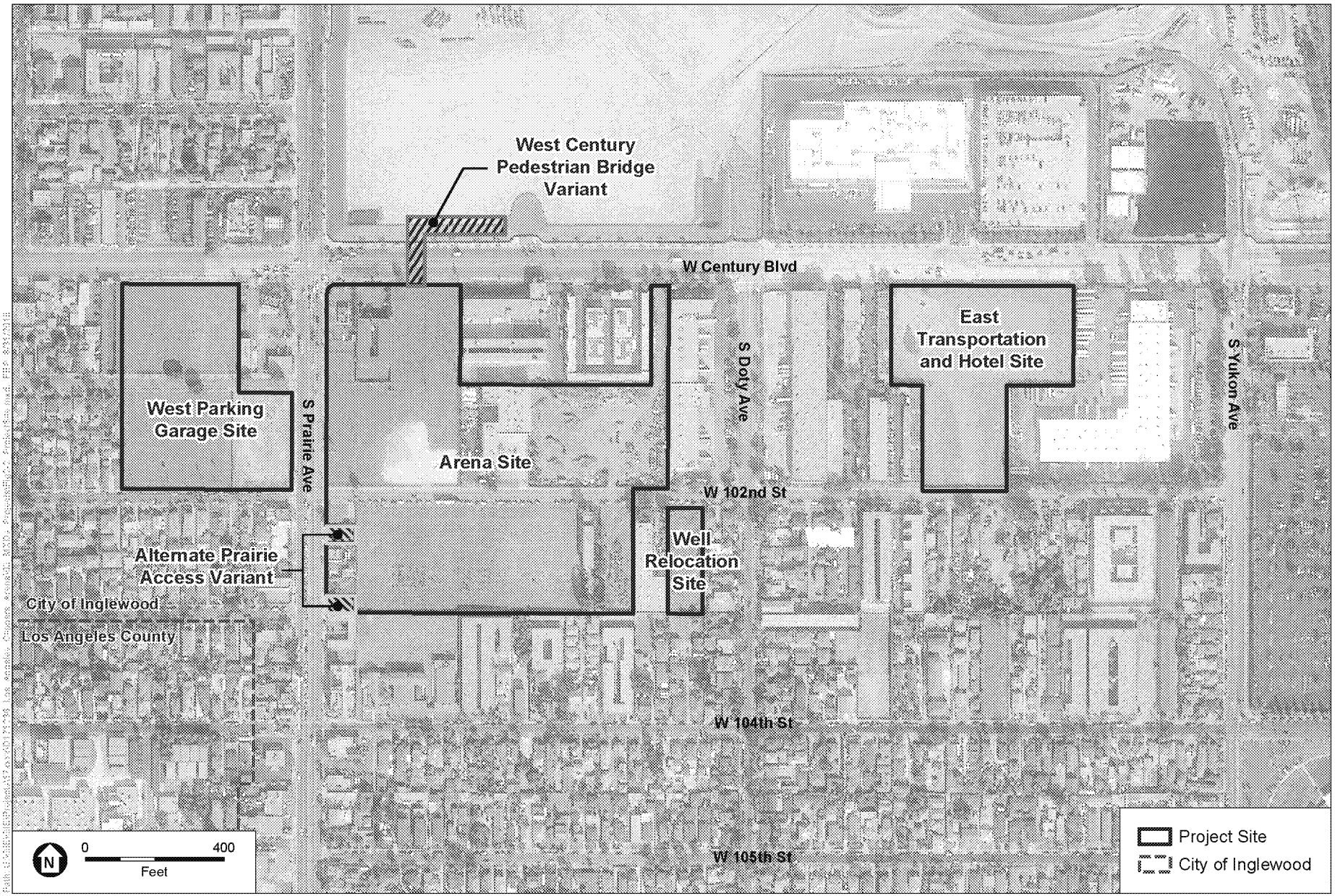
The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a pedestrian bridge across West Century Boulevard (the Century Pedestrian Bridge). The West Century Boulevard Pedestrian Bridge would be designed to include an escalator from the outdoor plaza's ground level up to the second story of the retail building on the east side of the outdoor plaza on the Arena Site. The West Century Boulevard Pedestrian Bridge would connect the retail building to the HPSP area to the north of the Project Site (see **Figure 2-25**). The West Century Boulevard Pedestrian Bridge would connect with a public plaza area on the north side of West Century Boulevard. The pedestrian bridge would provide a vertical clearance of approximately 17 feet over West Century Boulevard, and would be designed similarly to the pedestrian bridge crossing South Prairie Avenue, which is included as part of the Proposed Project. The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project or the Alternate Prairie Avenue Access Variant.

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

Alternate Prairie Access Variant

This variant would expand the boundary of the Arena Site portion of the Project Site by adding two additional properties to the Proposed Project: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see Figure 2-25). These two parcels currently contain a triplex and a single-family home, respectively. Under the Alternate Prairie Access Variant, the two parcels would be acquired by the project applicant through voluntary sales, the existing structures removed, 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 sf.

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



SOURCE: TerraServer, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-25
Project Variants

ESA

2.5.8 Utilities

Water

Water infrastructure to support the Proposed Project would be achieved through a combination of tying into existing water lines, removing and relocating water lines, and construction of new water mains and lines (see **Figure 2-26**).

A new 27-inch water transmission line would be constructed from the intersection of South Prairie Avenue/West 102nd Street southward to the driveway to the Arena Site. The new water transmission line would wrap around the Arena Site within the new roadway right-of-way, to connect with an existing water line at the intersection of the new roadway/West 102nd Street, immediately east of the Arena Structure. Six-, 10- and 12-inch domestic water lines would be extended from existing water lines into the Project Site. Water line connections and connections would occur on the Project Site or within public rights-of-way. On the Well Relocation Site, a new 12-inch potable water transmission line would connect the new well to the existing 27-inch water transmission line in West 102nd Street (see **Figure 2-27**).

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

A 2-inch reclaimed water line would be installed to connect the West Parking Garage Site to the existing 36-inch reclaimed water line in South Prairie Avenue (see **Figure 2-28**). A new 3-inch reclaimed water line would also extend from the existing line in South Prairie Avenue to the plaza.

Wastewater

Wastewater infrastructure to support the Proposed Project would be achieved through a combination of tying into existing sewer lines, removing and relocating sewer lines, and construction of new sewer lines (see **Figure 2-29**).

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

On the West Parking Garage Site, approximately 340 linear feet of an 8-inch sewer main line within West 101st Street would be abandoned and re-routed to the east to continue serving surrounding users. A new 8-inch sewer line would be constructed from the western edge of the

new parking garage on the Arena Site and the West Parking Garage Site eastward to connect with existing sewer infrastructure in South Prairie Avenue.

Drainage

Storm drainage infrastructure to support the Proposed Project would be achieved through a combination of tying into existing drainage lines, removing and relocating storm drainage lines, and construction of new drainage lines (see **Figure 2-30**). A Low-Impact Development (LID) plan has been developed and will be implemented for the Proposed Project; strategies from the LID plan would be employed to reduce the impacts of stormwater runoff.

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

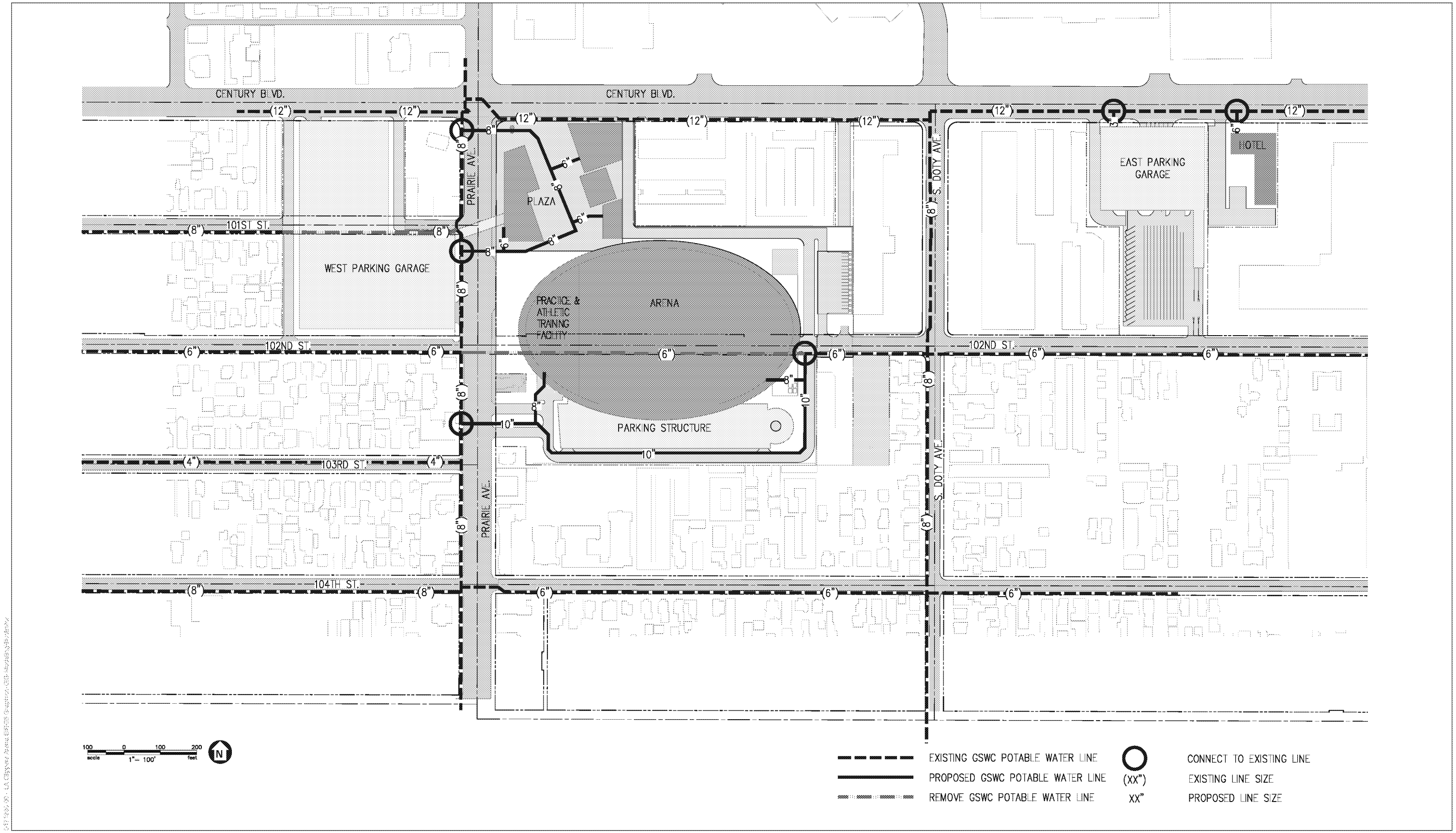
A small existing storm drainage line that enters the Arena Site near the South Prairie Avenue/ West 102nd Street intersection would be abandoned. New 12-, 18- and 24-inch storm drainage lines would be extended from existing drainage lines in South Prairie Avenue near West 103rd Street into the Project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

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

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

Electricity

To improve energy efficiency of the Proposed Project, rooftop solar photovoltaic panels would be installed on top of the Arena Structure. A photovoltaic solar panel system between 700 and 1,500 kilowatts (kW) would be installed that would have the capacity to generate more than one million kW hours per year. The panels would generate renewable energy and offset grid energy use. Battery energy storage would be integrated to optimize payback of the photovoltaic system by reducing event day peak loads and saving time-of-use charges.



SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-26
Conceptual Potable Water Infrastructure

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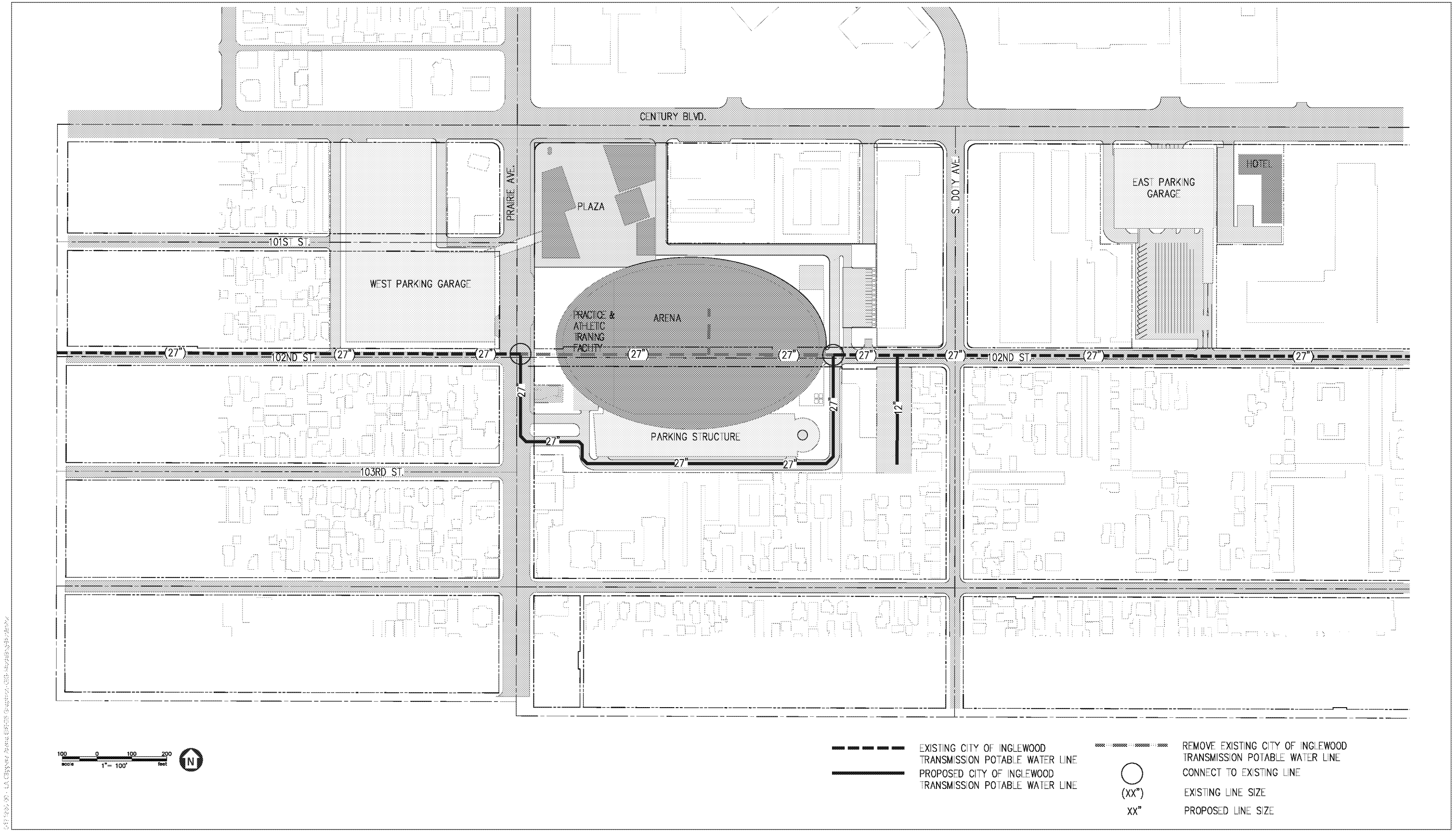

SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-27
Conceptual Well Transmission Infrastucture

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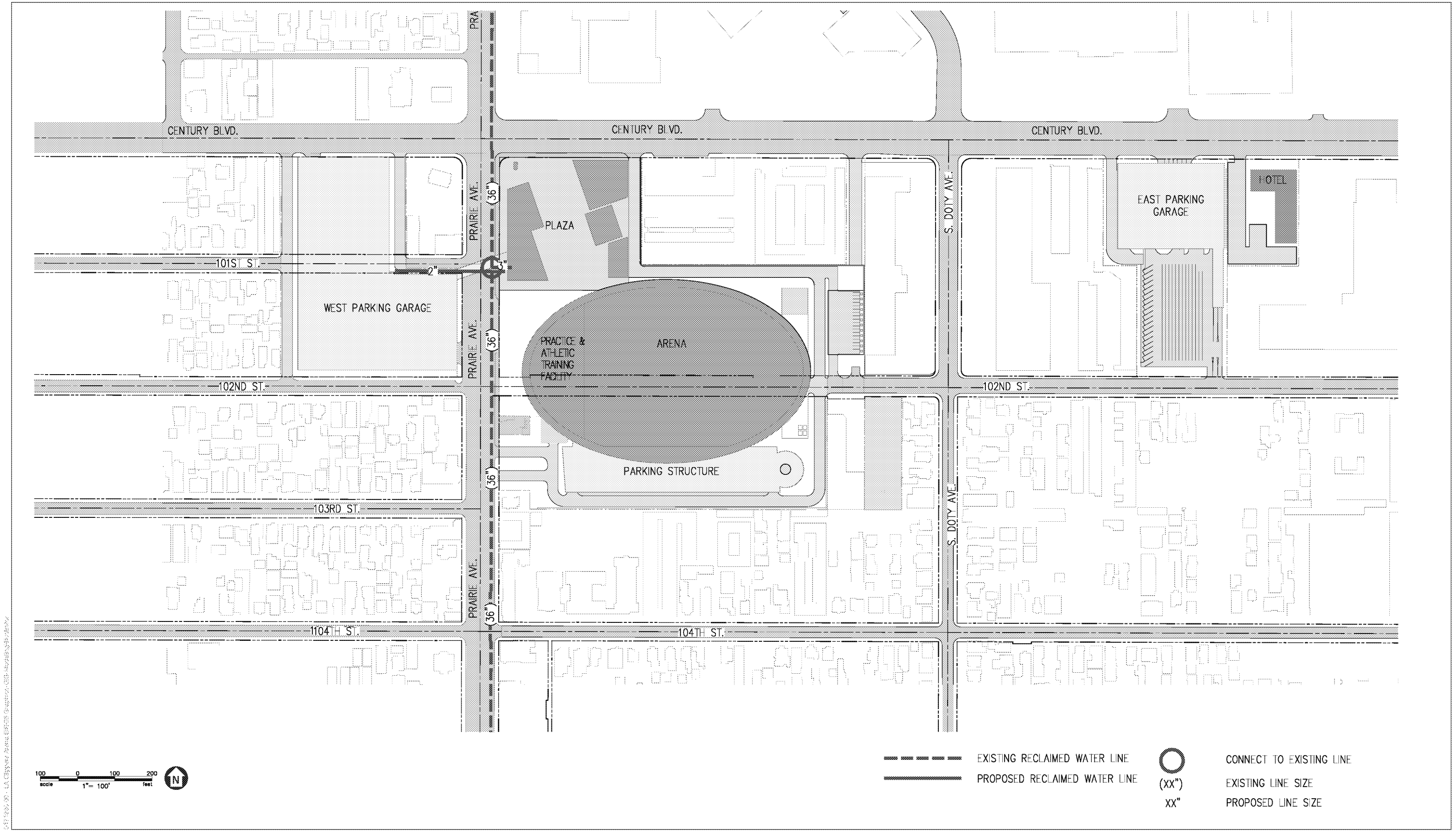

SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-28
Conceptual Reclaimed Water Infrastructure

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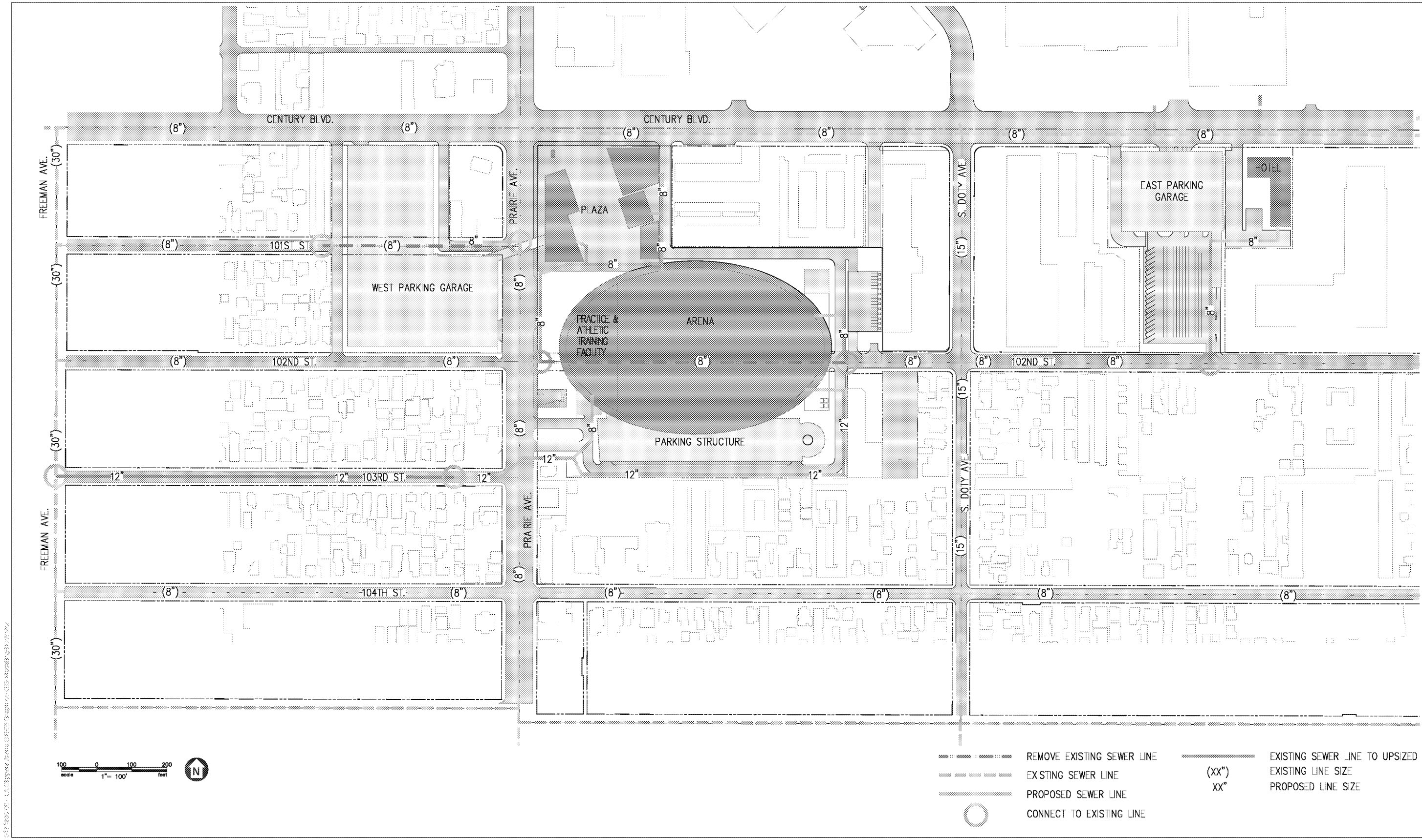

SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-29
Conceptual Wastewater Infrastructure

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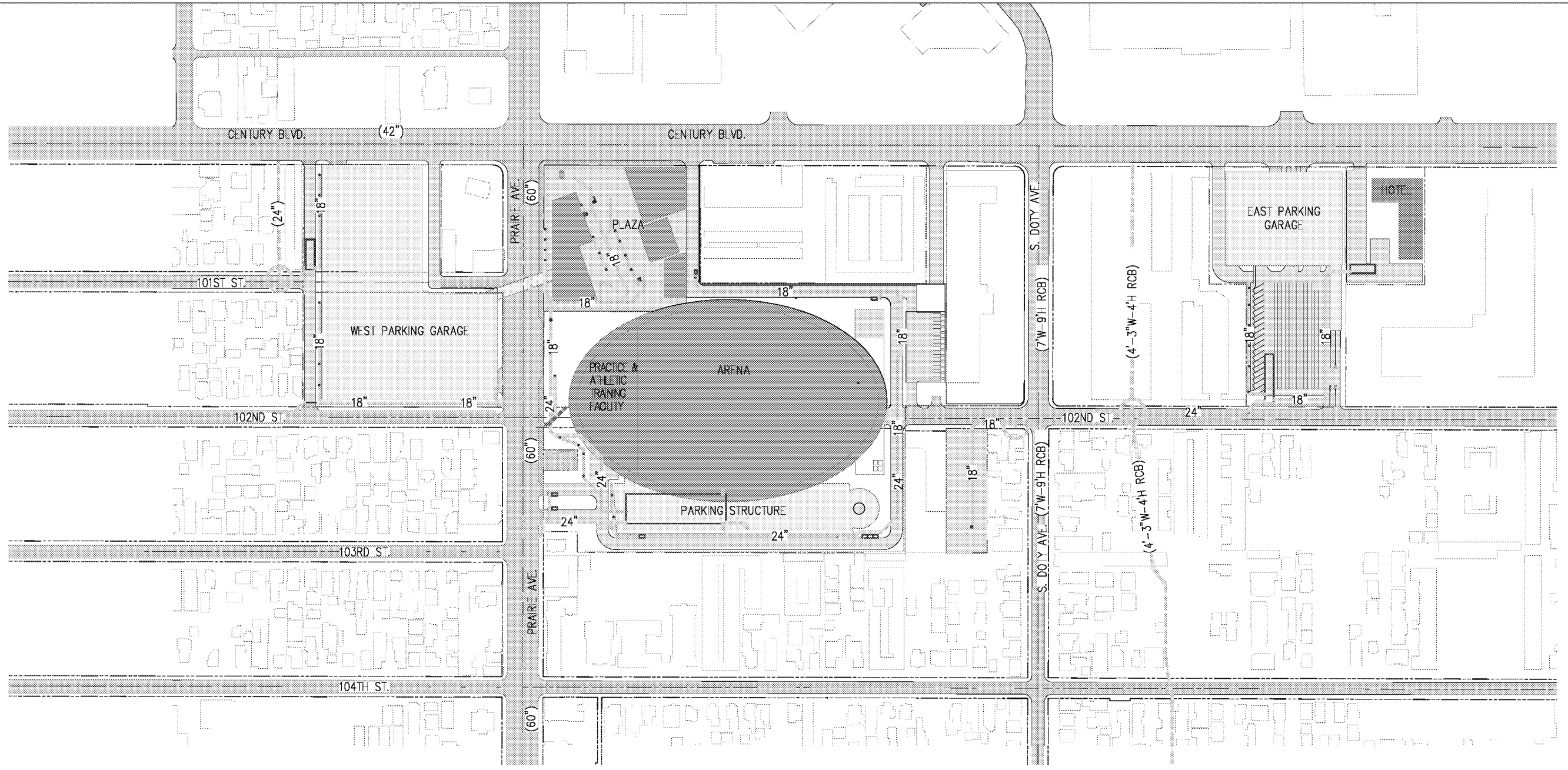

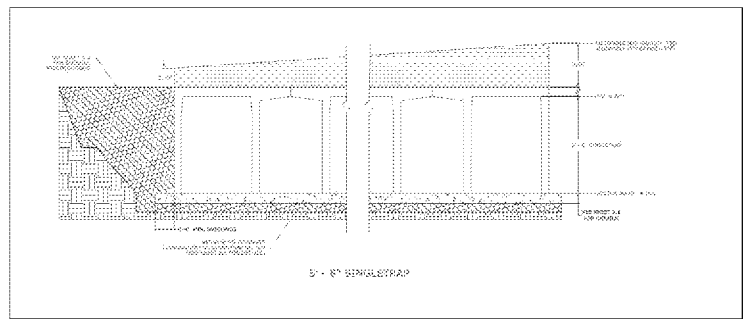

STORMTRAP UNDERGROUND PRECAST DETENTION STRUCTURE TYPICAL DETAIL

100 0 100 200
scale 1" = 100' feet

N

EXISTING STORM DRAIN LINE
REMOVE EXISTING STORM DRAIN LINE
PROPOSED STORM DRAIN LINE
PROPOSED STORM DRAIN STRUCTURE
CONNECT TO EXISTING LINE
PROPOSED UNDERGROUND PRECAST DETENTION STRUCTURE
(XX") EXISTING LINE SIZE
XX" PROPOSED LINE SIZE

SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-30
Conceptual Drainage Infrastructure

ESA

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Further, the Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site (see **Figure 2-31**). The closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16 kilovolt system. A second circuit, for redundancy, could come from the same substation, and new overhead and underground facilities would be required to complete this second tie. Existing overhead electrical lines on the Arena Site and West Parking and Transportation Site would be removed and relocated underground within the Project Site. The removal and relocation of existing overhead lines within the Project Site would be conducted to avoid any interruption of service to customers located on properties adjacent to the Project Site.

New on-site electrical facilities would be located within a utility yard near the southeast corner of the Arena Site. Structures required to serve the Project Site consist of switches, capacitor banks, multiple transformers, and metering equipment. Emergency power would be provided by means of two generators dedicated for the Arena Structure, plaza buildings, and the South Parking Garage with total capacity of up to 2,400 kW, located in the utility yard on the east side of the Arena Structure. Emergency power to support emergency lighting would be provided by a 300 kW inverter (battery storage) for the West Parking Garage and a similar 100 kW inverter for the East Transportation Hub and Parking Garage. The emergency generators would automatically start in the event of a power outage.

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

Natural Gas

Southern California Gas Company is the natural gas provider in the area. The gas mains through the neighborhood were installed decades ago for residential use, and the existing pipes are smaller, primarily 2-inch lines, and not typically large enough to handle the necessary volume for the proposed gas demands. The Proposed Project would increase the size of the distribution main in West 102nd Street to a 4-inch line and tie into the 8-inch line on the west side of South Prairie Avenue (see Figure 2-31). An existing 2-inch line in West 102nd Street, and existing services to the east would instead be connected to an existing gas main in South Doty Avenue. A gas main in West 101st Street would be abandoned, and existing services to the commercial site at the southwest corner of West Century Boulevard and South Prairie Avenue would be connected to an existing gas main in South Prairie Avenue. Service to the Arena Site would be from the gas main in South Prairie Avenue and extended along the southern access road to a new meter location in the southeast corner of the Arena Site.

Telecommunications

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

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

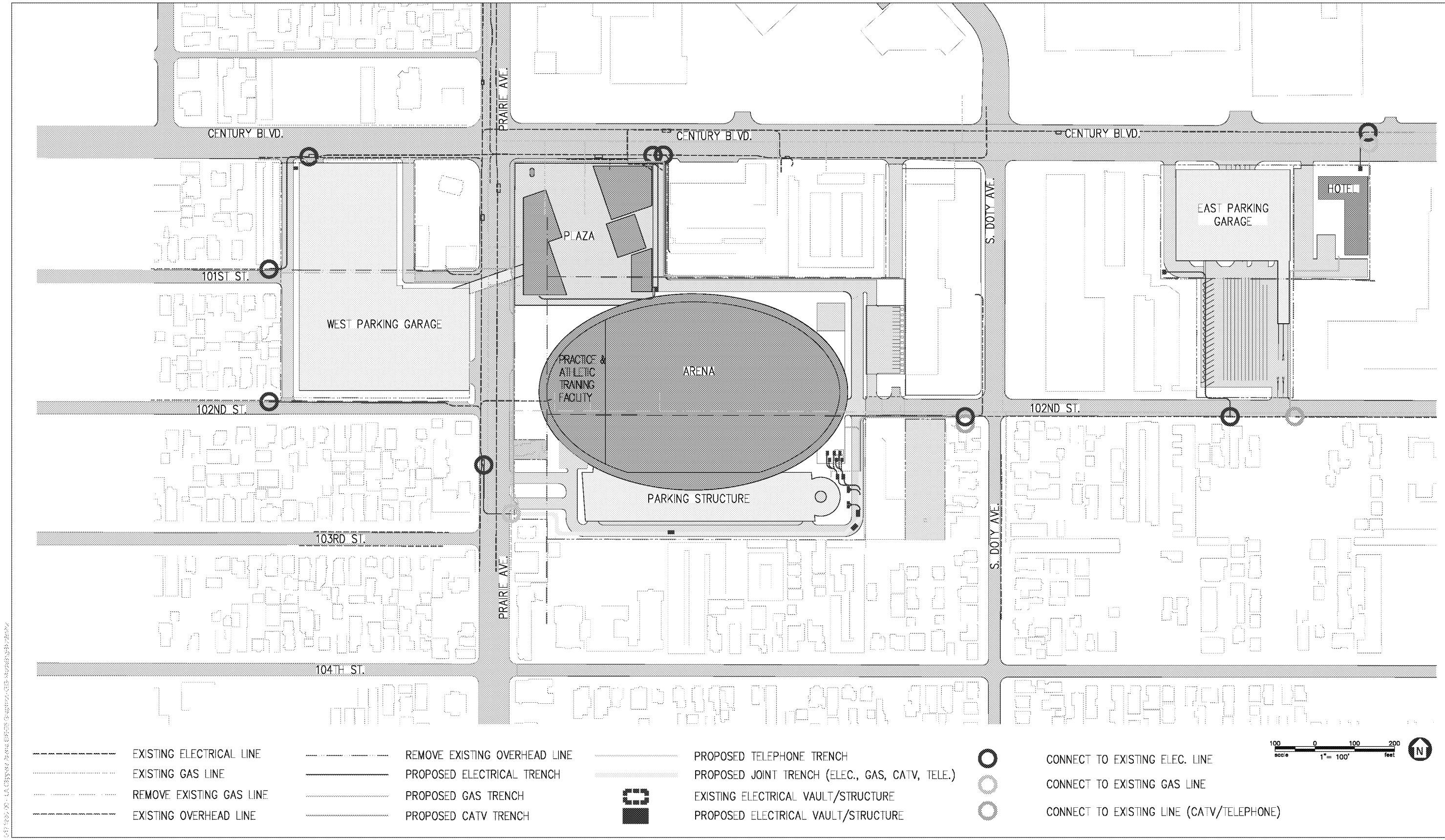
2.5.9 Construction and Phasing

Construction of the proposed Arena, practice facility, sports medicine clinic, offices, public plaza, parking garages, TNC pick-up/drop-off area, and relocated well would occur over approximately 40 months starting in 2021 and concluding in 2024. There would be numerous overlapping construction phases, as presented in **Table 2-5**.

Construction activities would include demolition of any existing structures or improvements on site, site preparation, excavation and grading, building construction and interior finishing work, structure enclosure and architectural coating, and paving and exterior landscaping. Demolition activities are anticipated to generate approximately 7,607 tons of demolition debris (asphalt and general construction debris). The Proposed Project would export approximately 296,915 cubic yards of soil during grading and excavation activities. Heavy-duty equipment, vendor supply trucks and concrete trucks would be used during construction of foundations, parking structures, and buildings.

All construction equipment staging would occur on the Project Site. The primary construction laydown yard would be on the East Parking Site from the beginning of construction through construction completion. Temporary laydown areas on the Arena Site would also be established as necessary during construction. During construction of East Parking Structure, the laydown area would only occupy southern portion of the East Parking Site that would later developed as the surface parking/TNC area.

Over the course of the construction schedule, the length of workdays would vary in range from 8 hours to 24 hours. The 24-hour workdays would be required during a variety of activities, including but not limited to construction such as foundation concrete pours, well-drilling, and assembly of large components of steel framing of the Arena Structure. The 24-hour workdays would be required for a number of reasons, including technical requirements of certain construction techniques, worker safety, labor rules, and avoidance of conflicts on City streets and highways in the vicinity.



SOURCE: BJ Palmer & Associates, 2019; D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-31
Conceptual Dry Utilities Infrastructure

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TABLE 2-5
ANTICIPATED CONSTRUCTION PHASING

Construction Phase	Approximate Construction Time Period	
	Start	Finish
Arena Site[a]		
Demolition	July 2021	October 2021
Site Preparation and Sound Walls	July 2021	September 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	November 2021	February 2022
Foundations/Concrete Pour	December 2021	January 2023
Building Construction	March 2022	June 2024
Exterior Enclosure/Architectural Coatings	July 2022	May 2024
Paving	February 2024	May 2024
West Parking Garage Site		
Site Preparation and Sound Walls	July 2021	July 2021
Drainage/Utilities/Trenching	July 2021	September 2021
Grading/Excavation	July 2021	September 2021
Foundations/Concrete Pour	September 2021	November 2021
Building Construction	October 2021	February 2023
Exterior Enclosure/Architectural Coatings	September 2021	February 2023
Paving	November 2021	February 2023
East Transportation and Hotel Site[b]		
Site Preparation and Sound Walls	July 2021	August 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	October 2023	October 2023
Foundations/Concrete Pour – Transportation Hub	February 2024	February 2024
Building Construction – Transportation Hub	March 2024	June 2024
Exterior Enclosure/Architectural Coatings – Transportation Hub	March 2024	June 2024
Paving – Transportation Hub	April 2024	June 2024
Building Construction – Hotel Site	February 2024	September 2024
Paving – Hotel Site	September 2024	October 2024
Architectural Coatings – Hotel Site	August 2024	October 2024
Well Relocation Site		
Demolition	July 2021	July 2021
Sound Walls	July 2021	July 2021
Drilling and Casing	August 2021	December 2021
Utilities	January 2022	May 2022
Paving/Fencing	June 2022	June 2022

NOTE:
[a] The Arena Site construction phase includes development of the Arena Structure, south parking garage, practice facility, sports medicine clinic, offices, sound barriers, privately owned outdoor plaza, commercial and community uses surrounding the plaza, and pedestrian bridge spanning South Prairie Avenue.
[b] The approximate construction time period for the East Transportation and Hotel Site represents the construction timeframe for the parking garage and surface parking lot. While the timing and duration of construction for the hotel component is unknown at this time, the dates and durations presented here are used as approximations, conservatively based on the earliest anticipated construction of this component.

SOURCES: Murphy's Bowl, 2019. ESA, 2019.

Arena Site

Sound Barriers/Demolition/Site Preparation/Utilities

The first phase of construction, beginning with construction of both permanent and temporary sound barriers around the Arena Site, would begin in July 2021. Demolition of the existing buildings, removal of on-site outdoor advertising displays, removal of parking lots, and removal of above- and below-ground utility infrastructure and preparation of the site would also begin in July 2021 and last approximately four months. Demolition and site preparation would involve a number of excavators, loaders, dump trucks, and water trucks. Demolition and site preparation activities would result in approximately 15 to 30 haul truck loads per day of solid/inert material.

Existing on-site and off-site utility infrastructure that is no longer needed to serve the Arena Site would be removed and new utility infrastructure would be trenched and installed. Drainage infrastructure would be installed to drain the Arena Site.

Grading/Excavation

The mass excavation phase would involve earth movement and hauling on an exposed site of approximately 16 acres during a 4-month period between November 2021 and February 2022. Excavation depths on the Arena Site would be at a maximum of 35 feet below ground surface to accommodate the Arena bowl. Excavation activities would result in up to approximately 150 haul truck trips per day.

Foundations/Building Construction/Finishing

The deep foundations/footings phase of construction would involve the pre-drilling and auger displacement of concrete foundation piles throughout the excavation area. Concrete would be delivered to the site and poured into the site and pre-drilled caissons to form the footings that would support the foundations of the structures on the Project Site. The primary work of this phase would take place over the course of approximately 6 months, from December 2021 to May 2022, with a secondary phase of approximately four months from October 2022 to January 2023.

The construction phase would involve the erection of steel, concrete and precast concrete elements. The construction phase of the Arena Site would take place over about 28 months starting in March 2022 and lasting to June 2024. This phase would include the erection of the Arena Structure, which would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. This phase would also involve a wide variety of interior finishing and structure enclosure activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. Application of architectural coatings would occur during this phase, likely between July 2022 and May 2024.

Site paving, exterior site work, and landscaping would occur between February 2024 and May 2024.

West Parking Garage Site

Construction of the parking structure on the West Parking Garage Site would occur from July 2021 to February 2023. Site preparation, excavation, and installation of utilities would involve earth movement and hauling on an exposed site of approximately 5 acres during a 3-month period between July 2021 and September 2021. Site preparation and excavation activities would result in approximately 53 haul truck trips per day.

Construction of the West Parking Garage would include pouring of foundations, erection of support structures, concrete pours, application of architectural coatings, and site paving over approximately 18 months, from September 2021 to February 2023.

Construction of the pedestrian bridge spanning South Prairie Avenue would occur in four phases over a five-month period, and would occur concurrently with the construction of other elements constructed on the Arena Site. Stage 1 would consist of erecting the bridge, building the bridge on site, the delivery a steel structure from off site, and pouring concrete on site. 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 is anticipated to require the full closure of South Prairie Avenue for three nights during Stage 1 and one night during Stage 3, and the closure of select lanes on South Prairie Avenue for three to four nights during Stages 2 and 4.

East Transportation and Hotel Site

Construction of the East Transportation and Hotel Site would include both the transportation hub (parking garage and surface parking) and the hotel. Site preparation and installation of utility infrastructure for the East Transportation and Hotel Site would occur over approximately 4 months, from July 2021 to October 2021. The site would then be used as a construction staging area while other elements of the Proposed Project are constructed. The site would be graded and any necessary excavation would occur in October 2023.

Beginning in February 2024 and lasting through June 2024, the East Parking Garage and associated surface parking area (Transportation Hub) would be constructed. Construction activities would begin with constructing the parking garage foundation and concrete pours, while architectural coatings, site paving, and landscaping would complete development of the transportation hub.

The exact timing of construction of the hotel is unknown. However, it is conservatively assumed that construction of the hotel could occur concurrent with construction of other aspects of the Proposed Project. Construction of the hotel could begin as early as February 2024 and be completed by October 2024. The construction of the hotel would include construction of building foundations, concrete pours, erection of the hotel structure including any integrated parking facilities, paving, and landscaping. Construction of the hotel would use typical construction equipment and methods for a mid-rise building. It is anticipated that construction vehicles would park on site during construction activities.

Well Relocation Site

Construction of the Well Relocation Site would last for approximately 11 months beginning in July 2021. The first phases of construction on this site would include erection of temporary sound barriers along the eastern, southern, and a portion of the western boundaries of the site. The Well Relocation Site would be graded, and a mobile construction noise barrier would be brought onto the site. Drilling and casing for the well would begin in August 2021 and end in December 2021. Utility infrastructure would be installed between January 2022 and May 2022. Final paving and fencing would conclude in June 2022.

Construction Traffic Circulation

Construction workers would park primarily on the East Transportation and Hotel Site during construction activity on the Arena Site, West Parking Garage Site, and Well Relocation Site. Spillover parking could also be accommodated on portions of the Well Relocation Site. During later stages of construction activity, when portions of the East Transportation and Hotel Site are unavailable for parking, construction workers would park in the parking structures constructed on the Arena Site and West Parking Garage Site, with spillover parking available on the Well Relocation Site.

Arena Site

During construction of the Arena Site, the easternmost travel lane of northbound South Prairie Avenue would be fenced and closed to travel from West Century Boulevard to 10204 South Prairie Avenue (see **Figure 2-32**). The sidewalk along the South Prairie Avenue frontage would also be closed to pedestrians. Driveway access to the residences at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be maintained for the duration of project construction.

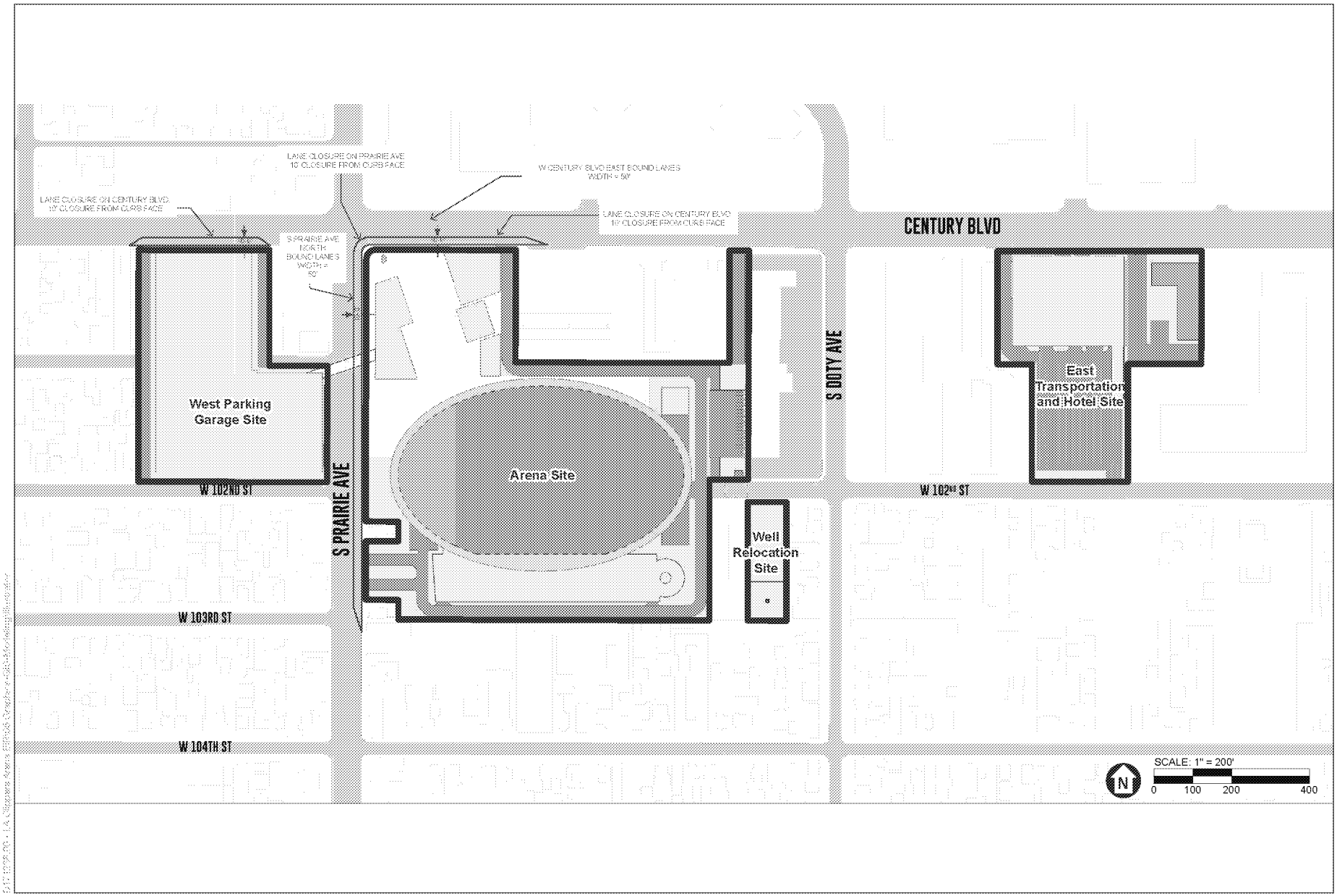
The southernmost lane on eastbound West Century Boulevard would also be closed to traffic from South Prairie Avenue to approximately 450 feet east, in front of the Airport Park View Hotel. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

West Parking Garage Site

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

Truck Routes

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



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-32
Construction - Lane Closures

ESA

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

Construction Employment

Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business and many construction workers are highly specialized (i.e., crane operators, steel workers, masons, etc.). Thus, construction workers commute to job sites throughout the region that may change several times a year dictated by the demand for their specific skills. The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

During construction activities, there would be a minimum of 35 construction workers on the Project Site at any one time, with a maximum number of 1,175 construction workers on the Project Site at any one time. Throughout Project construction, the number of construction workers on site would ebb and flow to match the intensity of each stage of construction.

2.6 Actions

Implementation of the Proposed Project is anticipated to require, but may not be limited to, the following actions by the City of Inglewood:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Inglewood.
- Adoption of a Mitigation Monitoring and Reporting Plan, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the Proposed Project's significant effects on the environment.
- Adoption of CEQA findings of fact, and for any environmental impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.
- Approval of amendments to the General Plan's Land Use and Circulation Elements, with conforming map and text changes to reflect the plan for the Proposed Project, including:
  - Redesignation of certain properties in the Land Use Element from Commercial to Industrial;
  - Addition of specific reference to integrated sports and entertainment facilities and related and ancillary uses on properties in the Industrial land use designation text;
  - Updating Circulation Element maps and text to reflect vacation of portions of West 101st Street and West 102nd Street and to show the location of the Proposed Project; and

  - Updating Safety Element map to reflect the relocation of the municipal water well and related infrastructure.
- Approval of a Specific Plan Amendment to the Inglewood International Business Park Specific Plan to exclude properties within the Project Site from the Specific Plan Area.
- Approval of amendments to Chapter 12 and Chapter 5 of the Inglewood Municipal Code, including:
  - Text amendments to create an overlay zone establishing development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, noise regulations, parking regulations, public art requirements, site plan and design review processes, and other land use controls; and
  - Conforming Zoning Map amendments applying the overlay zone to the Project Site or portions thereof.
- Approval of the vacation of portions of West 101st Street and West 102nd Street, and adoption of findings in connection with that approval.
- Approval of right-of-way to encroach on City streets.
- Approval of a Disposition and Development Agreement (DDA) by the City of Inglewood governing terms of disposition and development of the property.
- Approval of a Development Agreement (DA) addressing community benefits, vesting entitlements for the Proposed Project, and establishing IBEC Project-specific Design Guidelines to address certain design elements, including building orientation, massing, design and materials, plaza treatments, landscaping and lighting design, parking and loading design, pedestrian circulation, signage and graphics, walls, fences and screening, and similar elements.
- Approval of subdivision map(s) or lot line adjustments to consolidate properties and/or adjust property boundaries within the Project Site.
- Approval, if applicable, of a Resolution of Necessity related to the potential exercise of eminent domain as to a limited number of, non-residential privately owned parcels.
- Approval of conditions of approval with respect to the requirements of Assembly Bill 987.
- Approval of any other conditions of approval deemed necessary and appropriate by the City.
- Any additional actions or permits deemed necessary to implement the Proposed Project, including demolition, grading, foundation, and building permits, any permits or approvals required for extended construction hours, tree removal permits, and other additional ministerial actions, permits, or approvals from the City of Inglewood that may be required.

In addition to approvals by the City of Inglewood, approvals or actions by other agencies or entities would include, but not be limited to, the following:

- Determination of consistency with the LAX Airport Land Use Plan by the Los Angeles County Airport Land Use Commission.
- Issuance of permits to allow for municipal water well relocation by the Los Angeles County Department of Public Health.
- Review of the Proposed Project by the FAA under 14 Code of Federal Regulations Part 77 for issuance of a Determination of No Hazard.

Additional approvals or permits may also be required from federal, State, regional, or local agencies, including but not limited to the following:

- Los Angeles Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- Los Angeles County Fire Department;
- Los Angeles County Metro; and
- California Department of Transportation.