

3.10 Land Use and Planning

This section describes and evaluates potential impacts related to land use and planning that could result from implementation of the Proposed Project. The section contains: (1) a description of the existing environmental setting for land use and planning; (2) a summary of the federal, State, and local regulations related to land use and planning; and (3) an analysis of potential impacts to land use and planning associated with the implementation of the Proposed Project.

CEQA Guidelines section 15125 states that the EIR shall discuss “any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans,” and accordingly, the regulatory framework discussion includes consideration of potential inconsistencies between the Proposed Project and relevant local and regional plans and policies. The relevant regional and local plans addressed within this section include Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Comprehensive Plan (RCP), the Los Angeles County Airport Land Use Plan (ALUP), the City of Inglewood General Plan, the City of Inglewood Zoning Code (Inglewood Municipal Code Chapter 12, Planning and Zoning), the Inglewood International Business Park (IIBP) Specific Plan, the City of Inglewood Redevelopment Project Area Plans, the New Downtown Inglewood & Fairview Heights TOD Plans. SCAG’s Regional Housing Needs Assessment is discussed in Section 3.12, Population, Employment, and Housing.

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

The question of the environmental compatibility of the Proposed Project with adjacent and nearby land uses is not addressed in this section. Rather, the reader is referred to the various environmental resource evaluations presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, for a discussion of potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places used for residential activities (residences, parks, etc.). Thus, certain industrial or commercial uses (which can produce noise and odors) may not be considered compatible with residential, educational, or healthcare uses, unless buffers, landscaping, or screening could protect residents from health hazards or nuisances. Any such potential land use incompatibilities are addressed in the applicable environmental resource sections in Chapter 3 instead of in this Section 3.10.

3.10.1 Environmental Setting

Regional Setting

The City of Inglewood was historically developed as a low-density single-family community. The City's land uses are comprised of residential (46.7 percent), right-of-way (23.5 percent), public/semi-public (20.3 percent), commercial (6.1 percent) and industrial (3.7 percent) uses.¹ Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or multifamily (three or more) units. Today, there are currently more multifamily dwelling units than single-family units in the City.

In addition, development in the City is shifting as a result of new community planning goals such as revised zoning to focus on mixed-use development, walkability, density, and Transit-Oriented Development (TOD). The Project Site is situated in between the City's existing and proposed TOD Plans, which if approved would provide TOD planning near all Metro stops within the City.² The New Downtown Inglewood and Fairview Heights TOD Plans were approved in 2016, and the Crenshaw/Imperial TOD Plan, and the Westchester/Veterans Station Area TOD Plan are proposed and were the subject of a CEQA Notice of Preparation issued by the City on October 31, 2017. The existing and proposed TOD plans are designed to modify zoning and parking regulations to encourage economically robust, pedestrian-friendly and community-centered development, improve networks for biking and walking, and recommended policies for implementation.

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

The City's right-of-way area includes 180 miles, or 1,337 acres, of streets and alleys. The City is primarily developed. A majority of the vacant land in the City is designated for industrial land uses with minimal vacant land designated for residential and commercial uses.³

The Project Site is located in the southwestern portion of the City in an area comprised of a mix of low- to medium-density one- and two-story residential, one-story commercial, one-story office, entertainment, industrial, trucking and parking uses and vacant parcels. West Century Boulevard,

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

² The New Downtown Inglewood & Inglewood TOD Plans website. Available: <http://inglewood.arroyogroup.com/>, accessed September 2018.

³ City of Inglewood, *City of Inglewood General Plan*, Land Use Element, p. 10, updated 2016. Available: <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>.

a major commercial corridor, borders the Project Site on the north. The West Century Boulevard corridor, from South Prairie Avenue to Crenshaw Boulevard, is characterized by one -and-two story commercial development that includes fast food restaurants, motels, retail, and commercial shopping centers.

North of the Project Site (approximately 0.8 miles north) along South Prairie Avenue is The Forum, a multipurpose approximately 17,500-seat indoor arena that served as home of the Los Angeles Lakers basketball team and Los Angeles Kings hockey team until 1999. The Forum was substantially renovated in 2014 and is now a venue principally used for music and entertainment. The Forum is listed on the National Register of Historic Places and the California Register of Historical Resources.

South Prairie Avenue is another major commercial corridor that runs north–south through the City of Inglewood and borders the Arena Site on the west. Land uses along South Prairie Avenue near the Project Site include commercial development, including restaurants, automotive uses, small commercial shopping centers, and offices, interspersed with residential uses.

The Project Site is located approximately 2 miles east of LAX, along the extended centerlines of Runways 25R and 25L and approximately 1.5 miles due north of Jack Northrop Field/Hawthorne Municipal Airport (HHR). The Los Angeles County ALUP establishes planning boundaries/airport influence areas (AIAs) for areas around public-use airports in the County. The Project Site is located within the planning boundary/AIA established for LAX, but is outside the planning boundary/AIA for the HHR. ALUP policies are focused on development of compatible land uses in areas subject to potential noise impacts and safety hazards associated with aircraft operations. Because the Proposed Project is located within the planning boundary/AIA for LAX and would include a change to the zoning code for the City of Inglewood, it is subject to review by the Airport Land Use Commission (ALUC) to determine consistency with ALUP policies. ALUP Policy G-4 prohibits any land use which will negatively affect safe air navigation and ALUP Policy S-7 requires compliance with the height restriction standards and procedures set forth in 14 Code of Federal Regulations (CFR) Part 77 (Part 77), *Safe, Efficient Use and Preservation of the Navigable Airspace*. Part 77 establishes criteria for delineating imaginary airspace surfaces around airports for purposes of identifying potential obstructions to the airspace. Parts of the Proposed Project would penetrate the imaginary airspace surfaces for HHR and construction equipment may temporarily penetrate the imaginary airspace surfaces for both LAX and HHR. This penetration would trigger a requirement for submittal of notification to the FAA. Satisfaction of this obligation is required both under federal regulations and the ALUP policies. The notification requirement for HHR, as well as LAX, is discussed in Section 3.8, Hazards and Hazardous Materials.

Development History of the Project Site

As is described in Section 3.4, Cultural and Tribal Cultural Resources, the project area developed largely during the middle part of the 20th century. In 1928, the area remained sparsely developed but the agricultural properties appear uncultivated or developed with residential buildings. Before World War II, the area was largely agricultural with scattered homes and businesses. Between

1928 and 1963, the area became nearly fully developed with single- and multifamily residences, while the properties in the Project Site along West Century Boulevard and South Prairie Avenue transitioned from residential to commercial use. In the post-war years residential and commercial uses developed in support of the growing LAX approximately 2 miles to the west, HHR less than 1.5 miles to the south, and defense industries that developed in the vicinity.

Between 1952 and 1963, many of the single-family residences and lower-density multifamily residences east of South Prairie Avenue were replaced with apartment buildings, hotels and commercial buildings that took up most of any given parcel with zero or minimal lot line setbacks. By 1972, the majority of the parcels on and around the Project Site west of South Prairie Avenue remained smaller, single-family homes; however, the project area east of South Prairie Avenue appears to be dominated by apartment buildings with some commercial and single-family homes present. This level and type of development appears to have remained consistent into the 1980s. In 1967, The Forum was opened, approximately 0.75 miles north of the Project Site. In the 1970s, a new health center was built on Manchester, north of the Project Site, and high-rise office buildings were constructed on La Brea, to the northwest of the Project Site.⁴ A new civic center was dedicated in 1973. Airport Park View Hotel opened between Hollywood Park Race Track and The Forum.⁵

Proximity to nearby airports, especially LAX, has affected development on the Project Site. A portion of the Project Site is located within the Planning Boundary/AIA for LAX as designated in the Los Angeles County ALUP, which places conditions on the nature and type of development that can occur. The Aircraft Noise Mitigation Program (ANMP), which arises from federal and state regulations, established two strategies to manage the impacts of aircraft noise, including (1) sound insulation of structures and (2) property acquisition followed by the conversion of an incompatible land use to compatible land uses. In the 1990s, pursuant to the ANMP and the Federal Aviation Regulation (FAR) Part 150, the Los Angeles World Airports (LAWA) implemented a comprehensive program to provide residential sound proofing to homes impacted by an average noise level of 65 dB or more and also relocated hundreds of residential homes east of LAX. LAX has also adopted a Federal Aviation Administration (FAA)-approved Noise Control/Land Use Compatibility Program, which makes certain residential areas in the City of Inglewood and other surrounding jurisdictions near LAX eligible for FAA funding for sound mitigation, either through the addition of insulation or property acquisition.

Beginning in the mid-1980s, the FAA has issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of recycling incompatible land uses to land uses that are compatible with the noise levels of airport operations. Under that program, the FAA and the City of Inglewood approved the acquisition of a number of parcels on the Project Site. In compliance with FAA grant agreements, the City is obligated to

⁴ Waddingham, Gladys, 1994. *The History of Inglewood*. Historical Society of Centinela Valley. Los Angeles, California.

⁵ Waddingham, Gladys, 1994. *The History of Inglewood*. Historical Society of Centinela Valley. Los Angeles, California.

dispose of the land at fair market value, and ensure that the land is used for purposes that are compatible with specified airport noise levels of operation of the airport. This consequently restricts the uses to which these properties can be put and limits the type of development that can take place on them. The FAA has expressly stated that residential development of these noise-impacted properties is “inherently inconsistent with the intent of the City’s land acquisition/noise mitigation program, approved and funded by the FAA,” and that residential use of the properties “may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land.”⁶

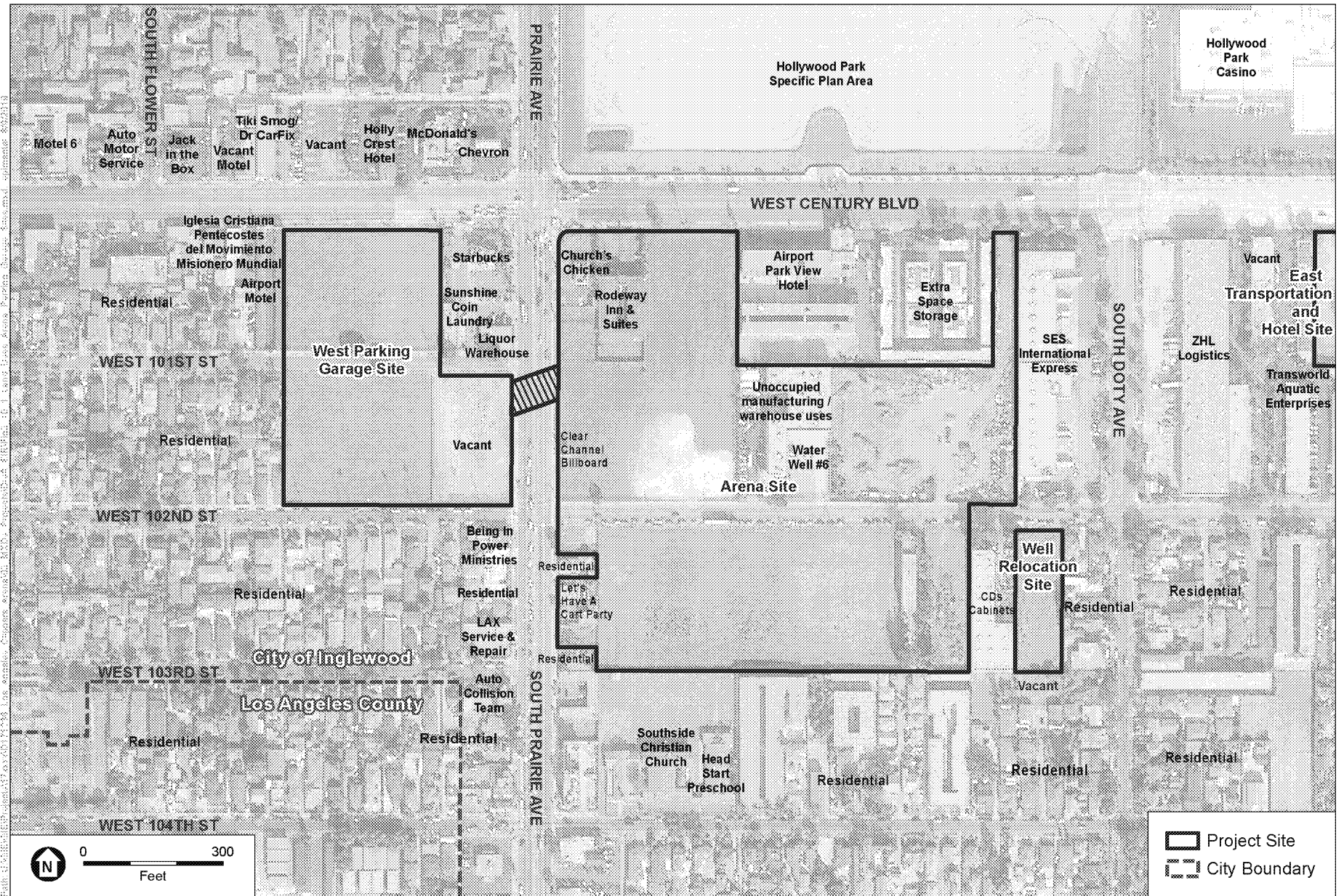
Project Site Existing Land Uses

The entire Project Site is comprised of approximately 28 acres and encompasses four specific locations: the Arena Site; the West Parking Garage Site; the East Transportation and Hotel Site; and the Well Relocation Site (see Figure 2-2 in Chapter 2, Project Description). All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The six developed parcels all within the Arena Site, include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facility (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel). The Arena Site encompasses a total of 41 parcels. Ten of these parcels are privately owned. Thirty-one parcels are City-owned or owned by the Successor Agency. The Well Relocation Site is owned by the City. All but one parcel within the West Parking Garage Site is owned by the City; the remaining parcel within the West Parking Garage Site is owned by the Successor Agency. The East Transportation and Hotel Site is entirely owned by the Successor Agency.

Arena Site

As can be seen on **Figure 3.10-1**, the approximately 17-acre Arena Site is primarily vacant with limited existing commercial and hotel uses and associated surface parking, unoccupied manufacturing uses, and a City well site. Within the Arena Site, at the southeast corner of West Century Boulevard and South Prairie Avenue, is an occupied Church’s Chicken fast-food restaurant located at 10004 South Prairie Avenue and an associated surface parking lot. Immediately to the east is an occupied two-story, 38-room motel (Rodeway Inn & Suites located at 3940 West Century Boulevard) and associated surface parking lots provided in the front and rear of the motel. Directly east of the Rodeway Inn & Suites fronting West Century Boulevard, is a vacant parcel surrounded by chain link fencing. The northeastern portion of the Arena Site is a narrow vacant parcel surrounded by chain link fencing and green screening. Located on this vacant parcel is an access road into the Arena Site that had previously been used to support the storage and staging of construction materials associated with a since completed street improvement project.

⁶ David F. Cushing, Manager, Los Angeles Airports District Office, U.S. Department of Transportation, Federal Aviation Administration, August 26, 2019.



SOURCE: TerraServer, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.10-1

Existing and Surrounding Land Uses:

Arena Site, Well Relocation Site, and West Parking Garage Site



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

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

West Parking Garage Site

The West Parking Garage Site is approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102nd Street to the south, and residential uses to the west. As shown in Figure 3.10-1, the site is currently vacant and is surrounded by chain link fencing.

East Transportation and Hotel Site

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

Well Relocation Site

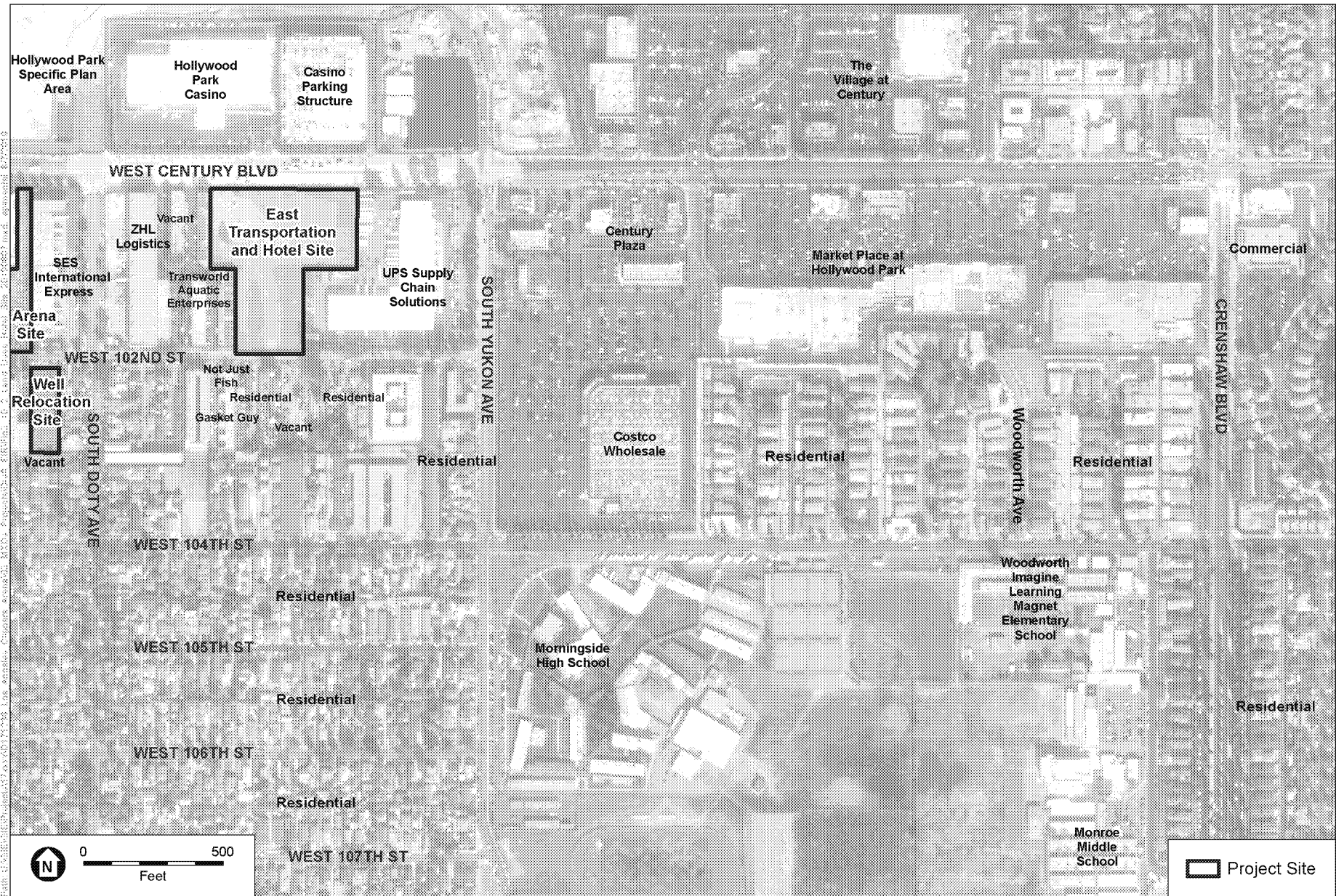
The 0.70-acre Well Relocation Site is currently vacant and is surrounded by chain link fencing (see Figure 3.10-1).

Surrounding Land Uses

Arena Site

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

Adjacent land uses bordering the Arena Site to the east include an occupied warehousing and shipping company (S.E.S. International Express located at 10105 South Doty Avenue, Unit A) and associated surface parking. The S.E.S. International Express buildings and associated surface parking extends the entire block between West Century Boulevard and West 102nd Street. To the



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center
Figure 3.10-2
 Existing and Surrounding Land Uses:
 East Transportation and Hotel Site

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

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

To the north of the Arena Site, West Century Boulevard provides an east–west roadway connection through the City of Inglewood. From 1938 until 2013, except for a few years during World War II, the Hollywood Park horse racetrack operated on approximately 240 acres of land north of West Century Boulevard, and east of South Prairie Avenue. For a number of years prior to the closure of the track, it was apparent that the current and future economics of horse racing, combined with the increasing value of the property, would result in closure and redevelopment of the Hollywood Park property. In anticipation of the expected closure of the racetrack, the City approved and adopted the Hollywood Park Specific Plan (HPSP) on July 8, 2009. The HPSP was amended September 23, 2014, and then further amended through approval of an ordinance that adopted the City of Champions Revitalization Initiative on February 24, 2015.⁷ Based on the

⁷ *Hollywood Park Specific Plan*, Unofficial Reference Guide Only for Stadium Alternative Project, adopted July 8, 2009, amended September 23, 2014, further amended February 24, 2015. Available: <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Accessed September 2018.

Initiative, the HPSP area is planned for the location of an NFL Stadium and a mix of commercial, office, retail, residential, mixed use, civic, and recreational development.

As described in Section 3.0, Introduction to the Analysis, the NFL Stadium and other development in the HPSP area will be in operation prior to the Proposed Project's completion in 2024, and that development is included in the Adjusted Baseline discussed below. The NFL Stadium and 6,000 seat performance venue are under construction and scheduled to be completed in summer 2020, and approximately 518,000 square feet (sf) of retail and restaurant space, 466,000 sf of office space, 314 residential units, and an 11.86-acre open space (Lake Park) have been permitted and are expected to be completed by September 2021. The HPSP also provides for development of 2,186 additional residential units, 371,923 sf of commercial uses, 3,567,314 sf of office space, 300 hotel rooms, 13.06 acres of open space, and a 4-acre civic use, which are included within the cumulative projects (specifically cumulative project 67) in this EIR (see Section 3.0.6).

West Parking Garage Site

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

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

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

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

An approximately 345-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue 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 new north-south public roadway along the western boundary of the site proposed as part of the Proposed Project.

East Transportation and Hotel Site

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

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

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

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

Well Relocation Site

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

3.10.2 Adjusted Baseline Environmental Setting

Section 3.10, Land Use and Planning, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to land use, the changes associated with the HPSP Adjusted Baseline projects replace vacant land immediately north of the Project Site, across West Century Boulevard, with retail, restaurant, commercial, residential, an NFL Stadium, other entertainment, and open space uses in the HPSP area. No other changes to the existing environmental setting related to land use and planning would occur under the Adjusted Baseline Environmental Setting.

3.10.3 Regulatory Setting

Federal

The Federal Aviation Act of 1958 created the FAA. The current name was adopted in 1967 when the agency became a part of the Department of Transportation. The FAA is tasked with, among other things, regulation of civil and commercial aviation. The FAA is required to review projects that entail construction or alteration of buildings more than 200 feet above ground level at the site. The project applicant, for any portion of a project (temporary or permanent) that exceeds 200 feet above ground level within the Project Site, is required to submit Form FAA 7460-1, Notice of Proposed Construction or Alteration, at least 45 days prior to the filing of an application for a construction permit.⁸ While the roof and appurtenances of the Proposed Project would rise no higher than 150 feet (permanent structure), if the temporary construction equipment exceeds 200 feet above ground level, then the FAA will still need to review the Proposed Project. Additional discussion of airport safety is discussed in Section 3.8, Hazards and Hazardous Materials. In addition, the FAA aeronautical study process is described in detail as part of the 2019 technical memorandum prepared by Capitol Airspace Group for the Proposed Project (see Appendix P).⁹

14 CFR Part 150, Airport Noise Compatibility Program, is discussed below.

State

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

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas (GHG) emissions. The law establishes a “bottom up” approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.

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

⁸ Federal Aviation Administration, 2017. Form FAA 7460-1, Notice of Proposed Construction or Alteration, Section 77.9 Construction or alteration requiring notice, https://www.faa.gov/documentLibrary/media/Form/FAA_Form_7460-1_AJV-1-050117.pdf. Accessed September 2018.

⁹ Capitol Airspace Group, 2019. *IBEC Project A description of Aeronautical Study Process and Results of an Obstruction Evaluation & Airspace Analysis*, Technical Memorandum, May 10, 2019.

2011 Caltrans Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics is responsible for administering much of the California State Aeronautics Act (Public Utilities Code section 21001 *et seq.*). The State Aeronautics Act requires Caltrans Division of Aeronautics to provide guidance to ALUCs in preparing Airport Land Use Compatibility Plans (ALUCPs) through publication of the Caltrans Airport Land Use Planning Handbook (Caltrans Handbook).¹⁰ The Caltrans Handbook provides guidance on developing land use compatibility criteria and policies associated with noise, safety, airspace, and aircraft overflight. Public Resources Code section 21096 states that if a lead agency prepares an EIR for a project situated within ALUCP boundaries, the Airport Land Use Planning Handbook and other documents shall be utilized as a technical resource to assist in the preparation of the EIR in so much as it relates to airport-related safety hazards and noise problems.

The most recent version of the Caltrans Handbook was released in October 2011. The Caltrans Handbook is intended to provide information on compatible land use planning to ALUCs, their staff, airport proprietors, cities, counties, consultants, and the public; identify the requirements and procedures for preparing effective compatibility planning documents; and, define exceptions where applicable.¹¹ The Caltrans Handbook applies to all ALUCs responsible for providing compatible land use planning in the vicinity of each existing and new public-use airport within their jurisdiction. While the Caltrans Handbook provides guidance for complying with baseline safety and compatibility requirements, ALUCs may choose to be more restrictive based on local conditions. Caltrans is working on an update to the Airport Land Use Planning Handbook, but a schedule for that update process is not currently available.

Regional

To the extent that regional policies may be adopted for the purpose of avoiding or mitigating an environmental effect, those policies are discussed under Impact 3.10-2.

SCAG Regional Comprehensive Plan

SCAG prepared the 2008 RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.¹² The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision Report (GVR) and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein

¹⁰ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.

¹¹ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011. p. vii.

¹² Southern California Association of Governments, Final 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future, October 2008.

provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP includes a series of action plans intended to achieve the goals of the RCP, each of which contain a number of near-term policies and long-term strategies that have the potential for direct or indirect environmental benefits. Many of the policies and strategies provide suggested directions or actions that may be voluntarily implemented by SCAG or other agencies in the SCAG region. The following are the key policies or strategies that are relevant to the Proposed Project:

- **LU-6.2:** Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.
- **OSN-14:** Developers and local governments should implement mitigation for open space impacts through the following activities:
 - Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space.
 - Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines.
 - Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multiparty conservation compacts facilitated by SCAG.
 - Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements.
 - Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant projects.
- **OSC-8:** Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.
- **OSC-10:** Developers and local governments should promote infill development and redevelopment to revitalize existing communities.
- **OSC-11:** Developers and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.

- **OSC-12:** Developers and local governments should promote water-efficient land use and development.
- **OSC-13:** Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.
- **WA-9:** Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.
- **WA-10:** Developers and local governments should include conjunctive use as a water management strategy when feasible.
- **WA-11:** Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.
- **WA-12:** Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- **WA-27:** Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- **WA-32:** Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.
- **EN-8:** Developers and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms:
 - Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure.
 - Land use and planning strategies to increase biking and walking trips.
- **EN-10:** Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:
 - Using energy efficient materials in building design, construction, rehabilitation, and retrofit.
 - Encouraging new development to exceed Title 24 energy efficiency requirements.
 - Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.

- Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money.
- Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.
 - Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.
 - Encouraging neighborhood energy systems, which allow communities to generate their own electricity
 - Orienting streets and buildings for best solar access.
 - Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.
- **EN-12:** Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.
- **EN-14:** Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.
- **SW-14:** Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include:
 - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
 - An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion.
 - Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
 - Reuse of existing building structure and shell in renovation projects.
 - Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:
 - Development of indoor recycling program and space.
 - Design for deconstruction.
 - Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic, and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which

now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the RTP/SCS (discussed below) and the GVR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

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

Goal 2: Maximize mobility and accessibility for all people and goods in the region. [See Section 3.14, Transportation and Circulation.]

Goal 3: Ensure travel safety and reliability for all people and goods in the region. [See Sections 3.8, Hazards and Hazardous Materials; 3.13, Public Services; and 3.14, Transportation and Circulation.]

Goal 4: Preserve and ensure a sustainable regional transportation system. [See Section 3.14, Transportation and Circulation.]

Goal 5: Maximize the productivity of our transportation system. [See Section 3.14, Transportation and Circulation.]

Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). [See Sections 3.2, Air Quality; 3.7, Greenhouse Gas Emissions; and 3.14, Transportation and Circulation.]

Goal 7: Actively encourage and create incentives for energy efficiency, where possible. [See Sections 3.2, Air Quality; 3.5, Energy Demand and Conservation; and 3.7, Greenhouse Gas Emissions.]

Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation. [See discussion below.]

Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. [See Section 3.14, Transportation and Circulation.]

The sections of the Draft EIR which evaluate the consistency of the Proposed Project with each applicable goal is listed after the goal in parenthesis. As it pertains to Goal 8, the Proposed Project would place a high-intensity use in the core area of Inglewood, in close proximity to other major entertainment and sports facilities such as The Forum and the new NFL Stadium. The Proposed Project would include shuttle connections to the nearby Metro light-rail Crenshaw and Green lines, as well as Metro bus lines that run on West Century Boulevard and South Prairie Avenue. As such, the Proposed Project would not be inconsistent with Goal 8 of the SCAG RTP/SCS.

Los Angeles County Airport Land Use Plan

The Project Site is located approximately 2 miles east of LAX and approximately 1.5 miles to the north of HHR. Pursuant to the California State Aeronautics Act (Public Utilities Code section 21001 et seq.), with certain exceptions, each county in California with a public-use airport is required to establish an ALUC. Each ALUC must develop a plan for promoting and ensuring compatibility between each public-use airport in the county and surrounding land uses. In Los Angeles County, the Los Angeles County Regional Planning Commission acts as the ALUC. The ALUC's purpose is to coordinate planning for areas around public-use airports to promote the development of aviation while protecting the public health, safety and welfare from exposure to excessive noise and safety hazards. This is achieved through the policies and guidance provided in the Los Angeles County ALUP, as well as review by the ALUC of proposed developments within the planning boundaries/AIAs for the County's airports for consistency with the ALUP.¹³

The Los Angeles County ALUC has developed the ALUP to ensure that development within the planning boundaries/AIAs for the County's airports is compatible with airport operations. The ALUP includes policies related to noise exposure and safety hazards. The planning boundaries/AIAs are based on a combination of areas located within the Community Noise Equivalent Level (CNEL) 65 dB and higher contours, as well as the approach surfaces and runway protection zones identified for each airport using criteria provided in 14 CFR Part 77. The methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport/airport environs land use compatibility programs is provided in 14 CFR Part 150 (Part 150), *Airport Noise Compatibility Planning*. Part 150 studies typically consist of two primary components: (1) the Noise Exposure Map report, which contains detailed information regarding existing and 5-year future airport/aircraft noise exposure patterns, and (2) the Noise Compatibility Program, which includes descriptions and an evaluation of noise abatement and noise mitigation options/programs applicable to an airport.¹⁴ Per the Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to CNEL 65 dBA or higher.¹⁵ Commercial land uses are identified as non-compatible land uses for parcels exposed

¹³ Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, prepared by the Department of Regional Planning, adopted December 19, 1991 (Amended 2004). Available: <http://planning.lacounty.gov/view/alup/>. Accessed May 2019.

¹⁴ City of Los Angeles, Los Angeles World Airports, Noise Management LAX, LAX Part 150 Noise Exposure Map Update, <https://lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/lax-part-150-noise-exposure-map-update>. Accessed September 2018.

¹⁵ Federal Aviation Administration, Land Use Compatibility and Airports. Available: https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/media/III.B.pdf. Accessed September 2018.

to CNEL 70 dBA or higher (or, conversely, are considered compatible for parcels exposed to 70 dBA or lower).

The Los Angeles County ALUP employs a land use compatibility table to identify the level of compatibility for particular land uses within the planning area boundaries/AIAs for the County's airports based on community noise exposure level. The ALUP Land Use Compatibility Chart is depicted in **Figure 3.10-3**.

As shown in Figure 2-4 in Chapter 2, Project Description, the Project Site is located within areas exposed to CNEL 65 dB to 75 dB in the LAX planning area boundary/AIA. Per ALUP policies, the Proposed Project must be submitted to the ALUC to be reviewed for consistency with the ALUP. The Project Site is not located within the designated planning area boundary/AIA for HHR; however, parts of the Proposed Project would penetrate the 14 CFR Part 77 imaginary airspace surfaces for HHR, and construction equipment may potentially penetrate the imaginary airspace surfaces for both LAX and HHR. ALUP policies require compliance with the height restrictions established in 14 CFR Part 77 and prohibit land uses, such as obstructions in the airspace surrounding the County's airports, that will negatively affect safe air navigation. Additional discussion of the Los Angeles County ALUP, including consistency with policies related to noise and safety, is contained in Section 3.8, Hazards and Hazardous Materials, and Section 3.11, Noise and Vibration. The following policies from the Los Angeles County ALUP are applicable to the Proposed Project:

General Policies:

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

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

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

Policy N-3: Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.

Policy S-7: Comply with the height restriction standards and procedures set forth in FAR Part 77.

Local

City of Inglewood General Plan

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in California Government Code section 65302, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City. The latest adoptions of the

individual elements of the City of Inglewood General Plan are as follows: Land Use Element, adopted September 14, 2016; Housing Element 2013–2021, adopted January 28, 2014; Conservation Element, adopted October 21, 1997; Open Space Element, adopted December 1995; Safety Element, adopted July 1995; Circulation Element, adopted December 15, 1992; and Noise Element, adopted September 1, 1987. A summary of the General Plan Elements is provided below. The Proposed Project’s consistency with the City of Inglewood General Plan is discussed under Impact 3.10-2, below.

Land Use Element

The Land Use Element presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based. The City of Inglewood General Plan Land Use Element was adopted in 1980 and amended in 1986, 2009, 2015, and 2016. The 1986 amendment was for residential development in the Limited Commercial category that lies within the In-Town Redevelopment Project Area. The 2009 amendment included adoption of the Major Mixed-Use goal and policies for the HPSP area. The 2015 amendment updated the Hollywood Park Mixed-Use land use category to “Major Mixed-Use,” and made corresponding text revisions. The amendment in 2016 included goals and objectives for the Downtown Transit Oriented District and the Fairview Heights Transit Oriented District. The goals and policies of the amendments in 1986, 2009, 2015, and 2016 are not applicable to the Proposed Project because they only apply to the HPSP area. The City of Inglewood General Plan Land Use Element contains the following goals:

A. General:

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

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

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

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

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

B. Residential:

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

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

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

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

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

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

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

C. Commercial:

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

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

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

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

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

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

D. Industrial:

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

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

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

E. Circulation:

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

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

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

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

F. Community Facilities:

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

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

Goal: Encourage the retention of high quality library services.

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

Circulation Element

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

Safety Element

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

Conservation Element

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

Open Space Element

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

Housing Element

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

Noise Element

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

City of Inglewood Zoning Code

As shown in Figure 2-6, in Chapter 2, Project Description, the City of Inglewood Zoning Code designates the majority of the 17-acre Arena Site as M-1L, Limited Manufacturing, which permits manufacturing, freight terminals and parcel delivery terminals, storage and warehouse uses, shopping centers, hotels, and financial institutions with a maximum building height of 200 feet. A small portion of the Arena Site bordering the east side of South Prairie Avenue, is zoned C-2A, Airport Commercial, which is intended to provide for general commercial uses as well as commercial uses that are appropriate for and/or dependent upon close proximity to LAX, such as retail and restaurant uses, hotels, and automotive rental and leasing services. Building heights in the C-2A zone are limited to 75 feet.

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

The East Transportation and Hotel Site and the Well Relocation Site are both zoned entirely as M-1L, Limited Manufacturing.

The Proposed Project proposes zoning changes, as described in Chapter 2, Project Description.

Inglewood International Business Park Specific Plan

The IIBP Specific Plan, adopted in 1993, established development standards for land use, urban design, circulation, site access, public works, public services, noise, and air quality; infrastructure requirements; and the design character for the southern portion of the City. The IIBP Specific

Plan boundaries are 102nd Street on the north, Yukon Avenue on the east, 104th Street on the south, and South Prairie Avenue on the west. The area is bisected by South Doty Avenue.

The purpose of the land use development standards is to provide for the continued existence and new development of commercial, industrial, and research and development uses that facilitate large scale corporate users, generate employment and revenue base for the City, while being compatible with adjacent uses. When adopted, the IIBP Specific Plan was anticipated to fulfill the objectives of the City of Inglewood General Plan through the anticipated removal of the area's residential units that were impacted by noise attributable to LAX aircraft operations, and the relocation of the residents; the provision of appropriately sized industrial designated parcels; the provision of vehicular and pedestrian circulation facilities, sanitation, sewer facilities, water, storm drain facilities, utilities and other adequately sized infrastructure that support the projected industrial park use; and the provision of the uses in an aesthetically pleasing "campus like" setting.¹⁶

The stated goal of the IIBP Specific Plan is to enable private development to create an aesthetically pleasing business park which facilities large-scale corporate users while benefitting the City and the residents who live in the surrounding neighborhood. To achieve this overall goal, the City set more specific goals to:

- Create an economically viable business park that generates employment for residents and revenue to the City;
- Foster change from residential uses affected by aircraft noise to other noise compatible uses;
- Create a visually cohesive commercial-industrial center through unified streetscape, landscape, and urban design;
- Create a vehicular circulation system that provides efficient access while protecting nearby residents from associated impacts; and
- Implement land use policies of the General Plan, comply with FAA airport land use compatibility policies and with the State's airport noise standards.¹⁷

The IIBP identifies a range of permitted and prohibited uses largely focused on light industrial and employment generating uses, along with general commercial uses in the vicinity of South Prairie Avenue. It is noteworthy that among the permitted uses in the Limited Manufacturing zone that comprises most of the Specific Plan area are large scale retail uses, hotels of at least 100 rooms, professional and medical offices, and parking for employees and visitors. Among the permitted uses in the General Commercial zone near South Prairie Avenue are a range of entertainment uses, such as theaters, live performance venues, and food and drink establishments. The IIBP Specific Plan includes a circulation network that closes South Doty Avenue through the Specific Plan area, and includes a number of cul-de-sacs that extend south from West 102nd Street. Finally, the Specific Plan provides for setbacks along street frontages ranging from 25 feet along South Prairie Avenue to 15 feet along West 102nd Street.

¹⁶ City of Inglewood, 1993. *Inglewood International Business Park Specific Plan*, December 21, 1993, p. 2.

¹⁷ City of Inglewood, 1993. *Inglewood International Business Park Specific Plan*, December 21, 1993, p. 6.

City of Inglewood Redevelopment Project Areas

The City of Inglewood Redevelopment Agency was established in 1969. Between 1970 and 1973, six redevelopment project areas were adopted that include the In Town, La Cienega, Manchester–Prairie, North Inglewood Industrial Park, Century, and Imperial–Prairie Redevelopment Project Areas. As shown in **Figure 3.10-4**, the Consolidated Inglewood Merged Redevelopment Project Area, when adopted, included the Project Site as well as the Hollywood Park Racetrack and Casino located north of West Century Boulevard. In 1996, the Inglewood City Council merged the six redevelopment projects into one—the Merged and Amended Redevelopment Project Area (Merged Inglewood Redevelopment Project).^{18,19}

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

In 2015, the California Department of Finance approved a Long-Range Property Management Plan (LRPMP) for the disposition and uses of all the Successor Agency-owned properties, including the properties located within the Consolidated Inglewood Merged Redevelopment Project Area.^{20,21} The Successor Agency-owned parcels that are part of the Project Site are described on pages 1–9 of the LRPMP. The procedures for disposition of those properties are described on pages 29–36 of the LRPMP. The following goals from the LRPMP are applicable to the Proposed Project:

Consolidated Inglewood Merged Redevelopment Project Area:

Goal a: Increase employment opportunities for a diversified workforce.

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

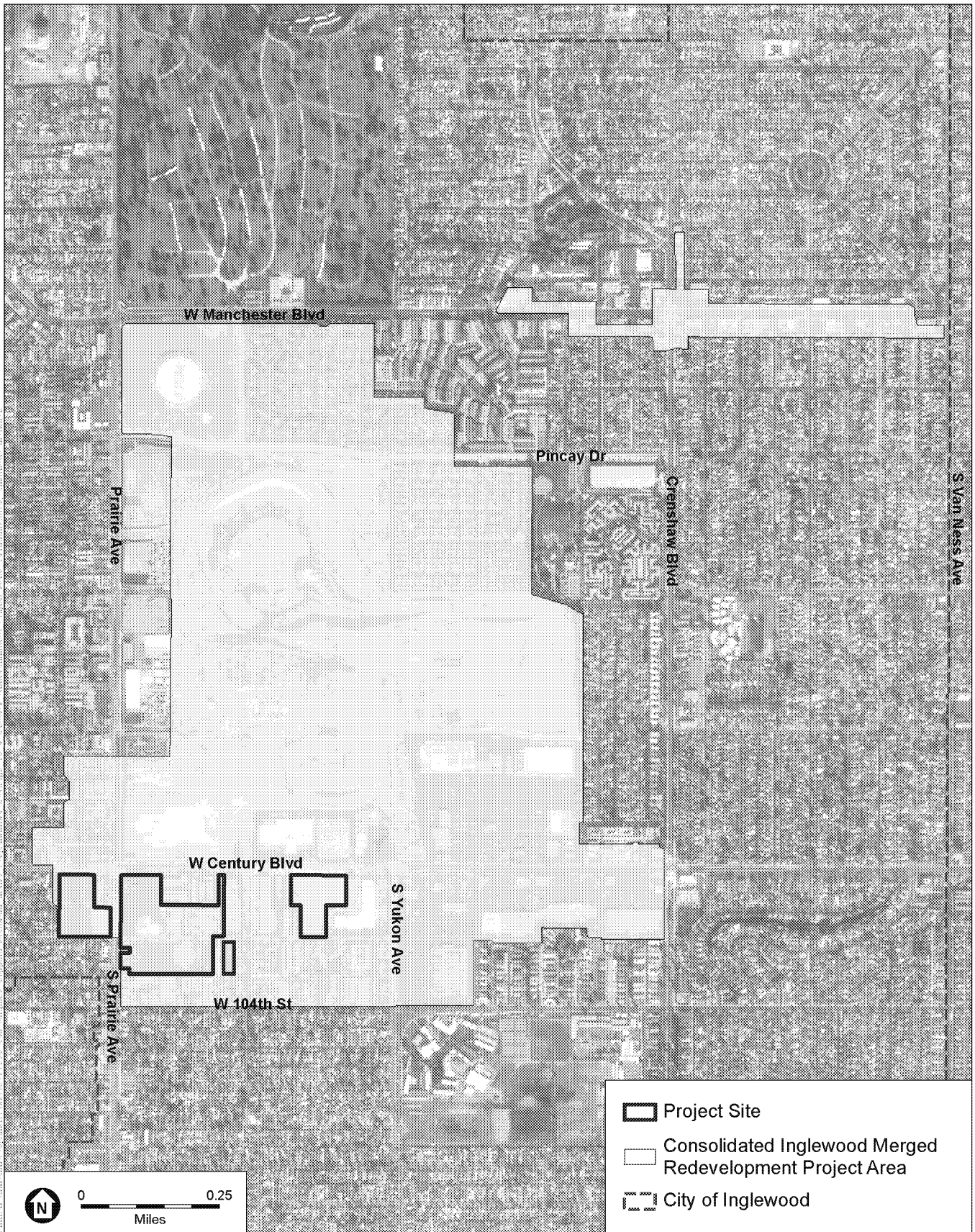
Consistent with Goal a. and Goal c., the Proposed Project would provide a multipurpose event center that promotes the City’s position as a center for sports and entertainment in the larger region. The Proposed Project would include approximately the same number of LA Clippers employees as under current conditions which is 254 permanent employees. It is anticipated that

¹⁸ City of Inglewood, Inglewood Redevelopment Agency, <http://v1.cityofinglewood.org/depts/commdev/redevelopment/default.asp>. Accessed September 2018.

¹⁹ City of Inglewood, Successor Agency, <https://www.cityofinglewood.org/253/Successor-Agency>. Accessed September 2018.

²⁰ City of Inglewood, *Long Range Property Management Plan*, <https://www.cityofinglewood.org/288/Long-Range-Property-Management-Plan>. Accessed September 2018.

²¹ City of Inglewood, as Successor Agency to the Former Inglewood Redevelopment Agency, *Long-Range Property Management Plan*, approved October 1, 2015. Available: <https://www.cityofinglewood.org/DocumentCenter/View/229/City-of-Inglewood-Approved-Long-Range-Property-Management-Plan-PDF>.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.10-4
Consolidated Inglewood Merged Redevelopment Project Area

the Proposed Project would also require approximately 75 employees to provide operations and management services for the Arena. Future employment from the proposed restaurant, retail, sports medicine clinic, arena and plaza experience, community space, and hotel is estimated to be 439 permanent employees. For LA Clippers home games, the Proposed Project would require up to 1,320 temporary employees. Other major sold out events, such as a large concert, would require approximately 1,200 temporary employees. Events that would not sell out the Arena would require fewer employees. For medium-sized events, including weekend family shows and other events, temporary event-related employment is estimated to be between 480 and 530 jobs. For smaller events, including corporate or community events or events in the plaza, temporary event employment is estimated to be approximately 25 jobs. As such, the Proposed Project is not inconsistent with the Consolidated Inglewood Merged Redevelopment Project Area.

The New Downtown Inglewood & Inglewood TOD Plans

The New Downtown Inglewood & Inglewood TOD Plans Project began with the creation of urban plans for the revitalization of downtown Inglewood and the improvement of the Fairview Heights neighborhood, but now encompasses all the Metro stops within the City.²² The new Metro stops are the Westchester/Veterans Metro Station on the Crenshaw/LAX line (opening in 2019) and the existing Crenshaw Station on the Metro Green Line. The TOD plans are designed to modify zoning and parking regulations to encourage economically robust, pedestrian-friendly and community-centered development, improve networks for biking and walking, and recommended policies for implementation. Given the Project Site is not within the boundaries of the areas subject to the New Downtown Inglewood & Inglewood TOD Plans, these plans are not applicable to the Proposed Project and are not discussed further.

3.10.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to land use and planning. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

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

Methodology and Assumptions

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

²² The New Downtown Inglewood & Inglewood TOD Plans website, <http://inglewood.arroyogroup.com/>, accessed September 2018.

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

Impacts and Mitigation Measures

Impact 3.10-1: Construction and operation of the Proposed Project could physically divide an established community. (Less than Significant)

Under CEQA, physical division of an established community applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts of a community.²³ This CEQA criteria is not intended to apply to effects that may create a perceived barrier, such as increased traffic, or creating a challenge to cross a street, or other real or perceived inconveniences.

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

The design of the Proposed Project would not include physical barriers or obstacles to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. In fact, the Proposed Project would include a number of features designed to encourage and promote public access and vehicular and pedestrian circulation, where limited access exists today. Specifically, the Proposed Project would include improved roadways and access points within the Arena Site and near parking areas near the Arena Site. The Proposed Project would facilitate pedestrian access onto the Project Site through shuttle services, public bus transit connectivity, pedestrian bridges and gathering areas, and long-term and short-term bicycle parking. The Proposed Project would provide shuttle service from the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station to the Project Site during LA Clippers basketball games and other large events. To accommodate shuttles that would transport people from Metro light-rail stations to the Project Site, shuttle drop-offs would be provided along the east side of South Prairie Avenue near the entrance to the plaza. This shuttle stop would be primarily used for shuttles between Metro light-rail stations and the Arena. For events with shuttle service, shuttle vehicles providing service to the La Brea/Florence Station would use the internal access road to enter the Project Site from West 102nd Street and exit onto South Prairie Avenue before stopping at the shuttle pick-up and drop off location.

²³ "We believe, however, that this guideline was intended to apply to projects, such as highway construction, that would constitute physical barriers dividing a community." *Cathay Mortuary, Inc. v. San Francisco Planning Commission* (207 Cal. App. 3d 275), January 20, 1989.

Public bus transit would be relocated to improve connectivity for pedestrians and bicyclists going to the Project Site. The bus stop that serves Metro line 117 for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312 for northbound traffic on South Prairie Avenue would be permanently relocated to the northwest corner of the intersection.

Also, the Proposed Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue, linking the plaza with the West Parking Garage Site located to the west, and facilitating increased pedestrian connectivity during periods of high traffic compared to existing conditions. The majority of pedestrian traffic flowing between the western parking garage and the plaza is expected to use the pedestrian bridge.

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

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

Street Vacations

Implementation of the Proposed Project also would include the vacation of an approximately 900-foot linear section of West 102nd Street between South Prairie Avenue to a line approximately 335 feet west of South Doty Avenue to be developed with the Arena Structure. People who currently use West 102nd Street to access South Prairie Avenue to the west or South Doty Avenue or South Yukon to the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 102nd Street would require use of alternative routes to the north or south. Alternative routes include using West 104th Street or West Century Boulevard to access South Prairie Avenue to the west or South Doty Avenue and South Yukon to the east. Similar to the above, this street vacation would replace a 1,255-foot route along West 102nd Street, between South Doty Avenue and South Prairie Avenue, with a 2,600-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the distance and time to travel between South Prairie Avenue and the community along West 102nd Street to the east, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

Similarly, implementation of the Proposed Project also would include the vacation of an approximately 350-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue to be developed with the parking garage building. With the Proposed Project, people who currently use West 101st Street to access South Prairie Avenue from the west or South Freeman Avenue from the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 101st Street would require use of alternative routes to the north or south. Alternative routes include using West 103rd Street or West Century Boulevard to access South Prairie Avenue to the east or South Freeman Avenue to the west. In addition, the Proposed Project would include the addition of a new access road, along the west boundary of the West Parking Garage Site, connecting West Century Boulevard to West 101st and West 102nd Streets. Using the new access road, this street vacation would replace a 1,255-foot route along West 101st Street, between South Freeman and South Prairie Avenues, with a 2,000-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the time to travel between South Prairie Avenue and the community along West 101st Street to the west, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

The West Parking Garage Site would provide entrance/exit on South Prairie Avenue, and would remove the existing crosswalk on the north side of the South Prairie Avenue and West 102nd Street intersection, the relocated crosswalk would be immediately south of the garage entrance/exit. The existing south crosswalk at South Prairie Avenue and West 102nd Street would be eliminated. The removal of this crosswalk would not create a physical barrier or obstacle to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. Pedestrians could use the relocated crosswalk to cross South Prairie Avenue, walk two blocks south to the crosswalks at the South Prairie Avenue and West 104th Street intersection, or walk one block north to use the crosswalk located at the South Prairie Avenue and West Century Boulevard intersection. Thus would not physically divide an established community.

Overall, based on the above considerations, while the Proposed Project would result in the vacation of parts of two east–west City streets and remove one crosswalk across South Prairie Avenue, because of the availability of nearby alternative routes, including the addition of a pedestrian bridge across South Prairie Avenue, implementation of the Proposed Project would not physically divide an established community. This impact would be considered to be **less than significant**.

Mitigation Measures

None required.

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

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

SCAG Regional Comprehensive Plan

The Proposed Project would be consistent with relevant policies of the 2008 RCP that encourage development in infill locations of existing communities and the use of “green” building techniques (including achievement of LEED Gold status, use of solar panels and recycled water infrastructure) that result in efficient use of water and reduction in pollution and waste (policies LU-6.2; OSC-8, -10, -11, -13; WA-11, -12, -32; EN-8, -10, -12; SW-14). Further, the Proposed Project would include provisions for connections of the project to nearby Metro light-rail stations, would include a transportation hub that promotes non-single-occupant vehicle use, and other measures to reduce vehicular trip making, with concomitant reductions in criteria air pollutants, GHG emissions, and transportation energy demands, making the Project consistent with policies EN-8 and -14. Consistent with policies OSN-14, OSC-12, WA-9, WA-27 and -32, and EN-10, the Proposed Project would avoid adverse effects on open spaces and other natural habitats, be designed to avoid material changes to the runoff characteristics of the site, and include a landscaping plan that limits water use and related energy demands.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Proposed Project would be consistent with the strategies and principles, as well as Goals 4, 6, and 8, of the 2016 RTP/SCS that are designed to promote a sustainable regional transportation system, land use patterns that facilitate transit and non-motorized transportation, and improving air quality through active transportation, and to reduce vehicle miles traveled and the GHG emissions associated with on-road vehicle travel. The Proposed Project would be infill development that provides a dense mix of recreation and entertainment, office, retail, restaurant, community, and hotel uses, on parcels of infill urban land accessible to and served by public transit and near existing and planned housing.

More specifically, the Proposed Project would be developed on an infill site that is located in a highly urbanized part of the SCAG region and is accessible to numerous transit lines, and would be located immediately adjacent to another major mixed use project that is under development (HPSP). The site is designated on the RTP/SCA high-quality transit area (HQTA) maps of 2012 and 2040 conditions as partially in and immediately adjacent to an HQTA.²⁴ The Project Site is

²⁴ Southern California Association of Governments, 2016–2040 RTP/SCS Appendix: Sustainable Communities Strategy (SCS) Background Documentation, Exhibits 19 and 20, Forecasted Regional Development Types by Land Development Categories (2012 and 2040), April 2016.

adjacent to two LA Metro bus routes (lines 117 and 212/312 stop at the intersection of West Century Boulevard and South Prairie Avenue) and is also within 0.5 miles of a Metro bus route (the combined 740/40 line stops at the intersection of West Century Boulevard and La Brea/Hawthorne Boulevard). These Metro bus routes provide frequent service during peak commute hours. As described in Section 3.0, Introduction to the Analysis, the Inglewood Transit Connector (ITC) (Cumulative Project #74) is a planned 1.8-mile electric train system with a station near the intersection of West Century Boulevard and South Prairie Avenue, adjacent to the Project Site; if approved and constructed, the ITC would provide close connections from the Project Site and the adjacent HPSP development to the LA Metro Crenshaw line Downtown Inglewood station.

On a regional scale, the Proposed Project would provide development in an area served not just by a range of existing local and regional bus lines, but also by airports, regional freeway systems, the Metro Green Line's Hawthorne/Lennox Stations, and three future stations on the Metro/Crenshaw LAX line currently under construction. The Proposed Project would be designed with the complete communities concept in mind by integrating community design with land use planning and transportation planning, and by providing construction and permanent jobs for a variety of skills and education, recreational and cultural events, and a full range of shopping, entertainment and services all within a relatively short distance.

The Proposed Project would be designed and constructed to the standards of LEED Gold, and would include an outdoor plaza, new and improved pedestrian connections, landscaping and edge treatments, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities. An integral element of the Proposed Project would be the plaza; a large outdoor space designed to accommodate crowds associated with Arena events and also serve as a vibrant activity and fan experience center and outdoor space for everyday use. Further, the Proposed Project would comply with 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). In addition, the Proposed Project would provide approximately 60 bicycle parking spaces for employees in the Access Pavilion and 23 short- and long-term secured bicycle parking spaces for patrons in the Parking Garage Site and Bus Staging Transportation Network Company Drop-Off Area. The proximity of the Proposed Project to these transportation modes would reduce the need for motor vehicle travel in the area surrounding the Project Site.

As described in Section 2.5.5, Circulation, of Chapter 2, Project Description, the Proposed Project would include an Event TMP designed to facilitate multimodal travel to and from events at the Project Site in a safe and efficient manner during event days. In addition, the Proposed Project will implement a Transportation Demand Management program designed to reduce vehicle trips by attendees, employees, visitors, and customers through the use of alternate modes of transportation including transit, shuttles, ridesharing, walking, and biking.

For the reasons described above, the Proposed Project would be consistent with the 2016 RTP/SCS goals of supporting the sustainable growth through a more consolidated, compact development pattern that encourages new density and intensity in infill opportunity areas that are accessible to a multitude of transportation options, including transit.

Los Angeles County Airport Land Use Plan

Los Angeles County ALUP Policies G-1, G-2, G-4, N-3, and S-7 are applicable to the Proposed Project. These policies direct the City to “[r]equire new uses to adhere to the [ALUP’s] Land Use Compatibility Chart,” “[e]ncourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table,” “[p]rohibit uses which will negatively affect safe air navigation,” “[u]tilize the Table Listing Land Use Compatibility for Airport Noise Environments in evacuating projects within the planning boundaries,” and require projects to “[c]omply with the height restriction standards and procedures set forth in FAR Part 77.” The Proposed Project would be consistent with Policies G-1, G-2, and N-3, as project design and uses would be consistent with criteria established in the Los Angeles County ALUP Land Use Compatibility Table, and implementation of the Proposed Project would further the goal of recycling incompatible land uses to uses that are compatible with the airport.

The Proposed Project would comply with the requirements of ALUP Policies G-4 and S-7, through submittal of Form 7460-1, Notice of Proposed Construction or Alteration, initiating preparation of an aeronautical study to determine whether the Proposed Project would include components that would obstruct the airspace and potentially operate as obstructions to air navigation (see further discussion of this in Section 3.8, Hazards and Hazardous Materials.) Finally, as required by the ALUP, the Proposed Project would be submitted to the ALUC for a review of project consistency with the ALUP policies and programs. See also Section 3.11, Noise and Vibration, for an analysis and consistency discussion with the ALUP.

City of Inglewood General Plan

The Proposed Project would include approval of amendments to the Land Use Element with conforming map and text changes to reflect the plan for the Proposed Project, including redesignation of certain properties from Commercial to Industrial, conforming land use map changes, and conforming text changes to the Industrial land use designation text. With the amendments that are included as part of the Proposed Project, the Proposed Project would be consistent with the Land Use Element goals and objectives included in the City of Inglewood General Plan. Therefore, the Proposed Project does not conflict with goals, objectives, or policies in the Land Use Element adopted for the purpose of mitigating environmental effects. The goals, objectives, and policies of other elements of the City’s General Plan, including those that are adopted for the purpose of mitigating environmental effects, are addressed in the respective sections of this EIR (e.g., the policies of the Noise Element are addressed in Section 3.11, Noise and Vibration).

Inglewood International Business Park Specific Plan

The portion of the Arena Site south of West 102nd Street and the entire Well Relocation Site is located within the IIBP Specific Plan area. Although the proposed Arena is not specifically noted as a permitted use in either the M1 or C2 zones, to a considerable extent, the Proposed Project would achieve many of the key goals established by the City, including generation of employment for City residents and revenues to the City, development of uses that would be compatible with the current noise environment and that would be compatible with ALUP policies, and creation of a circulation system that would provide efficient access to the Proposed Project (including parking and loading) that would avoid impacts on neighborhood residents. However, a number of elements of the Proposed Project would be inconsistent with the proposed land uses, circulation, and design guidelines of the of the IIBP Specific Plan. The Proposed Project would include proposed revisions to the City of Inglewood General Plan and City of Inglewood Zoning Code, and would include an action to remove the portions of the Project Site located within the IIBP Specific Plan area. Thus if approved as proposed, the Proposed Project would not be inconsistent with the IIBP Specific Plan.

Overall, implementation of the Proposed Project would be consistent and not conflict with SCAG Compass Blueprint Growth Vision, the SCAG RCP, the SCAG 2016–2040 RTP/SCS, the Los Angeles County ALUP, the City of Inglewood General Plan Land Use Element (after proposed amendments), and the IIBP Specific Plan. Therefore, the Proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

As described in Section 3.0, Table 3.0-2, the Cumulative Projects List documents a total of 145 related cumulative projects located in the City of Inglewood and surrounding communities, and which account for anticipated development of 1,903,815 sf of retail/commercial space, 8,675,487 sf of office space, 2,070,210 sf of industrial/warehouse/data center space, 9,315 residential units or beds, approximately 2,430 hotel rooms, and new or expanded schools to accommodate 6,401 students. In addition, the Cumulative Projects List includes two major transit improvements: LAWA’s Land Access Modernization Program (Cumulative Project #82), a 2.2-mile electric train system that would connect LAX to the LA Metro Crenshaw/LAX light-rail line, and the ITC (Cumulative Project #74), a 1.8-mile electric train system that would connect the Project Site and adjacent HPSP area to the LA Metro Crenshaw/LAX light-rail line Downtown Inglewood station.

Impact 3.10-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could physically divide an established community. (Less than Significant)

As discussed above, under CEQA, physical division of an established community typically applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts of a community.²⁵ Similar to the Proposed Project, the related cumulative projects are individual land use development projects that would occur on specific development parcels within the existing land use and transportation fabric of the community. The list of related cumulative projects does not include any foreseeable projects that would physically divide or sever existing connected parts of the community or make it impossible or extremely inconvenient for a person to get from one part of the established community to a previously connected part of the community. However, if there were any projects that could physically divide or sever existing connected parts of the community, the Proposed Project would not cumulatively contribute to this potential related cumulative project impact. The project design of each related project would be evaluated on a project-by-project basis to determine compatibility with the surrounding uses. Further, related projects are subject to CEQA review, and review by other regulatory agencies.

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

As discussed above, the West Parking Garage Site would provide entrance/exit on South Prairie, and would relocate the existing crosswalk on the north side of the South Prairie Avenue and West 102nd Street intersection; the relocated crosswalk would be immediately south of the garage entrance/exit. The existing south crosswalk at South Prairie Avenue and West 102nd Street would be eliminated. The removal of this crosswalk would not create a physical barrier or obstacle to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. Pedestrians could use the relocated north crosswalk to cross South Prairie Avenue, walk two blocks south to the crosswalks at the South Prairie Avenue and West 104th Street intersection, or walk one block north to use the crosswalk located at the intersection of South Prairie Avenue and West Century Boulevard. None of the related cumulative projects would reduce the connectivity across South Prairie Avenue and, thus, would not combine with the effects of the Proposed Project to physically divide an established community.

Based on the above considerations, the Proposed Project, in conjunction with other cumulative development within the project vicinity, would not result in the physical division of an established community. Therefore, the cumulative impact would be **less than significant**.

²⁵ *Cathay Mortuary, Inc. v. San Francisco Planning Commission*, No. A039937, 207 Cal. App. 3d 275; 254 Cal. Rptr. 778; 1989 Cal. App. LEXIS 22, January 20, 1989.

Mitigation Measures

None required.

Impact 3.10-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The Project Site is located adjacent to an area planned for redevelopment with high-density residential, mixed-use infill development with improved transit and pedestrian accessibility. The cumulative projects near the Project Site generally are high-density residential, mixed-use development that concentrate multifamily residential with commercial and employment generating uses. The cumulative development projects near the Project Site would increase density in the area and, together with cumulative increases in transit infrastructure, would support increased use of transit and other non-single-occupant vehicle modes of transportation. This type and location of development is consistent with local, regional, and statewide plans that seek to accommodate increased population growth while achieving goals for reduction in GHG emissions and other environmental effects typically associated with suburban sprawl and greenfield development.

The Proposed Project, in conjunction with related cumulative projects would be consistent with the 2016–2040 RTP/SCS. Goal 8 of the 2016–2040 RTP/SCS is to encourage land use and growth patterns that facilitate transit and non-motorized transportation. Combined with the Proposed Project, cumulative projects would tend to increase development densities located within an area served by a range of existing local and regional bus lines, the Metro Green Line’s Hawthorne/Lennox Stations and the future use of three stations associated with the Metro/Crenshaw LAX line currently under construction. The proximity of the Proposed Project and related cumulative projects to these transportation modes would increase density and expand transit options, reducing the need for motor vehicle travel in the area surrounding the Project Site, and would also support the revitalization of the City. As such, it would be consistent with the goals of the City’s General Plan Land Use Element.

The Proposed Project, Adjusted Baseline development, and related cumulative projects would be required to comply with policies G-1, G-2, G-4, N-3, and S-7 of the Los Angeles County ALUP, and consistency with the ALUP would be determined through review by the ALUC.

Impacts related to consistency conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the related projects, generally are specific to the individual related projects and are not cumulative in nature. However, the Proposed Project together with Adjusted Baseline development and related cumulative projects would result in development, including high-density residential, commercial and entertainment uses, concentrated within a transit priority area which would be consistent with the goals and policies of the SCAG Compass Blueprint Growth Vision, the SCAG RCP, the SCAG RTP/SCS, the LA County ALUP, the

City's General Plan and the IIBP Specific Plan. The Proposed Project, in conjunction with other cumulative development, would not conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

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