

CHAPTER 1

Introduction

Murphy’s Bowl LLC (the project applicant) proposes entitlement, construction and operation of the proposed Inglewood Basketball and Entertainment Center (IBEC), which would include an approximately 915,000 square foot (sf), 18,000-fixed-seat arena suitable for National Basketball Association (NBA) games, with up to 500 additional temporary seats for other sports or entertainment events; an approximately 85,000-sf team practice and athletic training facility; approximately 71,000 sf of Los Angeles Clippers team office space; an approximately 25,000 sf sports medicine clinic for team and potential general public use; approximately 48,000 sf of commercial uses; 15,000 sf of community space that would accommodate community and youth-oriented programing; an outdoor plaza with an approximate site area of 80,000 sf including landscaped areas, outdoor basketball courts, and outdoor community gathering space; and parking facilities sufficient to meet the needs of the proposed uses. These activities are referred to collectively as the Proposed Project.

This Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) sections 21000 *et seq.*) and State CEQA Guidelines (Title 14, section 15000 *et seq.* of the California Code of Regulations) (CEQA Guidelines) in order to disclose the potential environmental consequences of implementing the Proposed Project. As required under CEQA, the EIR evaluates and describes potentially significant environmental impacts, identifies potentially feasible mitigation measures to avoid or reduce the significance of potential impacts, and evaluates the comparative effects of potentially feasible alternatives to the Proposed Project.

1.1 Background

The project site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown Los Angeles. The main portion of the project site is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and a straight line extending east from West 103rd Street to South Doty Avenue to the south. This area is described as the arena site and is approximately 16.71 acres. A portion of 101st Street, west of South Prairie Avenue would be vacated and replaced by the first floor of the parking garage. A portion of West 102nd Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with the arena building. The project site includes three additional components: the parking garage site and bus staging transportation network company (TNC) drop off area (referred to as parking garage

site), an approximately 5.55 acre site consisting of several parcels on the north and south sides of West 101st Street, bounded by West Century Boulevard to the north, hotel and residential uses to the west, South Prairie Avenue to the east, and West 102nd Street to the south; the hotel and surface parking site, an approximately 5.16 acre site bounded by West Century Boulevard to the north, industrial and commercial uses to the east and west, and West 102nd Street to the south; and the Well Relocation Site, an approximately 0.7-acre parcel located at 3812 West 102nd Street, surrounded by vacant land to the west and south and bounded by residential uses to the east.

All but five of the parcels that make up the project site are currently vacant or undeveloped. The vacant parcels within the project site total approximately 23 acres. The five developed parcels, all within the arena site, include a restaurant (on a privately-owned parcel), a hotel (on a privately-owned parcel), warehouse and light manufacturing facilities (on a privately-owned parcel), and a groundwater well and related facilities (on a City-owned parcel). All but 9 of the 40 parcels within the arena site are owned by the City or the City as the Successor Agency of the former Inglewood Redevelopment Agency (as mentioned below); the rest of the parcels within the arena site are privately-owned. The Well Relocation Site is owned by the City. All parcels within the parking garage site are owned by the City. The hotel and surface parking site is entirely owned by the City as the Successor Agency of the former Inglewood Redevelopment Agency. The City of Inglewood Redevelopment Agency was established in 1969. On January 10, 2012, the City of Inglewood elected to become the Successor Agency of the former Inglewood Redevelopment Agency.

In 1984, the Los Angeles Clippers basketball team moved to Los Angeles and played in the Los Angeles Sports Arena for 15 years. In 1999, the Los Angeles Clippers moved to Staples Center which the team shares with the NBA's Los Angeles Lakers, the National Hockey League's Los Angeles Kings, and the Women's National Basketball Association's Los Angeles Sparks.¹ Sharing the Staples Center with other organizations has created scheduling conflicts in the past. The Los Angeles Clippers' team offices and practice and athletic training facilities are currently located in downtown Los Angeles and in Playa Vista, respectively. In order to reduce scheduling conflicts and to consolidate and co-locate office and training facilities, the Los Angeles Clippers organization seeks their own arena with on-site team offices and cohesive practice and athletic training facilities.

In June 15, 2017 the City of Inglewood, the Successor Agency, and Murphy's Bowl LLC entered into an Exclusive Negotiating Agreement (ENA) regarding the purchase of various parcels within the Proposed Project Area to allow the applicant to propose and for the City to review and consider approval of the development of an NBA basketball arena complex that would become the new home of the Los Angeles Clippers.²

¹ Los Angeles Times, 1998. Clippers to Join Kings, Lakers in New Arena. Available: [HYPERLINK "http://articles.latimes.com/1998/apr/17/local/me-40174"]. Accessed October 15, 2018.

² City of Inglewood Office of the City Manager, 2017. Exclusive Negotiating Agreement with Murphy's Bowl LLC, a Delaware Limited Liability Corporation. Available: [HYPERLINK

1.2 Purpose and Use of this EIR

As described in the CEQA Guidelines section 15121(a), an EIR is a public information document that assesses potential environmental effects of a proposed project, as well as identifies mitigation measures and alternatives to a proposed project that could reduce or avoid adverse environmental impacts. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. The Proposed Project, as defined above, would require a discretionary action under CEQA and is the subject of this EIR. The EIR is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to advocate or recommend either approval or denial of a proposed project.

1.3 Recent Relevant Legislation

1.3.1 Assembly Bill 987 (AB 987)

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added section 21168.6.8 to the PRC and provides for expedited judicial review in the event that the adequacy of this EIR is challenged, so long as certain requirements are met. The provisions of PRC section 21168.6.8 is similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), which first established expedited judicial review of certified Environmental Leadership Development Projects. In order to qualify for expedited judicial review under AB 987, the Proposed Project would have to provide traffic reduction benefits and would have to achieve a net zero greenhouse gas emissions standard. Additionally, the Proposed Project would have to reduce criteria pollutants and toxic air contaminants.³ These requirements are outlined in greater detail below.

The Proposed Project must:

- A. Receive Leadership in Energy and Environmental Design (LEED) gold certification for new construction within one year of the completion of the first NBA season.
- B. Implement trip reduction measures including the following:
 - i. Implementation of a transportation demand management plan that, upon full implementation, will achieve and maintain a 15-percent reduction in the number of vehicle trips, collectively, by attendees, employees, visitors, and customers as compared to operations absent the transportation demand management program;
 - ii. To accelerate and maximize vehicle trip reduction, each measure in the transportation demand management program shall be implement as soon as feasible, so that no less than a 7.5-percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the arena;

"<https://www.cityofinglewood.org/AgendaCenter/ViewFile/Item/782?fileID=748>"]. Published June 15, 2017. Accessed October 3, 2018.

³ Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30.

- iii. A 15-percent reduction in vehicle trips shall be achieved and maintained as soon as possible, but not later than January 1, 2030. The applicant shall verify achievement to the lead agency and the Office of Planning and Research; and
 - iv. If the applicant fails to verify achievement of the reduction require by clause (iii), the lead agency shall choose to impose additional feasible measures to reduce vehicle trips by 17 percent, or, if there is a rail transit line with a stop within one-quarter mile of the arena, 20 percent, by January 1, 2035.
- C. Is located on an infill site.
- D. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

Compliance with AB 987 would require the Proposed Project to result in no net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation. At a minimum, greenhouse gas emissions reduction measures would result in the reductions of a minimum of 400 tons of NO_x and 10 tons of PM_{2.5} over the 10 years following the commencement of construction of the Proposed Project. Of these amounts, a minimum of 130 tons of NO_x and 3 tons of PM_{2.5} would be achieved within the first year following commencement of construction of the Proposed Project. As a condition of approval of the Proposed Project, the lead agency shall require the applicant, in consultation with the South Coast Air Quality Management District, to implement measures that will achieve criteria air pollutant and toxic air contaminant reductions over and above any reductions required by other laws or regulations in communities surrounding the project site, consistent with emission reduction measures that may be identified for those communities (pursuant to Section 44391.2 of the Health and Safety Code).

In accordance with PRC section 21168.6.8, the City is making the Draft EIR and all other documents submitted to or relied upon by the City in preparing the Draft EIR readily accessible in electronic format. These documents may be accessed from xxx. The Draft EIR will be circulated for a 45-day review public review and comment period beginning on xxx and ending on xxx.

1.4 Environmental Review

1.4.1 Preliminary Project Evaluation

In its preliminary review of the application for the Proposed Project, the City, as the Lead Agency under CEQA, determined that the Proposed Project is subject to CEQA and determined that an EIR pursuant to CEQA Guidelines section 15161 is the appropriate environmental document. Having determined an EIR would be required to evaluate changes in the environment that would

result from construction and operation of the Proposed Project, the City elected not to prepare an Initial Study Checklist, as permitted by section 15060(d) of the CEQA Guidelines.

1.4.2 EIR Scoping

On February 20, 2018, the City issued a Notice of Preparation (NOP) to governmental agencies and organizations and persons interested in the project (included in Appendix A). The NOP public comment period ended on March 22, 2018. The NOP was distributed to governmental agencies, organizations, and persons interested in the Proposed Project. The City sent the NOP to agencies with statutory responsibilities in connection with the Proposed Project with the request for their input on the scope and content of the environmental information that should be addressed in the EIR. The City Economic and Community Development Department's Planning Division held a Scoping Meeting on March 12, 2018 at Inglewood City Hall to provide information about the project and the anticipated CEQA process, and to receive comments regarding the scope of the EIR.

The City of Inglewood received 75 written comment letters regarding the Proposed Project. Although many specific comments were mentioned in the NOP comment letters, the comments generally tended toward larger themes such as:

- Vehicular traffic management, particularly along freeways and local roadways, and the effects of increased traffic congestion on those roadways, intersections, and surrounding uses;
- Onsite and/or offsite parking supply and availability;
- Potential impacts to public transit and public transit facilities;
- Potential impacts to population, housing, and employment;
- Potential economic stimulation and/or urban decay impacts on the surrounding area that could occur from the Proposed Project's provision of entertainment, retail, office, and hotel uses;
- Secondary economic impacts of the Proposed Project with respect to affordable housing;
- Social and environmental justice;
- Noise and air quality impacts as a result of construction of the Proposed Project; and
- Cumulative impacts of the Proposed Project and other large venues nearby holding events on the same day.

The scope of this EIR includes environmental issues determined to be potentially significant as determined through preparation of the NOP, responses to the NOP, scoping meetings, and discussions among the public, consulting staff, and the City of Inglewood. This process identified potentially significant impacts associated with the construction and/or operation of the Proposed Project in the following issue areas:

- Aesthetics;

- Air Quality;
- Biological Resources;
- Cultural Resources;
- Energy Demand and Conservation;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise and Vibration;
- Population, Housing, and Employment;
- Public Services (Fire Protection and Emergency Medical Services and Facilities, Police Protection Services and Facilities, and Parks and Recreation Services and Facilities);
- Transportation and Circulation; and
- Utilities and Service Systems (Wastewater, Water Supply, and Solid Waste).

1.4.3 Public Review

The Draft EIR is available for public review and comment beginning X date and concluding at X:00 p.m. on X date. During the review and comment period written comments (including email) regarding the Draft EIR may be submitted to the City at the address below.

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
Fax: (31) 412-5681
E-Mail: [HYPERLINK "mailto:mwilcox@cityofinglewood.org"]

The City will conduct an informational workshop to inform the public of key analyses and conclusions reached in this Draft EIR. The informational workshop will be held on X date at X:00 p.m., at Inglewood City Hall Community Room, 915 One West Manchester Boulevard, 1st Floor Foyer, Inglewood, California.

1.4.4 Final EIR and EIR Certification

Following the public review and comment period for the Draft EIR, the City will prepare responses that address all substantive written and oral comments on the Draft EIR's environmental analyses received within the specified review period. The responses and any other

revisions to the Draft EIR will be prepared as a Response to Comments document. The Draft EIR and its Appendices, together with the Response to Comments document, will constitute the Final EIR (commonly referred to collectively as the EIR) for the Proposed Project.

1.4.5 Mitigation Monitoring and Reporting Program

Throughout this EIR, mitigation measures have been clearly identified and presented in language that will facilitate establishment of a mitigation monitoring and reporting program. As required under CEQA, a mitigation monitoring and reporting program (MMRP) will be prepared at the time of certification of the Final EIR for the Proposed Project and will identify the specific timing and roles and responsibilities for implementation of adopted mitigation measures. Additionally, and per the requirements of AB 987, any mitigation measures identified as part of the AB 987 certification process are considered as binding conditions of approval and will be included in the MMRP.

1.5 Later Project Approvals

This EIR discloses the environmental effects of construction and operation of the Proposed Project pursuant to the requirements of the State CEQA Guidelines, as described in Chapter 2, Project Description. As described in Chapter 2, Project Description, the Proposed Project includes approval of the proposed arena, related office, medical, retail, parking, and open space uses. It is anticipated that development of the proposed hotel use would occur at a later date, and must be consistent with the requirements of the project entitlements and the MMRP, as appropriate.

Use of this EIR to cover later project activities is addressed in PRC section 21166 and State CEQA Guidelines section 15162(a). Under those sections, if the proposed future activities are consistent with the Proposed Project as analyzed in this EIR, and would not create new significant or substantially more severe significant impacts that were not examined in this EIR, the later activities are considered to be within the scope of the EIR and no further review under CEQA is required. More specifically, CEQA Guidelines section 15162(a) states:

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

To the extent appropriate and consistent with the requirements of CEQA and the State CEQA Guidelines, the City would rely on this EIR in conjunction with its consideration of subsequent development of the hotel site.

1.6 Document Organization

This Draft EIR document is organized as follows:

Executive Summary – This chapter provides a summary of the Proposed Project. This chapter includes an overview of the project description, identified areas of controversy, a discussion of key environmental effects, a discussion of significant and unavoidable impacts, a discussion of cumulative effects, an overview of alternatives, and a summary table that includes each environmental impact, level of impact, and all applicable mitigation measures.

Chapter 1, Introduction – This chapter describes the Project Background, other applicable legislation (AB 987), and the purpose and organization of the EIR.

Chapter 2, Project Description – This chapter describes in detail all elements of the Proposed Project. The description includes, with text and graphics, the location and boundaries of the Proposed Project, statements of objectives from the project applicant and the City, and a description of the Proposed Project's components and characteristics.

Chapter 3, Environmental Setting, Impacts, and Mitigation Measures – For each environmental issue, this chapter discusses the environmental and regulatory setting, the methodology used, the detailed analysis of potential impacts (including direct, indirect, and cumulative impacts), and, if necessary, a discussion of potentially feasible mitigation measures.

Chapter 4, Other CEQA Required Considerations – This chapter discusses several issues required to be included in an EIR, including effects not found to be significant, significant and unavoidable impacts, significant irreversible environmental changes, and socioeconomic/urban decay-related impacts.

Chapter 5, Project Variants – This chapter discusses and analyzes the potential impacts of two variants of the Proposed Project at a Project level of detail.

Chapter 6, Alternatives – This chapter describes potentially feasible alternatives to the Proposed Project that may avoid or substantially reduce one or more significant impacts while attaining most of the basic objectives of the project, and evaluates the comparative environmental effects of the alternatives. It also discloses those alternatives that were considered but rejected from detailed analysis.

Chapter 7, List of Preparers and Persons Consulted – This chapter identifies the agency staff and consultants who prepared the EIR, and agencies or individuals consulted during preparation of the EIR.

Chapter 8, Acronyms – This chapter lists the acronyms used in this Draft EIR.

Chapter 9, References – This chapter lists the references used in this Draft EIR.

Appendices – The appendices include environmental scoping information and technical reports and data used in the preparation of the Draft EIR. These documents are included on CD at the back of the Draft EIR. [Note: Confirm with City.]

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