

# CHAPTER 2

## Project Description

### 2.1 Introduction

This chapter presents information regarding the components and characteristics of the proposed Inglewood Basketball and Entertainment Center (IBEC, or Proposed Project) and the discretionary approvals required to implement it. This section describes the site where the Proposed Project will be located (project site), which consists of the following elements:

*arena site:* The central part of the project site that would include the arena, public plaza, outdoor stage, community space, practice facility, sports medicine clinic, team offices, retail/restaurants, employee access pavilion, and a parking structure for team and public parking;

*parking garage site, including a bus staging and Transportation Network Company (TNC)<sup>1</sup> drop off area:<sup>2</sup>* The part of the project site west of the arena site that would include a parking garage and a private or charter bus staging/TNC/taxi drop-off area;

*hotel and surface parking site:* The portion of the project site east of the arena site that would include a hotel and surface parking lot; and

*well relocation site:* The portion of the project site east of the arena site that would contain a City-owned and -operated potable water well.

### 2.2 Project Location

As presented in **Figure 2-1**, the project site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown Los Angeles. The project site is located immediately to the south of the Hollywood Park Specific Plan (HPSP) area, within which a new National Football League (NFL) stadium, to be the home of the Los Angeles Rams and Los Angeles Chargers teams, is under construction. The HPSP also authorizes development of retail, office, residential, and parking development. The Forum, an approximately 18,000-seat entertainment venue, is located approximately three-quarters of a mile north of the project site, near the intersection of Prairie Avenue and Manchester Boulevard.

<sup>1</sup> A transportation network company (TNC), sometimes known as a mobility service provider (MSP), is an organization that pairs passengers via websites and mobile apps with drivers who provide such services.

<sup>2</sup> The parking garage and bus staging/TNC drop-off site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, microtransit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.

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

Local access is provided by West Century Boulevard that borders the project site on the north and is a commercial corridor that runs east-west through the City of Inglewood. South Prairie Avenue is also major commercial corridor which borders the project site on the west and provides north-south access through the City of Inglewood and beyond. The project site is located approximately 1.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.5 miles north of the Hawthorne Municipal Airport.

The project site is less than one mile from the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line's Hawthorne/Lennox Station. The Metro Green Line provides light rail service between Redondo Beach and Norwalk. The route also serves the communities of El Segundo, Hawthorne, South Los Angeles, Lynwood, and Downey.

Currently under construction, the Metro Crenshaw/LAX Line will provide a new light rail connection between the existing Metro Exposition Line and the Metro Green Line. The Crenshaw/LAX Line will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Crenshaw/LAX Line will also provide light rail service to LAX.<sup>3</sup> Three stations associated with the Metro Crenshaw/LAX Line are planned in the City of Inglewood: the Downtown Inglewood Station located approximately 1.6 miles to the north of the project site, the Westchester/Veterans Station located approximately 2 miles northwest of the project site, and the Fairview Heights station located approximately 2 miles north of the project site. Construction of the Metro Crenshaw/LAX Line is currently underway, and is estimated to be completed in 2019.<sup>4</sup> The project site is also served by multiple Metro bus lines including bus lines 117 and 212/312.

## 2.3 Project Objectives

CEQA Guidelines Section 15124(b) establishes that the Project Description include a statement of the objectives sought by the Proposed Project. Because the Proposed Project would involve the sale of City-owned property and the vacation of City-owned streets, as well as development of the proposed uses by the project applicant, the project objectives for the Proposed Project include both the stated objectives of the City of Inglewood, as well as the stated objectives of the project applicant, Murphy's Bowl LLC.

<sup>3</sup> Metro Crenshaw/LAX Transit Project. Available: [https://www.metro.net/projects/crenshaw\\_corridor/](https://www.metro.net/projects/crenshaw_corridor/). Accessed June 25, 2018.

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

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

- Support the revitalization of the City of Inglewood, promote the City as a premiere regional sports and entertainment center recognized at the local, regional, national, and international level, and reinstate its champion identity by bringing back an NBA franchise to the City.
- Develop a project that promotes the objectives and policies of the City's General Plan related to economic development and enhances the general economic health and welfare of the City by promoting mixed-use development, stimulating new business and economic activity, and increasing property, sales, and admissions tax revenues and the opportunity for transient occupancy tax revenues.
- Expand the opportunities for cultural and social growth for the City's residents and visitors to a wide range of sporting, cultural, civic and business events, and by promoting a strong communal environment, including community and youth-oriented space, outdoor basketball courts, outdoor community gathering space, and outdoor plazas.
- Transform vacant or blighted land within the City into compatible land uses within aircraft noise contours generated by operations at the Los Angeles International Airport, in compliance with FAA grants to the City.
- Encourage sustainable, modern, integrated development that develops coordinated traffic event management strategies, encourages public transit opportunities to the Project Area, provides safe and adequate pedestrian circulation and reflects a high level of architectural design quality and landscape amenities, reflecting the traditions of the City.
- Provide the City with a world class multi-purpose event center that promotes sports and entertainment employment and construction-related employment opportunities in the City of Inglewood.
- Achieving the objectives described above in the most expeditious, environmentally conscious manner feasible.

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

- **Build the long-term home of the LA Clippers NBA basketball team.**
  - Construct a state-of-the-art multi-purpose basketball and entertainment center with a capacity of up to 18,000 seats to host LA Clippers home games beginning in the 2024-2025 NBA season.
  - Consolidate LA Clippers team operations and facilities in a single location that includes practice facilities, team executive and management offices, and a sports medicine clinic.
  - Design and develop the basketball and entertainment center to accommodate up to 18,500 attendees for other entertainment, cultural, sporting, business and community events when not in use for LA Clippers home games.

- Provide complementary on-site retail and dining uses to create a lively, visitor-serving environment year-round for patrons, employees, and visitors to the surrounding neighborhood and nearby sports and entertainment venues.
- Ensure adequate parking is available to meet the reasonable needs of employees and patrons.
- Develop the basketball and entertainment center with features that enhance the Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.
- **Locate the Project on a site where it will be compatible with and enhance the surrounding area.**
  - Locate the Project on a site that can be readily assembled and that enables the development of the Project within budget and on schedule.
  - Locate the Project on a site near other existing and planned venues and facilities to create a dynamic, year-round sports and entertainment destination.
  - Provide high-quality pedestrian and vehicular access adequate to serve to the basketball and event center and ancillary uses.
  - Locate the Project on a site served by streets and highway infrastructure adequate to reasonably accommodate local and regional automobile circulation on event days and that is reasonably accessible by existing and planned public transportation infrastructure.
  - Prioritize the feasible redevelopment of vacant land for the Project.
- **Develop a Project that is financially viable and constructed and operated from private funding sources.**
  - Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems, patron amenities, and other features.
  - Enhance the future success of the Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Project.
  - Support the financial viability of the Project by developing sufficient complementary on-site uses to enhance the productive use of the site on event and non-event days, including retail, dining, and potential hotel uses.
  - Provide opportunities for youth and community-oriented public benefit programs.
  - Contribute to the economic well-being of the surrounding community by increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.

- **Design a Project that is consistent with smart growth, urban infill, and state-of-the-art venue design standards and principles.**
  - Create inviting and appropriately-scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.
  - Develop the Project to meet high-quality urban design and sustainability standards.
  - Optimize the reasonably feasible use of existing and planned public transit, pedestrian, and bicycle access to conserve resources, reduce environmental impacts and improve access.
  - Enhance the visual appearance and appeal of the surrounding neighborhood by providing perimeter and interior landscaping.

## 2.4 Project Site Existing Conditions

### 2.4.1 Location

The entire project site is comprised of approximately 28 acres of land, as shown in **Figure 2-2**. 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 103<sup>rd</sup> Street to South Doty Avenue to the south. This area is described as the arena site. The project site includes three additional components: the parking garage site and charter or private bus staging and TNC drop off area is an approximately 5-acre site bounded by West Century Boulevard to the north, hotel and residential uses to the west, South Prairie Avenue to the east, and West 102<sup>nd</sup> Street to the south; the hotel and surface parking site is an approximately 5-acre site bounded by West Century Boulevard to the north, industrial and commercial uses to the east and west, and West 102<sup>nd</sup> Street to the south; and the well relocation site is an approximately 0.7 -acre parcel located at 3812 West 102<sup>nd</sup> Street, surrounded by vacant land to the west and south and bounded by residential uses to the east.

As shown in **Figure 2-3**, most of the project site, approximately 84 percent, consists of parcels owned by the City of Inglewood or the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency. [Note to team: Do we need a figure specifically identifying the vacant parcels, or does Figure 2-3 adequately accomplish this?] The project site is partially within the Planning Boundary/Airport Influence Area for the LAX Airport as designated within the ALUP. As depicted in **Figure 2-4**, the project site falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway.

## 2.4.2 General Plan and Zoning

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

As shown in **Figure 2-6**, the project site has several zoning designations. The City of Inglewood Zoning Code designates half of the 17-acre arena site, the hotel and surface parking site, and the well relocation site as M-1L, Limited Manufacturing. Half of the arena site bordering the east side of South Prairie Avenue and the northern and eastern portions of the parking garage site are zoned C-2A, Airport Commercial.

The parking garage site is also zoned as P-1 Parking, R-2 Residential Limited Multifamily, and R-3 Residential Multiple Family.

Additional detail on the project site’s zoning is provided in section 3.9, Land Use and Planning.

## 2.4.3 Existing Uses on and Around the Project Site

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, or more than 85 percent of the project site. The five developed parcels include a restaurant, a hotel, warehouse and light manufacturing facilities, and a groundwater well and related facilities as shown in **Table 2-1**. The land uses within the project site by area are described below and shown in **Figure 2-7**.

**TABLE 2-1  
PROJECT SITE AND EXISTING LAND USES**

Use	Name	Size (acres)	Developed SF
<b>Arena Site</b>		<b>16.71</b>	<b>54,098</b>
Commercial (Restaurant)	Church's Chicken Restaurant		1,118
Commercial (Motel)	Rodeway Inn & Suites		16,806
Manufacturing/Warehouse (Food Warehouse)	Sugarfina		28,809
Vacant Commercial	Vacant		6,231
Water Infrastructure	Groundwater Well #6		
Vacant	10200 South Prairie Avenue		
Commercial (Catering)	Let's Have a Cart Party		1,134
Vacant	10220 South Prairie Avenue		
<b>Parking Garage and Bus Staging/TNC Drop-Off Site</b>		<b>5.55</b>	
Vacant		5.55	
<b>Hotel and Surface Parking Site</b>		<b>5.16</b>	
Vacant		5.16	

Use	Name	Size (acres)	Developed SF
Well Relocation Site		0.70	
Vacant		0.70	
<b>Total Project Site</b>		<b>28.12 acres</b>	<b>54,098 sf</b>

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

## Arena Site

### On Site Uses

Consisting of approximately 16 acres, the arena 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 103<sup>rd</sup> Street to South Doty Avenue to the south. Although primarily vacant, the arena site contains a limited amount of existing development. Within the arena site, at the southeast corner of West Century Boulevard and South Prairie Avenue, is an occupied Church’s Chicken Restaurant fast food restaurant (3950 West Century Boulevard). On the sidewalk directly to the north and east of the Church’s Chicken Restaurant are two Metro bus stops. Both Metro bus stops include benches and bus shelters.

To the east of the Church’s Chicken Restaurant is the two-story, 38-room Rodeway Inn & Suites motel (3940 West Century Boulevard). Associated surface parking is provided directly in front of the motel along West Century Boulevard with additional parking located to the rear of the motel. Vehicle access to the motel is provided from West Century Boulevard. Directly west of the Rodeway Inn & Suites motel, fronting West Century Boulevard, is a vacant parcel surrounded by chain link fencing. Wooden utility poles on the parcel support electric service to adjacent uses, and a lit billboard is located in the northeast corner. East of the Rodeway Inn, and east of the Extra Space Storage commercial building is a narrow vacant parcel surrounded by chain link fencing and green screening that is part of the project site. Located on the vacant parcel is an access road into the arena site that has previously been used to support the storage and staging of construction materials associated with a street improvement project.

The large “L-shaped” vacant parcel within the arena site 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 project site to the west and north of Water Well #6, are two-story commercial warehouse facilities and surface parking associated with Sugarfina, a confectionary company (3915 West 102<sup>nd</sup> Street). Access to the Sugarfina building and parking is provided from an access gate along West 102<sup>nd</sup> Street. To the west is a vacant parcel surrounded by chain link fencing that extends to West Century Boulevard.

Fronting West 102<sup>nd</sup> Street to the south is a vacant parcel surrounded by chain link fencing. Also located on the project site, is a vacant one- and two-story concrete commercial building (3838 West 102<sup>nd</sup> Street) that includes an access driveway. Fronting South Prairie Avenue from South

Doty Street to West Century Boulevard to the north, is a continuation of the vacant parcel and perimeter chain link fencing. On the project site at northeast corner of South Prairie Avenue and West 102<sup>nd</sup> Street, is a Clear Channel billboard. Parcels fronting South Prairie Avenue south of West 102<sup>nd</sup> Street include two vacant parcels (both of which include a billboard) and one parcel developed with a commercial use (Let's Have a Cart Party).

### **Off-Site Uses**

To the north of the arena site, West Century Boulevard provides an east-west roadway connection through the City of Inglewood. North of the roadway, the Hollywood Park Specific Plan (HPSP) area is planned for a mix of commercial, office, retail, residential, mixed use, civic, and recreational development. The HPSP area is currently the site of construction and staging areas associated with the new NFL stadium. The NFL stadium is scheduled to be completed in 2020. The Hollywood Park Casino and associated parking structure are operational.

East of the arena site, along West Century Boulevard, are a hotel, industrial and warehouse buildings, commercial buildings, and surface parking. Single- and multi-family residential uses are south of the arena site. Inglewood Southside Christian Church and commercial uses also are south of the arena site. Immediately west of the arena site are two residences located south of West 102<sup>nd</sup> Street along South Prairie Avenue, on either side of the Let's Have a Cart Party business. Commercial uses and vacant parcels are located west of the arena site.

Bus stops are located near the project site including two at the intersection of West Century Boulevard/South Prairie Avenue and two at the intersection of West Century Boulevard/South Doty Avenue.

## **Parking Garage and Bus Staging/TNC Drop-Off Site**

### **On-Site Uses**

The parking garage and bus staging/TNC drop-off site consists of two parcels totaling approximately 5 acres on the north and south sides of West 101<sup>st</sup> Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102<sup>nd</sup> Street to the south, and residential uses to the west. The site is currently vacant and is surrounded by chain link fencing.

### **Off-Site Uses**

Nearby adjacent land uses outside of the parking garage and bus staging/TNC dropoff site include occupied commercial uses (Starbucks and Liquor Warehouse) and vacant commercial uses to the east along South Prairie Avenue. To the immediate west along West Century Boulevard, is a motel, a church (Iglesia Cristiana Pentecostes del Movimiento Misionero Mundial), retail and restaurant uses, and residential development.



## **Hotel and Surface Parking Site**

### ***On-Site Uses***

The hotel and surface parking site is a “T-shaped” parcel consisting of approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102<sup>nd</sup> Street to the south. The hotel and surface parking site consists of a vacant parcel surrounded by vertical metal fencing and intermittent green screening.

### ***Off-Site Uses***

Adjacent land uses include the Hollywood Park Casino and associated three-story parking structure to the north. Adjacent to the project site to the west and east, are various industrial and commercial uses including a shipping and freight center, small business and manufacturing center, and a UPS facility. Uses to the south, across West 102<sup>nd</sup> Street, include single- and multi-family residential uses, a vacant lot, and small-scale commercial uses.

## **Well Relocation Site**

### ***On-Site Uses***

The well relocation site is located at 3812 West 102<sup>nd</sup> Street. The vacant site consists of two parcels totaling approximately 0.7 acres. The site is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

### ***Off-Site Uses***

The well relocation site is surrounded by vacant land and commercial uses (CDs Cabinets) to the west. Residential uses are to the east and south. To the north, are commercial uses (S.E.S. International Express).

## **2.4.4 Access**

Primarily access the project site is provided by West Century Boulevard that borders the project site to the north. West Century Boulevard is a major east-west commercial corridor within the City of Inglewood and provides connections to LAX and I-405 to the west and the City of Los Angeles on the east. On the western portion of the project site, South Prairie Avenue is a major commercial corridor that provides north-south access through the City of Inglewood and provides connections to the Forum and the City of Los Angeles to the north and I-105 and the City of Hawthorne to the south.

Along the arena site’s eastern boundary, South Doty Avenue is a two lane a north-south road that provides connections to West Century Boulevard to the north and residential uses to the south. To the east of the arena site and south of the hotel and surface parking site, is West 102<sup>nd</sup> Street, a

two-lane road that travels east-west, connecting to South Prairie Avenue on the west and Yukon Avenue on the east.

## 2.5 Project Elements

The Proposed Project would include demolition of approximately 54,098 square feet of existing on-site vacant and commercial uses and the subsequent construction of the proposed IBEC.

Table 2-2 summarizes the existing and proposed development for the Proposed Project.

**TABLE 2-2  
IBEC PROPOSED USES**

Project Component	Example Uses	Size
<b>Arena Site</b>		
Arena	Premium and general seating	18,000 fixed seats with 500 temporary floor seats (approximately 935,000 sf)
LA Clippers Office Space	Offices, conference areas, kitchens, maintenance, and janitorial storage	71,000 square feet
LA Clippers Team Practice and Training Facility	Team locker room, showers, and support spaces; video room; training and treatment; auxiliary locker rooms, basketball support and security, administrative offices	85,000 square feet
Sports Medicine Clinic	Medical offices, medical treatment and rehabilitation areas, waiting areas, maintenance, and janitorial storage for team and potential general public use	25,000 square feet
Community Uses	Exhibition, educational, and event space for community and youth-oriented uses	15,000 square feet
Commercial Uses	Retail shops, full service and quick service restaurants, kitchens, bars, and food service offices	
	<i>Restaurant/Lounge</i>	<i>8,000 sf</i>
	<i>Full Service Plaza Restaurant and Bar</i>	<i>7,000 sf</i>
	<i>Coffee Shop</i>	<i>5,000 sf</i>
	<i>Quick Service Restaurant</i>	<i>4,000 sf</i>
	<i>Clippers Team Store</i>	<i>7,000 sf</i>
	<i>Other LA Clippers Team Experience/General Retail</i>	<i>17,000 sf</i>
<b>Total Commercial Uses</b>		<b>48,000 sf</b>
Outdoor Plaza	Outdoor community gathering space, outdoor basketball courts, and landscaping	80,000 sf (surface area)
Parking Garage	Parking for premium ticket holders, VIPs, and certain team personnel	650 spaces
<b>Parking Garage and Bus Staging/TNC Drop Off Site</b>		
Parking Garage	Parking for arena and retail visitors and employees	2,940 spaces
Bus Staging and Transportation Network Company Drop-Off	Private and charter bus staging, taxi queuing, and rideshare pick-up/drop off	166 car (TNC) spaces 23 coach/bus spaces 20 mini bus spaces

Project Component	Example Uses	Size
<b>Hotel and Surface Parking Site</b>		
Surface Parking	Parking for Project visitors	420 spaces
Hotel	Hotel rooms, lobby area, administration offices, support areas, and parking	150 keys
<b>Well Relocation Site</b>		
Water Well	City of Inglewood Groundwater Well #8	n/a

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

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

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

An outdoor plaza with an approximate site area of 80,000 sf including landscaped areas, outdoor basketball courts, and outdoor community gathering space would connect the surrounding sidewalks to the arena and would include approximately 48,000 sf of retail/restaurant uses, 15,000 sf of community uses that would accommodate community and youth-oriented programming, and an event stage. The the arena site would also accommodate media truck parking.

The Proposed Project would include parking facilities, including a parking garage with 650 spaces for team and VIP use immediately south of the arena structure. A pedestrian bridge would span South Prairie Avenue, connecting the plaza to a proposed approximately 2,940-space parking garage and transit mobility center, and an approximately 420-space surface parking lot located approximately 1,300 feet east of the arena between West Century Boulevard and West 102<sup>nd</sup> Street. Adjacent to the surface parking lot is a parcel that would be designated for future development of limited service hotel of up to 150 rooms and hotel parking.

The existing Inglewood Water Well #6 would be removed and replaced with a new Water Well #8 within the project site, on a separate parcel further to the east along West 102<sup>nd</sup> Street.

A diagram showing the locations of the components of the Proposed Project within the project site is shown on Figure 2-7.

## 2.5.1 Project Components/Design

### **Arena Site**

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

### **Arena Building**

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

The primary arena entrance for event attendees would be located on the ground level on the western and northern edges of the building, fronting South Prairie Avenue and the northern portion of the arena building fronting the Plaza. The northeast corner of the arena building would include an employee access pavilion which would serve as the main entryway for employees entering the arena. Additional entrances would be located on the southern edge of the building from the parking garage that would be available for premium ticket holders, performers, players, the general public and certain employees.

The Proposed Project would include development of an 85,000-square-foot team practice and training facility and a 25,000-square-foot sports medicine clinic. The team practice and training facility and sports medicine clinic would be contiguous to, and integrated with, the west side of the arena building. The team practice and training facility would be for LA Clippers' team use and would include a lobby area, three full-sized basketball courts, and team locker and training areas. The Sports Medicine Clinic would house a variety of professionals, including physical therapists, nutritionists, and coaches who would work with the LA Clippers team athletes. The Sports Medicine Clinic may also be available to provide medical services to the general public.

The Project would include development of up to 71,000 square feet of office building for employees that would be located on the western portion of the Arena building, immediately east of the team practice and training facility and sports medicine clinic. As mentioned above, currently LA Clippers' team offices are located in downtown Los Angeles. The office uses and Clippers full-time employees would be relocated to the new office building on the project site.

Although separate structures, the arena, team practice and training facility, sports medicine clinic, and team administrative offices would be designed to appear as a single building. The parapet of the roof of the arena building would rise approximately 150 feet above the main entrance and plaza (see **Figure 2-15**) and would slope down from east-to-west, with a parapet of \_\_\_ feet at the western end. The exterior of the building would be comprised of a range of textures and materials, including metal and/or perforated metal, glass with tinting, and precast concrete with stone aggregate. Distinctive lighting and signage could be positioned inside and outside the building making the interior walls visually distinctive and highly visible.

Satellite dishes and solar panels would be fixed on the roof of the arena building but would generally not be visible from the ground.

### ***Arena Plaza***

The arena plaza would serve as a pedestrian-oriented activity and gathering area that also serves as a queuing area before events at the arena building. The arena plaza would include space programmed for free-standing restaurant and retail uses such as a rooftop restaurant, full-service and quick-service restaurants, bars, coffee shops, and shops. The plaza would also include space programmed for community uses and educational events.

The plaza is anticipated to have a high level of activity before and after games, concerts, and private events. However, the plaza is anticipated to be utilized seven days per week with pedestrian flows associated with the free-standing commercial and community uses as well as other activities independent of arena building events.

The arena plaza would include landscaping and seating areas, public art, basketball courts, and a large outdoor stage. The outdoor stage would have amplified sound and could be used for small musical performances, Clippers-related events, or community events. The plaza and stage would be equipped with video screens, speakers, and large-scale signage, including illuminated and animated signage and/or digital signage.

### ***Retail/Commercial***

Retail and food and drink uses totaling 48,000 sf would be developed within the arena plaza. Some of these uses would be associated with the LA Clippers, such as team stores selling team merchandise; other commercial uses would be independent of the LA Clippers events. It is anticipated that the retail uses in the arena plaza would be open seven days per week to support ongoing activity and community engagement at the arena plaza. Retail/commercial uses would include a LA Clippers retail team store, general retail stores, full-and quick-service restaurants, bars, coffee shops, other similar uses. A rooftop restaurant may also be located in the Plaza area.

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

## **Community Facility**

The Proposed Project would include a 15,000 square foot Community Facility located in the arena plaza area fronting South Prairie Avenue. The Community Facility is envisioned as a flexible space for educational purposes and community interaction. Possible activities could include exhibits, education seminars, workshops, meetings, networking events, and sporting demonstrations.

## **Circulation and Parking**

### **Automobile Access and Parking**

A parking garage for 650 spaces would be located immediately south of the Arena building. Parking for 100 LA Clippers' athletes and LA Clippers full-time employees, and 550 spaces for premium fans and other VIPs would be available in the 3-story, above-ground parking garage located directly to the south of the Arena building. Employees and general public visitors using the Practice Facility/Clinic would utilize a direct entrance into the Arena building, Practice Facility, and/or Sports Medicine Clinic.

Vehicular access to the parking garage would be from South Prairie Avenue. A speed ramp on the east side of the parking structure would provide vertical access to the parking garage. A drop-off area located immediately to the south of the Arena building would be available for office employees during weekday hours.

The parking structure would be designed to integrate seamlessly into the façade of the Arena Building, and would use a combination of concrete, precast panels, and metal screening. The parking structure would be equipped for hookups to accommodate 52 electric vehicle charging parking spaces (EVCs), including 20 EVCs equipped and operational upon project completion.

### **Service and Delivery Access and Loading**

Small service and delivery vehicles would enter the Project Site via a project roadway on West Century Boulevard, approximately 350 feet east of South Prairie Avenue.

Large delivery vehicles such as semi-trucks, trash collection trucks, and large food service trucks would access the arena site from a new, gated service ramp on West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings. This service ramp would ramp downward, providing access to a loading and staging area under the arena, at the event level. Loading docks to provide easy loading and unloading of materials and supplies would be provided. The loading area and service ramp would provide event truck staging for up to 22 trucks. Enough space would be provided in the loading and staging area to allow trucks either to back into loading docks or to turn around, allowing for trucks to then exit up the service ramp out to West Century Boulevard.

## **Media Truck Access and Parking**

Media trucks that are a feature of NBA basketball games require parking in areas that provide clear access to the southern sky for satellite connections. Media and associated truck parking would be provided on a designated media parking area located east of the Arena building. Media trucks would access the project site from the driveway on West Century Boulevard, approximately 350 feet east of South Prairie Avenue.

## **Pedestrian Access and Transit Connections**

Pedestrians would access the arena site via sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrians coming from the parking garage/TNC drop off area would use the South Prairie Avenue pedestrian bridge to access the arena site. Pedestrian access to the arena building would be provided through doorways on the north side of the building, fronting the arena plaza. There would be no pedestrian access to the arena building or the arena plaza from West 102<sup>nd</sup> Street east of the arena site.

To accommodate Metro shuttles that would transport people from Metro light rail stations (Crenshaw/LAX Line – Downtown Inglewood and Westchester/Veterans stations; Green Line – Crenshaw and Hawthorne/Lennox stations) to the project site, a new shuttle drop-off cutout would be provided along the east side of South Prairie Avenue near the entrance to the Arena building. This shuttle stop would be exclusively used for shuttles between Metro light rail stations and the Arena, and only used during LA Clippers games and large concerts/events held at the Arena.

## **Parking Garage Site and Bus Staging Transportation Network Company (TNC) Drop Off Area**

The largest parking resource serving the project site would be a six-story parking structure that would include 2,940 spaces located along West Century Boulevard west of South Prairie Avenue. Access into the parking garage would be from West Century Boulevard and West 102<sup>nd</sup> Street. A new public roadway would be constructed along the west side of the parking garage, connecting West Century Boulevard to West 101<sup>st</sup> and West 102<sup>nd</sup> Streets. Approximately 300 linear feet of West 101<sup>st</sup> Street would be vacated and developed as part of the parking structure. The vacated portion of West 101<sup>st</sup> Street would extend from the western boundary of the existing retail center (Starbucks/Warehouse Liquor Mart/Sunshine Coin Laundry) at the southwest corner of Prairie and West Century, to the alignment of the new north-south public roadway along the western boundary of the site (see Figure 2-7).

The first floor of the parking garage would include a private or charter bus staging/TNC drop-off area. The bus staging/TNC drop-off area would include spaces for 166 cars (TNCs, taxis, or similar), 23 stage coaches, and 20 mini-buses, microtransit, and paratransit vehicles.

The parking garage would include 23 short-term bicycle parking spaces and potentially a bicycle valet. The parking garage would be equipped for hookups to accommodate 270 EVCs, including 101 EVCs equipped and operational upon project completion.

The main pedestrian entryway from the bus staging/TNC drop-off area into the arena site would be from a 27-foot-wide second-level Pedestrian Bridge that would cross South Prairie Avenue. The pedestrian bridge would provide a vertical clearance of approximately 14 feet 6 inches over South Prairie Avenue. The pedestrian bridge would allow for easy pedestrian access between the second floor of the parking garage to the second floor of the westernmost building in the arena plaza, with stairs and/or escalators providing access into the plaza.

## **Hotel and Surface Parking Site**

This 5.16-acre portion of the project site east of the arena site would include a surface parking lot. These project elements are described below.

### ***Surface Parking Lot***

The Proposed Project would include construction of a surface parking lot for 420 spaces located along West Century Boulevard, approximately 420 feet east of South Doty Avenue. The parking lot would serve visitors associated with the arena site. The main access into the surface parking lot would be from West Century Boulevard, with secondary access from West 102<sup>nd</sup> Street.

### ***Hotel***

The Proposed Project would redesignate an approximately 1.2-acre site to allow construction of a hotel use located east of South Doty Avenue that could include up to 150 rooms with a minimum size of 320 sf per guest room. It is anticipated that the future hotel use would be a limited service hotel. "Limited service" means that the hotel would not include extensive meeting spaces or restaurant services, but would include a lobby of at least 400 sf. It is possible that the hotel would include an outdoor swimming pool and associated patio area, up to a maximum of 2,500 sf. Primary access to the hotel would be from West Century Boulevard. Parking for hotel guests would be provided onsite. The design has not been determined at this time. Development of the hotel comply with the regulations set forth in Inglewood Municipal Code section 12-16.1, Hotel and Motel Regulations. Appropriate building setbacks, site coverage, provision of outdoor amenities, and adequately sized lobby and guest rooms will be provided. The hotel structure will be located within fifteen feet of any public street right-of-way or within five feet of any alley right-of-way. Such setbacks shall be increased, for the entire structure, by an additional two feet per story for every story above the first two stories. The hotel structure shall not be located within twenty feet of any abutting R or P zoned property. Such setback shall be increased, for the entire structure, by an additional two feet per story for every story above the first two stories. The hotel will not occupy more than sixty-five percent of the entire hotel site. It is anticipated that the hotel would be mid-rise, approximately 2-5 stories in height.



## Well Relocation Site

As part of the Project, the City-owned and operated Inglewood Water Well #6 would be removed. A new well, Water Well #8, would be constructed to replace the existing water well. Water Well #8 would be located on the southern third of the two-parcel well relocation site, south of West 102<sup>nd</sup> Street and west of South Doty Avenue.

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6.

The well would be drilled approximately 750 feet below ground surface and will have a well capacity of up to approximately 2,500 gallons per minute (gpm). However, a conservative flowrate of 2,000 gpm is being used for the preliminary design of the well, and can be updated as necessary when testing results provide more refined data about potential well output. The well would have a submersible pump to reduce noise to nearby residences. The well's piping configuration would include a pump control valve with check feature on the discharge line and a solenoid controlled valve on the waste line. A variable frequency drive will be included to allow well discharge adjustments in response to water demands, to aquifer changes, and to provide long term power savings. The Well #8 discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the proposed site on West 102<sup>nd</sup> Street. The preliminary design assumes a connection point pressure in the existing raw water main of 40 pounds per square inch (psi). An existing utility pole located 50 feet east of the well site on West 102<sup>nd</sup> Street is expected to be the connection location to provide the power for the new well facility.

A 15-foot wide driveway is proposed adjacent to the western side of the proposed well location and would wrap around to the south of the electrical control cabinet in order permit maintenance vehicles to turn around. Areas outside the pavement would be furnished with crushed stone, and therefore larger vehicles will be able to access the well, if needed.

A 6-foot-tall concrete masonry unit (CMU) security fence is proposed to enclose the well site and would include an automated sliding access gate along its northern fence line. The ground surface would be covered with gravel. Fencing the entire perimeter of the site is assumed to be unnecessary, and anti-climb accessories (spikes/barbed-wire/razor-wire) for the fencing are not proposed. Two security cameras will be provided. One camera will monitor the pumping equipment, and the other camera stationed on the property access gate. Video will be provided to the City of Inglewood via the pump station telemetry system.

No permanent onsite back-up power source (generator) would be provided for the Well #8 pumping system. The electrical design would include the required connections to use a trailer mounted portable generator at Well #8. No lighting and no buildings are proposed for the well site.

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

## 2.5.2 Open Space Areas

The Project would include an outdoor arena plaza, new pedestrian networks, landscaping and edge treatment, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities (see **Figure 2-16**). Landscaping would include native drought resistant plants, with a palette that is coordinated to create continuity across the project site. An integral element of the Project would be the arena 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. The arena plaza would include an outdoor stage on the east side of the plaza that could be used for community performances, small musical shows, or other events related to arena activities.

The arena plaza would be comprised of hardscape and landscaped planters. Hardscape areas would feature use of a variety of paving materials and colors. The primary material within the plaza will be cast-in-place colored concrete with exposed aggregate, while the main pedestrian spine will consist of high-quality decorative pre-cast stone pavers and asphalt for an outdoor basketball court. Public art pieces would help to define the experience of the plaza area. The circular center of the plaza would include a water feature that could be turned off during events or turned on to activate the space when the arena is not being used.

The plaza's open area would provide space for pedestrian flow and access to the entrance into the arena building, the retail/commercial buildings, community building, office building, and team practice facility/medical clinic. Large escalators would also be present in the plaza, one at the north end of the plaza and one on the western side. The escalator on the north side of the plaza would provide pedestrian access between the ground level and plaza area to the multi-story retail tower at the northeast corner of the plaza. The escalator on the west side of the plaza would connect the ground level to the community center, and ultimately to the pedestrian bridge that connects the community center to the parking garage across South Prairie Avenue.

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

## 2.5.3 Projected Number and Schedule of Events

The proposed IBEC arena would contain a performance venue that would be used primarily for basketball games, and also could be configured for other sporting events, concerts, conferences, conventions, civic events, and family-oriented shows.

It is expected that the LA Clippers would host games approximately as follows: two to five preseason games in October; 41 regular season games from October to mid-April; and up to a maximum of 16 playoff games from April to June. Other events such as concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events would take place in the proposed arena throughout the year, with attendance ranging from small events of approximately 300-2,000 attendees to full arena capacity. Other similar facilities host 100-150 of these types of events per year. **Table 2-3** describes the number of anticipated events by type.

**TABLE 2-3  
INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER ANTICIPATED ANNUAL EVENT CHARACTERISTICS**

Event Type	Annual Frequency (CSL)	Average Attendance	Maximum Attendance	Event-Day Employees <sup>h</sup>	Season	Temporal Characteristics
<b>LA Clippers Home Basketball Game</b>	3 to 5 Preseason Games	12,000	18,000	1,320 <sup>i</sup>	2 weeks in early October	Preseason Game Start Time: Variable
	41 Regular Season Games	16,000	18,000	1,320 <sup>i</sup>	Mid-October to Mid-April	Regular Season Game Start Time: Typically 7:30 PM <sup>i</sup>
	Maximum 16 Postseason Games <sup>f</sup>	18,000	18,000	1,320 <sup>i</sup>	Mid-April to Mid-June	Postseason Game Start Time: Variable
						<u>Monthly Distribution</u> Approximately 7 games per month, November through March
						<u>Weekly Distribution</u> Monday through Friday: Approximately 5-6 games per month Saturday: Approximately 1-2 games per month Sunday: Approximately 0-1 games per month
<b>Concerts<sup>a</sup></b>	Approximately 3 to 8 per year, anticipated annual average of 5	15,000	18,500	1,120 <sup>j</sup>	Throughout the year <sup>k</sup>	Typical Concert Time: 7:30 PM to 10:30 PM
	Approximately 6 to 10 per year, anticipated annual average of 8	12,000	14,500	795 <sup>j</sup>		
	Approximately 8 to 12 per year, anticipated annual average of 10	7,000	9,500	530 <sup>j</sup>		
						<u>Weekly Distribution</u> Primarily Friday and Saturday nights
<b>Family Shows<sup>b</sup></b>	Approximately 20	6,000	8,500	530 <sup>j</sup>	Throughout the year <sup>k</sup>	Weekly distribution and times variable
<b>Other Events<sup>c</sup></b>	Approximately 35	5,000	7,500 <sup>g</sup>	450 <sup>j</sup>	Throughout the year <sup>k</sup>	Weekly distribution and times variable
<b>Corporate/Community Events<sup>d</sup></b>	Approximately 100	300	2,000	25 <sup>j</sup>	Throughout the year <sup>k</sup>	Weekly distribution and times variable
<b>Plaza Events<sup>e</sup></b>	Approximately 16	2,400	4,000	25	Throughout the year <sup>k</sup>	Weekly distribution and times variable

**TABLE 2-3  
INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER ANTICIPATED ANNUAL EVENT CHARACTERISTICS**

Event Type	Annual Frequency (CSL)	Average Attendance	Maximum Attendance	Event-Day Employees <sup>h</sup>	Season	Temporal Characteristics
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NOTES:

- a Annual number and size of concerts may vary according to market conditions and availability of the arena.
- b Examples of family shows include Disney Live, Harlem Globetrotters and Marvel Universe Live.
- c Examples of other sporting events include college basketball, boxing, lacrosse, arena football, or non-recurring events such as professional wrestling shows. Events could be professional, collegiate or amateur competitions. Other events could include speaking events or civic events such as local graduation ceremonies.
- d Examples of corporate or community events include small conventions, conferences, cultural events, civic events and private events. Events could be hosted on the arena floor or in club, locker room and concourse space throughout the arena.
- e Examples of plaza events include outdoor exhibitions or festivals for arts, food, technology, or similar activities, fan appreciation days, holiday celebrations, and similar outdoor events.
- f The current NBA playoff format, implemented in the 2002-03 season, involves of four rounds of best-of-seven series and allows for a potential maximum of 16 home games in one season. Based on an analysis of the past playoff appearances of all current NBA teams, the anticipated average annual number of home playoff games is 3 games.
- g Rare events anticipated to occur infrequently (zero to three times per year, depending on the year) may experience higher attendance levels, up to a maximum of 18,000.
- h Estimates do not include full-time arena management and operations employees, Clippers basketball operations employees including players and coaches, Clippers employees that work in the management offices or related facilities during the day, or visiting event performers and their support staff at the arena.
- i Provided by Venue Solutions Group based on a blended analysis of the Orlando Magic, Miami Heat, NY Knicks and Staples Center operations; includes 1,200 event-day non-Clippers employees and 120 Clippers employees to provide game-day operations support.
- j Provided by Venue Solutions Group based on a blended analysis of the Orlando Magic, Miami Heat, NY Knicks and Staples Center operations.
- k Concerts, family shows, other events, and corporate / community events may be scheduled throughout the year as permitted by LA Clippers home basketball games.
- l The majority of LA Clippers regular season home games hosted on weekday and Saturday nights would start at 7:30 PM, with Sunday games starting at 6:30 PM, per the stated preference of the LA Clippers and comparable team schedules in the Pacific Standard Time zone. However, to be conservative for analytical purposes, the EIR analysis assumes 7:00 PM start times for basketball games, which are allowed under the NBA rules. This assumption is conservative because it schedules the start-time for basketball games closer to the p.m. peak period for traffic on weekdays (4:00 p.m. to 6:00 p.m.).

Source: Murphy's Bowl LLC, 2018.

## 2.5.4 Employment

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

### Permanent

As shown in Table 2-4, the LA Clippers organization currently has approximately 329 permanent employees. About 200 staff work in business operations and support. About 54 staff are associated with basketball operations, including players, coaches, and staff. Approximately 75 employees are associated with arena operations and management; these would be new positions in the City of Inglewood and would not be transferred from Staples Center in Los Angeles. The Project would support approximately the same level of permanent employment associated specifically with the LA Clippers as under current conditions.

**TABLE 2-4  
EXISTING AND FUTURE PERMANENT EMPLOYMENT**

Description	Description	Total Employees
<b>LA Clippers Employment (Existing and Future)</b>		
Basketball Operations (includes players, coaches, staff, etc.)	Players, coaches, training staff, etc.	54
Business Operations	Executive management, legal, finance, human resources, media and broadcasting staff, public and community relations, hospitality services, etc.	100
Business Operations Support	Customer service, sales and marketing support, team operations support	100
Arena Operations and Management	Management, arena maintenance and operations, security, housekeeping	75
<b>Total</b>		<b>329<sup>a</sup></b>
<b>Other Project Employment (Future)</b>		
Restaurant	Full staff and management for two full-service restaurants	112
Shopping Center / Retail	Flagship team store, quick-service restaurant and coffee shop, and general retail/service employees	146
Sports Medicine Clinic	Care providers (doctors, nurses, specialists) and business operations staff	35
Arena & Plaza Experience	Staff for LA Clippers and IBEC arena experiences	70
Community Space	Staff, management, and instructors for flexible community space, meeting rooms/classrooms, and related areas	26
Hotel	Staff and management for limited service hotel	50
<b>Total</b>		<b>439<sup>b</sup></b>

NOTES:

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

SOURCE: Murphy's Bowl, LLC, 2018.

### Temporary/Event-related

Event-related employment would vary in magnitude depending on the type and size of event held at the proposed arena. The highest temporary employment levels for a major event would occur at an LA Clippers home game. As shown in **Table 2-5**, to support such an event, approximately 1,200 temporary employees would be needed in a variety of jobs, including ushers, food service, ticketing, security, janitorial, and similar positions. Other major sold out events, such as a large concert, would require approximately 1,120 temporary employees.

**TABLE 2-5  
EVENT-RELATED EMPLOYMENT**

Event	Event Day Employees	LA Clippers Game Day Employees	Total Event Day Employees <sup>a</sup>
Clippers Home Game	1,200	120	1,320
Concert (Large)	1,120	0	1,120
Concert (Medium)	795	0	795
Concert (Small)	530	0	530
Family Show	530	0	530
Other Events	480	0	480
Corporate/Community Event	25	0	25
Plaza Event	25	0	25

NOTES:

a Employee totals represent all employees (full-time and part-time).

SOURCE: Murphy's Bowl, LLC, 2018.

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.

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

## 2.5.5 Signage and Lighting

### Signage

The Proposed Project would incorporate extensive, varied signage that would promote the LA Clippers, building activities and events, building and team sponsors, civic activities, restaurants and bars, and products sold at the property (see **Figures 2-17 and 2-18**). Project signage would include on and off-site signage in various forms, including wall signs, digital displays and streaming signage, super graphic signs, hotel building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage.

Signs could be stationary, lit signs adhered to buildings, or projections onto glass or solid surfaces. Signs could be digital using LEDs (light emitting diodes) to convey changing messages and images, or they could utilize other technologies that may emerge in the future. Because people would approach the venue from different locations around the project site, signage would

be provided on different sides of the project site to provide wayfinding and advertising. Signs could be internal within the arena, or external, adhered to the arena building, free-standing in the arena plaza, adhered to the hotel, parking structures, pedestrian bridges, or free-standing within parking structures, sidewalks, and street fronts.

A marque sign would be provided at the southeast corner of West Century Boulevard and South Prairie Avenue, at the northwest corner of the plaza.

Rooftop signage would be present on top of the arena building.

## **Lighting**

The type of lighting and its intensity on the project site would vary, depending on how the venue is being used at any given time. It is anticipated that most intense lighting on the project site would be within the arena site which would be brightly lit for visibility during events and at other times of the day and night. Interior lighting may be seen through transparent facets (glass or perforated materials) on the arena building façade. Exterior lighting for the arena site would be provided to illuminate different areas of the arena building and adjacent arena plaza. Within the plaza, high-intensity (bright and colorful) lighting, signage, digital displays, and projection lights would be used. Lighting could also include the use of pyrotechnics, such as fire and low-level fireworks (such as large sparklers).

The vertical surfaces of the arena and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and creates welcoming street edges. The parking areas, the pedestrian bridge, and the hotel site would be illuminated to highlight circulation paths, landscape features, and to create a safe pedestrian experience. Additional way-finding lights would be provided to help orient people around the project site. All lighting would be directed into the interior of the project site, and away from offsite areas, including residences and open space areas.

## **Sustainability**

The Proposed Project would be designed and constructed to meet the equivalence of the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold. Some of the sustainable characteristics would be related to the project site, and others would be related to the project design and construction methods.

The relevant characteristics of the project site would involve its location in an urban, infill location, the density of the site and connectivity to the adjacent community, and accessibility to public transportation. The Project would be designed to reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials, and to create healthier indoor environments. Measures to achieve certification in these areas include energy efficiency, water conservation, low-impact development, and other green-building practices.

The Project would meet or exceed current uniform codes designed to achieve a LEED Gold rating. The Project would apply for LEED certification of the proposed buildings and accompanying development in the Building Design + Construction (BD+C) category, and would adopt a LEED campus approach in order to capture site-wide strategies such as those related to stormwater management and provision of open space. LEED certification for the Arena building would be sought under LEED BD+C New Construction and Major Renovation, and certification for the retail buildings surrounding the proposed plaza would be sought under LEED BD+C Core + Shell. These measures will be incorporated into the final design to achieve sufficient points for LEED Gold certification.

To comply with the requirements of AB 987, the proposed future hotel would be LEED Gold certified under LEED BD+C Hospitality. The exact sustainability features of the hotel are unknown at this time.

## 2.5.6 Circulation

### Vehicular

The primary vehicular access to the project site would be provided along the major corridors of South Prairie Avenue and West Century Boulevard. Along the western portion of the project site, access to the parking structure would be from West Century Boulevard with access to the bus staging/TNC drop-off areas proposed from West 102<sup>nd</sup> Street. A 300-linear foot portion of West 101<sup>st</sup> Street, west of South Prairie Avenue, would be vacated and replaced by the first floor of the parking garage. A new publicly accessible roadway immediately west of the parking garage is proposed that would connect West Century Boulevard to West 102<sup>nd</sup> Street.

Vehicle access to the surface parking lot, approximately 400 feet east of South Doty Street, would be from West Century Boulevard and with secondary access from West 102<sup>nd</sup> Street. Access to the hotel site would be from West Century Boulevard.

A 980-foot linear section of West 102<sup>nd</sup> Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with the arena building. The new internal roadway would provide a loop along the north, east, and south perimeters of the arena site with access points available from West Century Boulevard, West 102<sup>nd</sup> Street, and South Prairie Avenue. The new road would provide access to the team parking and VIP parking garage, weekday employee and visitor drop-off area, media truck parking area, and utility yard/equipment area on the eastside of the proposed arena. The internal roadway would not be used by the general public for vehicular or pedestrian access, but would be limited to select visitors and employees, security, media, team members, entertainment talent, and emergency personnel.

A drop-off area for employees, team members and visitors is located south of the Arena Building. Access to the drop-off area would be from new internal roadway.



## Delivery and Service Truck Access and Loading

Delivery trucks and service vehicles would access the arena site below-grade via a delivery entrance on West Century Boulevard. The service entrance would be approximately 35 feet below grade. The service ramp would provide direct access to the subterranean loading docks and marshaling area, located underneath the arena site. There would be six truck loading docks, allowing for simultaneous on- and off-loading of up to six semi-trucks that typically carry performance staging equipment. Adjacent to the loading docks would be parking areas for smaller delivery vehicles, media vans, and/or emergency vehicles that may provide service or materials for retail and food service venues and other support services. Trucks and service vehicles would exit the project site via the same service ramp located along West Century Boulevard. Exiting vehicles would be prohibited from turning left onto West Century Boulevard. Entering vehicles would be permitted to enter from either the right or left from West Century Boulevard.

## Shuttle Service

The Proposed Project would provide shuttle service from the Metro Green Line Hawthorn Station, Crenshaw/LAX Line La Brea/Florence Station, and the Crenshaw/LAX Line AMC/96<sup>th</sup> Street Station to the project site during Clippers basketball games. The proposed shuttle service would accommodate XX riders on each shuttle, resulting in approximately XX shuttles operating before and after basketball games. The shuttle service would dropoff and pick up attendees at the proposed shuttle drop-off location on the east side of South Prairie Avenue, immediately adjacent to the arena and plaza. The shuttles would follow looped routes to and from the rail stations and the project site (see **New Figure to be created**). Shuttles would operate approximately every XX minutes for the two hours immediately before the start of the basketball game and one hour immediately after the basketball game ends.

## Public Bus Transit

There are currently eight bus stops located on streets and sidewalks that front the project site: four on South Prairie Avenue and four on West Century Boulevard. Two of the bus stops that front the southeast corner of West Century Boulevard and South Prairie Avenue would be proposed to be removed and relocated as part of the Project (see **Figure 2-19**). 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. No other bus stops are proposed to be relocated.

## Pedestrians

Implementation of the Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue linking the plaza with the parking garage and bus

staging/TNC drop off area located to the west. It is anticipated that the majority of pedestrian traffic flowing between the western parking garage and the plaza would use the pedestrian bridge. The pedestrian bridge would be approximately 30 feet tall, and would be constructed of materials that would match the parking garage, community center building, and/or the arena building.

Pedestrian access into the arena site from the north and west is also anticipated from sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrian access to the surface parking lot to the west would be from West Century Boulevard with secondary access from West 102<sup>nd</sup> Street. Pedestrian access to the proposed hotel would be from West Century Boulevard. The sidewalks between the Project components, along South Prairie Avenue, West Century Boulevard, West 101<sup>st</sup> Street, West 102<sup>nd</sup> Street, and South Doty Avenue would include new street trees and pavement treatments at intersections to facilitate pedestrian access and safety. [Note to Team: Please confirm this last sentence. Will the project add trees and pavement treatments in front of properties that the applicant does not own, or only along the project's street frontage?]

As is described above in the discussion of Open Space, the arena plaza that fronts the arena building to the northwest will serve as the main pedestrian gathering/circulation entryway into the arena building. The majority attendees with general admission tickets would enter the arena building from the plaza into entrances located on the north and western facades of the building. Secondary pedestrian entries would be located on the south side of the arena building from the adjacent parking garage; these secondary entrances would be used by the team, a limited number of premium parking passes, media, talent, and employees.

## **Bicycles**

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). Approximately 60 bicycle parking spaces for employees would be provided in an access pavilion on the east side of the arena and 23 long-term and short-term secured bike parking spaces for patrons would be provided in the parking garage and bus staging/TNC drop off area (see **Figure 2-20**). A bike valet service could also be accommodated in the parking garage.

## **Event Transportation Management Plan**

The Proposed Project would include an Event Transportation Management Plan (TMP), a management and operating plan designed to facilitate multi-modal travel to and from events at the project site in a safe and efficient manner. The Draft TMP is included in this EIR as Appendix XX.

## 2.5.7 Project Variants

The Proposed Project includes several variants to circulation infrastructure. These variants are briefly described in this chapter and are fully described in Chapter 5, Project Variants. These variants are not part of the Project. Because there is some uncertainty about the feasibility of the variants, they are not included as elements of the Proposed Project. They are being identified and analyzed, however, to provide the flexibility to allow the City to approve them as part of the Proposed Project, if desired, and if the uncertainty around the implementation of one or both of the variants can be overcome. Therefore, analysis of the project variants is included in Chapter 5.

Each project variant would include the same parking/loading, mechanical equipment, vehicular circulation, TDM plan, streetscape improvements, and sustainability features as the Proposed Project.

### **West Century Boulevard Pedestrian Bridge Variant**

The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a second pedestrian bridge across West Century Boulevard, connecting a retail portion of the arena site to the Hollywood Park Specific Plan area to the north (see **Figure 2-21**). The pedestrian bridge would provide a vertical clearance of approximately 14-15 feet over West Century Boulevard. The pedestrian bridge would connect with similar retail uses on the north side of West Century Boulevard. The pedestrian bridge would be constructed of materials similar to the Proposed Project's retail building in the plaza or the Arena building. The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project or the Alternate South Prairie Avenue Access Variant.

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

### **Alternate South Prairie Avenue Access Variant**

This variant would expand the boundary of the arena site portion of the project site by adding two additional properties to the Proposed Project: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see **Figure 2-21**). These two properties are currently occupied by residential units. Under this variant, owners of the two homes would be acquired through voluntary sales of the properties from the existing owners to the project applicant and the two homes would be removed as part of the Proposed Project. The removal of these homes would result in the Arena Building shifting turning slightly, resulting in the Arena building becoming parallel with West Century Boulevard. As part of this the drop-off area would also shift south, and site access to

South Prairie Avenue may be slightly shifted south to more closely align with West 103<sup>rd</sup> Street. However, the overall circulation plan for the project site would not change.

This variant is being included because whether the owners of these residential properties will agree to sell them to the applicant is unknown at this time. The properties could be acquired by eminent domain, but the City has elected not to exercise this authority. For this reason, there is uncertainty about whether these parcels will be acquired.

## 2.5.8 Proposed Zoning

The entire project site would be rezoned to C-R, Commercial and Recreational [Note to Team: confirm rezoning designation. Would this apply to entirety of the site including the well and hotel site?]. This zoning designation allows athletic events (professional and amateur, social events, entertainment events, banquets and dining events, conventions and conferences, exhibits, movie sets and locations, live telecasts and filming, recreation and leisure events, vehicular competitive events within a fully enclosed building or structure, children's activities, game and video arcades and comparable family recreation centers, gaming clubs (card clubs), animal exhibits, animal competitions and shows, public parking (surface, subsurface, and structures), and accessory uses and buildings meaning those uses associated with the efficient operation or conduct of any of the permitted uses.

## 2.5.9 Utilities

### Water

Water infrastructure to support the Proposed Project would be achieved through a combination of tying into existing water lines, removing and relocating water lines, and construction of new water mains and lines.

A new 27-inch water transmission line would be constructed from the intersection of South Prairie Avenue/West 102<sup>nd</sup> Street southward to the driveway to the arena site. The new water transmission line would wrap around the arena site within the new roadway right-of-way, to connect with an existing water line at the intersection of the new roadway/West 102<sup>nd</sup> Street, immediately east of the arena building. Six-, 10- and 12-inch domestic water lines would be extended from existing water lines into the project site. Water line connections and connections would occur on the project site or within public rights-of-way.

On the parking garage and bus staging/TNC drop-off site, approximately 340 linear feet of water main line within West 101<sup>st</sup> Street would be abandoned and re-routed to continue serving surrounding users.

## Wastewater

Wastewater infrastructure to support the Proposed Project would be achieved through a combination of tying into existing sewer lines, removing and relocating sewer lines, and construction of new sewer lines.

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

On the parking garage and bus staging/TNC drop-off site, approximately 340 linear feet of an 8-inch sewer main line within West 101<sup>st</sup> Street would be abandoned and re-routed to the east to continue serving surrounding users. A new 8-inch sewer line would be constructed from the western edge of the new Parking Garage and parking garage and bus staging/TNC drop-off site eastward to connect with existing sewer infrastructure in South Prairie Avenue.

## Drainage

Storm drainage infrastructure to support the Proposed Project would be achieved through a combination of tying into existing drainage lines, removing and relocating storm drainage lines, and construction of new drainage lines. Low Impact Development (LID) strategies would be employed to reduce the impacts of stormwater runoff.

An underground detention basin and pretreatment system would be constructed in the new access roadway immediately west of the parking garage and bus staging/TNC drop-off site, immediately north of West 101<sup>st</sup> Street. Another underground detention basin and pretreatment system would be constructed under the southern parking garage on the arena site.

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

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

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

## **Electricity**

To improve energy efficiency of the Proposed Project, roof solar photovoltaic panels would be installed on top of the arena building. The panels would generate renewable energy and offset grid energy use. A system between 700-1,500 kW would be installed. Battery energy storage would be integrated to optimize payback of the photovoltaic system by shaving event day peak loads and saving time-of-use charges.

Further, the Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site. The closest SCE substation to the project site is located at 4128 West 103<sup>rd</sup> Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16kV system. A second circuit, for redundancy, could come from the same substation, and new overhead and/or underground facilities would be required to complete this second tie. Existing overhead electrical lines on the project site would be removed, and customers currently served by these overhead lines would be hooked up to other electrical infrastructure in the area. Relocation and activation of these new connections/facilities would be required before the existing onsite facilities can be removed so that there would be no interruption of service.

New onsite electrical facilities would be located within a utility yard near the southeast corner of the arena site. Structures required to serve the project site consist of switches, capacitor banks, multiple transformers, and metering equipment. Emergency power would be provided by means of an exterior standby diesel engine generator located in the utility yard. Engine generator would automatically start in the event of a power outage.

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

## **Natural Gas**

Southern California Gas Company (SCG) is the natural gas provider in the area. The gas mains through the neighborhood were installed decades ago for residential use, and the existing pipes are smaller, primarily 2-inch lines, and not typically large enough to handle the necessary volume for the proposed gas demands. The Proposed Project would increase the size of the distribution main in West 102<sup>nd</sup> Street to a 4-inch line and tie into the 8-inch line on the west side of South Prairie Avenue. An existing 2-inch line in West 102<sup>nd</sup> Street, and existing services to the east

would instead be connected to an existing gas main in South Doty Avenue. A gas main in West 101<sup>st</sup> Street would be abandoned, and existing services to the commercial site at the southwest corner of West Century Boulevard and South Prairie Avenue would be connected to an existing gas main in South Prairie Avenue. Service to the arena site would be from the gas main in South Prairie Avenue and extended along the southern access road to a new meter location in the southeast corner of the arena site.

### 2.5.10 Construction and Phasing

Construction of the proposed arena, practice facility, medical clinic, public plaza, parking garages, surface parking lot, and relocated well would occur over approximately 36 months starting in 2021 and concluding in 2024. There would be numerous overlapping construction phases, as presented in **Table 2-6**, below.

**TABLE 2-6  
IBEC CONSTRUCTION PHASING**

Construction Phase	Approximate Construction Time Period	
	Start	Finish
Construct New Water Well	July 2021	February 2022
Abandon Old Water Well	July 2021	August 2021
Demolition/Relocate Utilities	July 2021	August 2021
Install New Utility Services	August 2021	September 2021
<b>Construct Arena / Practice Facility / Medical Clinic Building</b>	<b>July 2021</b>	<b>June 2024</b>
Demolition/Utility Removal/Relocation	July 2021	November 2021
Excavation	November 2021	May 2022
Deep Foundations/Foundation	March 2022	December 2022
Building Structure	June 2022	July 2023
Slab Work	September 2022	September 2023
Interior/Exterior	December 2022	June 2024
South Parking Garage	June 2023	February 2024
<b>Parking Garage and Bus Staging/TNC Drop-Off Site</b>	<b>January 2023</b>	<b>June 2024</b>
<b>Surface Parking Lot</b>	<b>March 2024</b>	<b>June 2024</b>
<b>Plaza</b>	<b>September 2023</b>	<b>May 2024</b>
<b>South Prairie Avenue Pedestrian Bridge</b>	<b>July 2022</b>	<b>November 2022</b>
<b>West Century Boulevard Pedestrian Bridge (Project Variant)</b>	<b>August 2022</b>	<b>December 2022</b>

SOURCE: AECOM Hunt, 2018.

### Demolition

Demolition of the existing buildings, removal of onsite billboards, removal of parking lots, and removal of above- and belowground utility infrastructure would begin in July 2021 and last

approximately 30 days. Demolition would take place with a number of excavators, loaders, dump trucks, and water trucks. Demolition would result in approximately 30-35 haul truck loads per day of solid/inert material, and 25 haul truck loads per day for trash and C/D material.

## **Excavation**

The mass excavation phase would involve earth movement and hauling on an exposed site of approximately 16 acres during a 7-month period between November 2021 and May 2022. It is currently estimated that about 376,000 cubic yards of earth would be removed from the project site, and excavation depths would be at a maximum of 35 feet below ground surface to accommodate the arena bowl. Excavation activities would result in approximately 192 haul trucks per day.

## **Construction**

The deep foundations/footings phase of construction would involve the pre-drilling and auger displacement of up to approximately [how many?] concrete foundation piles throughout the excavation area. It is estimated that approximately 5,714 cubic yards of concrete would be delivered to the site and continuously poured into the site and pre-drilled caissons to form the footings that would support the arena foundation.

The construction phase would involve the erection of steel, concrete and precast concrete elements, and would take place over about ten (10) months starting in March 2021 and lasting to December 2021. This phase would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment.

Interior and exterior finish work would take place over about 19 months starting in December 2022 and concluding around June 2024. This phase would involve a wide variety of construction activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. Exterior site work and landscaping would follow.

## **Construction Traffic Circulation**

### ***Arena Site***

During construction of the arena site, the easternmost travel lane of northbound South Prairie Avenue would be fenced and closed to travel from West 103<sup>rd</sup> Street to West Century Boulevard. The sidewalk along the South Prairie Avenue frontage would also be closed to pedestrians. Driveway access to the residences at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be maintained for the duration of project construction.

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



Hotel. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

**Parking Garage and Bus Staging/TNC Drop-Off Site**

The southernmost lane on eastbound West Century Boulevard would be closed during the construction of the parking garage and bus staging/TNC drop-off site. No other travel lanes would be affected during construction of this site. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

**Truck Routes**

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

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

**Construction Employment**

As shown in Table 2-7, approximately 1,140 construction workers would be employed during construction of the Proposed Project.

**TABLE 2-7  
CONSTRUCTION-RELATED EMPLOYMENT**

<b>Construction Phase</b>	<b>Maximum Employees</b>
Demolition	20
Site Preparation	20
Grading	15
Foundations	40
Building Construction	400
Finishing Activities	600
Onsite Paving	30
Street Re-Paving	15
<b>TOTAL</b>	<b>1,140</b>

Source: Murphy's Bowl, LLC, 2018.

## 2.6 Actions

The Proposed Project is anticipated to include, but may not be limited to, the following City actions: [Note to Team: Full list of entitlements to come. This list is tentative and subject to change.]

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Sacramento;
- Adoption of a Mitigation Monitoring and Reporting Plan (MMRP), which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment;
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations;
- Approval of a Development Agreement between the City of Inglewood and Murphy's Bowl, LLC;
- General Plan Amendment for new Land Use Designations;
- Zoning Changes, including conforming Planning and Zoning Code text amendments if necessary;
- Approval of a grading permit to regulate land disturbances, landfill, soil storage, pollution, and erosion and sedimentation resulting from construction activities;
- Adoption of a Water Supply Assessment;
- Site Plan Review;
- Merger and Re-Subdivision Map;
- Approval of Street Vacation; and
- Approval of Well Relocation.

In addition to the specific discretionary actions to be requested from the City of Inglewood, several discretionary or ministerial approvals may be required from various responsible agencies, including but not limited to:

- Federal Aviation Administration (FAA);
- County of Los Angeles Regional Planning Commission, Airport Land Use Commission;
- Los Angeles County Department of Public Works;
- Los Angeles County Fire Department;
- Los Angeles County Metropolitan Transportation Authority (Metro);
- Los Angeles Regional Water Quality Control Board; and

- South Coast Air Quality Management District (SCAQMD).

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