

CHAPTER 6

Project Alternatives

6.1 Overview

An EIR must describe and comparatively evaluate a reasonable range of potentially feasible alternatives to the Proposed Project that would “accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” An EIR is not required to consider alternatives that are infeasible. The feasibility of an alternative is ultimately determined by the lead agency—in this case the Inglewood City Council—based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines section 15126.6(f)(1)).

This chapter presents the Proposed Project objectives (as described in Chapter 2, Project Description), summarizes the significant effects of the Proposed Project that cannot be avoided or reduced to insignificance, describes the alternatives that were considered but dismissed from further evaluation and the alternatives selected for evaluation, and then discloses the comparative effects of the alternatives relative to the Proposed Project. As required under section 15126.6(e) of the CEQA Guidelines, an environmentally superior alternative is identified and addressed at the end of this chapter

6.2 Factors in the Selection of Alternatives

6.2.1 Project Objectives

As stated above, pursuant to CEQA Guidelines section 15126.6(a), the reasonable range of alternatives considered in this EIR must be capable of achieving “most of the basic objectives of the project,” while avoiding or lessening one or more of the significant impacts that would result from the project as proposed. Thus, the objectives of the Proposed Project are restated below.

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

1. Support the revitalization of the City of Inglewood, promote the City as a premiere regional sports and entertainment center recognized at the local, regional, national, and international levels, and support its City of Champions identity by bringing back an NBA franchise to the City.
2. Facilitate a project that promotes the City’s objectives related to economic development, and that enhances the general economic health and welfare of the City by encouraging viable

development, stimulates new business and economic activity, and increases City revenue (property, sales, admissions and transient occupancy taxes).

3. Expand the opportunities for the City's residents and visitors to participate in a wide range of sporting, cultural, civic and business events.
4. Strengthen the community by providing public and youth-oriented space, outdoor community gathering space, and outdoor plazas.
5. Transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City.
6. Encourage sustainable, modern, integrated development that includes coordinated traffic event management strategies, encourages public transit opportunities to the Project Site, provides safe and adequate pedestrian circulation, and reflects a high level of architectural design quality and landscape amenities.
7. Establish a world class basketball and event center that increases sports and entertainment employment and construction-related employment opportunities in the City of Inglewood.
8. Achieve the objectives described above in an expeditious and environmentally conscious manner.

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

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

programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.

2. Develop a financially viable Project that is constructed and operated from private funding sources.

- a. Locate the Project on a site that can be readily assembled and entitled to enable the feasible development of the Project to host the LA Clippers home basketball games in the 2024-2025 NBA season.
- b. Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems; patron amenities; and other features.
- c. Enhance the future success of the Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Project.
- d. 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.

3. Design a Project that is synergistic with nearby existing and proposed uses and incorporates state-of-the-art urban design and venue design principles.

- a. Locate the Project on a site near other existing and planned mixed-use development to create a dynamic, year-round sports and entertainment district destination.
- b. Develop the basketball and entertainment center with features that enhance the Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.
- c. Create inviting and appropriately-scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.
- d. Develop the Project to meet high-quality urban design and sustainability standards.
- e. Design the Project to take advantage of existing and planned public transit, and incorporate appropriate vehicular, pedestrian, and bicycle access and amenities that encourage sustainable transportation options.
- f. Increase walkability and improve the pedestrian experience on adjacent public rights-of-way near the Project Site, and enhance the streetscape appearance by providing perimeter and interior landscaping.

6.2.2 Significant Effects of the Proposed Project

The following project-specific and cumulative significant impacts have been identified for the Proposed Project, as discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

[Add Discussion]

6.3 Alternatives Considered but Dismissed from Further Evaluation

In identifying alternatives, primary consideration was given to alternatives that could reduce significant unavoidable impacts resulting from the Proposed Project. Certain impacts that are identified as being significant and unavoidable under the Proposed Project are due primarily to intensifying development activity in an area that is currently underutilized. Except for the No Project Alternatives, which would not develop any uses, these impacts would not be possible to eliminate, but could be reduced by limiting the size of the project. Alternatives that reduce the intensity of development on the Project Site or change the location of the project are addressed later in this chapter.

The following alternatives were considered but dismissed from further analysis because they would not fulfill most of the project objectives, would not eliminate or substantially lessen environmental effects, and/or would otherwise be infeasible.

[Description of considered but dismissed alternatives to come.]

6.4 Alternatives Selected for Further Consideration

This section describes the range of alternatives to the Proposed Project that were selected for further consideration and analyzed in this Draft EIR, and presents how specific impacts differ in severity from those associated with the Proposed Project. For the most part, significant impacts of the alternatives can be mitigated to insignificance through adoption of mitigation measures identified in Chapter 4, which contains the environmental analysis of the Proposed Project. To varying degrees, the following alternatives would also avoid and/or lessen project impacts, including some or all of the significant and unavoidable effects of the project.

As discussed above, in identifying a range of alternatives for consideration in this EIR, the focus was on avoiding or reducing the magnitude of project impacts while achieving the basic objectives of the project, including construction and operation of a new entertainment and sports facility.

The alternatives to the Proposed Project analyzed in this Draft EIR are:

- Alternative 1: No Project Alternative
- Alternative 2: Reduced Project Size Alternative
- Alternative 3: Different Location – City Yard
- Alternative 4: Different Location – Baldwin Hills
- Alternative 5: Different Location – Carson

Table 6-1 summarizes the development assumptions for each the alternatives, and **Figure 6-1** shows the geographic location of each alternative. Each of the alternatives is described in more detail and analyzed in the following subsections.

**TABLE 6-1
PROJECT ALTERNATIVES SUMMARY**

Project Elements	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: Different Location – City Yard	Alternative 4: Different Location – Baldwin Hills	Alternative 5: Different Location – Carson
Arena size (sf / seats)	915,000 / 18,000	0 / 0	915,000 / 17,500	915,000 / 18,000	915,000 / 18,000	915,000 / 18,000
Clippers Team Offices (sf)	71,000	0	0	0	71,000	71,000
Clippers Team Practice and Training Facility (sf)	85,000	0	0	0	85,000	85,000
Sports Medicine Clinic (sf)	25,000	0	0	0	25,000	25,000
Community Space (sf)	15,000	0	0	0	15,000	15,000
Commercial/Retail (sf)	48,000	0	0	30,000	48,000	48,000
Plaza (sf)	80,000	0			250,000	150,000
Onsite Parking (spaces)	4,125	0	3,600	2,520	4,931	9,000
Hotel (rooms)	150	0	150	0	0	0
Well Relocation (yes or no)	Yes	No	Yes	No	No	No

SOURCE: ESA, 2019.

6.4.1 Alternative 1: No Project Alternative

Description

Under CEQA, the No Project Alternative must consider the effects of forgoing the project. The No Project Alternative describes the environmental conditions that exist at the time that the environmental analysis commences (CEQA Guidelines, section 15126.6 (e)(2)). In the case of the Proposed Project, the Project Site is partially developed, so continuation of existing conditions would involve continued operation of businesses on the Project Site. Existing conditions are described in the Environmental Settings of each section within Chapter 3 of this Draft EIR.

Under the No Project Alternative, the City Council would not approve any project on the Project Site, and none of the mitigation measures identified within this Draft EIR would be implemented. No demolition would occur under the No Project Alternative, because the existing structures on the site would be retained. Similarly, no development of currently vacant parcels on the Project Site would occur.

Under the No Project Alternative, it is assumed that the Clippers would continue playing at the Staples Center in Downtown Los Angeles, and the LA Clippers' team offices would continue to be located on Flower Street, within two blocks of Staples Center. In addition, the LA Clippers would continue to use its practice and training facility in the Playa Vista neighborhood within Los Angeles. It is also reasonable to assume that Clippers ownership would seek an alternate location for the development of a new arena in the region.

Comparative Analysis of Environmental Effects

Table 6-5 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 1.

Impacts Identified as Being the Same or Similar to the Proposed Project

Impacts Identified as Being Less Severe than the Proposed Project

Impacts Identified as Being More Severe than the Proposed Project

Relationship to Project Objectives

6.4.2 Alternative 2: Reduced Project Size Alternative

Description

Under Alternative 2, only the arena, pedestrian plaza, and southern parking garage would be constructed on the Arena Site. None of the other proposed facilities (i.e., retail shops, outdoor stage, team practice facility, medical clinic, and team offices) would be constructed. The LA Clippers' team offices would continue to be located on Flower Street within two blocks of Staples Center, while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. In addition, the number of seats in the arena would be reduced by approximately three percent to approximately 17,500 seats (which can size up to 18,000 attendees for concerts), commensurate with the number of seats provided by the most recently built NBA arena (i.e., Fiserv Forum in Milwaukee, Wisconsin). Furthermore, without inclusion of retail or community uses, the pedestrian plaza would also be slightly larger under this alternative as compared to the Proposed Project.

Parking under Alternative 2 would comply with minimum parking supply requirements listed in the Inglewood Municipal Code, section 12-47, which require provision of parking spaces at a ratio of 1 space per 5 attendees. With a total capacity of 18,000 attendees at the arena, this alternative would provide 3,775 onsite parking spaces, slightly more than required by the Municipal Code, compared to the 4,125 onsite parking spaces provided by the Proposed Project. The West Parking Garage would be constructed with 3,110 spaces across six stories. In addition, the proposed pedestrian bridge linking the multi-level parking structure on the West Parking Garage Site to the pedestrian plaza on the Arena Site would still be provided. Similar to the Proposed Project, another parking structure would be located to the south of the arena on the Arena Site, providing 625 parking spaces across three stories. However, no onsite parking would be provided on the East Parking Garage and Transportation Hub Site; the site would only serve buses, Transportation Network Company (TNC) vehicles and taxis via a surface parking and pickup/drop-off lot.

Finally, the proposed replacement well would still be constructed on the Well Relocation Site under Alternative 2. However, no replacement hotel on the Hotel Site would be constructed.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 2.

Impacts Identified as Being the Same or Similar to the Proposed Project

Impacts Identified as Being Less Severe than the Proposed Project

Impacts Identified as Being More Severe than the Proposed Project

Relationship to Project Objectives

6.4.3 Alternative 3: Different Location – City Yard

Description

Under Alternative 3, the Proposed Project would be relocated to a site in downtown Inglewood, located approximately 1.5 miles northwest of the Project Site (see **Figure 6-2**). Specifically, the alternative would be located on an approximately 9.7-acre site that encompasses the majority of a block bound by West Beach Avenue to the north, West Ivy Avenue to the east, Cable Place and the future Crenshaw/LAX light rail right-of-way to the south, and North Eucalyptus Avenue to the west. The site is presently occupied by a City-owned corporation yard and a firefighter training academy owned and operated by El Camino College. One existing building on the site includes ground-level maintenance bays for vehicle and equipment maintenance, uncovered parking and a fuel island on the second floor accessible from Cable Place to the south of the site, and three floors of office space. Uncovered parking and material stockpiles and storage areas are also present in the yard. Facilities on the firefighter training academy portion of the site include a classroom building, practice tower, and a “burn” building.

Regional access to Downtown Inglewood is provided by the San Diego Freeway (I-405) and the Glenn Anderson Freeway & Transitway (I-105) with local access provided by several major arterials, including Florence Avenue and La Brea Avenue, which serve the area near the City Yard site. Transit access to Downtown Inglewood is provided by several bus lines and the future Crenshaw/LAX light rail line. The closest bus stop to the City Yard site is a block north along North La Brea Avenue, and the nearest light rail station to the City Yard site is about one quarter mile to the east along Florence Avenue.

Uses in the immediate vicinity of the City Yard site include the Marvin Engineering Company industrial complex north and adjacent to the City Yard site, manufacturing and single family residential uses to the north across West Beach Avenue and manufacturing and warehouse uses to the east across Ivy Avenue. There are also churches to the west of the site across North Eucalyptus Avenue. With exception of a three-story structure along West Beach Avenue, all of the remaining uses to the north and east of the site are located in one-story structures. An electrical substation is located across the future Crenshaw/LAX light rail line right-of-way to the south and a single-story commercial wholesale building is located to the south across Cable Place. The City’s Sanford M. Anderson water treatment plant is located to the west across North Eucalyptus Avenue.

The City Yard site and the surrounding area are designated Downtown Transit-oriented Development (TOD) by the City of Inglewood General Plan. The City Yard site and the area to

the north, east, and south of the site is zoned MU-2, TOD Mixed Use 2, while the area to the west of the site is zoned O-S, Open Space.

Alternative 3 would involve the demolition of the facilities that presently occupy the City Yard and firefighter training academy areas and the construction of an arena and parking structure separated by a pedestrian plaza that would include an outdoor stage. The arena would be located on the northeast portion of the site near the corner of West Beach Avenue and Ivy Avenue, while the parking garage would be situated on the southwestern portion of the site off North Eucalyptus Avenue. The arena and pedestrian plaza would be accessed from West Beach Avenue while the parking structure would be accessed from North Eucalyptus Avenue. In addition, approximately 30,000 square feet of ground floor retail oriented towards the pedestrian plaza would be provided on the lower level of the parking structure.

The proposed parking structure on the City Yard site would include approximately 2,520 parking spaces, which represents a 30 percent reduction in parking compared to the Proposed Project. The reduction in parking is warranted given the close proximity of the City Yard site to the light rail station and the City's reduced parking requirements for projects located in a TOD area. In addition, offsite parking for events at the arena would be provided by an existing parking structure owned and operated by the Faith Central Bible Church. The existing structure is located approximately 800 feet to the southwest of the Project Site along Florence Avenue and would provide XX additional parking spaces.

None of the other team facilities proposed by the Proposed Project (e.g., team practice facility, medical clinic, and team offices) would be constructed under Alternative 3. The LA Clippers' team offices would continue to be located on Flower Street within two blocks of Staples Center while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. In addition, this alternative would not include a hotel or a new potable water well.

Finally, all of the uses that presently occupy the City Yard and the firefighter training academy would be relocated to the Proposed Project Site along Century Boulevard under Alternative 3. Unlike the Proposed Project, the relocation of these uses would not require the vacation of either West 101st Street or West 102nd Street.

Comparative Analysis of Environmental Effects

Table 6-5 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 3.

Impacts Identified as Being the Same or Similar to the Proposed Project***Impacts Identified as Being Less Severe than the Proposed Project******Impacts Identified as Being More Severe than the Proposed Project*****Relationship to Project Objectives****6.4.4 Alternative 4: Different Location – Baldwin Hills****Description**

Under Alternative 4, the proposed project would be relocated to the site of the existing Baldwin Hills Crenshaw Plaza mall, located approximately 4.5 miles north of the Project Site in the City of Los Angeles (see **Figure 6-3**). The mall site is approximately 43 acres in size and is bounded by West 39th Street on the north, Crenshaw Boulevard on the east, Stocker Street on the southeast, Santa Rosalia Drive on the southwest, and Marlton Avenue on the west. The mall site is also bisected into two parcels by Martin Luther King Jr. (MLK) Boulevard: a northern parcel consisting of approximately 11 acres and a southern parcel consisting of 32 acres. Alternative 4 would only develop the southern parcel of the mall.

The existing mall includes approximately one million square feet of commercial retail, restaurant, and entertainment uses. These uses include anchor stores such as Macy's, Walmart, Sears, and Albertson's; mall stores; restaurants; a theater; banks; an office building; and two parking structures.

Regional access to the mall site is provided by the I-405, the Santa Monica Freeway (I-10), and the Harbor Freeway (Interstate 110) with local access provided by Crenshaw Boulevard and MLK Boulevard. The mall site is also accessible by transit via bus and the future Crenshaw/LAX light rail line. The closest bus stop to the mall site is located adjacent to the site at the intersection of Crenshaw Boulevard and MLK Boulevard while the nearest light rail station to the mall site is located adjacent to the site along Crenshaw Boulevard south of MLK Boulevard.

The mall site is located adjacent to the Crenshaw Commercial Corridor and is mostly surrounded by commercial uses with low and medium density residential uses located to the southwest, south, and east. Land uses to the north of the northern parcel along West 39th Street include a United States Post Office. Land uses to the east of the northern parcel along Crenshaw Boulevard include two-story multi-family residential uses, single-story commercial uses, and associated parking;

while land uses to the east of the southern parcel along Crenshaw Boulevard include single-story commercial uses and associated parking. Land uses to the southeast along Stocker Street include single-story commercial uses, two-story multifamily uses, and one-story single family residential uses. Land uses to the southwest along Santa Rosalia Drive include various mid-rise residential and office uses including a four-story medical office building, six-story condominium building, a church and preparatory academy, and a community recreational facility (YMCA). Land uses to the west of the southern parcel along Marlton Avenue include a large three-story medical office building surrounded by parking while land uses to the west of the northern parcel include a four-story senior housing development.

The mall site is designated Commercial (C2), and is located in the West Adams-Baldwin Hills-Leimert Community Plan area. Land uses surrounding the mall site within the City of Los Angeles are designated by the West Adams-Baldwin Hills-Leimert Community Plan as Community Commercial to the north, Community Commercial and Neighborhood Commercial to the east, Community Commercial to the southeast, and Regional Commercial and Medium Multiple Family Residential to the west. With respect to zoning, land uses surrounding the Baldwin Hills alternative site within the City of Los Angeles are zoned as Commercial (C2) to the north; Multiple Dwelling Unit Residential (R3), Commercial (C2), and Limited Commercial (C1) to the east; Commercial (C2) to the southwest; and Commercial (C2) and Multiple Dwelling Unit Residential (R3) to the west. Land uses within unincorporated Los Angeles County to the southeast are zoned Multiple Dwelling Unit Residential (R3).

Alternative 4 would be constructed exclusively on the southern parcel of the mall site and would involve the demolition of the Sears store, the east parking structure along Crenshaw Boulevard, and smaller commercial and retail buildings along Stocker Street, Santa Rosalia Drive, and Marlton Avenue. The Walmart store, main mall structure, and movie theater would remain. In addition, the west parking structure along Marlton Avenue would either be expanded or replaced under this alternative.

Similar to the proposed project, an arena with 18,000 seats would be constructed on the site along with a team practice facility, sports medical clinic, team offices, and retail uses. The square footage of each of these uses would remain the same as under the Proposed Project. However, this alternative would not include a hotel or a new potable water well. In addition, approximately 4,931 onsite parking spaces would be provided in two parking structures. Some onsite parking would be provided in the expanded or new multi-level parking structure that would be accessed from Marlton Avenue while a new structure would be constructed along Stocker Street.

Comparative Analysis of Environmental Effects

Table 6-5 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 4.

Impacts Identified as Being the Same or Similar to the Proposed Project***Impacts Identified as Being Less Severe than the Proposed Project******Impacts Identified as Being More Severe than the Proposed Project*****Relationship to Project Objectives****6.4.5 Alternative 5: Different Location – Carson****Description**

Under Alternative 5, the Proposed Project would be relocated to a site in the City of Carson, which located approximately 8 miles southeast of the Project Site (see **Figure 6-4**). Specifically, the Proposed Project would be located on a 157-acre site located west of the San Diego Freeway (I-405) and south of Del Amo Boulevard. The property is the site of a former Class II landfill that is currently undergoing remediation. The site is mostly vacant and is covered with nonnative grasses. Existing facilities on the landfill site include groundwater and landfill gas treatment facilities and subsurface facilities to assist with dispersion of landfill gases. Construction trailers and equipment are also located in the northwestern portion of the site; soil and material stockpiles and construction materials are stored in various locations on the site.

The I-405 Freeway, Harbor Freeway (I-110 Freeway), Artesia Freeway (SR-91 Freeway), and Long Beach Freeway (I-710 Freeway) provide regional access to the site. Local access to the site is provided by Del Amo Boulevard, Avalon Boulevard, and Main Street. The Alternative 5 site is served by a moderate level of public transit, specifically bus service provided by the Carson Circuit. The nearest bus stop is located at the intersection of Del Amo Boulevard and Main Street and multiple bus lines running north-south along Avalon Boulevard.

The 157-acre site is surrounded by multiple uses. Land uses to the east across the I-405 include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north of the site is the Porsche Experience Center and to the northeast is the Victoria Golf Course. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west. The residences are separated from the site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the site. To the west of the site, extending away from the site on West Torrance Boulevard and Del Amo Boulevard, are low-rise commercial and light industrial uses.

The site is designated Mixed Use – Residential in the City of Carson General Plan and designated Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) by The Boulevards at Southbay Specific Plan. Land uses surrounding the project site are designated by the City of Carson General Plan as Mixed Use – Residential and Mixed Use – Business Park to the north, Regional Commercial to the east, Low Density and High Density to the south, and Low Density to the west. With respect to zoning, land uses surrounding the project site are zoned Regional Commercial to the north and east, and single-family and multi-family residential to the south and west.

Alternative 5 would involve the construction of an arena with 18,500 seats along with a pedestrian plaza, retail shops, outdoor stage, team practice facility, medical clinic, and team offices. Approximately 9,000 surface parking spaces would be provided on the site.

This alternative would not include a hotel or a new municipal water well as the existing Well #6 would not be removed from the Proposed Project Site.

Comparative Analysis of Environmental Effects

Table 6-5 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 5.

Impacts Identified as Being the Same or Similar to the Proposed Project

Impacts Identified as Being Less Severe than the Proposed Project

Impacts Identified as Being More Severe than the Proposed Project

Relationship to Project Objectives

6.5 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

For each significant impact, Table 6-5 indicates whether the impacts of the project alternatives are more or less severe than those of the Proposed Project.

From the alternatives evaluated in this EIR, the environmentally superior alternative would be Alternative 1 – the No Project Alternative. This alternative would avoid all significant impacts associated with the Proposed Project.

**TABLE 6-2
PROJECT ALTERNATIVES IMPACT COMPARISON**

Table Column Heading	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: Different Location – City Yard	Alternative 4: Different Location – Baldwin Hills	Alternative 5: Different Location – Carson
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