

3.1 Aesthetics

This section identifies and describes key visual resources on the Project Site and surrounding area and analyzes the effects of the Proposed Project's impacts related to aesthetics. The section contains: (1) a description of the existing visual resources and aesthetic character of the Project Site and the surrounding areas to establish baseline conditions; (2) a description of the views of the Project Site; (3) a summary of the regulations related to aesthetics; and (4) an analysis of the potential changes in aesthetics associated with the implementation of the Proposed Project.

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

The analysis included in this section was developed based on project-specific construction and operational features described in Chapter 2, Project Description, visits to the Project Site on April 23, 2018, and the Technical Lighting Report provided by Lighting Design Alliance (see Appendix __ [TO COME]).

3.1.1 Environmental Setting

Regional Setting and Project Vicinity

The City of Inglewood is located in southwest Los Angeles County, along the northern edge of the subarea commonly referred to as the South Bay. The proximity of Inglewood to the historic center of Los Angeles makes it one of the older and most urbanized of all the South Bay communities, and it ~~is~~ ~~The City of Inglewood has historically been developed as a suburban community, and the City~~ is generally laid out in a grid system. The City includes areas of moderately dense development along major corridors that consist of commercial, industrial, and residential uses. The City has a relatively flat topography, which limits views of adjacent areas. The street corridors provide the only long-range views, which consist of limited distant views of the Baldwin Hills to the north and other urban developed areas.

The area surrounding the Project Site is composed of a mixture of one- to three-story commercial, industrial, entertainment, office, surface parking, and residential uses interspersed with ~~undeveloped vacant~~ properties. Commercial and industrial uses are concentrated along West Century Boulevard, a major commercial corridor that runs east-west through the City. The Hollywood Park Casino is located immediately north of the Project Site, on the north side of West Century Boulevard, and is a modern block-shaped structure with concrete and glass exterior with landscaped areas and a three-story concrete parking garage immediately east of the casino building. The former Hollywood Park Racetrack site is under development to become the location of the future Los Angeles Stadium and Entertainment District within the Hollywood Park Specific Plan (HPSP) area. This area occupies approximately 300 acres immediately north of the Project Site. ~~Currently, the HPSP area is mostly exposed dirt, with the concrete structure of the~~

Commented [A1]: Global comment: Please review for consistency with Project Description, including terminology, description of uses, etc. previously edited there.

Formatted: Highlight

NFL Stadium visible from the Project Site and its surroundings. An approximately 10-foot-tall dirt berm fronts West Century Boulevard from South Doty Avenue to South Prairie Avenue, and along South Prairie Avenue from West Century Avenue to approximately East La Palma Drive. The entire HPSP area is surrounded along its perimeter by a 6-foot tall chain link fence wrapped in a black/green tarp to make the view into the site opaque.

Commented [A2]: Move/consolidate this with discussion below so can be understood in context.

Commercial development, including big-box and small-box retail, fast food, restaurant, fitness, and service uses are located to the east of the Project Site. These modern buildings are primarily stucco with natural stone, tile, or glass building accents. The buildings are various sizes, heights, and colors and include illuminated signage. Expansive surface parking areas with ornamental landscaping surround the shopping centers. Commercial and industrial development are located immediately south of the Project Site and gradually transition from commercial and industrial uses to low and medium density residential neighborhoods largely composed of mid-century minimal-traditional and ranch style tract homes interspersed with two-story apartment complexes.

Prominent visual landmarks in the project vicinity include The Forum, a round indoor concert venue built in 1967 and meant to emulate the Roman Forum, approximately one mile north of the Project Site; the Centinela Hospital Medical Center, a modern hospital and medical campus, approximately one half mile northwest of the Project Site; and Inglewood's twenty-nine-acre Civic Center, which includes the City Hall building, main library, a fire station, a police facility, a parking garage, and a public health complex in a square bounded by La Brea Avenue, Florence Avenue, Manchester Boulevard, and Fir Avenue, approximately 1.5 miles northwest of the Project Site. The Civic Center's most distinctive buildings are its eight-story City Hall, which sits atop a wide, two-story base, and the four-level library building, both constructed in the Brutalist style.

Project Site

All but five six of the parcels that make up the Project Site are currently vacant land surrounded by perimeter metal chain link fencing. The five six developed parcels include a fast food restaurant, a hotel/motel, a light manufacturing warehouse and light manufacturing facilities/facility, a warehouse, a commercial catering business, and a groundwater well and related facilities. The visual character of each portion of the Project Site and nearby areas is described in more detail below:

Commented [A3]: Revised to conform to Section 2.4.3 of the Project Description.

Arena Site

On Site Visual Character

The Arena Site is generally bounded by West Century Boulevard on the north, South Prairie Avenue on the west, the S.E.S International Express building on the east, and a straight line extending east from West 103rd Street to South Doty Avenue to the south.

The majority of the Arena Site is undeveloped-vacant. These undeveloped-vacant parcels are surrounded by metal chain link fencing along their perimeter. Visible through the fencing, the undeveloped-vacant parcels are mostly barren dirt (non-vegetated) areas with portions that are

developed with concrete slab or buildings. There are some portions of the Arena Site that contain sparse non-native grasses and ornamental plants.

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 a Church's Chicken Restaurant fast-food restaurant that is set back behind a surface parking lot and limited landscaping. The Church's Chicken Restaurant is a distinctive yellow and red one-and-a-half story building that includes an approximately 10-foot-high free-standing oval sign.

To the east of the Church's Chicken Restaurant, is the occupied two-story Rodeway Inn & Suites ~~motel~~. The Rodeway Inn & Suites ~~motel~~ has an "O" shaped footprint with a rectangular courtyard situated in the middle that includes a driveway providing access to the surface parking lot at the rear of the property. It is clad in stucco and is set behind a surface parking lot. Although landscaping is limited, planters are located on the east and west sides of the parking lot that includes mature palm trees and shrubbery.

Within the Arena Site fronting West 102nd Street, is the City of Inglewood Water Well #6 that is surrounded by vertical blue metal fencing and an access gate. Also within the Arena Site to the west and north of Water Well #6, is a two-story commercial warehouse building and surface parking associated with unoccupied manufacturing/warehouse uses. The unoccupied manufacturing/warehouse building is a rectangular concrete block structure, with a curved façade entry that faces West 102nd Street and is set back from the street by associated surface parking, black metal fencing and a gated access driveway.

Also on the Arena Site along South Prairie Avenue south of West 102nd Street is a commercial ~~catering business~~ use (Let's Have a Cart Party) which is a one-story stucco building that features a faux stone façade surrounded associated surface parking, metal fencing and a gated access driveway.

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

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

The vacant parcel at the northeast corner of South Prairie Avenue and West 102nd Street contains a dual-faced, static billboard mounted on two metal poles. Both faces of the billboard are illuminated by floodlights that are directed upward. The billboard is approximately 20 feet tall and the billboard faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

The Arena Site contains a fourth static billboard along West Century Avenue, ~~on a vacant parcel~~ immediately west of the unoccupied Airport Park View Motel parcel. This billboard is single-faced, with advertising visible only to westbound drivers on West Century Boulevard. The billboard face is lit with a floodlight that is angled upward. This billboard is mounted on dual poles, is approximately 20 feet tall, and includes an access ladder for maintenance crews to climb to reach the billboard face.

Commented [A4]: Global comment: Is "Park View" one word or two? Is it a Motel or a Hotel? Inconsistent name in different places in this chapter.

As the Arena Site is largely ~~undeveloped-vacant~~ and surrounded by metal chain link fencing along the perimeter, ~~the vacant undeveloped~~ portions of the Arena Site are not visually distinctive and have a low visual quality.

Off-Site Visual Character

To the North

West Century Boulevard is an active commercial corridor which borders the Arena Site on the north. The majority of West Century Boulevard adjacent to the Arena Site is characterized by one-to-three story commercial development that includes fast food restaurants, motels, retail, entertainment uses, and small commercial centers. Many of these uses are set behind, or adjacent to, supporting surface parking lots that front West Century Boulevard. Much of West Century Boulevard also includes pockets of underutilized, abandoned, or ~~undeveloped-vacant~~ properties, which ~~are represented visually appear~~ as vacant or largely vacant flat lots of land with weedy vegetation behind approximately 6-foot-high chain-link fencing along West Century Boulevard. West Century Boulevard is characterized by heavy traffic volumes, and is almost entirely devoid of greenery and landscaped open space.

Directly north of the Arena Site along West Century Boulevard, is the Hollywood Park Specific Plan Area (HPSP). Within the HPSP, the City of Champions Stadium (to be the home of the National Football League Los Angeles Rams and Los Angeles Chargers teams), is under construction. Accordingly, the visual character of much of north side of West Century Boulevard adjacent to the Arena Site largely consists of an expansive six-to-eight feet tall construction fencing. Above the fencing, various taller construction components such as mounds of soil and debris, cranes, and scaffolding are visible. The anticipated future visual character of the north side of West Century Boulevard adjacent to the Arena Site is discussed below under the heading Adjusted Baseline Environmental Setting.

To the East

To the east of the Arena Site, along the south side of West Century Boulevard, is the three-story Airport Parkview Hotel that is set behind screened metal fencing. As the hotel is not operational, it is in a dilapidated condition, and is characterized by peeling paint and bordered windows.

East of the Airport Parkview Hotel, land uses begin to transition to larger-footprint industrial and warehouse development. Directly to the east of the Airport Parkview Hotel are four two-story Extra Space Storage commercial buildings set behind expansive lawn area and landscaping. The Extra Space Storage buildings include pitched roofs and large distinctive gray and green paneling. Associated surface parking surrounds the four buildings.

To the immediate east of the Extra Space Storage buildings, past a narrow City-owned parcel that is part of the Project Site, is an occupied two-story warehouse building associated with occupied by S.E.S. International Express, and an associated surface parking, and a truck loading area. The S.E.S. International Express building and associated truck loading area fronts West Century Boulevard and South Doty Avenue, and extends the entire block between West Century Boulevard and West 102nd Street. The S.E.S. International Express building that fronts West Century Boulevard has a blank grey and blue façade with minimal windows and is surrounded by metal fences and surface parking. Landscaping includes trees and a narrow strip of low lying vegetation. The building is largely industrial in design, contains minimal landscaping and architectural elements, and is set behind fencing and surface parking.

The S.E.S. International Express frontage along the west side of South Doty Avenue includes the associated truck loading area which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area is set behind perimeter metal fencing, a gated driveway, and low lying vegetation.

Directly across the street from the S.E.S. International Express building on the east side of South Doty Avenue is a white two-story multi-tenant warehouse and industrial building and surface parking associated with ZHL Logistics. The ZHL Logistics industrial building as viewed from South Doty Avenue includes the building's associated truck loading area, which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area includes perimeter metal fencing and a gated driveway. Each truck loading area is labeled with large non-illuminated signage denoting the individual tenants.

Commented [A5]: And other tenants? Isn't it multi-tenant?

To the West and South

South of West 102nd Street, land uses along South Doty Avenue transition to lower scale one-to-two-story single-family homes interspersed with a limited number of two-story multi-family units. The majority of single-family homes are mid-century minimal-traditional and ranch style tract homes. Most homes are setback from the street by front lawns with each home including varying styles and amounts of landscaping. The multi-family units are generally stucco mid-century box style buildings. The majority of residential units are separated from the street and sidewalk by metal or wood fencing and gates.

Fronting West 104th Street and located immediately south of the Arena Site are one-to-two-story single-family residences and multi-family residences, and a church (Southside Christian Church located at 3947 West 104th Street) with associated surface parking.

As mentioned earlier, South Prairie Avenue borders the Arena Site on the west. Land uses along South Prairie Avenue include one-to-two-story single-family homes, interspersed with one-and-two-story restaurants, automotive, commercial, and office uses. Similar to West Century Boulevard, much of the corridor also includes underutilized, abandoned, or vacant properties and contains minimal landscaping greenspace or pedestrian amenities.

Specific adjacent land uses to the west of the Arena Site along the west side of South Prairie Avenue between West 104th Street and West 103rd Street, include one-to-two-story single-family and multi-family units. The majority of single-family homes are mid-century/post-war minimal-traditional with some limited ranch style homes. The majority of homes have minimal lawn area and are setback from the street from the street and sidewalk by metal or wood perimeter fencing and gates.

Commercial uses along South Prairie Avenue include auto-oriented development such as Auto Collision Team and LAX Mercedes BMW Service and Repair. Both uses are occupied single-story automotive shops that include surface parking, roll-up service doors minimal landscaping and are surrounded by security fencing and gates. Other small scale, commercial development includes Liquor Warehouse, Sunshine Coin Laundry, and a vacant commercial use to the east along South Prairie Avenue. All of the uses include associated surface parking, perimeter security fencing, and no-cohesive signage.

Commented [A6]: To the east of what?

Commented [A7]: ?

A more modern commercial development, Starbucks, is located at the southwest corner of West Century Boulevard and South Prairie Avenue, and is set back behind a substantial landscaping and greenspace.

West Parking and Transportation Hub Site

On Site Visual Character

The West Parking and Transportation Hub Site consists of two parcels totaling approximately five acres on the north and south sides of West 101st Street, bounded by West Century Boulevard on the north, South Prairie Avenue on the east, and West 102nd Street on the south. The West Parking and Transportation Hub Site is surrounded by metal chain link fencing along the perimeter. Visible through the fencing are non-native grasses and ornamental plants.

Commented [A8]: Per Project Description.

Off-Site Visual Character

To the North

West Century Boulevard borders the West Parking and Transportation Hub Site to the north. As mentioned previously, the visual quality of West Century Boulevard is characterized by a heavily trafficked auto-oriented environment, with minimal landscaping and pedestrian amenities. Land use, directly north of the West Parking and Transportation Hub Site across West Century

Boulevard include one-to-two-story strip commercial development such as fast food restaurants (Jack in the Box and McDonalds), auto uses (Dr. Carfix/Tiki Smog and a Chevron gas station), motels (Holly Crest Hotel and Motel 6), and various small retail services. These uses are set behind, or adjacent to, supporting surface parking lots that front West Century Boulevard.

To the East

Immediately adjacent to the West Parking and Transportation Hub Site to the east is a small grouping of one-story commercial structures that include a Starbucks set behind landscaping and trees, the Liquor Warehouse, and Sunshine Coin Laundry. The three separate buildings are constructed of stucco and block materials, each only one story. The buildings are arranged around a large shared surface parking lot lit by overhead lighting. To the immediate west along West Century Boulevard, is a motel (Airport Motel), a church (Iglesia Cristiana Pentecostes del Movimiento Misionero Mundial), and one-to-two-story residential uses.

Commented [A9]: This should be in the "To the West" subsection, rather than "To the East."

West 101st Street is a two lane street which separates the two vacant parcels that encompass the West Parking and Transportation Hub Site. On the east side of West 101st near the intersection of South Prairie Avenue, is the aforementioned commercial center that includes the Starbucks, the Liquor Warehouse, and Sunshine Coin Laundry are located north of West 101st Street near its intersection with South Prairie Avenue.

To the West

West of the fences that surround the vacant West Parking and Transportation Hub Site, land uses transition to one-to-two-story single-family ranch-style tract homes. Many of the homes include attached garages and are set back from the street by front and side lawns. The majority of homes include metal and wood perimeter gates, with many homes incorporating decorative elements and landscaping.

South Prairie Avenue borders the West Parking and Transportation Hub Site on the west is bordered on the east by South Prairie Avenue. South Prairie Avenue includes one-to-two-story single-family homes, interspersed with one-and-two-story restaurants, automotive, commercial and office uses and underutilized and vacant properties. Similar to West Century Boulevard, South Prairie Avenue is a highly auto-oriented corridor that contains minimal landscaping or pedestrian amenities.

To the South

The West Parking and Transportation Hub Site is bordered on the south by West 102nd Street. The area south of West 102nd Street is comprised primarily of one-to-two-story single-family and multi-family units. The majority of homes have minimal lawn area and are set back from the street and sidewalk by metal or wood perimeter fencing and gates.

East Parking and Hotel Site

On Site Visual Character

The East Parking and Hotel Site is a “T-shaped” group of five parcels consisting of approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102nd Street to the south. The East Parking and Hotel Site consists of vacant, undeveloped parcels surrounded by vertical metal fencing and intermittent green screening. Visible through the fencing are barren areas with some patches of non-native grasses, ornamental plants, and trees.

Off-Site Visual Character

To the North

On the north side of West Century Boulevard, directly north of the East Parking and Hotel Site, is the Hollywood Park Casino and associated three-story parking structure. Redeveloped in 2016, the Hollywood Park Casino features mid-century modern design elements and includes a distinct floor-to-roof glass entryway that is framed by a porte-cochere and a line of palm trees. The Hollywood Park Casino is set behind surface parking and features substantial landscaping that includes a variety of native plants. The three-story parking garage is located to the east of the Hollywood Park Casino and is partially screened by trees and perimeter landscaping.

To the East

Yukon Avenue is a north and south corridor located to the east of the East Parking and Hotel Site. North of West 104th Street on the east side of Yukon Avenue, the built environment is dominated by large-scale commercial shopping centers (Century Plaza and The Village at Century) with big-box retailers such as Costco interspersed with smaller stores that are setback deeply from the street front by expansive surface parking. The surface parking is partially screened by low lying vegetation, narrow greenway, and metal fencing.

On the west side of Yukon Avenue, extending from West Century Boulevard to West 102nd Street are facilities associated with UPS Supply Chain Solutions including a long, one-story building, truck loading bays, surface parking, and trucks that are surrounded by metal fencing and secured gates. South of West 102nd Street on the west side of the street Yukon Avenue, land uses transition to one-to-two-story mid-century/post-war minimal-traditional and ranch style track front homes and two-story multi-family uses. The majority of homes have small front lawns and are setback from the street front the street and sidewalk by metal or wood perimeter fencing and gates.

On the east side of Yukon Avenue, south of 104th Street, are the Morningside High School, Monroe Middle School, and the Clyde Woodworth Imagine Learning Magnet school campuses. The school buildings are setback at a considerable distance from the street by associated surface parking and expansive green lawns and track and field facilities. The school campuses are surrounded by metal perimeter fencing.

To the West

West of the East Parking and Hotel Site, are commercial and light manufacturing/industrial uses including a single-story multi-tenant business center with shared surface parking, a vacant single-story warehouse, and a two-story multi-tenant warehouse and industrial building that borders South Doty Street. While well maintained, each of the industrial buildings are visually non-descript and feature blank facades and minimal design details.

To the South

West 102nd Street is a two lane road, that south of the ~~Project East Parking and Hotel Site~~ is characterized with industrial and vacant land uses on the north side and smaller scaled residential and commercial uses on the south side of the street. Specifically, the north side of West 102nd Street includes rear views of the UPS Supply Chain Solutions, Transworld Aquatic Enterprises, and ZHL Logistics buildings, surface parking, and truck loading areas. On the south side of West 102nd Street are two-story apartment complexes and one-story single family homes, vacant parcels, and an industrial warehouse building with a blank façade.

Well Relocation Site

On Site Visual Character

The Well Relocation Site is located at 3812 West 102nd Street. The site is currently ~~undeveloped/vacant~~, and characterized by barren weedy soil. It 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 Visual Character

The Well Relocation Site is surrounded by vacant land and a two-story commercial/manufacturing building (CD's Cabinets) with stucco facades to the west. The two-story CD's Cabinets building features a blank façade, an absence of windows and is surrounded by security gates with a blank façade. Low density residential homes are located to the east and south. To the north, across 102nd Street, are low-profile industrial warehouse buildings associated with S.E.S. International Express.

View Points

With the exception of limited one- and two-story commercial uses located on the Arena Site, the Project Site consists of ~~undeveloped/vacant~~ land. As such, the Project Site does not have a tall visual profile and views of the Project Site are generally limited to the immediate area. The most direct views of the Project Site are from motorists traveling along West Century Boulevard, South Doty Avenue, South Prairie Avenue, West 102nd Street, and West 101st Street, with limited views from South Yukon Avenue. The Project Site can also be seen by persons living and working in buildings surrounding the Project Site.

Sensitive Receptors

A sensitive receptor is defined as an individual that is especially sensitive to changes in aesthetic qualities, which could include changes in lighting, shadows, or surrounding visual character. Uses that accommodate sensitive receptors typically include residential, recreational, and park uses.

Sensitive receptors would include residents of single-family and apartment homes that surround the Project Site to the south and west. Residential uses are generally located to the south, west, and northwest of the Project Site. Single-family residential uses are located immediately west and south of the West Parking and Transportation Hub Site, with some single- and multi-family residential uses located to the north along East 99th Street (behind existing commercial uses). Single- and multi-family residences are located immediately south and southeast of the Arena Site, along and south of West 104th Street between South Prairie Avenue and South Yukon Avenue, and along South Doty Avenue south of West 102nd Street.

Light and Glare

With respect to nighttime lighting and illumination, the area surrounding the Project Site has a relatively high level of ambient lighting, particular along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets serve as active transportation corridors. High levels of nighttime lighting along these roadways is ~~is~~ generated by street lights, vehicle headlights, illuminated signage, lighted billboards, security lighting from industrial and commercial uses and parking lots, and interior building illumination. West Century Boulevard has the highest level of ambient lighting in the project area, as it has substantial vehicle activity and through-traffic, and includes a higher degree of active nighttime uses such as the Hollywood Park Casino and various fast food, gas station, and motel development. Ambient lighting along West Century Boulevard is also provided from security lighting from the HPSP area construction site, including lighting attached to cranes and other tall construction equipment. Lower density residential areas that border the Project Site to the south and west experience less intensive lighting, though some nighttime lighting is provided by street lighting, vehicle headlights, and interior illumination from residences.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare.

Most glare in the project area is generated by reflective materials on some surrounding buildings and glare from vehicles passing on major street corridors. The Project Site itself generates a minimal amount of glare due to the large expanse of unoccupied land that characterizes much of the Project Site. The limited buildings on the Arena Site do not generate high levels of glare as they are composed of non-reflective stucco and concrete materials and do not include expansive glass or windows. ~~Of the~~ ~~three~~ ~~of~~ ~~the~~ ~~four~~ ~~billboards~~ ~~on~~ ~~the~~ ~~Arena~~ ~~Site,~~ ~~only~~ ~~three~~ ~~are~~ ~~lit,~~ with lighting directed upward toward the billboard faces.

[Note to Reviewers: More information about the existing nighttime lighting environment will be provided here once the lighting study is completed.]

3.1.2 Adjusted Baseline Environmental Setting

As discussed in Section 3.0, Environmental Impacts, Settings, and Mitigation Measures, the Proposed Project is not anticipated to be complete construction and begin operations until mid-2023-2024 for the 2023-2024-24-25 NBA basketball season. Section 3.1 assumes the Adjusted Baseline Environmental Setting described in Section 3.0. Also as discussed in Section 3.0, Environmental Impacts, Settings, and Mitigation Measures, the City has issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan area, including the construction of the approximately 70,000-seat open-air NFL Stadium, an approximately 6,000-seat performance venue, approximately 518,077 square feet of retail and restaurant uses, approximately 466,000 square feet of office space, approximately 214 residential units, and approximately 9,000 parking spaces. Due to the certainty of these projects being constructed and in operation prior to opening of the Proposed Project, the City has determined that it is appropriate to include these projects in an adjusted environmental setting for the Proposed Project. Accordingly, the visual changes associated with these developments within the Hollywood Park Specific Plan area are considered as part of the adjusted environmental baseline.

Commented [A10]: Section 3.0 should simply be cross-referenced for a more precise description of the Adjusted Baseline.

Commented [A11]: Global comment. Please review entire Section for references to Adjusted Baseline Environmental Setting (or whatever consistent term is preferred), baseline, existing, etc. to check how used and whether the reference is accurate.

The open air NFL Stadium will reach up to 290 feet in height, and the size and design of the structure means that the Stadium will be visible within north-facing viewsheds from the Project Site. Further, during night events at the Stadium the lights and associated glow will be clearly visible. Portions of the retail and restaurant uses that will be constructed immediately northeast of the intersection of West Century Boulevard and South Prairie Avenue will be visible from the Project Site, including a four-story parking structure and buildings up to 75 feet in height. The new structures will substantially add to the urban character of the visual environment north of the Arena Site. Views from the Project Site will be of modern retail structures, advertising signage, and urban landscaping.

3.1.3 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to aesthetics issues relevant to the Proposed Project.

State

State Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to designated scenic highways. The State laws governing the Scenic Highway Program are found in the California Streets and Highways Code, Division 1, Chapter 2, Article 2.5, section 260 et

seq. The State Scenic Highway System includes a list of federal and State highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in sections 263 through 263.8 of the Streets and Highways Code. A highway may be designated scenic based upon the amount of natural landscape ~~that~~ can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development, but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program.

According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there are no highway segments within the City that have been identified as scenic.¹

Local

City of Inglewood General Plan

Land Use Element

The City of Inglewood General Plan Land Use Element was adopted in 1980 and was amended in 1986, 2009, and 2016. ~~City~~The Land Use Element provides a framework upon which the development of public and privately owned land can be based, and contains goals and policies with respect to the architectural character, design, and visual quality in the City. The following goal from the City of Inglewood General Plan Land Use Element relates to aesthetic and visual resources, and is applicable to the Proposed Project:

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

Land Use Element Goal C, Commercial Goal, addresses development along Inglewood's major streets, including West Century Boulevard, which comprises the northern boundary of the Project Site and South Prairie Avenue, which forms the western boundary of the Arena Site and eastern boundary of the West Parking and Transportation Hub Site. As discussed above in the Environmental Setting, the majority of the Project Site is ~~undeveloped~~vacant, and many of the ~~vacant~~undeveloped parcels are mostly barren dirt enclosed in chain-link fencing. The existing

¹ California Department of Transportation (Caltrans), 2012. *California Scenic Highway Program*. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed November 12, 2018.

visual character of the Project Site, including its frontages along West Century Boulevard and South Prairie Avenue, is diminished by these underutilized and largely undeveloped-vacant parcels, which have a low visual quality. None of the existing buildings on the Project Site possess distinctive architecture or design elements that offset or ameliorate the poor visual quality of the predominantly undeveloped-vacant site.

The Proposed Project would replace these existing underutilized parcels with new entertainment, commercial/retail and restaurant, entertainment/community, and hotel buildings and associated signage, landscaping, street trees, pedestrian pathways, and edge treatments that would possess a high visual quality designed to improve the appearance and visual character of the Project Site, including its appearance as viewed from the major streets that form the Arena Site's northern and western perimeters. In addition, new physical development that would occur under the Proposed Project would be required to comply with the City's site plan review process (described below) which would ensure that new development under the Proposed Project is visually compatible and complimentary to its site and surroundings through review of building orientation, architectural design, neighborhood compatibility, landscaping, site improvements, signage, and other applicable design considerations. Consequently, the Proposed Project would be consistent with the Land Use Element Goal C, which seeks to improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.

City of Inglewood Municipal Code

Chapter 12, Planning and Zoning, Article 18.1. Site Plan Review. Chapter 12, Article 18.1 of the City of Inglewood site plan review process applicable to most new development within the City. Article 18.1 provides that the purpose of the City of Inglewood site plan review process is to assure that future development in the City of Inglewood will make a positive physical contribution to the community by enhancing or upgrading the built environment of the City. The site plan review procedure has been established to permit the additional consideration and application of optimum rather than minimum design standards, based on the individual needs and circumstances of each proposed development project, in addition to satisfying the intent and policies of each project site's respective zone. Site plan review shall be required to consider on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood compatibility, landscaping and related site improvements, parking accommodations, signs and other applicable design considerations. The Proposed Project is subject to site plan review and compliance with the site plan review process would ensure that site layout, building orientation, architectural design, neighborhood compatibility, landscaping, signs, and other applicable design considerations are consistent with City requirements.

Chapter 12, Planning and Zoning, Article 23. Sign Regulations. Lighting and signage is also regulated by the Inglewood Municipal Code, which provides minimum standards to safeguard life, health, property, and the public welfare by regulating and controlling the design, quality of materials, construction, size, height, illumination, location, and maintenance of all signs, sign

structures, and other exterior advertising devices. The Proposed Project would be required to comply with all requirements pertaining to lighting and signage in the Inglewood Municipal Code.

3.1.4 Analysis, Impacts and Mitigation

Significance Criteria

A significant impact would occur if the Proposed Project would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. ~~Substantially degrade the existing visual character or quality of the site and its surroundings; conflict with applicable zoning and other regulations governing scenic quality; or~~
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Methodology and Assumptions

A description of the visual character of the Project Site and project vicinity was prepared from visits to the site and surrounding vicinity in April 2018. The changes to the existing conditions that would occur under the Adjusted Baseline Conditions, with partial buildout of Phase 1 of the Hollywood Park Specific Plan were considered. The site plan was reviewed and visual photo-simulations for the Proposed Project were prepared to show how the Proposed Project would fit into the baseline environment. Based on professional observation and evaluation of the photo-simulations, the physical characteristics of the Proposed Project were compared with the visual features of the existing Project Site and the baseline built environment of the Project Site and vicinity, and evaluated to assess the potential effects of project development on the visual character of the Project Site and the vicinity, including the ways that the Proposed Project would change the visual character and views under the baseline condition as observed from surrounding streets and sidewalks.

The proposed lighting plan for the Project and the lighting elements were assessed for the potential to create spillover light that would adversely affect adjacent or nearby uses.

[Note to Reviewers: The light and glare methodology will be completed once ESA receives the light study that is being prepared for the Proposed Project.]

Issues Previously Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood determined that due to the physical characteristics of the Project Site and the Project as proposed, several environmental issues would involve issues or resources that would not be affected by the Proposed Project and need not be

further considered in the Draft EIR.² The discussions below provide brief statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

The following significance criteria were found to address issues that would not be affected by the Proposed Project. With regard to significance criterion (1), as described under Environmental Setting, there are no scenic vistas on or near the Project Site. Therefore, significance criterion (1) does not apply to the Proposed Project. With regard to significance criterion (2), as presented in the Environmental Setting, the Project Site is not adjacent to or on any scenic highways or in proximity to scenic resources. Therefore, significance criterion (2) does not apply to the Proposed Project. The following discussion further addresses these criteria.

The Proposed Project would not have a substantial adverse effect on a scenic vista.

The City of Inglewood does not designate scenic vistas within its General Plan. The nearby County of Los Angeles recognizes the coastline, mountain vistas, hillsides, scenic viewsheds, and ridgelines as significant scenic resources.³ The nearby City of Los Angeles identifies scenic vistas as panoramic public view access to natural features, including views of the ocean, striking or unusual terrain, or unique urban or historic features.⁴ The Project Site is located in an entirely urban area. There are no scenic vistas that provide views of the coastline, mountain vistas, hillsides, scenic viewsheds, ridgelines, striking or unusual terrain, ~~There are no~~ unique urban or historic features on or near the Project Site. Because such scenic resources are not present and, thus, would not be affected by the Proposed Project, a substantial adverse effect on a scenic vista would not occur. Thus, there would be **no impact** of the Proposed Project related to this significance criterion.

The Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project Site is not within an officially designated State or county scenic highway as designated by the California Department of Transportation (Caltrans) and/or the County of Los Angeles.⁵ Additionally, the Project Site is not located within the closest scenic highway, State

² Public Resources Code section 21003(e) states that “[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant.”

³ County of Los Angeles, 2015. Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element, pp. 159-160. Available: http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch9.pdf. Accessed October 16, 2018.

⁴ City of Los Angeles Department of City Planning, 2001. City of Los Angeles General Plan, Conservation Element, p. II-47. Available: <https://planning.lacity.org/cwd/gnlpln/consvelt.pdf>. Accessed October 16, 2018.

⁵ California Department of Transportation, 2018. California Scenic Highway Mapping System, Los Angeles County. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed September 24, 2018.

Route (SR) 27, which was recently designated as a scenic highway (but is not yet mapped).⁶ The Project Site is not located within any designated scenic highway as listed in the Inventory of Designated Scenic Highways by the City of Los Angeles.⁷ The nearest designated scenic highway is the City of Los Angeles-designated Crenshaw Boulevard corridor from the 10 Freeway to Slauson Avenue, approximately 3.1 miles northeast of the Project Site. The Forum, a multi-purpose indoor arena built in 1967 and listed on the National Register of Historic Places and the California Register of Historical Resources, is visible to the north of the Project Site. However, The Forum is approximately one mile north of the Project Site, with intervening structures in between that are currently under construction. Therefore, the Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Thus there would be **no impact** of the Proposed Project related to this significance criterion.

Impacts and Mitigation Measures

Impact 3.1-1: The Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Changes in the visual character or quality of a site are often perceived as subjective and individual. In an effort to provide a depiction of the visual changes to the Project Site and surrounding vicinity that would occur with implementation of the Project, **Figure 3.1-1** through **Figure 3.1-10**, as described further below, provide a variety of public views of and across the Project Site under existing conditions and with photo-simulations of the Proposed Project.

⁶ California Department of Transportation, 2018. Scenic Highways. Available: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>. Accessed October 16, 2018.

⁷ City of Los Angeles Department of City Planning, 2016. City of Los Angeles General Plan, Mobility Plan 2035, pp. 170-172. Available: <https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>. Accessed October 16, 2018.

Figure 3.1-1 Viewpoint Location Map

Figure 3.1-2 Viewpoint 1: View of Proposed Project site from West Century Boulevard looking east near South Flower Street, west of the proposed West Parking and Transportation Hub Site

Commented [A12]: Consider moving these to come after each analysis of View 1, View 2, etc., rather than bunched together.

Figure 3.1-3 Viewpoint 2: View of Proposed Project site from the intersection of South Prairie Avenue and West Century Boulevard looking south

Figure 3.1-4 Viewpoint 3: View of Proposed Project site near the intersection of South Prairie Avenue and West Century Boulevard looking southeast into the Proposed Plaza and Arena Structure

Figure 3.1-5 Viewpoint 4: View of Proposed Project site facing west on West Century Boulevard near the intersection with South Doty Avenue

Figure 3.1-6 Viewpoint 5: View of Proposed Project site facing southwest from the intersection of West Century Boulevard and South Doty Avenue

**Figure 3.1-7 Viewpoint 6: View of Proposed Project site facing west from West
102nd Street near South Doty Avenue**

**Figure 3.1-8 Viewpoint 7: View of Proposed Project site facing west from West
102nd Street near South Doty Avenue**

**Figure 3.1-9 Viewpoint 8: View looking north on South Prairie Avenue near West
103rd Street**

Figure 3.1-10 Viewpoint 9: View of Proposed Project site looking west on West 102nd Street near the Proposed West Parking and Transportation Hub Site

View 1

View 1 shows the Proposed Project from West Century Boulevard looking east near South Flower Street, west of the West Parking and Transportation Hub Site (see **Figure 3.1-2**). The northern and western facade of the 6-story parking structure and the entrance to the new access road on the West Parking and Transportation Hub Site would be the most prominent visual component of the Proposed Project from this vantage point. As shown, the facade of the parking structure would be broken into multiple horizontal segments that would help to break up the overall massing and scale of the building. In addition, corner stair elements would create visual interest and provide pedestrian-scale detail. Edge treatments, landscaped setbacks, and new street trees would be incorporated along the frontage of the parking structure and the new site access road; activating the visual and pedestrian environmental along West Century Boulevard.

Commented [A13]: Redundant (See end of sentence).

Commented [A14]: Are these visible on Figure 3.1-2? I don't see them.

Commented [A15]: Same comment.

View 1 also depicts the West Century Boulevard Pedestrian Bridge Variant, a potential project component ~~would result in the construction consisting~~ of a second pedestrian bridge across West Century Boulevard (the Century Pedestrian Bridge), connecting a retail portion of the Arena Site to the Hollywood Park Specific Plan area to the north (see Chapter 2, Project Description, for a detailed discussion of this variant).

Under baseline conditions, the West Parking and Transportation Hub Site is vacant land surrounded by perimeter fencing and as such, has poor visual quality. Although taller than ~~nearby adjacent~~ land uses, development of the proposed parking structure would be similar in form and design to other nearby existing parking structures such as the parking structure associated with the Hollywood Park Casino and would not contrast with, or be out of character with, other nearby industrial, ~~and commercial, and entertainment~~ uses.

View 2

View 2 shows the Proposed Project from the intersection of South Prairie Avenue and West Century Boulevard looking south (see **Figure 3.1-3**). As shown, the east facade of the proposed 6-story parking structure on the West Parking and Transportation Hub Site, the western facade of the proposed retail and community uses on the west side of the plaza, and the west side of the proposed Arena Structure would be visible. Also visible would be the proposed pedestrian bridge over South Prairie Avenue directly connecting the retail and community uses on the west side of the plaza to the parking structure.

As shown, the retail and community buildings along the east side of South Prairie Avenue would feature expansive multi-paned transparent storefronts windows along the street frontage that would facilitate visual transparency into the retail and community uses. The multi-paned windows would slope from south to north, increasing in height closer to the corner of West Century Boulevard and South Prairie Avenue; thereby increasing visual interest as pedestrians and motorists approach the plaza.

The curved, multi-faceted and highly distinctive Arena Structure would be visible to the south of the retail and community uses. Rising approximately 150 feet above the street, the proposed Arena Structure would include tall, vertical panels of metal and/or perforated metal, glass with tinting, and precast concrete with stone aggregate. ~~Designed as a concrete structure.~~ Visually activated by colorful signage and lighting, the multi-faceted Arena Structure façade would be a dominant visual presence along South Prairie Avenue.

Spanning South Prairie Avenue would be a pedestrian bridge linking the commercial/community buildings, plaza area, and Arena Structure with the parking structure ~~within the West Parking and Transportation Hub Site~~. The pedestrian bridge, which would be visible from views looking north and south on South Prairie Avenue, would be similar in design and materials ~~as to~~ the adjacent structures and would serve ~~as a visual archway~~ visually linking the two buildings.

Under baseline conditions, the West Parking and Transportation Hub Site is ~~undeveloped-vacant~~ land surrounded by perimeter fencing and ~~is fronting behind~~ limited landscaping and minimal pedestrian amenities. The Arena Site is largely ~~undeveloped-vacant~~ land surrounded by fencing, but does include a ~~number of low built~~ structures. Under baseline conditions, the limited development on the Arena Site visible from this viewpoint includes Church's Chicken Restaurant, Rodeway Inn & Suites and Let's Have a Cart Party. As described earlier, these one and two-story commercial uses do not contain distinctive architecture or design elements and are surrounded by surface parking and minimal landscaping. While the Arena Structure, parking garage, and the proposed retail and community uses on the Arena Site would be greater in mass and scale than baseline conditions, implementation of the Proposed Project would introduce a visually distinctive series of buildings within this view. The Proposed Project would further enhance the streetscape and pedestrian environment with landscaping, setbacks, street trees, and edge and paving treatments that would be incorporated along the frontage of both sides South Prairie Avenue. These improvements would activate the pedestrian environment and ~~providing~~ ~~provide~~ visual interest.

Commented [A16]: Not shown in Figure 3.1-3.

View 3

View 3 shows the Proposed Project near the intersection of South Prairie Avenue and West Century Boulevard looking southeast into the plaza and Arena Structure (see **Figure 3.1-4**). As shown, the expansive and colorful plaza would include landscaping, paving treatments, activity areas, stage, video screens, and lighting elements which would ~~be all be~~ visually prominent ~~from~~ this viewpoint. Also visible would be unique visual focal points, potentially ~~consisting of~~ sports-themed public art pieces and/or water features, located within the center of the plaza, ~~generating which would be intended to~~ add visual interest ~~and vibrancy~~ to the plaza area depicted in this view.

Also visible, are commercial and community buildings within the plaza. As shown, the commercial uses would feature large storefront display windows that would visually enhance the plaza and surrounding street edges along South Prairie Avenue and West Century Boulevard.

A stage and activity areas would be located on the eastern edge of the plaza adjacent to the commercial uses. The stage would be equipped with video screens, and large-scale signage, including illuminated and animated signage and/or digital signage, ~~creating an active and interesting visual environment~~. South of the plaza would be the main entrance into the Arena Structure framed by large banner type signage and a distinct entryway. The Arena Structure would include panels of metal and/or perforated metal, glass with tinting, and precast concrete with stone aggregate.

Commented [A17]: Not visible in Figure 3.1-4.

Under baseline conditions, the Arena Site will be primarily ~~undeveloped/vacant~~ land surrounded by perimeter fencing, with a limited number of current commercial structures. The limited existing development on the Arena Site visible from this viewpoint includes Church's Chicken Restaurant and Rodeway Inn & Suites. As described earlier, the Church's Chicken Restaurant and Rodeway Inn & Suites are one- and two-story commercial uses surrounding by surface parking, contain minimal landscaping, and do not contain unique architecture or design elements. While the Arena Structure and commercial/community buildings within the plaza would be greater in mass and scale than existing uses, implementation of the Proposed Project would introduce visually prominent ~~and iconic~~ new buildings to the currently visually vacant and underutilized Project Site. The plaza would be a new visually distinctive pedestrian-oriented open space area that would serve as a new visually interesting element along the highly developed South Prairie and West Century Boulevard corridors. Furthermore, the Project would enhance the streetscape and pedestrian environment in the area through new landscaping, setbacks, sidewalk treatments.

View 4

View 4 depicts the Proposed Project facing west on West Century Boulevard near the intersection with South Doty Avenue (see **Figure 3.1-5**). Due to distance and intervening development, the Arena Structure and Arena Site are not visually prominent in the foreground of this view. Within the distance, only limited features of plaza and the six-story parking structure on the West Parking and Transportation Hub Site are visible.

View 4 also depicts the West Century Boulevard Pedestrian Bridge Variant described above under View 1 and in Chapter 2, Project Description.

Under baseline conditions, the West Parking and Transportation Hub Site is ~~undeveloped/vacant~~. The Arena Site, with the exception of the one-story Church's Chicken Restaurant and two-story Rodeway Inn & Suites, is also ~~undeveloped/vacant~~. Therefore, due to its low profile, the Project Site is not highly visible from this viewpoint under baseline conditions.

Commented [A18]: The Arena Site also has the light/manufacturing warehouse, warehouse, Let's Have a Cart Party and groundwater well structures.

The Proposed Project would introduce new structures that would be taller in scale and massing than under baseline conditions. However, from this viewpoint, the new structures would blend with, and be visually compatible with, the scale and style of adjacent commercial and industrial development that define the urban streetscape along West Century Boulevard. Furthermore, the

streetscape and pedestrian environment along the street edges near the Project Site would be enhanced with new landscaping, setbacks, and sidewalk treatments.

View 5

View 5 depicts the Proposed Project facing southwest from the intersection of West Century Boulevard and South Doty Avenue (see **Figure 3.1-6**). Due to distance and intervening commercial and industrial development, only a small portion of the roof of the Arena Structure is visible above the S.E.S. International Express building. Further to the west, the northern-most retail and community structures in the plaza, and the West Parking and Transportation Hub Site are visible near the intersection of West Century Boulevard and Prairie Avenue. Thus, from viewpoint 5, the Proposed Project buildings would not be out of scale or visually incompatible in comparison to other built development in the baseline condition.

View 5 also depicts the West Century Boulevard Pedestrian Bridge Variant described above under View 1 and in Chapter 2, Project Description.

View 6

View 6 depicts the Proposed Project facing west from West 102nd Street near the proposed East Parking and Hotel Site (see **Figure 3.1-7**). This view represents the greatest visual exposure of the Proposed Project from the neighborhood to the south and east of the proposed Arena. The eastern façade of the Arena Structure would be visible from this viewpoint and the south edge of surface parking lot on the East Parking and Hotel Site is visible. As implementation of the Proposed Project would include the vacation of an 880-foot linear section of West 102nd Street between South Prairie Avenue and approximately 335 feet west of South Doty Avenue to accommodate the Arena Structure, the change in streetscape of West 102nd Street is clearly visible from this view point.

Under existing conditions, West 102nd Street connects with South Prairie Avenue from South Doty Street. From this viewpoint, views of West 102nd Street continue in a direct horizontal line, until disappearing from the field of view.

The Proposed Project would introduce a new approximately 118-foot-tall Arena Structure that would occupy an area currently shown as a continual lineal city street. While the Arena Structure and associated ~~road street~~ vacation would interrupt and substantially change the continual streetscape view of West 102nd Street that exists under baseline conditions, this roadway does not contain ample landscaping or pedestrian amenities. Under baseline conditions the street is not visually cohesive and is visually bisected by vacant land and industrial uses on the north and residential and commercial uses on the south.

Commented [A19]: Odd language.

While taller in height ~~than~~ surrounding development, the Arena Structure would have a multi-faceted façade and would be highly articulated from the ground level to the canopy parapet. As such, the design, shape and scale of the Arena Structure would be visually distinctive, and would create a new visual element along this street. While the Proposed Project would include the

vacation of a ~~portion of a streetscape~~ that previously continued into the distance, West 102nd Street is a ~~two-two-lane~~ road, and is not ~~an expansive~~ and has not been designated as a scenic corridor ~~in the area~~.

~~Along~~ Within this view, surface parking would be developed on the East Parking and Hotel Site. The introduction of surface parking uses would be visually compatible along this corridor, which on the northern portion of the street is currently characterized by surface parking uses associated with industrial uses, as well as ~~undeveloped vacant~~ parcels. The frontage of the surface parking uses associated with the East Parking and Hotel Site would include ~~new trees and landscaping~~ along West 102nd Street, consistent with City Municipal Code requirements. These new visual elements would tend to result in a more consistent visual environment along West 102nd Street compared to baseline conditions.

Commented [A20]: Not shown in the figure.

View 7

View 7 depicts the Proposed Project facing west from West 102nd Street near South Doty Avenue (see **Figure 3.1-8**). As shown, the eastern façade of the Arena Structure is visible from this viewpoint. Similar to View 6, this viewpoint also shows ~~the vacation of that a portion of~~ West 102nd Street ~~would be vacated~~ to accommodate the Arena Structure. Under baseline conditions, West 102nd Street connects with South Prairie Avenue from South Doty Street. From this viewpoint ~~under baseline conditions~~, views of West 102nd Street continue in a direct horizontal line, until disappearing from the field of view.

The Proposed Project would introduce a new 118-foot-tall Arena Structure, ~~part of which that~~ would occupy an area ~~that is~~ currently a continuous lineal street (~~West 102nd Street~~). Taller in height ~~that than~~ surrounding development, the design, shape and scale of the Arena Structure would be visually distinctive, and would create a new identifiable visual element along this street. While the Proposed Project would include the vacation of a ~~portion of a streetscape~~ that previously continued into the distance, West 102nd Street is a ~~two-two-lane~~ street without distinctive buildings or landscaping, and is not ~~notable~~ designated as a scenic corridor ~~in the area~~.

While the ~~arena Arena~~ and associated ~~road street~~ vacation would interrupt the continual streetscape view of West 102nd Street, as described earlier, this roadway is not a ~~notable scenic corridor~~ street, and does not contain ample landscaping or pedestrian amenities. As shown, the streetscape and pedestrian environment along the street edges near the Project Site would be enhanced with new landscaping, setbacks, sidewalk treatments.

Commented [A21]: Not shown in the figure.

View 8

View 8 depicts the Proposed Project looking north on South Prairie Avenue near West 103rd Street (see **Figure 3.1-9**). From this viewpoint, the eastern façade of the 6-story parking structure on the West Parking and Transportation Hub Site, the western façade of the Arena Structure, and the western façade of the retail and community uses on the plaza ~~building~~ would be visible. Also visible in this view is the proposed pedestrian bridge over South Prairie Avenue connecting the

proposed retail and community uses on the west side of the plaza to the proposed parking structure on the West Parking and Transportation Hub Site.

The proposed Arena Structure would appear as an angular and highly distinctive building glass with tinting, and precast concrete that would feature colorful signage and lighting. As shown, the retail and community buildings along the east side of South Prairie Avenue would feature expansive multi-paned transparent storefronts windows along the street frontage that would facilitate visual transparency into the retail and community uses. As shown, the façade of the parking structure on the West Parking and Transportation Hub Site would be highly articulated with multiple horizontal segments adding visual interest and visually reducing the overall massing and scale of the building.

Commented [A22]: Seems like there is some missing language here.

Commented [A23]: Not shown in Figure 3.1-9.

Commented [A24]: Discuss relative to Figure 3.1-9.

Under baseline conditions, the West Parking and Transportation Hub Site is undeveloped vacant land surrounded by perimeter fencing. Although taller than nearby land uses, development of the parking structure would blend with the existing streetscape and would be of comparable height and mass as taller buildings to the north and west, including Inglewood City Hall and Centinela Hospital. As shown on Figure 3.1-9, the proposed parking structure would not contrast with, or be out of character with, other nearby industrial and commercial uses.

Spanning South Prairie Avenue, a pedestrian bridge would link the commercial retail and community buildings and, Arena Structure and to the parking structure on the West Parking and Transportation Hub Site. The pedestrian bridge would be similar in design and materials to the adjacent structures and would visually link the two buildings. From the perspective provided in View 8, the pedestrian bridge, combined with the retail and community buildings constructed in the plaza, would partially obstruct long range views north on Prairie Avenue, including long range views of The Forum. However, as pedestrians or motorists travel north past the Proposed Project structures, from West Century Boulevard to the north the views would be unchanged from baseline conditions. Under the Adjusted Baseline Environmental Setting described above, portions of the Hollywood Park Specific Plan would obstruct long-range views of The Forum from the Proposed Project site.

Under baseline conditions, the limited development on the Arena Site visible from this viewpoint would include the one-story Let's Have a Cart Party catering use. As described earlier, this building does not contain distinctive architecture or design elements, and is surrounded by surface parking, and features has minimal landscaping. While the Arena Structure, parking garage, and retail and commercial community uses on the Arena Site would be greater in mass and scale than existing conditions, implementation of the Proposed Project would introduce visually distinctive buildings within this view. The Proposed Project would further enhance the streetscape and pedestrian environment with landscaping, setbacks, street trees edge and paving treatments incorporated along the frontage of both sides South Prairie Avenue, activating the pedestrian environment and providing visual interest

Commented [A25]: Not shown in Figure 3.1-9.

View 9

View 9 depicts the Proposed Project looking west-east on West 102nd Street near the West Parking and Transportation Hub Site (see **Figure 3.1-10**). From this location, the southern facade of the proposed 6-story parking structure on the West Parking and Transportation Hub Site and the western facade of the Arena Structure facing South Prairie Avenue would be visible.

Commented [A26]: fix language in figure too.

Under existing conditions, the West Parking and Transportation Hub Site is currently undeveloped/vacant land surrounded by perimeter fencing. Although taller than nearby land uses, development of the parking structure would be similar in form and design to other nearby development including some of the larger structures north and west of the Project Site (e.g., Centinela Hospital and Inglewood City Hall) and would not contrast with, or be out of character with other nearby industrial and commercial uses.

From this viewpoint, the Arena Structure would create a visually prominent terminus to West 102nd Street, altering the baseline condition view which includes the eastern continuation of West 102nd Street. Combined with the view of the proposed parking structure, the view from the residences on West 102nd Street would be of an urban entertainment district of higher density than the immediately surrounding neighborhoods.

Analysis

Arena Site

The approximately 150-foot tall, multi-faceted Arena Structure would be a highly visible, distinctive structure that would be instantly recognizable due to a design unique in the City, especially at night when it would be accentuated by bright lighting and signage. The Arena Structure would be visible in varying degrees from public streets along West Century Boulevard, South Prairie Avenue, South Doty Avenue, and West 102nd Street. Other elements within the Arena Site, such as the three-story parking garage located immediately south of the Arena Structure, would be primarily be available visible from South Prairie Avenue, West 102nd Street and portions of West 104th Street. Since it is at ground level, views of the plaza are more limited; with views of the plaza primarily available traveling from West Century Boulevard and South Prairie Avenue.

West Parking and Transportation Hub Site

Views of the six-story parking structure would be most visible from West Century Boulevard, South Prairie Avenue, West 102nd Street and portions of the non-vacated portions of West 101st Street. Taller stories would be visible from residential streets such as West 104th Street, above intervening development/existing structures.

East Parking and Hotel Site

This site includes a surface parking lot surface located along West Century Boulevard and West 102nd Street. As this element is at-grade, views of the surface parking lot would be primarily visible within close proximity of the site from West Century Boulevard and West 102nd Street.

The proposed hotel would be approximately 2 to 5 stories in height, a greater height than surrounding 2 to 3 story development. As such, it would be visible from a greater distance along West Century Boulevard and West 102nd Street and would also be visible from portions of South Yukon Avenue, South Doty Avenue, with upper stories partially visible from West 104th Street above existing development. The design of the hotel has not been determined at this time.

~~Development of the hotel would 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 will not occupy more than sixty-five percent of the entire hotel site.~~

Well Relocation Site

The Well Relocation Site is located at 3812 West 102nd Street. The site is currently ~~vacant~~ undeveloped, and characterized by barren weedy soil. It 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.

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

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6. No buildings or lighting are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot-wide paved driveway adjacent to the western side of the proposed well location for vehicle access. A 6-foot-tall concrete masonry unit security fence with automated sliding access gate would enclose the well site, with additional security provided via security cameras connected to the City of Inglewood via the pump station telemetry system.

Summary

As a result of the Proposed Project, the visual character of the Project Site would undergo a transformation as ~~undeveloped vacant parcels~~ and lower, smaller scale development under baseline conditions would be redeveloped into a large, ~~visually scenic~~ sports and mixed-use entertainment center with distinctive buildings and visually interesting pedestrian open spaces. The addition of the Arena Structure, plaza and ~~retail, restaurant, community, and commercial~~ buildings, parking structures, surface parking and hotel uses would change the visual nature of the Project Site, as the site would become higher density in scale. The design, shape and scale of the Arena Structure would be visually distinctive, and would create a new distinctive visual element along within the roadways and viewing areas surrounding the Project Site. The incorporation of edge treatments, landscaping, and new street trees would augment the visual environment along the street corridors; making the visual environment more interesting to pedestrians and motorists.

While the Proposed Project would result in a material change in the visual character of the Project Site, and would be prominent in views along West Century Boulevard, South Prairie Avenue, and West 102nd Street, these changes would not be negative. The Proposed Project buildings, public spaces, and landscaping would replace fenced, undeveloped-vacant parcels, and a number of small-scale commercial structures with visually distinctive, higher scale structures that would add interest to views in the vicinity. For these reasons, the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and this impact is considered **less than significant**.

Mitigation Measures

None required.

Impact 3.1-2: Implementation of the Proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. At night, artificial lighting can cause glare from reflective surfaces. Glare can create hazards to motorists and nuisances for pedestrians and other viewers.

The parking structures and surface parking facilities associated with the Proposed Project would be constructed of concrete and would not contain windows. ~~So therefore,~~ operation of these uses would not contribute to glare. However, temporary features such as parked cars would also introduce new sources of daytime and nighttime glare. Project features such as landscaping treatments would help to reduce glare, once fully matured.

Because of the multi-faceted design of the Arena Structure, the movement of the sun would create the potential for glare from reflected sunlight in a multitude of directions, but would tend to make glare from any particular facet on the building façade a short-term instance, lasting only a short time from any particular orientation. From the adjacent streets, individual facets or panels on the building façade could create glare under certain sun angles. These potentially glare-producing facets would be most visible to motorists traveling along South Prairie Avenue and West Century Boulevard.

Other than in the entry plaza area, the ground level angles to the Project Site (viewed by motorists and pedestrians) would be limited and quickly passed; thus, it is unlikely that the glare that might be created by the project would be of insufficient duration to be highly distracting or create hazards.

In the plaza area immediately surrounding the to the north of the Arena Structure, it is possible that morning and afternoon light could create reflective glare that could exacerbate the heat in these pedestrian open spaces during summer days. The presence of landscape trees in the plaza

area, as well as the cantilever of the Arena Structure over portions of the southern edge of the plaza, would tend to decrease any potential heat effects that could be created by glare from reflective surfaces of the Arena Structure in the vicinity of the entry plaza.

Due to the site design and orientation of the Arena Structure as well as the design of and material used in the Arena Structure façade, new glare that may be created would be of limited visibility and/or duration. Thus, the glare that may be created by the Arena Structure would not disturb nearby residents, workers, or pedestrians, and would not create a public hazard. This impact would be **less than significant**.

[Note to Reviewers: The light and glare analysis will be completed once ESA receives the light study that is being prepared for the Proposed Project.]

Mitigation Measures

None required.

Cumulative Impacts

Impact 3.1-3: Implementation of the Proposed Project, in combination with other development, would not contribute to cumulative impacts related to changes in the visual character of the project vicinity.

Commented [A27]: See comments above and conform as necessary.

The geographic context for changes in the visual character of the project vicinity is generally limited to projects within a similar view field or along the same roadways within close proximity of the Project Site. The project vicinity is characterized by a mix of retail/commercial, industrial, and residential uses housed in buildings generally ranging from one to three stories. In addition to the Proposed Project, the only other active cumulative project in the vicinity is the proposed development associated with the remaining development within Phase 1 and Phase 2 of the HPSP, located immediately to the north of the Arena Site.

Within the HPSP, an approximately 70,000-seat open air stadium, an approximately 6,000-seat performance venue, approximately 890,000 square feet of retail and restaurant uses, approximately 4,033,314 square feet of office space, approximately 2,500 residential units, approximately 300 hotel guest rooms, approximately 26 acres of open space and active recreational uses, and approximately 9,000 parking structured and surface spaces are proposed. Immediately adjacent the Arena Site, retail uses are proposed within the HPSP with heights limited to 75 feet above grade with minimum setbacks of 40 feet. The HPSP includes custom design guidelines and more extensive landscaping than is required by the Inglewood zoning code, and includes landscaping requirements for interior and perimeter streets and private buildings. As such, the street frontage along the HPSP perimeter which includes West Century Boulevard and South Prairie Avenue north of West Century Boulevard, would be improved with perimeter street trees, landscaping, and sidewalk treatments. As detailed in the HPSP, the northwest corner of

South Prairie Avenue and West Century Boulevard, directly across from the Proposed Project's plaza, is noted as the "Hollywood Park Identity Corner" which would function as a prominent entryway into the HPSP area and would include the incorporation of accent plantings punctuated by tall palm trees and stone pillar entry monuments and/or low wall treatments.

The addition of the Proposed Project and development associated with the HPSP, would intensify the existing urban visual character along West Century Boulevard and South Prairie Avenue. The change in visual character would continue the trend of change in this location which was initiated with approval and development of the HPSP and the City of Champions Initiative, some of which already exists in the baseline condition. The Proposed Project and the HPSP would be visually complementary projects as both would intensify and make more cohesive the visual character and pedestrian environment along West Century Boulevard and South Prairie Avenue with the addition of new landscaping and street trees, sidewalk improvements and the development of new mixed-use development. The highly visible corner of South Prairie Avenue and West Century Boulevard would be key visual entryways into both projects, and as such, both the Proposed Project and the HPSP would highlight the corner of South Prairie Avenue and West Century Boulevard with new signature entryway treatments, and key landscaping treatments, entryway signage, and entry monuments.

Both the Proposed Project and the HPSP would activate and improve the visual and the pedestrian environment from existing conditions. Although the visual character of this area would change, the addition of cumulative development, including the Proposed Project, would not degrade visual character of the Project Site and surrounding area. Therefore, cumulative impacts would be **less than significant**.

Mitigation Measures

None required.

Impact 3.1-4: Implementation of the Proposed Project, in combination with other development, could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

[Note to Reviewers: The light and glare analysis will be completed once ESA receives the light study that is being prepared for the Proposed Project.]