

CHAPTER 5

Project Variants

5.1 Introduction

This chapter describes and discusses two variations of the Proposed Project that are under consideration by the project applicant. Each variant modifies one limited feature or aspect of the Proposed Project. By contrast, the Alternatives to the Proposed Project described and analyzed in Chapter 6, Alternatives, are designed to provide a different approach to the Proposed Project. Therefore, each variant is the same as the Proposed Project except for the specific variation described. Each variant would be available for selection by the project applicant and consideration by the decision makers. The variants are not mutually exclusive; one or both of the variants could be included in the Proposed Project as part of an approval action.

Neither variant would change the basic characteristics of the Proposed Project. Rather, each variant would change the design of the Proposed Project in discrete ways. The reason the variants are described as such, rather than as components of the Proposed Project, is that the feasibility of each of the variants is beyond the control of either the City or the project applicant. Thus, even if either the City or the project applicant wished to incorporate a variant into the Proposed Project, the approval of another person or entity would be required. The aim of this chapter is to ensure that each of the variants is described, and the impacts of each variant are analyzed. That would enable the project applicant to propose, and the City to consider approving, a project variant, should that variant prove to be feasible. The analysis of each variant identifies the reasons why the feasibility of that variant is uncertain.

This chapter describes each variant and provides an analysis of environmental impacts of the variant that would be different from impacts identified for the Proposed Project in Chapter 3, Environmental Impacts, Settings, and Mitigation Measures. Unless otherwise stated, all mitigation measures described in Chapter 3 that would be required to reduce impacts associated with the Proposed Project would also be applicable to each of the variants. Additional mitigation measures that would be required to mitigate impacts of the variant are identified when applicable.

5.2 Project Variant Descriptions

There are two variants to the Proposed Project: the West Century Boulevard Pedestrian Bridge Variant, and the Alternate Prairie Access Variant. Each is described below.

5.2.1 West Century Boulevard Pedestrian Bridge Variant

The West Century Boulevard Pedestrian Bridge Variant would include the construction of a pedestrian bridge across West Century Boulevard (the Century Pedestrian Bridge), connecting a retail and plaza portion of the Arena Site to the Hollywood Park Specific Plan (HPSP) area to the north (see **Figure 5-1**). The pedestrian bridge would provide a connection for pedestrians between the Arena Site and commercial uses and parking within the HPSP on the north side of West Century Boulevard.

The applicant may select this variant in order to increase the capacity for pedestrians to cross West Century Boulevard before and after events, and to improve connectivity between the Proposed Project and the HPSP development. The West Century Boulevard Pedestrian Bridge is being included as a variant because the project applicant does not have control of the property where the north portal and bridge abutment would be located, and it is unknown whether the HPSP property owner north of the Project Site would allow a pedestrian bridge portal and abutment on its property on the north side of West Century Boulevard.

The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project, or the Proposed Project plus the Alternate South Prairie Access Variant (described below).

Bridge Design

As presented on Figure 5-1, the pedestrian bridge would be approximately 110 feet long and approximately 27 feet wide, and would provide a vertical clearance of approximately 14 feet 6 inches over West Century Boulevard. The design of the West Century Boulevard Pedestrian Bridge Variant would be similar to that of the South Prairie Avenue pedestrian bridge included as part of the Proposed Project and would be constructed of materials similar to the Proposed Project's retail building in the plaza. The bridge would consist of a steel spanning structure, with no vertical supports other than at the north end, where it would connect with the commercial uses in the HPSP area, and the south end of the bridge, where it would connect to the retail building in the plaza. The bridge would land on the second level of commercial/retail buildings on both the north and the south sides of West Century Boulevard.

The pedestrian bridge would be open-air with an approximately five-foot parapet on each side, with a series of LED lighting elements spaced at close intervals on both sides ~~on~~ of the parapet ~~would form a tunnel~~. [Note: If the revised Signage Plan shows signage on the bridge, we will describe that here.]

Construction of the bridge would require either removing or encroaching on existing street trees on both sides of West Century Boulevard. In addition, construction of the bridge would likely require the temporary closure or one of more lanes of traffic along West Century Boulevard as well as the temporary partial or complete closure of sidewalks. If this variant were implemented, construction would occur concurrently with development of the plaza.

The West Century Boulevard Pedestrian Bridge south portal would...[Need more info about connection into the plaza.]

The West Century Boulevard Pedestrian Bridge north portal would be located in proximity to commercial uses currently under construction in the southwest portion of the HPSP area. Specific plans for how the West Century Boulevard Pedestrian Bridge Variant could be integrated into the retail uses in the HPSP area are not known at this time, but for purposes of this analysis it is assumed that pedestrians using the bridge to access the commercial/retail uses in the Hollywood Park Specific Plan area would be able to access a vestibule that opens to the commercial/retail uses. The north portal would also provide pedestrian access to sidewalks on the north side of West Century Boulevard.

~~The West Century Boulevard Pedestrian Bridge Variant may be an attractive design feature that could be incorporated into the Proposed Project. This variant would provide convenient access to Project Site for pedestrians traveling to or from the site from the north side of West Century Boulevard. Such pedestrians would not be required to cross West Century Boulevard at surface level. In addition, by providing more direct access to commercial and retail uses on the HPSP property, this variant would further integrate the Proposed Project and the HPSP. Such integration may be desirable, in that the Proposed Project and the commercial/retail uses on the HPSP are potentially complimentary/complementary. This variant would also provide more convenient access to parking lots located within the HPSP for those attending events at the Proposed Project's arena.~~

~~The project applicant does not control the portion of the HPSP area required to construct the north portal and landing area of the West Century Boulevard Pedestrian Bridge, and it is unknown. There is uncertainty about whether the HPSP area property owner in the Hollywood Park Specific Plan area would agree to a pedestrian bridge connection. The HPSP property owner's agreement would be required in order to construct this variant because the north portal would be located on the HPSP property. For this reason, (The feasibility of the West Century Boulevard Pedestrian Bridge Variant is unknown, and accordingly. That is why this potential element of the Proposed Project is being evaluated as a project variant.~~

5.2.2 Alternate Prairie Access Variant

The Alternate Prairie Access Variant would expand the size of the Arena Site by adding two additional parcels to the Project Site: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see **Figure 5-2**). These two parcels currently contain a triplex and a single-family home, respectively. Under this variant, the properties would be acquired through voluntary sales

agreements between the current property owners and the project applicant. Incorporation of these parcels into the Arena Site would increase the Project Site by approximately 8,400 square feet.

The applicant may select this variant in order to rotate the Arena Structure slightly, thereby increase slightly increasing the size of the plaza, and to improve access to the Project Site from South Prairie Avenue. This variant is being included because the project applicant does not have control of the parcels, and it is unknown whether the parcels may be controlled by the project applicant in the future. For this reason, there is uncertainty about whether these parcels may be added to the Project Site.

The Alternate Prairie Access Variant could be incorporated into the development of either the Proposed Project, or the Proposed Project plus the West Century Boulevard Pedestrian Bridge Variant (described above).

Variant Design

Under the Alternate Prairie Access Variant, the two parcels would be acquired by the applicant, the existing structures demolished, and the properties cleared and prepared for development. With the addition of these properties, the Arena Structure would be rotated slightly to the west, centered on an east-west axis (see **Figure 5-3**). The rotation of the Arena Structure would slightly increase the size of the plaza by approximately 1,000 sf. As part of the Alternate Prairie Access Variant, the drop-off area for employees, team members, and visitors to the Arena Site would also shift slightly south. Site access to South Prairie Avenue would shift approximately 75 feet south to more closely align with West 103rd Street. This shift to the south would also result in a straight east-west alignment for the southernmost access road. However, the overall circulation plan for the Project Site would not change.

The removal of the structures on the two properties would occur at the same time as the removal of the existing structures on the Arena Site. Implementation of this variant could also result in the encroachment of a street tree fronting the property located at 10204 South Prairie Avenue and the removal of three trees on the property located at 10226 South Prairie Avenue.