

3.1 Aesthetics

This section describes and evaluates potential impacts related to aesthetics, light, glare, shade, and shadow that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing visual character of Project Site and surrounding area, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of federal, State, and local regulations related to aesthetics, light, and glare; (3) an evaluation of potential impacts related to aesthetics, light, glare, shade, and shadow that could result from construction and operation of the Proposed Project; and (4) an identification of feasible measures to mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding aesthetics can be found in Appendix B. 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 detailed information about the Proposed Project in Chapter 2, Project Description; visits to the Project Site in April 2018; photo-simulations prepared by the Proposed Project architects; a lighting analysis report prepared by Lighting Design Alliance (LDA) and photometric plans prepared by AECOM included as **Appendix C** to this EIR; and a shade and shadow study prepared for the Proposed Project by AECOM. The photo-simulations, lighting analysis report, and shade and shadow study were peer reviewed by ESA and the City during preparation of the EIR and are considered objective and accurate, and appropriate for inclusion in this Draft EIR.

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 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 structures interspersed with vacant properties. Commercial and industrial buildings 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 redevelopment 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 and is described in detail below.

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 one mile 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 six of the parcels that make up the Project Site are currently vacant land surrounded by perimeter metal chain link fencing. The six developed parcels include a fast food restaurant, a motel, a light manufacturing/warehouse facility, 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:

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 vacant. These vacant parcels are surrounded by metal chain link fencing along their perimeter. Visible through the fencing, the 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 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) in 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 in Chapter 2, Project Description. The vacant parcel at 10220 South Prairie Avenue includes a dual-faced static outdoor advertising display which is lit by floodlights facing upward. This approximately 30-foot-tall outdoor advertising display is mounted on dual poles, and includes an access ladder for maintenance crews to climb to reach the outdoor advertising display faces. The outdoor advertising display faces are 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 outdoor advertising display mounted on a single pole. This outdoor advertising display is not lit on either side. This outdoor advertising display is rather small, both in height and in surface area; the top of the outdoor advertising display is only approximately 15 feet from ground-level. The outdoor advertising display is visible to southbound drivers on South Prairie Avenue, but an existing street tree somewhat obscures the outdoor advertising display'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 outdoor advertising display mounted on two metal poles. Both faces of the

outdoor advertising display are illuminated by floodlights that are directed upward. The outdoor advertising display is approximately 20 feet tall and the outdoor advertising display faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

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

As the Arena Site is largely vacant and surrounded by metal chain link fencing along the perimeter, the vacant 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. West Century Boulevard also includes pockets of underutilized, abandoned, or vacant properties, which 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, other than scattered street trees, is almost entirely devoid of greenery and landscaped open space.

Directly north of the Arena Site along West Century Boulevard, is the HPSP area. Within the HPSP area, 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. Currently, the HPSP area is mostly exposed dirt, with the concrete structure of the NFL Stadium visible from the Project Site and its surroundings. An approximately 12-foot-tall dirt berm fronts the north side of West Century Boulevard from South Doty Avenue to South Prairie Avenue, and along the east side of South Prairie Avenue from West Century Avenue to East Hardy Street, and further to the north from East Arbor Vitae Street 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. Accordingly, the visual character of much of north side of West Century Boulevard adjacent to the Arena Site largely consists of the aforementioned 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 boarded 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 east of the Extra Space Storage buildings, past a narrow City-owned parcel that is part of the Project Site, is a two-story warehouse building occupied by S.E.S. International Express, and an associated surface parking and 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 has a blank grey and blue façade with minimal windows and is surrounded by metal fencing 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 and other tenants. 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.

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 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 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 and Sunshine Coin Laundry. All of the uses include associated surface parking, perimeter security fencing.

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

West Parking Garage Site

On Site Visual Character

The West Parking Garage Site consists of 27 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 Garage Site is surrounded by metal chain link fencing along the perimeter. Visible through the fencing are non-native grasses and ornamental plants.

Off-Site Visual Character

To the North

West Century Boulevard borders the West Parking Garage 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 uses directly north of the West Parking Garage 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 Garage 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.

West 101st Street is a two lane street which separates the two vacant parcels that encompass the West Parking Garage Site. 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 Garage 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. To the immediate west of the West Parking Garage Site 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.

The West Parking Garage Site 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 Garage 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 Transportation and Hotel Site

On Site Visual Character

The East Transportation 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 Transportation and Hotel Site consists of vacant 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 Transportation 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 Transportation 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 Yukon Avenue, land uses transition to one-to-two-story mid-century/post-war minimal-traditional and ranch style tract homes and two-story multi-family uses. The majority of homes have small front lawns and are setback from 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 set back 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 Transportation 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

South of the East Transportation and Hotel Site, West 102nd Street is a two lane road that is characterized by industrial and vacant land uses on the north side and smaller scaled residential and commercial structures 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 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 (CDs Cabinets) with stucco facades to the west. The two-story CDs 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 vacant land. The Project Site does not have tall visual profile. As a result, the Project Site is generally visible from only 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.

Light and Glare

Lighting

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spillover light and glare, and if designed incorrectly, could be considered unattractive. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime.

With respect to nighttime lighting and illumination, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly 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 are generated by street lights, vehicle headlights, illuminated signage, lighted outdoor advertising display, 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, security lighting, and interior illumination from residences.

Glare

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. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

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 generates a minimal amount of glare due to the large expanse of unoccupied land that characterizes much of the Project Site. The few existing 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. Three of the four outdoor advertising displays on the Arena Site are lit, with lighting directed upward toward the faces of the displays.

3.1.2 Adjusted Baseline Environmental Setting

Section 3.1, Aesthetics, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis.

Under the Adjusted Baseline, the NFL Stadium and related development in the HPSP area described above will be constructed and in operation prior to opening of the Proposed Project and will result a major visual change from the physical conditions that currently exist in the vicinity of the Project Site. The open air NFL Stadium will reach up to 175 feet in height, and the size and design of the structure means that the NFL Stadium will be visible within north-facing views from the Project Site. Further, during night events at the NFL 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.

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 or within 5 miles of the Project Site that have been identified as scenic.¹

Local

City of Inglewood General Plan

Land Use Element

The City of Inglewood adopted its General Plan Land Use Element in 1980. The City amended the Land Use Element in 1986, 2009, and 2016. 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

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.

following goals and policies from the City of Inglewood General Plan Land Use Element relate to aesthetic and visual resources and are applicable to the Proposed Project:

Commercial Goal

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

Open Space Element

The following policy from the City of Inglewood General Plan Open Space Element relates to aesthetic and visual resources and is applicable to the Proposed Project:

Policy 1. The City of Inglewood and its redevelopment agency, in reviewing and approving development plans, shall require the provision of landscaped plazas and gardens when possible, and the provision of landscaping within building setbacks and parking lots.

The Commercial Goal of the General Plan Land Use Element 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 Garage Site.

As discussed above under Environmental Setting, the majority of the Project Site is vacant, and many of the vacant parcels are mostly barren dirt enclosed in chain-link fencing. The existing visual character of the Project Site, including its frontages along West Century Boulevard and South Prairie Avenue, is diminished by these underutilized and largely 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 vacant site.

The Proposed Project would replace these existing underutilized parcels with new entertainment, retail and restaurant, community, hotel buildings, parking structures, and associated signage, landscaping, street trees, pedestrian pathways, and edge treatments. The proposed development would be designed with the intent to improve the appearance and visual character of the Project Site, including its appearance as viewed from the major streets that pass the Project Site. In addition, new physical development that would occur ~~under as part of the Proposed Project within the proposed overlay zone~~ would be required to comply with ~~project-specific design guidelines that would reflect the requirements of 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 applicable goals and policies of the City of Inglewood General Plan.

Inglewood International Business Park Specific Plan

The Inglewood International Business Park (IIBP) Specific Plan, adopted in 1993, established development standards for land use, urban design, circulation, site access, public works, public services, noise, and air quality; infrastructure requirements; and the design character for the southern portion of the City. The IIBP Specific Plan boundaries are 102nd Street on the north, Yukon Avenue on the east, 104th Street on the south, and South Prairie Avenue on the west. The area is bisected by South Doty Avenue.

The stated goal of the IIBP Specific Plan is to enable private development to create an aesthetically pleasing business park which facilitates large-scale corporate users while benefitting the City and the residents who live in the surrounding neighborhood. The IIBP identifies a range of permitted and prohibited uses largely focused on light industrial and employment generating uses, along with general commercial uses in the vicinity of South Prairie Avenue. The IIBP Specific Plan includes a circulation network that closes South Doty Avenue through the Specific Plan area, and includes a number of cul-de-sacs that extend south from 102nd Street. Finally, the Specific Plan provides for setbacks along street frontages ranging from 25 feet along Prairie Avenue to 15 feet along West 102nd Street. Although the IIBP Specific Plan was approved over 25 years ago, there have been no projects implemented as a business park and the majority of the land within the IIBP Specific Plan area remains undeveloped.

The portion of the Arena Site south of West 102nd Street and the entire Well Relocation Site is located within the IIBP Specific Plan area. A number of elements of the Proposed Project would be inconsistent with the land uses and circulation diagrams, and design guidelines of the of the IIBP Specific Plan. The Proposed Project would include proposed revisions to the City of Inglewood General Plan and City of Inglewood Zoning Code, and would include an action to remove the portions of the Project Site located within the IIBP Specific Plan area. Thus if approved as proposed, the Proposed Project would not be inconsistent with the IIBP Specific Plan.

City of Inglewood Municipal Code

Chapter 12, Planning and Zoning, Article 18.1. Site Plan Review. The site plan review process established in Chapter 12, Article 18.1 of the City of Inglewood site plan review process Municipal Code is applicable to most new development within the City. Article 18.1 provides that the purpose of the 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 City review and consideration and application of optimum rather than minimum design standards of 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, 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 is 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 would be 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, 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 as it may be amended to reflect the proposed signage and lighting plans that are evaluated below in this discussion. Article 17.3 of Chapter 12 establishes a process to review and implement signage for certain projects through a Master Sign Plan process to promote signage that uses clear graphics, coordinates with the architectural elements of the building(s) on or near which the signage is located, reflects a modern, vibrant image of Inglewood, and enhances overall site aesthetics by regulating the number, size and location of signs.~~

~~As discussed in Section 2.6, implementation of the Proposed Project will require text amendments to the City of Inglewood Municipal Code to create an overlay zone for the project site to establish development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, and a site plan and design review processes to ensure compliance with those standards as well as project-specific design guidelines to be adopted by the City of Inglewood as part of the Development Agreement for the Proposed Project. The design guidelines will address certain design elements and considerations, including building orientation, massing, scale, and materials, plaza treatments, landscaping and lighting design, parking and loading design, vehicular and pedestrian access and circulation, signage and graphics, walls, fences and screening, and similar elements.~~

~~As with to the City's site plan review procedures, the design and site plan review process for the Proposed Project would include a review of 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 to ensure compliance with applicable standards. While additional refinements may be made to the design of the Proposed Project prior to construction, the design guidelines would not permit any modification or change that would create a new significant environmental effect not fully considered and analyzed in this EIR.~~

3.1.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to aesthetics. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. In addition, a threshold of significance has been added to address the potential for shade or shadow impacts.

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 public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality;
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
5. Cast shadows on shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on either the summer or winter solstice.

Methodology and Assumptions

The evaluation of potential impacts related to visual resources is based on detailed information about the Proposed Project in Chapter 2, Project Description; visits to the Project Site between April 2018 and July 2019; photo-simulations included in Figure 3.1-1 through Figure 3.1-12; a lighting analysis report and photometric plans included as Appendix C; and a shade and shadow study included in Figure 3.1-14 through Figure 3.1-19. The photo-simulations, and shade and shadow study were prepared by the project architects and peer reviewed by ESA and the City during preparation of the EIR and are considered objective and accurate and appropriate for inclusion and reliance in this Draft EIR. The lighting analysis report was prepared by Lighting Design Analysis (LDA), under contract to the City's EIR consultant, ESA; the report was reviewed by ESA prior to inclusion in this Draft EIR. More detailed information on the methods of analysis for each visual resource topic is provided below.

Visual Character

To assess the visual character of the Project Site and project vicinity, ESA conducted visits to the Project Site and surrounding vicinity in April 2018. The changes to the existing conditions that would occur under the Adjusted Baseline, with partial buildout of Phase 1 of the HPSP, were considered. The site plan was reviewed and photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical elements of the Proposed Project from key viewpoints, which were reviewed and approved by the City. 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 built environment of the Project Site and vicinity under the Adjusted Baseline condition. The evaluation assessed the potential effects of the Proposed Project on the visual character of the Project Site and the vicinity, including the ways that the Proposed Project would change the views from surrounding streets and sidewalks under the Adjusted Baseline condition.

Light and Glare

The evaluation of impacts related to light and glare was based on a review of the Proposed Project by ESA and the analysis and findings of the lighting analysis report prepared by LDA and photometric plans prepared by AECOM included as Appendix C of this Draft EIR. The lighting analysis report evaluated the potential spillover impacts of light generated by the Proposed Project, including light produced by exterior and interior lighting for the Arena Structure, exterior plaza lighting, parking garage lighting, light-emitting diode (LED) street and security lighting, hotel lighting, and large-scale integrated electronic display signs that would be developed and operated with implementation of the Proposed Project.

LDA conducted a series of site visits in January 2019 for the purposes of gathering existing light levels in an around the Project Site and to collect comparative brightness data from other comparable buildings and existing signage. The first part of the survey involved obtaining foot-candle illumination levels in and around the Project Site to identify existing light levels. A foot-candle is a measure of the amount of light that falls on a given surface. The survey determined that the Project Site is currently illuminated by LED street poles, building-mounted floodlights, and illuminated signage that contribute to the existing light levels on the site. The second part of the survey involved identifying existing light sources and brightness contributors located around the Project Site. This involved taking luminance measurements of the light sources. Luminance is a photometric measurement of the luminous intensity of a surface. Luminance indicates how much luminous power will be detected by an eye looking at the surface from a particular viewing angle. This is an indicator of how bright the surface will appear and if it will be a contributor to glare. In order to measure diversity, brightness, and density, measurements were taken during the day, and again during the evening. All foot-candle and illuminance readings were taken using an illuminance/light meter.

To determine the increase in nighttime light levels on and in the vicinity of the Project Site that would result from the Proposed Project, the lighting analysis report compares existing light levels (measured in foot-candles) to newly contributed light (calculated in foot-candles) based on a series of photometric plans prepared by AECOM, the project architects. The photometric plans identified and modeled expected light that would be produced by the Proposed Project, including light from Proposed Project arena façade, interior lighting, exterior plaza lighting, parking garage lighting, hotel lighting, large-scale integrated electronic display signs, LED light poles, and other Proposed Project light sources. The lighting analysis report and photometric plans are included in Appendix C.

Because the City of Inglewood Municipal Code does not include quantified standards for nighttime illumination levels, the lighting analysis report (and this Draft EIR) utilizes nighttime illumination standards included in the City of Los Angeles Municipal Code for exterior lighting (Chapter 9, Article 3, Section 93.0117) and for signage (Division 62, Sec. 91.6205 M) provided below.

City of Los Angeles Municipal Code, Chapter 9, Article 3, Section 93.0117. No exterior light source may cause more than two foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

City of Los Angeles Municipal Code, Division 62, Sec. 91.6205 M. No sign shall be illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

For the purposes of this EIR, based on the nighttime illumination standards included in the City of Los Angeles Municipal Code for exterior lighting and for illuminated signs, light impacts are considered significant if an exterior light source from the Proposed Project would cause more than two foot-candles of lighting intensity or generate direct glare onto any residential property, or if a sign from the Proposed Project would be illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. This EIR does not consider increased operational nighttime illumination on non-residential uses, such as commercial or industrial uses, from the Proposed Project to be significant unless the increased illumination would create a safety hazard or otherwise interfere with the regular operation of the non-residential use.

Shade and Shadow

The evaluation of potential Proposed Project impacts related shade and shadow are based on the shade and shadow study prepared for the Proposed Project by AECOM and peer reviewed by ESA. For the purposes of this analysis, shade and shadow impacts would be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (PST) on either the summer or winter solstice. These two points in time represent extreme conditions for length of shadows and direction of shadows. Shadow-sensitive uses are considered to include residential uses or outdoor spaces associated with residential or recreational uses or existing solar panels. Commercial and industrial properties, parking uses, streets, sidewalks, and other such land uses are not considered to be sensitive for the purposes of the analysis of shade and shadow effects.

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 design of the Proposed Project, certain visual resources

would not be affected by the Proposed Project and need not be further considered in the 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. 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. 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 or scenic corridor,

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: [HYPERLINK "http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm"]. Accessed September 24, 2018.

State 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 1 mile north of the Project Site, with intervening structures in between, including buildings and structures within the HPSP area under the Adjusted Baseline. 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. Consequently, the Proposed Project would have **no impact** related to this significance criterion.

Impacts and Mitigation Measures

Impact 3.1-1: Construction and operation of the Proposed Project could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or could conflict with the City’s zoning and regulations governing scenic quality. (Less than Significant)

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 Proposed Project, **Figure 3.1-1** through **Figure 3.1-12**, 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. As noted above, the photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical massing of the primary elements of the Proposed Project from key viewpoints.

View 1

View 1 shows the Proposed Project from West Century Boulevard looking east near South Flower Street, west of the West Parking Garage Site (see **Figure 3.1-2**). The north and west facades of the 6-story parking structure and the entrance to the new access road on the West Parking Garage Site would be the most prominent visual component of the Proposed Project from this vantage point. As shown, the façade 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

⁶ California Department of Transportation, 2018. Scenic Highways. Available: [HYPERLINK "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: [HYPERLINK "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 Garage Site

addition, though not depicted on the photo-simulation, corner stair elements would create visual interest and provide pedestrian-scale detail. While not depicted in detail on Figure 3.1-2, but shown on the preliminary landscaping plan for the Proposed Project depicted in Figure 2-18 in Chapter 2, Project Description, 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.

View 1 also shows images of buildings within the southern portion of HPSP area immediately north of West Century Boulevard.

The West Parking Garage Site is vacant land surrounded by perimeter fencing and as such, has poor visual quality. Although taller than 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 be out of character with other nearby industrial, 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 façade of the proposed 6-story parking structure on the West Parking Garage Site, the west façade 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 storefront 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 highly distinctive Arena Structure would be visible to the south of the retail and community uses. The Arena Structure, with a maximum height of 150 feet, would be an ellipsoid-shaped, multi-faceted structure with a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage.

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 Garage 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 to the adjacent structures and would serve to visually link the two buildings.

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

The West Parking Garage Site is vacant land surrounded by perimeter fencing and has limited landscaping and minimal pedestrian amenities. The Arena Site is largely vacant land surrounded by fencing, but does include a few structures. 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 fronted by surface parking and minimal landscaping. The Arena Structure, parking garage, and the proposed retail and community uses on the Arena Site would be greater in mass and scale than the existing built environment on the site, and implementation of the Proposed Project would introduce visually distinctive buildings within this view. As shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, 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 of South Prairie Avenue. These improvements would provide visual interest to the pedestrian environment.

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**). Though not depicted in detail on Figure 3.1-4, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the plaza would include landscaping, paving treatments, activity areas, stage, video screens, and lighting elements which would all be visually prominent from this viewpoint. Unique visual focal points, potentially consisting of sports-themed public art pieces and/or water features, would be visible within the plaza, and would add visual interest 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. South of the plaza would be the main entrance into the Arena Structure framed by large banner type digital signage and a distinct entryway. The façade of the Arena Structure would appear as an ellipsoid, curved open grid with panels that are open, glassed, or filled with other opaque materials.

The Arena Site is primarily 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 are surrounded 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,

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

implementation of the Proposed Project would introduce visually prominent 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 Proposed 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. Buildings within the southern portion of HPSP area would be visible immediately north of West Century Boulevard. Within the distance, only limited features of the plaza, Proposed Project sign tower and the six-story West Parking Garage would be visible.

The West Parking Garage Site is currently vacant. The Arena Site, with the exception of Church's Chicken Restaurant, Rodeway Inn & Suites, and Let's Have a Cart Party buildings, is also vacant. Therefore, due to its low profile, the Project Site is not highly visible from this viewpoint.

The Proposed Project would introduce new structures that would be taller in scale and massing than the existing built environment. However, from this viewpoint, the new structures would tend to blend 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, although not depicted in detail on Figure 3.1-5, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, 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 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, the proposed sign tower, and the West Parking Garage 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.

View 6

Views 6 depicts the Proposed Project facing west from West 102nd Street near the proposed East Transportation and Hotel Site (see **Figure 3.1-7**). The eastern façade of the Arena Structure would be visible from this viewpoint and the south edge of surface parking lot on the East Transportation and Hotel Site is visible.

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**

The Proposed Project would introduce a new ellipsoid, highly distinctive Arena Structure with a grid-like façade and roof, and the roof and appurtenances would rise no higher than 150 feet and would occupy an area currently shown as a continual lineal city street.

Currently, the view to the west on West 102nd Street is not visually cohesive, does not contain ample landscaping or pedestrian amenities, and includes vacant land and industrial uses on the north and residential and commercial uses on the south. With the Arena Structure constructed within the former street right-of-way, the continual streetscape view of West 102nd Street would be interrupted and substantially changed.

While taller at its peak 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.

Within this view, surface parking, a TNC staging area and ramp structure would be developed on the southern part of the East Transportation and Hotel Site. The introduction of the paved TNC staging area 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 vacant parcels. Although not depicted in detail on Figure 3.1-7, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the frontage of the surface parking uses associated with the East Transportation 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.

View 7

View 7 depicts the Proposed Project facing west from West 102nd Street near South Doty Avenue (see **Figure 3.1-8**). This view represents the greatest visual exposure of the Proposed Project from the neighborhood to the south and east of the proposed Arena Structure. As shown, the eastern façade of the Arena Structure would be visible from this viewpoint. The Proposed Project would introduce a new ellipsoid, highly distinctive Arena Structure with a grid-like façade and roof, which would rise no higher than 150 feet above grade. The Arena Structure would be taller at its peak height than surrounding development, and 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 Arena Structure and associated street vacation would interrupt the continual streetscape view of West 102nd Street, as described earlier, this roadway is not a scenic corridor and does not contain ample landscaping or pedestrian amenities.

**Figure 3.1-8 Viewpoint 7: View of Proposed Project Site Facing West from West
102nd Street Near South Doty Avenue**

View 8

View 8 depicts the Proposed Project in the view 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 West Parking Garage, the western façade of the Arena Structure, and the western façade of the plaza retail and community uses would be visible. Also visible in this view would be the proposed sign tower and the proposed South Prairie Avenue pedestrian bridge connecting the proposed retail and community uses on the west side of the plaza to the proposed West Parking Garage.

The proposed Arena Structure would appear as a highly distinctive building with an ellipsoid shape and grid-like exterior façade and roof, that would feature (though not detailed on the photo-simulation in Figure 3.1-9) 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.

The West Parking Garage Site is vacant land surrounded by perimeter fencing. Although taller than nearby land uses, the West Parking Garage 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 be out of character with other nearby industrial and commercial uses.

Spanning South Prairie Avenue, a pedestrian bridge would link the retail and community buildings and Arena Structure to the parking structure on the West Parking Garage Site. The pedestrian bridge would be similar in design and materials to the adjacent structures and would visually link the buildings. From the perspective provided in View 8, the pedestrian bridge, combined with the retail and community buildings constructed in the plaza, would obstruct long range views north on Prairie Avenue, including long range views of The Forum and the Hollywood Hills beyond. However, as pedestrians or motorists travel north past the Proposed Project structures from West Century Boulevard to the north, buildings and structures included in the HPSP Adjusted Baseline projects will have previously obstructed long-range views of The Forum and the Hollywood Hills from the Project Site.

The limited development on the Arena Site visible from this viewpoint includes the one-story Let's Have a Cart Party catering building. As described earlier, this building does not contain distinctive architecture or design elements, is surrounded by surface parking, and has minimal landscaping. While the proposed Arena Structure, parking garage, and retail and 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. Though not presented in detail on Figure 3.1-9, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-14 in Chapter 2, Project Description, 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, providing visual interest to the pedestrian environment.

**Figure 3.1-9 Viewpoint 8: View Looking North on South Prairie Avenue Near West
103rd Street**

View 9

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

Under existing conditions, the West Parking Garage Site is currently 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 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 existing 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.

View 10

View 10 depicts the Proposed Project site looking east on West Century Boulevard towards the East Transportation and Hotel Site (see **Figure 3.1-11**). From this location, the north facade of the East Transportation and Hotel Site facing West Century Boulevard would be visible.

Under existing conditions, the East Transportation and Hotel Site consists of vacant 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.

Although taller than adjacent land uses, the East Transportation and Hotel Site would not be out of character with, other nearby industrial, commercial, and entertainment uses, including the Hollywood Park Casino and associated three-story parking structure on the north side of West Century Boulevard, directly north of the East Transportation and Hotel Site.

View 11

View 11 depicts the Proposed Project site looking west on West Century Boulevard towards the East Transportation and Hotel Site (see **Figure 3.1-12**). From this location, the north facade of the East Transportation and Hotel Site facing West Century Boulevard would be visible.

As described above under the description of View 10, under existing conditions, the East Transportation and Hotel Site consists of vacant parcels surrounded by vertical metal fencing and intermittent green screening. Barren areas with some patches of non-native grasses, ornamental plants, and trees are visible through the fencing.

**Figure 3.1-10 Viewpoint 9: View of Proposed Project Site Looking West on West
102nd Street Near the Proposed West Parking Garage Site**

Figure 3.1-11 Viewpoint 10: View of Proposed Project Site Looking East on West Century Boulevard Towards the East Transportation and Hotel Site

Figure 3.1-12 Viewpoint 11: View of Proposed Project Site Looking West on West Century Boulevard Towards the East Transportation and Hotel Site

Also as described above under the description of View 10, although taller than adjacent land uses, the East Transportation and Hotel Site would not be out of character with other nearby industrial, commercial, and entertainment uses, including the Hollywood Park Casino and associated three-story parking structure on the north side of West Century Boulevard, directly north of the East Transportation and Hotel Site.

Summary of Project Elements and Views

Arena Site

The Arena Structure, with a maximum height of 150 feet, would be an ellipsoid-shaped, multi-faceted structure with a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City, especially at night when it would be accentuated by distinctive lighting and signage. The Arena Structure would be visible to 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 South Parking Garage, located immediately south of the Arena Structure, would be primarily visible from South Prairie Avenue, West 102nd Street and portions of West 104th Street.

The outdoor plaza would include landscaping and seating areas, public art, and an outdoor stage. Landscaping would include native drought resistant plants, with a palette that is coordinated to create continuity across the Project Site. The outdoor plaza would be comprised of hardscape and landscaped planters. Hardscape areas would feature use of a variety of paving materials and colors. Public art pieces would help to define the experience of the outdoor plaza area. The outdoor plaza and stage would be equipped with LED video boards directed to the interior of the plaza, speakers, lighting signage, including internally-illuminated static signage, and digital signage including static LED displays and LED video boards.

A marquee sign tower with a maximum height of 100 feet would be constructed at the southeast corner of West Century Boulevard and South Prairie Avenue, at the northwest corner of the plaza. Rooftop signage would be present on top of the Arena Structure.

Since it is at ground level, views of the plaza would be limited, with views of the plaza primarily available traveling from West Century Boulevard and South Prairie Avenue.

West Parking Garage Site

The West Parking Garage Site would include a new six-story concrete parking structure located along West Century Boulevard west of South Prairie Avenue. The perimeter of the parking structure would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

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

East Transportation and Hotel Site

The Proposed Project would include construction of a three-story parking garage on the northern portion of the East Transportation and Hotel Site, along West Century Boulevard. The ground level of the parking garage would connect to a surface parking lot/TNC staging area on the southern portion of the site. The perimeter of the parking garage and surface parking lot would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

The proposed hotel would be approximately six stories, with a height of approximately 100 feet, consistent with the maximum allowable height in the M1-L zone and maximum allowable under FAA rules. The hotel building is anticipated to be constructed of varied materials, including but not limited to stucco, concrete, plaster, wood, masonry, glass, metal, tile, and/or stone. Outdoor gathering spaces for hotel guests may be provided through ground-level courtyards and/or upper level terraces. Landscaping and security lighting would be provided around the hotel and parking area. Building signage and directional signage may be provided on the site.

The proposed hotel would be of a potentially greater height (approximately 100 feet) than surrounding two to three-story development. Consequently, 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.

Well Relocation Site

The Well Relocation Site is located at 3812 West 102nd Street, west of South Doty Avenue. The site is currently 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.

As part of the Proposed 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 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.

Analysis

As a result of the Proposed Project, the visual character of the Project Site would undergo a transformation, as vacant parcels and single-story, smaller scale development would be redeveloped into a large sports and mixed-use entertainment center with visually distinctive buildings and pedestrian open spaces. The addition of the Arena Structure, sign tower, 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 create a new distinctive visual element observable from 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. The Arena Structure would be highly visible, distinctive, and instantly recognizable due to a design unique in the City, especially at night when it would be accentuated by distinctive lighting and signage.

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. Under the Adjusted Baseline, these changes would occur within a fully urbanized part of Inglewood and would be consistent with the visual character of the developed project vicinity. The Proposed Project buildings, public spaces, and landscaping would replace fenced, 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 that will have undergone change as a result of HPSP Adjusted Baseline projects, including the highly prominent NFL Stadium.

~~As described above, the Proposed Project would be subject to a design and site plan review process to the City of Inglewood site plan review process pursuant to Chapter 12, Article 18.1 of the City of Inglewood Municipal Code. Article 18.1 provides that the purpose of the 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 process permits the City's 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 is required to consider 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 would be subject to site plan review that would ensure that site layout, building orientation, architectural design, neighborhood compatibility, landscaping, signs, and other applicable design considerations are consistent with City requirements established for and/or applicable to the Proposed Project.~~

Further, by replacing vacant lots and aged and older structures, the Proposed Project would be consistent with the City of Inglewood General Plan Land Use Element Commercial Goal that the visual appearance and economic condition of the existing arterial commercial development along

Inglewood's major streets be improved. Further, as depicted on Figure 2-14 in Chapter 2, Project Description, the Proposed Project would include a major publicly-accessible landscaped plaza, as well as extensive perimeter and interior landscaping, consistent with the City of Inglewood General Plan Open Space Element Policy 1.

For the reasons presented above, the Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings or conflict with the City's zoning and regulations governing scenic quality. This impact is considered **less than significant**.

Mitigation Measures

None required.

Impact 3.1-2: Construction and operation of the Proposed Project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. (Less than Significant with Mitigation)

Construction

Over the course of the construction of the Proposed Project, the length of workdays would vary in range from 8 hours to continuous 24 hours, with the level of activity fluctuating throughout any given day. During the building construction phase of the Arena Structure, a majority of the construction days would be 16-hour workdays, though some days could also require 24-hour workdays (e.g., well drilling, foundation concrete pours, or delivery of large project materials that would disrupt daytime traffic conditions). Consequently, nighttime construction lighting would be required.

Under existing conditions, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets are well-lit, active transportation corridors. Nighttime construction activities would add to the existing ambient light levels on and in the area surrounding the Project Site. While nighttime lighting sources during construction would consist of mainly of floodlights that would be focused on the work area, minimizing potential spillover light, to varying degrees, light produced by project construction lighting sources would be directly visible to nearby sensitive receptors residing in nearby residences to the west and south of the Project Site and to drivers of vehicles on roadways in the vicinity of the Project Site, including West Century Boulevard and South Prairie Avenue. Temporary construction barriers, and, over time, new intervening structures would incrementally buffer or obscure views of construction sites from nearby residences and vehicles. However, high-brightness construction lights could be directly visible from residential uses, especially two or more story structures, or other affected light-sensitive uses and could result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, impacts related to construction lighting would be **potentially significant**.

Operation

As described in Chapter 2, Project Description, the Proposed Project would include extensive and varied lighting and signage. The type of lighting and its intensity on the Project Site would vary, depending on how the Proposed Project arena is being used at any given time. It is anticipated that the most intense lighting on the Project Site would be within the Arena Site which would be brightly lit during major spectator events such as basketball games and concerts, and for similar events or activities. In addition to plaza lighting provided for security and to increase visibility for visitors, the interior of the Arena Site would be lit with directed theatrical lighting in the Arena Structure around the stage during events, as well as light from LED video boards, other digital displays, and illuminated signage. Interior lighting within the Arena Structure itself may be seen through transparent facets (glass or perforated materials) on the Arena Structure façade.

The vertical surfaces of the Arena Structure and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and creates distinct street edges along West Century Boulevard and South Prairie Avenue. The parking areas, the pedestrian bridge, and the hotel would be illuminated to highlight circulation paths and landscape features, and to enhance pedestrian safety. Additional way-finding lighting would be provided to help orient people around the Project Site.

Perimeter and architectural lighting, as well as illuminated signage, would be limited in areas adjacent to existing residential uses, and in some areas would be blocked or screened from direct view by sound or security walls, including a proposed 15-foot-high permanent sound wall that would be constructed along the southern boundary of the Arena Site, permanent 12-foot-high sound walls that would be constructed along the shared boundaries of the Arena Site and the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue, a proposed 12-foot-high sound wall along the shared boundary of the Arena Site and the Airport Park View Hotel, and an 8-foot high permanent sound wall proposed at the southeast corner of the Arena Site and West 102nd Street. All lighting would be directed into the interior of the Project Site, and away from offsite areas.

Several new street lights would be installed adjacent to public roadways surrounding the Project Site, including along West Century Boulevard, South Prairie Avenue, and West 102nd Street. Street lights would be installed at regular intervals along street rights-of way, with heights and lighting intensities in compliance with City standards.

The Proposed Project would include a variety of signs of different types and sizes placed throughout the Project Site. The general type and potential location of signs anticipated to be included in the Proposed Project are illustrated in Figure 2-20 in Chapter 2, Project Description. Project signage would be provided to promote the LA Clippers and the proposed Arena, building activities and events, building and team sponsors, civic activities and events, dining and retail establishments within the Project Site, and other products and services. The Proposed Project would also include hotel, retail, and restaurant building identification signage; public parking entry and loading dock entry identification signs; pedestrian and vehicle wayfinding signage; and

other informational signage. Such signs may be digital displays using LED or LED video boards, internally illuminated static wall signs or channel letter signs, externally illuminated supergraphic signs or banners, projections onto glass or solid surfaces, monument signs, kiosks, and pylon signs. The digital display signage may use LED technology to convey changing messages, pictures, and full motion graphics or videos, or could use other similar display technology that may emerge in the future.

As shown in Figure 2-20, signs may be mounted on the exterior of the Arena Structure or integrated into façade of the structure itself, as well as mounted on the buildings surrounding the plaza, the three parking structures, pedestrian circulation areas, and the hotel. Signage may be oriented to the major thoroughfares of West Century Boulevard and South Prairie Avenue, or to the visitors within the plaza and other pedestrian and vehicle circulation areas within the Project Site. Within the Arena Site, large, high-resolution LED video boards are proposed on the Arena Structure and at the rear of the plaza stage, oriented to pedestrian visitors in the plaza. Other signage throughout the Project Site could include free-standing signage and interactive liquid crystal display (LCD) kiosks within the plaza and pedestrian circulation areas, including the parking structures and pedestrian bridge. An up to 100-foot-tall illuminated marquee sign tower with a digital display would be stand at the northwest corner of the plaza and an internally-illuminated rooftop sign would be located on top of the Arena Structure.

As discussed above, light impacts are considered significant if an exterior light source from the Proposed Project would cause more than two foot-candles of lighting intensity or generate direct glare onto any residential property, or if a sign from the Proposed Project would be illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Based on the threshold of significance, the City does not consider increased operational nighttime illumination on non-residential uses, such as commercial or industrial uses, from the Proposed Project to be significant unless the increased illumination would create a safety hazard or otherwise interfere with the regular operation of the non-residential use.

Using the above threshold, the LDA lighting analysis report prepared to evaluated the light effects of the Proposed Project identified the residential properties in the vicinity of the Project Site that could experience increases in nighttime light generated by the Proposed Project (see Appendix C). The lighting analysis report identified seven sensitive receptors where lighting from the Proposed Project could potentially exceed the significance thresholds identified above. The residential properties in the vicinity of the Project Site that would experience increases in nighttime light generated by the Proposed Project and the identified sensitive receptors are shown on **Figure 3.1-13**. The sensitive receptors and potential Proposed Project light effects to the sensitive receptors are described below.

Figure 3.1-13 Light-Sensitive Receptors

Sensitive Receptor (SR) 1 – 10204 Prairie Avenue

This residence is a series of smaller joined units with three residential units located within a commercial zone. The lighting analysis determined that that under existing conditions the maximum light level on this site is 0.35 footcandles at the west facing façade. Under Proposed Project conditions, project-contributed lighting from LED light poles and lighted parking garage signage onto the site could range from 0.9 – 1.2 footcandles at the west facing façade, 1.3 – 2.4 footcandles at north facing façade, and 2.3 – 2.6 footcandles at east facing façade, which would exceed the threshold of significance for lighting intensity.

SR 2 – 10226 Prairie Avenue

This residence is a single unit and is located within a commercial zone. The residence is immediately situated between a lit outdoor advertising display on the north and on the south a street light on South Prairie Avenue at its intersection with West 103rd Street. The lighting analysis report determined that under existing conditions maximum lighting at the SR 2 location was 3.03 footcandles at the north facing façade of the residence. Thus, this residence is already adversely impacted under existing conditions. Under Proposed Project conditions, project-contributed lighting from LED light poles and lighted parking garage signage onto the site would range from 1.0 – 1.5 footcandles at east façade, and from 2.0 – 3.3 footcandles at north façade. Although this sensitive receptor already experiences significant light levels under existing conditions, because the Proposed Project would increase maximum light levels on this residential property over existing levels, it would exceed the threshold of significance for lighting intensity.

SR 3 – Residential Block on West 102nd Street

This residential and residentially zoned block. The residences would have a clear view of the West Parking Garage, a partial view of the west elevation of the Arena Structure, and a partial view of the plaza. The lighting analysis report determined that with project-contributed light, light levels would increase from 0.02 – 1.19 footcandles at the north facing façade under existing conditions and contributed light would range from 0.1 – 0.7 footcandles with the Proposed Project. Thus, the overall light level would not be anticipated to exceed the threshold of significance for lighting intensity at this location.

SR 4 – Residential Block Adjacent to West Parking Garage building

These residences are located in a residential zone, and would have a direct view to the back side of the West Parking Garage building. The residences located at the southern portion of this block may have minimal views of the west elevation of the Arena Structure. Although existing light levels were not measured at this location due to lack of property access, it is reasonable to assume that they are below the significance threshold of 2.0 footcandles due to the distance of these homes to West Century Boulevard and South Prairie Avenue. The lighting analysis report determined that project-contributed lighting from illuminated signage on the southwest façade of the parking structure facing towards the residences would range from 0.5 – 2.1 footcandles at east facing façade, which would exceed the 2.0 footcandle threshold for light at residential property boundaries, but would be below the three footcandle on residentially zoned properties threshold for illuminated signs. Thus, existing light levels combined with project-contributed light would exceed the threshold of significance for lighting intensity at this location.

SR 5 – Residential Block on West 103rd Street

This is residential block. The residences would be located behind a proposed sound wall south of the proposed Arena Structure and South Parking Garage. The lighting analysis report determined that the Proposed Project would contribute 0.0 footcandles of light at this location because the proposed sound wall would block all project-contributed light. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

SR 6 – Residential Block on West 102nd Street and South Doty Avenue

This is a residential block. These residences would have a direct view to the east elevation of the Arena Structure and would have a view of the southern portion of the East Hotel and Transportation Site. The lighting analysis report determined that existing light levels ranged from 0.15 – 0.27 footcandles at the north facing façade, and that the Proposed Project would contribute light ranging from 0.1 – 0.2 footcandles at that same location. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

SR 7 -- Residential Block on West 102nd Street

This residential block. These residences would have a direct view to the east elevation of the Arena Structure and would have a view of the southern portion of the East Hotel and Transportation Site. The lighting analysis report determined that existing light levels were 0.15 footcandles at the north facing façade, and that project-contributed light would range from 0.0 – 0.1 footcandles at that location. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

In summary, at three locations around the Project Site (identified as SR 1, SR 2, and SR 4) existing light levels combined with project-contributed light would exceed the threshold of significance for lighting.

As discussed in the Regulatory Setting above, lighting and signage is regulated by the City of Inglewood Municipal Code, which includes standards intended to safeguard life, health, property, and the public welfare by regulating and controlling the design, quality of materials, construction, size, height, location, and maintenance of all signs, sign structures, and other exterior advertising devices. Except as it may be amended to reflect the Proposed Project signage and lighting plans, the Proposed Project would be required to comply with all other requirements pertaining to lighting and signage in the Inglewood Municipal Code, including provisions intended to ensure that illuminated signage on the proposed South Prairie Avenue pedestrian bridge or other locations within the Project Site would not present hazards related to vehicular travel. ~~Also as discussed in the Regulatory Setting above, the~~ The Proposed Project would be subject to the review by City of Inglewood through a design and site plan review-site plan-review process to which would ensure that site layout, building orientation, architectural design, neighborhood compatibility, signs, and other applicable design considerations are consistent with the applicable City requirements.

Nonetheless, based on the thresholds used in this Draft EIR, the Proposed Project would result in a **significant impact** related to excessive nighttime illumination levels on the residential uses identified as SR 1, SR 2, and SR 4 and as shown on Figure 3.1-13.

Health Effects of Light

LED lights are electric lights that produce light using one or more light-emitting diodes (LEDs). LED lights have a substantially longer lifespan than traditional incandescent lamps and are more efficient than most fluorescent lamps. The use of LED lighting for street and outdoor lighting has increased steadily in recent decades in numerous cities on the U.S. in part because LED lights are significantly more energy efficient than other types of lighting.

As the use of LED lighting has increased in recent years, there have been attempts to characterize or evaluate the potential effects of LED lighting as compared to incandescent, fluorescent, or other conventional lighting types, with no consensus on the relative benefits and potential effects of such lighting. In June 2016, the American Medical Association (AMA) Council on Science and Public Health (CSAPH) issued a warning report on the potential effects of that high-intensity LED community lighting (e.g., street lights) based on a survey of reports published between 2005 and 2016.⁸ The report states that, depending on the design, a relatively higher percent of the spectrum of light produced by white LED lights is emitted as “blue light” than for other lighting types such as incandescent lights or high pressure sodium lights. produces-unseen-blue-light-that The effects of this attribute of LED lighting, as compared to other lighting sources, are uncertain.

The AMA report states that unshielded LED lighting can cause discomfort from glare, and suggests that LED street lights could impair nighttime driving vision and have harmful effects on wildlife, including nocturnal animals, birds and insects. The AMA report further observes, based in part on studies regarding on tablet computer screens and backlit e-readers, that exposure to electric lights can raise concerns about disruption of circadian rhythms or sleep patterns, and that a short-term detriment to sleep quality has been associated with exposures to short wavelength or blue light before bedtime. Regarding sleep patterns and electric lighting, the AMA report states that “although data are still emerging, some evidence supports a long-term increase in the risk for cancer, diabetes, cardiovascular disease and obesity from chronic sleep disruption or shiftwork and associated with exposure to brighter light sources in the evening or night” and suggests that “street lighting patterns could also contribute to the risk of chronic disease” where LED streetlights have been installed, can disturb sleep rhythms and possibly increase the risk of serious health conditions, including cancer and cardiovascular disease.⁹ The AMA warning report also suggested that LED lights could impair nighttime driving vision and have harmful effects on wildlife, including nocturnal animals, birds and insects. The AMA’s warning report focused on the first generation of LED street lights, which had kelvin-correlated color temperature (CCT) index ratings (i.e., a measure of the color temperature of light sources reported in degrees kelvin) in the 4000K and 5000K range. LED lights are now available with lower kelvin ratings that result in relatively less blue light as a percentage of the spectrum of light emitted, and they do not produce as much harmful blue light as compared to the first generation LED street lights.

⁸ American Medical Association, 2016. *Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting*, June 2016.

⁹ American Medical Association, 2016. *Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting*, June 2016, pp. 2-43.

Although the report does not reach a conclusion about the health effects of LED lights. In response to the warning, the AMA adopted Policy H-135.927 regarding community lighting or street lighting, which states that the AMA:¹⁰

- Supports the proper conversion to community-based Light Emitting Diode (LED) lighting, which reduces energy consumption and decreases the use of fossil fuels;
- Encourages minimizing and controlling blue-rich environmental lighting by using the lowest emission of blue light possible to reduce glare; and
- Encourages the use of 3000K or lower lighting for outdoor installations such as roadways. All LED lighting should be properly shielded to minimize glare and detrimental human and environmental effects, and consideration should be given to utilize the ability of LED lighting to be dimmed for off-peak time periods.

Some researchers and professional organizations disagree with the underlying scientific research and the summary of other reports findings-of-in the AMA studyreport, and challenge specific claims made in the studyreport. In a paper issued by the Lighting Research Center (LRC) at Rensselaer Polytechnic Institute in June 2016, researchers noted, among other findings, that predictions of health consequences from light exposure depend upon an accurate characterization of the physical stimulus as well as the biological response to that stimulus. Without fully defining both the stimulus and the response, the LRC researchers argue, nothing meaningful can be stated about the health effects of any light source.¹¹

The Illuminating Engineering Society (IES) disagrees with the AMA warning-report on the basis that chromaticity, or Correlated Color Temperature (CCT) is inadequate for the purpose of evaluating possible health outcomes; and that the AMA report failed to take into account multi-variable inputs to light dosing that affect sleep disruption, including the quantity of light at the retina of the eye and the duration of exposure to that light. The IES states that the upper CCT limit of 3000 K recommended by the AMA lacks scientific foundation and does not assure the public of any certainty of health benefit or risk avoidance. The IES concludes that “given the state of current knowledge, it is not possible to weigh the probabilities of health care concerns regarding light-at-night and its effect on sleep disruption from outdoor and roadway lighting against the needs of nighttime driver and pedestrian safety, but such deliberations should precede any policy statement that affects both concerns.”¹²

Terry K. McGowan of the International Dark-Sky Association noted that while it is true that excessive exposure to blue light through LEDs can pose health problems, this is not the case for

¹⁰ American Medical Association, 2016. *Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting*, June 2016, p. 6.

¹¹ Rea, Mark S., PhD and Mariana G. Figueiro, PhD, 2016. *Response to the 2016 AMA Report on LED Lighting*. June 30, 2016.

¹² PS-09-17: IES Board Position on AMA CSAPH Report 2-A-16, Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting. [HYPERLINK "https://www.ies.org/about-outreach/position-statements/ies-board-position-on-ama-csaph-report-2-a-16-human-and-environmental-effects-of-light-emitting-diode-led-community-lighting/"]. Accessed August 10, 2019.

all types of blue light. McGowan asserts that the CCT metric used by AMA to determine which sources emit blue light is harmful, which measures the visual color or color temperature of the light using degrees kelvin, provides no indication regarding the melanopic content of the light, which, he states, is the actual part of the light spectrum that suppress melatonin and can cause disruption to sleep patterns. McGowan also states that the AMA report overlooks the “dose” of blue light, and that this measure of when and how much blue light reaches the eye is a key determinant of whether it will produce harmful health effects.¹³

~~Consequently, the health effects of the use of LED lights are speculative and remain blue-light is a topic that remains subject to disagreement as of the publication of this Draft EIR, and there is no scientific consensus regarding the health effects of exposure to LED lights in the blue light spectrum. The Proposed Project does not include the installation of new street lights, which were the focus of the AMA report, as street lights already existing in the area around the Project Site. As discussed below, lighting associated with the construction and operation of the Proposed Project will be shielded and directed to avoid light spill and glare to adjacent properties.~~

Glare

Glare is caused by direct light sources as well as reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of reflected 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.

Although the final design of the Proposed Project parking structures and surface parking facilities has not been completed, it is anticipated that the parking structures would be faced with non-reflective surfaces, and would not contain windows. Therefore, operation of these uses would not be anticipated to contribute to glare. However, temporary features such as parked cars could 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 ellipsoid-shaped, 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 occurrence, lasting only a short time from any particular orientation due to the movement of the sun. 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 as a result of the proximity of the Arena Structure to that street; glare would be much less likely along West Century Boulevard due to the distance the Arena Structure would be set back from that street, as well as the interruption of views due to

¹³ The Construction Specifier, 2017. *Lighting experts refute American Medical Association report on blue light*. April 17, 2017.

intervening structures and landscaping in the plaza area. Thus, the potential glare impacts associated with the Arena Structure are considered **less than significant**.

The plaza retail and community buildings would be constructed of materials, including glass display windows, which are typical of street fronting retail uses in the region. Because of their relatively low profile, any glare that would be reflected from these buildings would be short lived and not likely to create hazardous conditions. The West Parking Garage and the East Transportation Hub would be designed and largely constructed of non-reflective materials that would not generate substantial glare. Thus, the potential glare impacts associated with the plaza buildings, West Parking Garage, and East Transportation Hub are considered **less than significant**.

The hotel would be approximately six stories, with a height of approximately 100 feet. Although a detailed design has yet to be submitted to the City, the hotel building would be anticipated to be constructed of varied materials, including but not limited to stucco, concrete, plaster, wood, masonry, glass, metal, tile, and/or stone. Landscaping and security lighting would be provided around the hotel and parking area, and building signage and directional signage may be provided on the site. In the absence of a more definitive and detailed design, it is assumed that the proposed hotel could reach up to 100-feet in elevation and could employ a modern design that includes extensive use of building materials, such as reflective glass and polished surfaces, that could create glare that could result in a public hazard or a substantial annoyance to nearby receptors. Thus, the potential glare impacts associated with the hotel are considered **potentially significant**.

As discussed above, the Proposed Project would be subject to the a City design and's site plan review process that would ensure that the Proposed Project would not create a new source of substantial glare that would adversely affect day or nighttime views in the area. However, lacking a more detailed design, it is assumed that proposed hotel could employ a modern design that includes extensive use of building materials such as reflective glass and polished surfaces that could create glare that could result in a public hazard or a substantial annoyance to nearby receptors. Consequently, the impact of glare produced by the Proposed Project hotel is considered **potentially significant**.

Mitigation Measure 3.1-2(a)

The project applicant shall require construction contractors to ensure that all lighting related to construction activities are shielded or directed to avoid any direct illumination onto light-sensitive properties located outside of the Project Site.

Mitigation Measure 3.1-2(b)

Prior to issuance of a building permit, the project applicant shall submit to the City a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from LED lights, illuminated signs, or any other project lighting onto the residential properties/light-sensitive receptor properties identified as SR 1, SR 2, and SR 4 in the LDA lighting analysis report would not result in more than two foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are

occupied by light-sensitive receptor uses, or that an illuminated sign from the Proposed Project would produce a light intensity of greater than three foot-candles above ambient lighting on residentially-zoned property. Where existing conditions exceed these levels, the Lighting Design Plan shall avoid exacerbating existing conditions, but need not further reduce light levels on light-sensitive receptor properties.

Measures to ensure that the lighting and illuminated signage from Proposed Project would not exceed the identified thresholds may include, but are not limited to, relocating and or/shielding pole-or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs, and/or providing structural and/or vegetative screening from sensitive uses.

Mitigation Measure 3.1-2(c)

The design of the proposed hotel shall be prohibited from using (1) reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) mirrored glass, (3) black glass that exceeds 25 percent of any surface of any building, and (4) metal building materials that exceed 50 percent of any street-facing surface of a building.

Level of Significance After Mitigation: Mitigation Measure 3.1-2(a) requires construction lighting to be shielded or directed to restrict any direct illumination onto property located outside of the Project Site, thereby ensuring that nuisances or hazards resulting from construction light sources would not occur. Mitigation Measure 3.1-2(b) requires the project applicant to provide to the City a lighting design plan that demonstrates that project-contributed lighting would not result in lighting intensity or glare onto the residential properties identified as SR 1, SR 2, and SR 4 to exceed appropriate levels. Mitigation Measure 3.1-2(c) prohibits the use or positioning of materials in the proposed hotel that would produce excessive or hazardous glare. With implementation of Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c), this impact would be **less than significant**.

Impact 3.1-3: Construction and operation of the Proposed Project could cast shadows on shadow-sensitive uses for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on either the summer or winter solstice. (Less than Significant)

The Proposed Project would add new structures that would introduce new shade and shadow patterns within and immediately adjacent to the Project Site. As noted above, shade and shadow impacts would be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on either the summer or winter solstice. Shadow-sensitive uses include residential uses or outdoor spaces associated with residential or recreational uses or existing solar panels. Commercial and industrial properties, parking uses, streets, sidewalks, and other such land uses are not considered to be sensitive for the purposes of the analysis of shade and shadow effects.

There are no existing solar panels within the Project Site. Solar panels are located in two areas adjacent to the Project Site: on the roofs of the two-story Extra Space Storage commercial buildings at 3846 West Century Boulevard, adjacent to the Arena Site, and on the roofs of the one-story multi-tenant business center immediately west of the East Transportation and Hotel Site.

A shade and shadow study prepared for the Proposed Project evaluated two dates during the year: the summer and winter solstices (see Figures 3.1-14 through 3.1-19). These dates were selected because the sun is at its farthest north on the summer solstice and farthest south on the winter solstice. Further, on the winter solstice, the sun rises latest and sets earliest during the year, resulting in the longest possible shadows cast between the hours of 9:00 a.m. and 3:00 p.m. The shade and shadow study determined that the proposed six-story West Parking Garage, the proposed Arena Structure, and the proposed hotel would introduce new daytime shade and shadow patterns to shadow-sensitive uses adjacent to the Project Site in for different periods of the day at different times of the year.

Summer Solstice Shadows

Residential and Recreational Uses

As shown on **Figure 3.1-14**, the shade and shadow study determined that, during morning hours on the summer solstice, the proposed West Parking Garage would create shade and shadow on homes immediately to the west, including 4052 West 101st Street, 4049 West 102nd Street, and 4053 West 102nd Street. Between 9:00 a.m. and 3:00 p.m., shadows on these homes would occur for less than three hours, as shown on **Figure 3.1-15** and **Figure 3.1-16**. No other residential uses or outdoor spaces associated with residential or recreational uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on the summer solstice.

Solar Panels

As shown on Figures 3.1-14 through 3.1-16, the shade and shadow study determined that project-related structures would not cast shade and shadow on the solar panels on the roofs of the two-story Extra Space Storage commercial buildings adjacent to the Arena Site for any period between the hours of 9:00 a.m. and 3:00 p.m. PST on the summer solstice.

As shown on Figure 3.1-14, the shade and shadow study determined that the proposed hotel could create shade and shadow on solar panels on the roofs of the one-story multi-tenant business center immediately west of the East Transportation and Hotel Site during the morning hours on the summer solstice. Shadows on these solar panels would occur for less than three hours, as shown on Figure 3.1-15 and Figure 3.1-16. No other solar panels would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on the summer solstice.

Figure 3.1-14 Summer Solstice Shadows: June 21, 9:00 A.M.

Figure 3.1-15 Summer Solstice Shadows: June 21, 12:00 P.M.

Figure 3.1-16 Summer Solstice Shadows: June 21, 3:00 P.M.

Winter Solstice Shadows

Residential and Recreational Uses

As shown on **Figure 3.1-17**, during morning hours on the winter solstice, the shade and shadow study determined that the proposed West Parking Garage would create shade and shadow on homes to the west, including 4062 West Century Boulevard, 4052 West 101st Street, 4055 West 101st Street, 4056 West 101st Street, 4061 West 101st Street, 4049 West 102nd Street, 4053 West 102nd Street, and 4057 West 102nd Street. Between 9:00 a.m. and 3:00 p.m., shadows on these homes would occur for less than three hours, as shown on **Figure 3.1-18** and **Figure 3.1-19**. No other residential uses or outdoor spaces associated with residential or recreational uses would be shaded by project- related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on the winter solstice.

Solar Panels

As shown on Figure 3.1-17, the shade and shadow study determined that the proposed hotel could create shade and shadow on solar panels on the roofs of the one-story multi-tenant business center immediately west of the East Transportation and Hotel Site during the morning hours on the winter solstice. Shadows on these solar panels would occur for less than three hours, as shown on Figure 3.1-18 and Figure 3.1-19.

As shown on Figure 3.1-19, during the afternoon hours on the winter solstice, the shade and shadow study determined that the proposed Arena Structure could create shade and shadow on solar panels on the southern portion of the roofs of the two-story Extra Space Storage commercial buildings adjacent to the Arena Site on the winter solstice. Shadows on these solar panels would occur for less than three hours, as shown on Figure 3.1-16 and Figure 3.1-17. No other solar panels would be shaded by project- related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on the summer solstice.

Conclusion

While the Proposed Project would introduce new shade and shadow on shadow-sensitive uses for limited periods, the shade and shadow study determined that no shadow- sensitive uses would be shaded by project- related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. PST on either the summer or winter solstice. Therefore, shade and shadow impacts from the Proposed Project would be **less than significant**.

Mitigation Measures

None required.

Figure 3.1-17 Winter Solstice Shadows: December 21, 9:00 A.M.

Figure 3.1-18 Winter Solstice Shadows: December 21, 12:00 P.M.

Figure 3.1-19 Winter Solstice Shadows: December 21, 3:00 P.M.

Cumulative Impacts

The cumulative context for changes in the visual character of the project vicinity is generally limited to projects within a similar viewshed 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 projects in the immediate vicinity is the proposed development associated within the HPSP area not already included in the Adjusted Baseline in this EIR, and the planned renovation of the Airport Park View Hotel at 3900 West Century Boulevard.

The cumulative context for lighting is the developed areas surrounding the Project Site that affect views of the night sky, while the cumulative context for spillover light would be other development that could add to the spillover light effects of the Proposed Project.

The cumulative context for shade and shadow impacts would be other development that could add to the shade and shadow effects of the Proposed Project. However, because there are no development projects in the vicinity of the Proposed Project add to the shade and shadow effects of the Proposed Project, there is no cumulative impact, and this topic is not discussed further.

Impact 3.1-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with the City's zoning and regulations governing scenic quality. (Less than Significant)

The addition of the Proposed Project and cumulative development within the HPSP area, along with the renovation of the Airport Park View Hotel, 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 modernization and intensification in this location which was initiated with the initial approval of the HPSP in 2009 and the passage of the City of Champions Initiative in 2015. The Proposed Project, development in the HPSP area, and the renovated Airport Park View Hotel would be visually complementary projects as all 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 a key visual entryway into the area, and as such, both the Proposed Project and the other close-by cumulative projects would highlight the intersection with new signature entryway treatments, and key landscaping treatments, entryway signage, and entry monuments.

The Proposed Project and cumulative development in the immediate vicinity would activate and improve the visual quality of the South Prairie Avenue and West Century Boulevard corridors. Although the visual character of this area would change to reflect more modern and intensive urban development with greater amounts of signage and lighting, the addition of cumulative development, including the Proposed Project, would be subject to compliance with applicable

City policies and regulations pertaining to architectural design and compatibility with adjacent uses to ensure that the new development would not degrade the visual character of the Project Site and surrounding area. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.1-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less than Significant with Mitigation)

Night Sky Lighting Effects

Although cumulative new development or redevelopment could include direct illumination of structures, features, and public places in the areas surrounding the Project Site, the increase in ambient nighttime lighting levels in these areas would only rise minimally because a significant amount of ambient lighting currently exists due to the urbanized nature of the city as a whole. Increases in nighttime lighting that would occur under cumulative development would not significantly affect nighttime views of the sky because such views are already limited. Because nighttime views of the sky are already limited due to the glow created by urban development in the City and the larger Los Angeles region, cumulative development within the areas surrounding the Project Site, in combination with development of the Proposed Project, is not anticipated to result in the creation of new sources of light that would negatively affect nighttime sky views. Therefore, the cumulative impact associated with ambient nighttime lighting and night sky effects would be **less than significant**.

Spillover Light

As noted above, the cumulative context for spillover light would be other development that could add to the spillover light effects of the Proposed Project. Spillover light is a site-specific effect that could only be added to by other projects in the immediate vicinity of the affected property. As discussed above, the Proposed Project would result in potentially significant impacts related to construction lighting and excessive nighttime illumination levels on the residential uses identified as SR 1, SR 2, and SR 4 and as shown on Figure 3.1-13. None of the cumulative projects included in Table 3.0-2 would be situated so as to add to the light case on the project-impacted sensitive receptors, nor would any of the cumulative projects be situated so as to contribute additional light at sensitive receptors at which the Proposed Project would result in less-than-significant impacts. The one cumulative project that is most proximate to the Proposed Project, the renovation and slight expansion of the Airport Park View Hotel, is located on West Century Boulevard and is surrounded by uses that are not light sensitive. Nonetheless, because Proposed Project construction and operational spillover light impacts are potentially significant, the cumulative impact would be **potentially significant**.

Glare

The cumulative context for glare is the geographic area where glare that is generated by the Proposed Project is also exposed to glare from other cumulative projects. This would primarily include projects along the same roadways within close proximity of the Project Site. In addition to the Proposed Project, the only other active cumulative project in the vicinity is the proposed development associated within the HPSP area not already included in the Adjusted Baseline in this EIR. It should be noted that glare is a project-specific effect, caused by individual occurrences that do not necessarily lead to cumulative effects. The cumulative effects would typically be annoyance and awareness that glare is recurring in an area. As discussed above under Impact 3.1-2, the Proposed Project would be subject to ~~the a~~ City of Inglewood design and site plan review process. ~~Site plan review is required~~ to consider architectural design, neighborhood compatibility, and other applicable design considerations. However, as discussed under Impact 3.1-2, lacking a detailed design, it is assumed that proposed hotel could employ a modern design that includes extensive use of building materials such as reflective glass and polished surfaces that could create glare that could result in a public hazard or a substantial annoyance to nearby receptors. Consequently, because impacts related to glare produced by the proposed hotel are potentially significant, the cumulative impact would be **potentially significant**.

Mitigation Measure 3.1-5

Implement Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c).

Level of Significance After Mitigation: Mitigation Measure 3.1-2(a) requires construction lighting to be shielded or directed to restrict any direct illumination onto property located outside of the Project Site, thereby ensuring that nuisances or hazards resulting from construction light sources would not occur. Mitigation Measure 3.1-2(b) requires the project applicant to provide to the City a lighting design plan that demonstrates that project-contributed lighting would not result in lighting intensity or glare onto the residential properties identified as SR 1, SR 2, and SR 4 to exceed appropriate levels. Mitigation Measure 3.1-2(c) prohibits the use or positioning of materials in the proposed hotel that would produce excessive or hazardous glare. With implementation of Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c), the Proposed Project's contribution to glare impacts would be less than cumulatively considerable, and the cumulative impact of spillover light and glare would be **less than significant**.
