

4.1.1 INTRODUCTION

This section of the Draft Environmental Impact Report (Draft EIR) evaluates the impacts of the proposed Inglewood Transit Connector Project (proposed Project or ITC Project) on aesthetics and visual character, obstruction of views, nighttime illumination, light and glare, and shading. The evaluation of aesthetics and visual character impacts considers the existing visual character of the area along the proposed alignment, and how implementation of the proposed Project would affect this visual character. The evaluation of view impacts considers existing viewsheds and visual resources (that may be affected by the development of the Project alignment). The analysis of light and glare assesses the effects of new sources of nighttime lighting and glare from the reflection of sunlight or artificial light from any reflective surface that would be created by the Project. This section also evaluates patterns of shading that would be created by the proposed Project and the effect on uses along the proposed alignment.

Prior to the preparation of this EIR, a Recirculated Initial Study (included as **Appendix 2.0.2a** of this EIR) was prepared using the California Environmental Quality Act (CEQA) Environmental Checklist Form to assess potential environmental impacts associated with aesthetics. For two of these screening thresholds, the Initial Study found that the proposed Project would result in a “Less than Significant Impact,” and thus, no further analysis of these topics in an EIR was required. The following Initial Study screening criteria related to aesthetics do not require any additional analysis in this EIR:

- Impacts related to a substantial adverse effect on a scenic vista were evaluated and determined to be “Less than Significant” in the Initial Study. As discussed therein, the City of Inglewood (City)’s General Plan does not designate any scenic vistas within the City or its vicinity. Additionally, no views of regional mountain ranges, focal points, or broad panoramic view corridors are available from public rights-of-way along the proposed alignment. Therefore, impacts on scenic vistas from the proposed Project would be **less than significant**.
- Impacts related to substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway were evaluated and determined to be “Less than Significant” in the Initial Study. As discussed therein, the Project alignment is not located in the vicinity of a designated scenic highway. Thus, no trees or historic resources on the Project alignment are located within a State scenic highway. Additionally, no rock outcroppings are present on or near the Project alignment. Therefore, impacts on scenic resources within a State scenic highway from the proposed Project would be **less than significant**.

Impacts found to be less than significant are further discussed in **Section 6.0: Other Environmental Considerations**.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

4.1.2 OVERVIEW

4.1.2.1 Aesthetic Resources

Aesthetic resources include a range of visual elements, including landforms, vegetation, water features, the urban design characteristics of an area, and the architecture present in an area that define how an observer experiences a place through sensory interaction. Factors considered include visual character, scenic resources, and scenic vistas. These factors, which describe the aesthetic character of a particular area are described further below.

Visual Character

Visual character describes the unique combination of aesthetic resources, scenic elements, and landscape characteristics that contribute to the identity of a particular place. These components provide for the visual sensory interaction with a particular place by users who experience it. This interaction constitutes the basis of the overall impression a place has upon the observer. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

Scenic Resources

Scenic resources typically include natural open spaces, topographic formations, and landscapes that contribute to a high level of visual quality. They also include ridgelines, parks, trails, nature preserves, sculpture gardens, the built environment, and similar features that are critical in shaping the visual character and scenic identity of a given area and surrounding region.

Scenic Vistas

Scenic vistas are generally described in two ways: panoramic views which is visual access to a large geographic area, for which the field of view can be wide and extend into the distance; and focal views providing visual access to a particular object, scene, or feature of interest. In general, scenic vistas are the range by which scenic resources may be observed. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.

4.1.3 METHODOLOGY

4.1.3.1 Visual Character

Impacts on visual character were determined by comparing existing visual conditions at and around the proposed Project area alignment with the change in these conditions that would result from implementation of the proposed Project. The study area for the aesthetics analysis comprises the Project alignment and adjacent areas. The Project area includes the APM system components including the guideway and support facility sites (MSF and TPSSs) and properties adjacent to the APM system and proposed components.

The methodology used to assess visual character impacts considers how the proposed Project would affect views of the area. This assessment focuses on views of the proposed Project along major roadways and on other public viewpoints where visual change would occur with implementation of the proposed Project. Public viewpoints of the Project area available to the general public traveling to or near are located along Market Street, Manchester Boulevard, and Prairie Avenue.

Establishing the basis for the analysis also involved collecting and reviewing existing plans and guidelines in effect within or adjacent to the Project area that address design, architecture, and landscaping. These plans include the Hollywood Park Specific Plan¹ (HPSP) and the New Downtown and Fairview Heights Transit-Oriented Development Plan and Design Guidelines (Downtown TOD).² These plans define the standards for development within these areas.

4.1.3.2 Light and Glare

Light and glare also influences the visual character of an area. The provision of adequate and appropriate lighting and limiting glare and the potential for glare are fundamental safety requirements in the design of any large facility or structure. By focusing this analysis on light spillover effects, the potential for adverse effects associated with structures or facilities included with the proposed Project can be limited. Light spillover effects involve light that shines beyond the area intended for illumination that can be a source of annoyance to adjoining properties, particularly for residences where light (e.g., direct illumination) might disturb sleep or privacy. Glare—both daytime reflection of sunlight off large expanses of reflective surface (cars, buildings, or structures) and unshielded nighttime lighting (outdoor or indoor)—can also have adverse effects. Accordingly, this section also addresses the potential for the proposed Project to: (1) introduce new light sources that could adversely affect nearby light-sensitive receptors (e.g.,

1 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

2 City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

residential uses, hotels, and natural areas); and (2) introduce new light or glare sources that could adversely affect day or nighttime views in this area.

4.1.4 REGULATORY FRAMEWORK

4.1.4.1 State Regulations and Directives

California Department of Transportation (Caltrans) Scenic Highway Program

The Caltrans Scenic Highway Program³ protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located within the City.

4.1.4.2 Local Regulations and Directives

City General Plan

The City General Plan includes the Land Use Element,⁴ was adopted in August 1968 and was amended in 1980, with additional amendments, including the latest amendment in 2020. Goals, objectives, and policies of the City's General Plan Land Use Element applicable to this aesthetics section of the Draft EIR are outlined as follows:

Land Use Element

The Land Use Element sets forth Citywide policies for the general location and intensity of land uses, and includes the following goal and policies that are relevant to the proposed Project in this section:

Downtown Transit Oriented District Goals and Policies (as amended September 2016)

Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.

Policy 1.1: Mixed Use Development. Encourage a range of residential, retail, office, recreational, and institutional uses in the Historic

3 Caltrans, Scenic Highways, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed July 30, 2020.

4 *City of Inglewood General Plan*, "Land Use Element" (adopted 1980, last amended 2020), <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>, accessed October 30, 2020.

Downtown to create a vibrant urban district and support local business.

Policy 1.2: Ground Floor Uses and Storefronts. Require uses that activate pedestrian activity such as retail on major streets and plaza frontages. Require that storefronts be historically-sensitive, attractive and transparent in the Historic Downtown.

Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.

Policy 2.1: Public Gathering Places. Create public spaces in key locations in the public right-of-way and on privately-owned land. In particular, create a central plaza along Market Street between Florence Avenue and Regent Street and/or in the adjacent parcels suitable for eating, resting and people watching, but also for festivals, concerts and events at special times.

Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street.

Goal 6: Downtown expresses the unique culture of Inglewood.

Policy 6.1: Districts. Define the following unique districts within the Downtown TOD area, each with their own unifying character or identity that should be preserved and enhanced: Historic Downtown, Civic Center, TechTown, Beach Avenue, Fairview West, Hillcrest and Queen Street.

Policy 6.2: Performing Arts. Build on assets such as the Fox Theater, Forum and Hollywood Park to establish Downtown Inglewood as part of an Inglewood entertainment and performing arts hub serving both the City and the region.

Policy 6.3: Visual Arts. Commission public art to provide an attractive environment for residents, employees and visitors. Take steps to ensure a continuing role for the Inglewood art community in Downtown’s visual and performing arts.

Goals and Objectives (as adopted January 1980)

- Promote Inglewood’s image and identity as an independent community within the Los Angeles metropolitan area.
- Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood’s major streets.

Open Space Element

The Open Space Element⁵ sets forth Citywide policies for current and future recreation needs of the community for park land and recreation facilities. It is also a plan for the conservation or creation of open spaces to mitigate the effects of increasing urbanization of Inglewood. Since Inglewood lacks any natural resource such as a lakeshore or riverbank, the Element focuses on two basic types of open space: the traditional city park and the nonpark open space, including public plazas, landscaped boulevards, and greenbelts between buildings on private property. The following policy is relevant to the proposed Project in this section:

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.

New Downtown and Fairview Heights Transit-Oriented Development Plan and Design Guidelines

The New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines⁶ (Downtown TOD Plan) covers the Downtown Inglewood and Fairview Heights neighborhoods of the City and works to implement the City’s vision for transforming the quality of the environment within these areas. The Downtown TOD Plan area consists of approximately 585 acres located in the center of Inglewood along the new Crenshaw/LAX line just east of the Florence Avenue/La Brea Avenue

5 *City of Inglewood General Plan, “Open Space Element”* (adopted 1973, last amended 1995), <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>, accessed July 30, 2020.

6 City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

intersection. This TOD Plan area extends approximately one-half mile in all directions from the Metro Crenshaw/LAX line Downtown Inglewood Station (Downtown Inglewood Station). The Fairview Heights TOD Plan area consists of approximately 328 acres located near the intersection of Florence Avenue and West Boulevard. The Fairview Heights planning and zoning area also extends approximately one-half mile in all directions from the Downtown Inglewood Station.

The Downtown TOD Plan includes concept plans, zoning, development standards and design guidelines, and an implementation action plan for consideration by applicants submitting any proposals for new construction or rehabilitation within the Plan area, as well as for consultation by City Staff when making recommendations for project approvals. The Downtown TOD Plan addresses architectural detail, signage, public art, and civic and cultural life. Further, the Downtown TOD Plan includes street tree concepts, including recommended street tree locations and species along roadways within the Downtown and Fairview Heights neighborhoods.

Section 2.8: Street Trees and Furniture⁷ of the Downtown TOD Plan establishes that street trees are important elements of streetscapes and placemaking and provides guidelines on the character of trees placed within key areas of Downtown Inglewood. The Downtown TOD Plan recommends that Manchester Boulevard be lined with London Plane (*Platanus × acerifolia*) trees, or a similar species. This tree's ability to withstand air pollution, drought, as well as most diseases makes it a desirable street tree that would also provide some uniformity and connectivity for Downtown Inglewood. In the case of Florence Avenue, the Downtown TOD Plan calls for London Plane trees alternated with the California fan palm (*Washingtonia filifera*). Market Street should retain its existing street trees. The smaller arterial streets near Market Street may alternate between the Brisbane box (*Lophostemon confertus*), an evergreen tree, and the ginkgo (*Ginkgo biloba*), a deciduous tree. The Downtown TOD Plan states that these smaller street trees bring down the scale of the streets and create a sense of place throughout the streets of Downtown Inglewood.

Hollywood Park Specific Plan

The HPSP⁸ establishes development standards and design guidelines for the 238-acre Hollywood Park site at the northeast corner of the Prairie Avenue and Century Boulevard intersection and provides an overview of existing infrastructure and necessary improvements related to the site, including measures for implementation measures of the plan. The site is currently under redevelopment and slated to include

7 City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016, Section 2.8: Street Trees and Furniture, p. 19.

8 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015. <https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Accessed November 1, 2020.

a National Football League (NFL) stadium, a 6,000-seat entertainment venue, parks, and retail, housing, entertainment, gaming, hotel, and civic uses.

The HPSP⁹ includes guidelines and standards for improvements in the public right-of-way within the plan area, which includes approximately 0.5 miles of street frontage along South Prairie Avenue. The HPSP also provides integrated and coordinated landscape design guidelines for new development along the perimeter of the Plan area with the objective of promoting land use compatibility, particularly along South Prairie Avenue.

The HPSP includes streetscape standards and provides integrated and coordinated landscape design guidelines for new development along the perimeter of the HPSP area to integrate it with the adjoining urban fabric, achieve a diverse urban forest, and assist in developing districts of distinctive and appropriate character.¹⁰ Sidewalk widths are intended to provide walking routes and parkway widths are designed to provide sufficient area for urban tree growth. The HPSP guidelines and standard for streetscape include identity elements that would differentiate Hollywood Park from nearby developments through architectural features, landscaping (such as seasonal displays of color), graphic elements (such as signs or logos), special pedestrian or automobile paving, special night lighting effects, or other similar features.

The HPSP, Section 3.2.2: Streetscape, identifies selected street trees and the desired locations for their placement on internal roadways within the HPSP area as well as along major adjacent roadways, including Prairie Avenue, Century Boulevard, and the intersection corner of those roadways.¹¹ A majority of the tree species listed in the HPSP were selected from the City's approved tree list.¹² Selections were based upon recommendations from local arborists to create a palette of horticulturally successful, low maintenance, and climate-appropriate tree species. Alternative selections can be proposed, subject to City approval.

The HPSP states that street trees along Prairie Avenue shall be substantial and continuous to achieve an appropriate scale for the street.¹³ Along the portion of Prairie Avenue north of Hardy Street, large columnar evergreen trees such as Afghan pine (*Pinus eldarica*) or Canary Island pine (*Pinus canariensis*) would provide continuity with the retail development to the east and the cemetery to the north. This

9 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

10 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015., Section 3.2.2, Streetscape, p. 3-28.

11 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015., Section 3.2.2, Streetscape, Exhibit 3-25—Landscape Street Sections Map, p. 3-28.

12 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015., Section 3.2.2, Streetscape, Exhibit 3-25—Landscape Street Sections Map, p. 3-28.

13 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015., Section 3.2.2, Streetscape, p. 3-29.

arrangement is intended to visually reduce the scale of the street and provide ample shade as visitors approach the HPSP site. Both Prairie Avenue south of Hardy Street and the northern side of Century Boulevard would be similarly lined with large evergreen trees such as camphor trees (*Cinnamomum camphora*) or Southern magnolia (*Magnolia grandiflora*). In addition, large canopy flowering trees and palms would mark key points near the HPSP site, including the retail corner and major entries, and maintain adequate street visibility. Selected species include Date palm (*Phoenix dactylifera*), Chanticleer Callery pear (*Pyrus calleryana*), and pink trumpet tree (*Tabebuia impetiginosa*). Palm trees at the northeastern corner of Prairie Avenue and Century Boulevard are intended to provide a thematic connection to Century Boulevard near the Los Angeles International Airport (LAX).

City Municipal Code

The City Planning and Zoning Code¹⁴ Chapter 12, Planning and Zoning identifies zoning districts and land use classifications, land use regulations, development standards, and environmental standards. The Zoning Ordinance is intended to protect and promote the public's health, safety, and general welfare, and to implement the policies of the comprehensive General Plan.

Lighting and Signage

Lighting and signage are also regulated by the Inglewood Municipal Code Chapter 12,¹⁵ which defines 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.

Tree Preservation

The Municipal Code Tree Preservation¹⁶ recognizes the importance of both native and nonnative trees within the City. Properly maintained trees increase property values, maintain the natural ecology, temper the effects of extreme temperatures, reduce runoff, prevent erosion of topsoil, and help create and maintain the identity and visual character of the City. Prior to removing or cutting a protected tree in the City, a permit must be approved by the City's Parks, Recreation, and Library Services Department.

14 Inglewood, California, Municipal Code, Chapter 12, Planning and Zoning.

15 Inglewood, California, Municipal Code, Chapter 12, Article 23, Sign Regulation.

16 Inglewood, California, Municipal Code, Article 32, Section 12-110 (2012), Tree Preservation.

City Design and Development Standards/Design Review Process

The City's Design and Development Standards,¹⁷ supplements the Municipal Code with design standards and guidelines for development. The City has established a design review process and design standards to accomplish the following:

- To maximize freedom, creativity, and innovation in the architecture, landscape design and graphics of each individual project within the framework of constraints imposed by the community's need to control development for the health, safety, and general welfare of its citizens.
- To promote a visually attractive, safe, and well-planned community through the use of sound design techniques.
- To protect citizens from unsafe or unsightly conditions.
- To minimize potential nuisances to the uses surrounding the new development.
- To preserve and maximize the image, character, and visual quality which is making Inglewood an attractive place to live and work.

Additionally, The Municipal Code outlines the design review process required for development in the "D" Supplemental Design Review Zone.¹⁸ This supplemental designation includes the TOD Mixed Use 1, TOD Mixed Use 2, and Historic Core zones.

4.1.5 EXISTING CONDITIONS

4.1.5.1 Aesthetics and Views

City of Inglewood

The proposed Project is located entirely within the City, approximately 5.5 miles east of the Pacific Ocean, within a broad coastal plain surrounded by rising land to the south and north, and more-level terrain extending east. The City is a highly developed urban area containing moderately dense development along major corridors that consist of commercial, residential, and industrial uses. The street corridors provide the only long-range views available in the City, including limited views of Baldwin Hills to the north and other urban areas in and surrounding the City. Overall, the views within and surrounding the City are consistent with the views of a highly developed urban area.

No designated or otherwise identified scenic views or vistas are located within or visible from the City.¹⁹ The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land

¹⁷ City of Inglewood, *Technical Background Report* (2006), Design and Development Standards, adopted January 30, 1979.

¹⁸ City of Inglewood, Municipal Code Ch. 12, art. 14 (2010).

¹⁹ Google Earth, 2020.

are present in the City,²⁰ nor does the General Plan designate any scenic vistas within the City or its vicinity. Further, there are no designated or eligible State scenic highways within or adjacent to the Project area.²¹ The nearest State scenic highway is Interstate 110 between mile post 25.7 and 31.9, which is located north of downtown Los Angeles and south of Interstate 210 in Pasadena. The closest portion of this scenic highway is approximately ten miles northeast of the Project boundary.

Additionally, the Project area is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System.²² The nearest mountains, the Santa Monica Mountains, are more than 10 miles north of the Project boundary. No views of these mountains or of any other focal points or broad panoramic view corridors are available from public rights-of-way along the proposed alignment.

Project Area

Market Street Segment

The Market Street Segment begins at the intersection of Market Street and Florence Avenue and terminates at the intersection of Market Street and Manchester Boulevard. Aside from the CVS shopping center and the vacant lot immediately south of Florence Avenue, this section of Market Street is composed primarily of low-rise commercial buildings and storefronts along a narrow two-lane roadway, with the exception of the former Fox Theater building, which includes structural components rising above most other nearby structures. Pedestrian sidewalks are landscaped with planters and street trees and street amenities such as benches, decorative streetlights, and decorative street posts. Landscaped medians divide the slightly curving two-lane roadway to define an intimate setting and slow traffic, with metered parking spots lining either side of the roadway to allow patrons to stop and shop at local businesses.

Manchester Boulevard Segment

The Manchester Boulevard Segment begins at the intersection with Market Street and ends at the intersection with Prairie Avenue. Low-rise commercial buildings are located on both sides of Manchester Boulevard with storefronts making up the majority of the building facades along the roadway. Two parking lots approximately a block in length line the street adjacent to Hillcrest Boulevard on either side of the roadway, supporting two commercial shopping centers. Residential and church uses are also adjacent to Manchester Boulevard in smaller numbers, appearing as low-rise buildings along the roadway.

20 City of Inglewood *General Plan*, "Conservation Element" (1997), 1.

21 California Department of Transportation, California Scenic Highway Mapping System, Los Angeles County, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed August 2018.

22 US Fish and Wildlife Service, *National Wild and Scenic Rivers System*, available at <https://www.rivers.gov/>, accessed August 31, 2018.

This segment of Manchester Boulevard includes two travel lanes in each direction with a median turn lane throughout the entire segment. Occasional concrete medians with street signs divide the lanes going in opposite directions and accommodate turn pockets. Metered parking spaces are located along the roadway. Sidewalks are provided on both sides of the street with palm trees, and streetlights on simple gray. Street signs are attached to the poles of the streetlights to help direct traffic with arrows and speed limits. Billboards containing large advertising displays are located on sides of the street. Limited landscaping is provided along this segment. Street benches and trash receptacles of simple design can be found at the bus stops along this segment.

Prairie Avenue Segment

The Prairie Avenue Segment begins at the intersection with Manchester Boulevard and ends at the intersection with Hardy Street. Low-rise commercial buildings, often with adjacent surface parking lots occupy the majority of the area to the west of Prairie Avenue. Located between Nutwood Street and Kelso Street is the Kelso Elementary School with single story structures that are simple in design. The playground and sports facility at the school is raised and located adjacent to Prairie Avenue. Single- and multi-family residential buildings, one- to two-stories in height, are also located along this segment of Prairie Avenue.

The Forum is located east between Manchester Boulevard and Pincay Drive. The Forum is a large circular building surrounded by an expansive surface parking lot, with vehicle entrances along Prairie Avenue. South of Pincay Drive is SoFi Stadium and a mixed-use community under development in the Hollywood Park Specific Plan (HPSP) area. SoFi Stadium opened in September 2020 is located southeast of The Forum property and south of Pincay Drive. The SoFi stadium features a translucent roof which covers the stadium proper, the adjacent pedestrian plaza, and the attached performance venue. The stadium bowl contains open sides as part of its design. The majority of the HPSP site is currently under construction and consists of vacant graded areas enclosed by windscreen fences. Temporary construction lighting is visible throughout the site. Entrances to the construction site with security checkpoints are visible along the west side of Prairie Avenue.

Prairie Avenue includes three travel lane lanes in each direction, with a turn lane at the center of the roadway and additional right turn lanes in some locations Sidewalks are provided on both sides of Prairie Avenue with limited landscaping and street trees. Traffic signs are affixed on gray traffic poles and gray streetlight poles are located along the street. Multiple driveways are located along both sides of the street to allow for vehicles to enter parking lots and construction sites. A stretch of landscaped median extends from south of Arbor Vitae Street to just north of Hardy Street.

4.1.5.2 Light and Glare

The entire Project alignment is located at a highly urbanized area containing numerous light sources that generate varying degrees of light. 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 if designed incorrectly. Light sources located close to light-sensitive receptors, such as residential units at nighttime, are most relevant for this analysis.

As described below, existing light sources in the Project area are typical of a highly developed area containing commercial and residential uses. The Project area does not contain any sources of light or glare that currently interfere with daytime or nighttime visibility. The existing levels of lighting are typical for a mix of commercial and residential uses located in an urban area, and there are no existing sources of light or glare that affect existing uses along these street segments Market Street Segment

Sources of existing ambient light along the Market Street Segment includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots and commercial buildings. There are no existing light sensitive uses located along this segment of Market Street, such as residential dwellings and hotels/motels.

The facades of buildings along Market Street primarily include non-reflective materials that do not create glare. Existing nighttime sources of glare are primarily associated with vehicle headlights traveling throughout the area.

Manchester Boulevard Segment

Sources of nighttime illumination on Manchester Boulevard consist of light sources commonly found in developed urban areas, including streetlights, vehicle headlights, traffic lights, and lighting from adjacent buildings. This segment includes residential homes on the north side of the street between Manchester Drive and Osage Avenue which are currently exposed to these sources of light.

The facades of buildings along this segment primarily include non-reflective materials that do not contribute to glare. Existing nighttime sources of glare are primarily associated with vehicle headlights traveling on Manchester Boulevard and adjacent streets.

Prairie Avenue Segment

Nighttime lighting on Prairie Avenue consists of light sources commonly found in developed urban areas, including streetlights, vehicle headlights, traffic lights, lighting from buildings located along the street and lighting associated with billboards located along this segment of Prairie Avenue. Residential and motel uses located west of Prairie Avenue are currently exposed to these light sources.

East of Prairie Avenue, nighttime lighting associated with the surface parking lots surrounding the Forum and HPSP are also visible from the residential and motel uses west along Prairie Avenue. The parking lot lights at the Forum and HPSP are similar in intensity to the adjacent streetlights. Although located throughout the large surface parking lots and along the perimeter, these lights are shielded and directed and result in limited light spillover onto these light-sensitive uses.

The facades of buildings along this segment primarily consist of non-reflective materials that do not contribute to glare conditions. Existing nighttime sources of glare are primarily associated with vehicle headlights traveling on Prairie Boulevard and adjacent streets.

4.1.5.3 Adjusted Baseline Conditions

The Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis, 4.0-5: Adjusted Baseline** for 2026 is considered in this analysis. The residential, office, retail, and entertainment uses associated with the HPSP Project Adjusted Baseline projects would result in changes to the visual conditions east of Prairie Avenue.

The Champion Park neighborhood planned between Arbor Vitae Street and Hardy Street west of Prairie Avenue would accommodate a range of housing types with a residential gateway constructed at the intersection of Arbor Vitae Street and Prairie Avenue. Street trees along this segment of Prairie Avenue would be primarily Afghan Pine (*Pinus eldarica*) planted along the sidewalks and the roadway median.²³

At the intersection of Hardy Street and Prairie Avenue a primary point to the HPSP community is planned as a gateway consisting of substantial structures and signage to introduce patrons to the retail and entertainment located west of Prairie Avenue from Hardy Street to Century Boulevard. Street trees south of Hardy Street would be Camphor (*Cinnamomum camphora*) trees. Street trees on the east side of Prairie Avenue would be substantial in stature, ranging from 40 feet to 50 feet in height and create a buffer between this area and Prairie Avenue.²⁴

All exterior lighting at the HPSP would be directed onto the driveways, walkways, and parking areas and shielded to minimize glare and light spill onto adjacent properties and streets. In addition to lighting on vertical structures, specialty lighting would be used to highlight architectural elements, landscaping, and building tenant and project signage. Security and safety lighting would also be provided as necessary in parking areas, service passages, and common areas. All lighting would be directed toward the ground wherever feasible or screened to minimize illuminating surrounding areas and minimize glare and interference with vehicular traffic. Additionally, building facades and windows would be constructed of

²³ City of Inglewood. Hollywood Park Specific Plan. Adopted July 8, 2009. Amended September 2014 and February 2015.

²⁴ City of Inglewood. Hollywood Park Specific Plan. Adopted July 8, 2009. Amended September 2014 and February 2015.

non-reflective materials to avoid glare impacts on surrounding residential properties and streets. While the new buildings and site improvements in the HPSP area would substantially change the visual environment east of Prairie Avenue, these changes would not conflict with nearby uses.²⁵

4.1.6 THRESHOLDS OF SIGNIFICANCE

Criteria outlined in CEQA Guidelines were used to determine the level of significance of aesthetics impacts. Appendix G of State CEQA Guidelines indicates that a project would have a significant impact in relation to aesthetics if it were to:

Threshold AES-1a **Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project cause degradation to visual character?**

Threshold AES-1b **If the project is in an urbanized area, would the project be consistent with applicable zoning and planning regulations governing scenic quality?**

Threshold AES-2 **Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.**

4.1.7 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

The environmental impact analysis presented below is based on determinations made in the Revised Initial Study (Revised IS) for impacts considered to be potentially significant.

Impact AES-1 a: **Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project cause degradation to visual character?**

Alterations to visual quality and character can often be perceived as subjective. To better understand the integration of the proposed Project into the existing environment, descriptions of the ITC Design Guidelines, Construction Commitment Program (CCP), and the Transportation Corridor Overlay Zone (TC Overlay Zone) proposed as part of the Project are provided below along with photographic visual simulations of the Project.

25 City of Inglewood. Final Environmental Impact Report. I. Introduction Executive Summary. <https://www.cityofinglewood.org/DocumentCenter/View/125/I-Introduction-Execitive-Summary-PDF>. Accessed November 30, 2020.

Construction

The proposed Project would include the construction of the APM system including as the stations, guideways, MSF, and two TPSSs. During construction, exposed dirt, construction equipment, and demolition debris would be visible but temporary. Construction would occur in four phases over approximately five years, between 2022 and 2026, with the phases occurring at different times along the segments of streets along the Project site. Phasing the construction activities in this manner would reduce the duration of exposure by each segment. For detailed construction phasing timeframes and construction activities occurring during each phase, please refer to **Section 3: Project Description**.

In order to lessen the temporary aesthetic impacts associated with construction of the Project, the CCP identifies practices to be implemented during construction. These project design features address visually obtrusive erosion control devices such as silt fences, plastic ground cover, and straw bales and removal of these elements as soon as the area is stabilized. Stockpile areas would also be located in areas with the least visibility.

The CCP also address removal and replacement of trees affected by construction of the Project. Tree removal during construction would be avoided to the extent feasible. These guidelines require a tree removal and replacement plan to be prepared that would ensure any landscaping removed to construct the Project is returned to original condition. Any trees requiring removal would be replaced with the same species and planted in the same location as the tree being removed if feasible. If trees cannot be replaced at the same location with the same type of tree, the City's Public Works Department would designate an alternative location, type, and/or size to replace the original tree. All trees removed would also be replaced in a timely manner as long as the replacement does not conflict with any future construction activities or within six months of the completion of construction around the removal site. Lastly, post-planting maintenance of the trees would be required for a period of three years from the date of the planting and the trees and landscaping would have a warranty period of at least one year. The City would conduct an inspection of all replacement trees and landscaping for general health as a condition of final acceptance by the City. These proposed tree protection measures would ensure any tree replacement would be properly implemented and the proposed Project area maintains a high level of aesthetic quality.

Implementation of these measures the proposed Project would reduce unsightly views of construction activities and, for this reason, visual impacts during construction would be less than significant.

Operation

After construction, the components of the proposed APM system that would change the existing visual character along the proposed alignment would include the APM guideway and stations, the MSF, and

related support structures including the two TPSSs. The frequent moving trains on the elevated APM guideway and station structures would be visible from adjacent land uses and the surrounding neighborhoods.

To illustrate the proposed Project's effects on the existing urban environment, a series of visual simulations showing the APM system, including the guideway, stations, and MSF, were prepared. **Figure 4.1-1: View Point Location Map** shows the locations of public viewpoints available to the general public traveling to or near the proposed Project along Market Street, Manchester Boulevard, Prairie Avenue, and Pincay Drive.

View 1–Florence Avenue and Locust Street

The view in **Figure 4.1-2: View 1 – Florence Avenue and Locust Street** shows the proposed Project guideway and the Market Street/Florence Avenue station as it would be viewed from the public right-of-way near Florence Avenue and Locust Street. The top of the station structure and portions of the guideway would be visible from this location.

View 2–Florence Avenue and Market Street

The view in **Figure 4.1-3: View 2 – Florence Avenue and Market Street** shows the proposed Project guideway as it would be viewed from the public right-of-way near Florence Avenue and Market Street. Portions of the guideway would be visible as it enters the public right-of-way on Market Street and heads south.

Under existing conditions, the ongoing construction of a mixed-use project on the west side of Market Street north of Regent is visible, along with portions of the existing commercial center located on the west side of Market Street. Views along Florence Avenue and Market Street currently consist of low-rise commercial development, surface parking, signs, mid-rise office buildings, and the ongoing construction of the Metro Crenshaw/LAX line. Continuing south along Market Street, views include existing low-rise commercial development with street parking and wide sidewalks.

View 3–Manchester Boulevard and Market Street

The view in **Figure 4.1-4: View 3 – Manchester Boulevard and Market Street** shows the proposed guideway as it would be viewed from the public right-of-way just west of Manchester Boulevard and Market Street. The guideway would be visible on the west side of Manchester Boulevard and from south bound Market Street and crossing the intersection of Market Street and Manchester Boulevard.

The view shows existing commercial development along Manchester Boulevard on both the north and south side of the street. Views along Manchester Boulevard toward Prairie Avenue currently consist of low-rise commercial and residential development, as well as street parking.

View 4–Prairie Avenue and Manchester Boulevard

The view in **Figure 4.1-5: View 4 – Prairie Avenue and Manchester Boulevard** shows the proposed Project guideway as seen from public right-of-way near just north of the intersection of Prairie Avenue and Manchester Boulevard. The guideway would be visible as it exits Manchester Boulevard and heads south on Prairie Avenue.

The views show the Forum to the east of the guideway. Views along Prairie Avenue include the Forum monument signage, and the ongoing construction within the HPSP entertainment district, surrounded by largely vacant land.

View 5–Prairie Avenue and Pincay Street

The view in **Figure 4.1-6: View 5 – Prairie Avenue and Pincay Street** shows the guideway and the Prairie Avenue/Pincay Street station viewed from the public right-of-way near Florence Avenue and Locust Street. The station is located over the intersection of Prairie Avenue and Pincay Street, and the guideway extends from the station both north and south along Prairie Avenue.

The view includes the ongoing construction in the HPSP area, as well as the Forum to the right of the station.

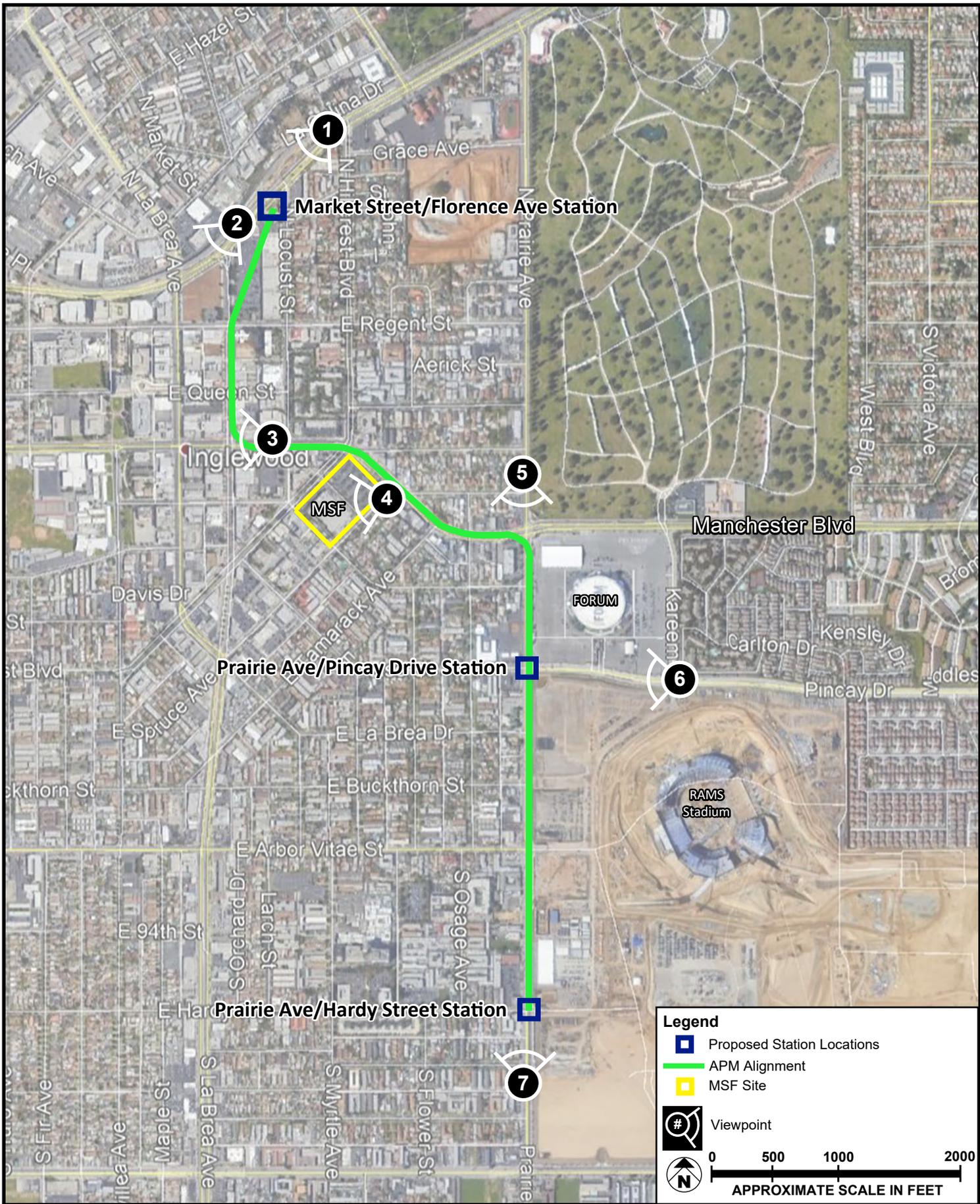
View 6–Prairie Avenue and 97th Street

The view in **Figure 4.1-7: View 6 – Prairie Avenue and 97th Street** shows the Prairie Avenue/Hardy Street station viewed from public right-of-way near Prairie Avenue and 97th Street looking north. The station is located over the intersection of Prairie Avenue and Hardy Street.

Views along Prairie Avenue toward Hardy Street include the Forum and associated monument signage and surface parking, as well as other low-rise commercial development on the west side of Prairie Avenue. Ongoing construction in the HPSP areas is visible on the east side of Prairie Avenue.

View 7–Manchester Boulevard and Spruce Avenue

The view in **Figure 4.1-8: View 7 – Manchester Boulevard and Spruce Avenue** shows the proposed Project the Prairie Avenue/Hardy Street station viewed from public right-of-way near Prairie Avenue and Spruce Avenue looking northwest. The MSF facility is proposed on the site currently developed as a retail commercial area. Spruce Avenue west of Manchester Boulevard would also be visible from this location.



SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-1



Viewpoint Location Map



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-2



View 1 – Florence Avenue at Locust Street



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-3



View 2 – Market Street at Florence Avenue



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-4



View 3 – Manchester Boulevard at Locust Street



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-5



View 4 – Manchester Boulevard at Spruce Avenue



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-6



View 5 – Prairie Avenue north of Manchester Boulevard



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-7



View 6 – Prairie Avenue at Pincay Street



Conceptual View Without Project



Conceptual View With Project

SOURCE: Google Earth - 2020; Meridian Consultants LLC - 2020

FIGURE 4.1-8



View 7 – Prairie Avenue at 97th Street

Market Street Segment

Market Street/Florence Avenue Station

The Market Street/Florence Avenue Station would be a focal point of the proposed Project, connecting the APM system to the Metro Crenshaw/LAX line. The Market Street/Florence Avenue station would replace the existing commercial center at 300 E Florence. The station would include ground, mezzanine, and platform levels. The ITC Design Guidelines for design of the station to be sleek, horizontal, and monolithic in the modern style to enhance the user experience and the identity of the proposed Project. The canopies would be the dominant architectural feature providing shade and protection from inclement weather while allowing for natural ventilation and daylight. Vertical circulation including escalators, stairs, and elevators would be included as part of the station. The elevators would be constructed using transparent glass to contribute to a modern exterior while allowing unobstructed views from all sides. For approximate station dimensions, please refer to **Table 4.1-1: ITC Project Component Locations and Sizes (Illustrative)**.

The station's exterior would be composed of exposed concrete with a light canopy material. The exposed exterior of the structure would be made with materials resistant to graffiti and vandalism to reduce the potential for unsightly defaced properties. The neutral tone of the station would allow it to blend in with its surroundings. The platform and mezzanine guardrails would be as transparent as possible to enhance the incorporation of the station with its surrounding environment. The Design Guidelines call for the final design of this station to reflect the unique character of downtown Inglewood to further integrate the structure into the surrounding community.

A drop-off/pick-up area on Locust Avenue and Regent Street to facilitate travel mode would be located adjacent to this station along with a public parking lot to accommodate APM riders and consolidate parking while reducing parking impacts to nearby streets and facilities. A surface parking lot currently exists at this location and the view of the new parking lot would be comparable in visual character to the existing parking lot, with additional landscaping and site improvements required by the ITC Design Guidelines.

**Table 4.1-1
ITC Project Component Locations and Sizes (Illustrative)**

Project Component	General Location	Approximate Size
Guideway	<ul style="list-style-type: none"> • Located within the existing public rights-of-way of Market Street, Manchester Boulevard, and Prairie Avenue • Acquisitions, and some encroachments onto existing private properties for air rights and/or easements may be required 	<ul style="list-style-type: none"> • Approximately 1.6 miles dual lane, end to end • The guideway would vary in height from a minimum of ~35 feet to a maximum of ~60 feet measured from existing grade to top of guideway deck • The dual lane guideway width would vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approach to stations.
Stations		
<i>Market Street / Florence Avenue Station</i>	<ul style="list-style-type: none"> • Located on private property (to be acquired by the City) at the southeast corner of Market Street/Florence Avenue 	<ul style="list-style-type: none"> • Up to ~90 feet measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~250 feet long platform for train berthing
<i>Prairie Avenue / Pincay Drive Station</i>	<ul style="list-style-type: none"> • Located within the public right-of-way at the intersection of Prairie Avenue / Pincay Drive 	<ul style="list-style-type: none"> • Up to ~90 feet measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only; not including vertical circulation) • ~250 feet long platform for train berthing
<i>Prairie Avenue / Hardy Street Station</i>	<ul style="list-style-type: none"> • Located within the public right-of-way just north of the Prairie Avenue / Hardy Street intersection 	<ul style="list-style-type: none"> • Up to ~90 feet measured from existing grade to top of station canopy • ~75 feet wide (station structure and guideway only, not including vertical circulation) • ~250 feet long platform for train berthing
Vertical Circulation Elements	<ul style="list-style-type: none"> • Located at each station within the public right-of-way • Locations would depend on station specific requirements to connect to existing sidewalk/pedestrian walkways. In some cases, may be located within adjacent private properties beyond existing public rights-of-way 	<ul style="list-style-type: none"> • Vertical circulation elements would exist at each station to provide access from the platform level to the mezzanine level and ground level

Project Component	General Location	Approximate Size
Passenger Walkway	<ul style="list-style-type: none"> • Located above Florence Avenue connecting the Market Street/Florence Avenue Station to the Metro Crenshaw/LAX Line's Downtown Inglewood Station • Specific location would be determined at time of design and coordinated with Metro 	<ul style="list-style-type: none"> • Up to ~65 feet measured from existing grade to top of structure • ~30 feet wide for pedestrian walkway • ~280 feet long • Minimum vertical clearance of 10 feet within the walkway interior
Maintenance and Storage Facility (MSF)	<ul style="list-style-type: none"> • Located on private property (to be acquired by the City) at 500 E. Manchester Boulevard 	<ul style="list-style-type: none"> • ~97,400 sf building area • Up to ~75 feet measured from existing grade to top of roof
Traction Power Substation (TPSS)	<ul style="list-style-type: none"> • Two TPSS's; one located at the MSF site and the second at the City's Civic Center Intermodal Transportation Facility (ITF) site located at the southeast corner of Prairie Avenue and Arbor Vitae Street • Specific locations within each site would be determined during the design phase 	<ul style="list-style-type: none"> • ~30 feet wide x ~100 feet long • Up to ~20 feet clearance measure from floor to ceiling • If located below grade, an additional space of ~30 feet wide x ~30 feet long for vertical circulation • ~20 feet wide x ~40 feet long additional space for auxiliary equipment such as a backup generator, if necessary
Roadway Improvements	<ul style="list-style-type: none"> • Market Street, Manchester Boulevard and Prairie Avenue 	<ul style="list-style-type: none"> • New roadway striping, lane configurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, and traffic signal adjustments as needed
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	<ul style="list-style-type: none"> • Market Street/Florence Avenue Station site • 150 S. Market Street • 500 E. Manchester Boulevard 	<p>Surface level parking at each site:</p> <ul style="list-style-type: none"> • ~650 spaces at Market Street/Florence Station • ~50 spaces at 150 S. Market Street • ~450 spaces at 500 E. Manchester Boulevard <p>Pick-Up/Drop-Off Area:</p> <ul style="list-style-type: none"> • Market Street/Florence Avenue Station site on Locust Street south of Florence Avenue, and Regent Street between Locust Street and Market Street

Passenger Walkway

A passenger walkway would be constructed to connect the Market Street/Florence Avenue Station with the Metro Crenshaw/LAX Line Downtown Inglewood Station. This passenger connection would be elevated and span over Florence Avenue. This walkway would be simple in design and form to deliver functionality and protect passengers from inclement weather. The exterior of the walkway would be constructed with transparent material to the extent feasible to provide a contemporary and appealing aesthetic while providing as much natural daylight and views for pedestrians moving within the walkway. Neutral tones would be used in areas of the structure where transparent material cannot be used to further integrate the pedestrian walkway with the surrounding structures.

APM Guideway

The guideway in this segment would exit the existing commercial center site at the intersection of Market Street and Regent Street and continue south above the Market Street right of way until Manchester Boulevard where the guideway would turn east.

The guideway would have a significant visual presence on Market Street as it travels above the existing two-lane street weaving in between and above buildings. The design of the guideway would be streamlined and horizontal in expression with columns positioned in the middle of the roadway with as much space in between columns as is feasible, away from storefronts and adjacent buildings, to support the guideway structure. As the guideway approaches the intersection of Market Street and Manchester Boulevard, the guideway widens and shifts from a single lane guideway to a dual lane guideway with separation between the guideway structures. The columns would also shift from single columns in the center of the roadway to dual-bend columns spanning the width of the roadway to support the dual guideway. For guideway alignment plans and column placements, please refer to **Appendix 3.0.1: Inglewood Transit Connector EIR Operating Systems Conceptual Planning EIR Project Definition**. Guideway transitions at crossovers would be smooth and rounded with all conduits, guideway equipment, walkways, drainage systems, and other utilities concealed from the ground view. Overall, the guideway would be simple, clean, respectful of the surrounding environment and complimentary to the station designs.

Historic Resources and Character

There are seven identified historical resources on this segment of Market Street, adjacent to the APM guideway. The guideway would result in indirect impacts to the current public views of one building, the former Fox Theater building located at 115 Market Street, identified as a historic resource for its architectural design.

As proposed, the APM guideway would obstruct views of the primary façade of the Fox Theater building. The APM guideway would be located directly in front of the theater building and visually obscure a portion of the sign pylon, creating a visual separation between the uppermost portion of the pylon and the lower portion of the building containing the theater marquee and public entrance. The APM guideway would also limit or block views of the primary façade of the building to the sidewalk directly in front of the building, making it difficult to appreciate the overall design of the building. Because the ability of the former Fox Theater to convey its historic significance would be impaired following the implementation of the proposed Project, this visual impact on the former Fox Theater is considered significant. For detailed analysis and proposed mitigation measures to lessen the effects of the APM guideway on the Fox Theater, please refer to **Section 4.4: Cultural Resources**.

Streetscape

The ITC Design Guidelines include public realm guidelines addressing landscape and the interface of the Project with the existing streets. Under the ITC Design Guidelines, this segment of the streetscape is designed to complement standards and guidelines outlined within the *Downtown TOD Plan*²⁶ while accommodating Project needs. Specifically, the existing streetscape design and aesthetics as described in the existing conditions would be maintained to the extent feasible while providing necessary upgrades such as ADA compliance ramps. The sidewalks would be designed to be as wide as possible to allow for places to sit and gather and encourage social interaction. Separation of pedestrians from the roadway using the recommended street trees per the ITC Design Guidelines would be incorporated to maintain the character of the historic core. Street furniture and street tree concepts would be consistent with the ITC Design Guidelines, which include consideration of the street furniture and street tree concepts set forth in the *Downtown TOD Plan, Section 2.8, Street Trees and Furniture*.

Shade and Shadow

New shade and shadow patterns in the Market Street segment would be created by the APM guideway structures and the Market Street/Florence Avenue station. The TPSS in this segment would be located on the Market Street/Florence Avenue station site and given its size would not create additional shadow patterns. Uses sensitive to shading along Market Street include residential uses and outdoor spaces associated with residential or recreational uses and solar panels.

The Market Street/Florence Avenue station would be located on the southeast corner of Market Street and Florence Avenue. The station's shadow would be cast furthest on a winter morning and during sunset

26 City of Inglewood. New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines. Adopted November 1st, 2016. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. Accessed November 30, 2020.

on a winter evening. The shadow would be cast northwest over Florence Avenue on a winter morning and southeast on a winter evening. As the surrounding land uses are commercial, no sensitive receptors are present and no shade and shadow impacts to surrounding uses are anticipated. Additionally, there are no existing solar panels in this segment identified through review of aerial photographs.²⁷

The guideway within the Market Street right of way would run the entirety of the segment from south of Regent Street to Manchester Boulevard. With the configuration (height/width) of the guideway, the shadows created would be narrow and would not affect large areas at any point during the day. This narrow shadow pattern would also move throughout the day, from northwest to southeast, and no areas would be shaded for long periods. For these reasons, no adjacent properties will be substantially shaded for long periods of time during the day.

As there are no shade and shadow sensitive uses adjacent to this segment, and the shadow of the guideway will not affect the same area for an extended time due to the location and dimensions of the guideway, the proposed Project would have a less than significant shade and shadow impact on the surrounding uses in this segment.

Manchester Boulevard Segment

APM Guideway

The guideway in this segment would travel the entire length of the segment on Manchester Boulevard from Market Street to Prairie Avenue. The dual guideway continues from the Market Street segment as the guideway turns east onto Manchester Boulevard. The elevated dual guideway would be supported by straddle bent columns (dual columns) until the guideway approaches Hillcrest Boulevard and the MSF, where the dual guideway shifts back to a single guideway positioned on the south side of Manchester Boulevard. The single guideway would continue to be supported by dual columns on the south side of Manchester Boulevard until Tamarack Avenue. East of Tamarack Avenue the guideway columns revert back to single columns and both the guideway and the columns would shift to the north side of Manchester Boulevard.

The guideway would travel above the existing six-lane roadway. The design of the guideway would continue to be streamlined and horizontal in expression to integrate into the existing environment. Columns would be spaced apart with as much distance in between as is feasible to reduce aesthetic impacts to travelers on the ground level and nearby land uses. For guideway alignment plans and column placements, please refer to **Appendix 3.0.1**. Transitions at crossovers would be smooth and rounded with

²⁷ Google Earth, 2020.

all conduits, guideway equipment, walkways, drainage systems, and other utilities concealed from the ground view. Overall, the guideway would be simple, clean, respectful of the surrounding environment.

Maintenance and Storage Facility

The ITC Design Guidelines require the massing and height of the Maintenance and Storage Facility (MSF) to be minimized to be as unobtrusive to adjacent neighbors as possible while maintaining functionality and allowing roof access. All rooftop equipment would be fully screened to prevent unsightly views from the ground and adjacent buildings. Building exterior would be covered in a uniform and neutral color to allow proper integration of the structure with the adjacent aesthetic environment. To prevent unsightly graffiti and vandalism, and to reduce the required amount of exterior maintenance, the exterior material of the MSF would be graffiti resistant.

The MSF site would have surface level public parking lot adjacent to the MSF building. The aesthetics of the surface level parking lot would be similar to the existing parking lot at the Project site, with black asphalt and striped spaces throughout the lot. Pedestrian walkways surrounding the site would comply with local standard and guidelines with street trees planted around the site for aesthetic appeal and to separate the MSF building from surrounding uses.

The MSF would include decorative security walls and fences along the edges of the facility to shield view of the MSF from public view. Decorative screening walls and fences would be designed to completely enclose all mechanical equipment while allowing for sufficient airflow. All solid fences or walls would be articulated with similar or complementary materials and colors to the building. Any long expanses of walls and fences would be broken up with projections or recessed elements, landscape pockets and changes in materials or textures. Landscape elements, such as vines to create a green wall or screen, would be used in combination with walls and fences.

Historic Resources and Character

There is one identified historical resource, the Bank of America building, located at 320 Manchester Boulevard. The buildings' scale, massing, and overall composition would remain readily discernable to the viewer despite some interruption of views by the guideway columns and would still convey its historic significance as a historic resource. For additional analysis please refer to **Section 4.4**.

Streetscape

Under the ITC Design Guidelines, the Manchester Boulevard segment between Market Street and Locust Street is designed to complement the standards and guidelines outlined within the *Downtown TOD Plan*²⁸, similar to the Market Street segment. Necessary upgrades such as ADA compliant ramps would be integrated within the Project site area as applicable. The sidewalks would be designed to be as wide as possible to allow for places to sit and gather and encourage social interaction which would enhance the attractiveness of the sidewalk. Separation of pedestrians from the roadway using street trees would be incorporated. Street furniture and street trees concepts would be consistent with the ITC Design Guidelines, which include coordinating street furniture and street trees included in the ITC Project with the concepts defined in the *Downtown TOD Plan, Section 2.8, Street Trees and Furniture*.

The streetscape design east of Hillcrest Boulevard would also follow the ITC Design Guidelines. The sidewalk zones would be constructed as wide as possible on both sides of the street, with planting zones between the sidewalk and the street where feasible. The planting of street trees and integrated landscaping along the sidewalk enhance the attractiveness of the streets and provides a walkable environment. Planting zones would also be incorporated into roadway medians where feasible to enhance the aesthetic quality of the roadway. Pass-throughs between planting zones and sidewalks would be created to deter drop-offs other than at designated zones and to protect pedestrians from crossing streets at locations other than at marked crossings.

Shade and Shadow

New shade and shadow patterns along the Manchester Boulevard segment would be created by the APM guideway structures and the MSF. Shade and shadow sensitive uses in this segment include the residential uses to the northeast of the segment, west of Osage Avenue. No existing solar panels in this segment that were identified through review of aerial photography.²⁹

The MSF would be located off the public right of way on the southeast corner of Manchester Boulevard and Hillcrest Boulevard. The building's shadow would be cast furthest on a winter morning and during sunset on a winter evening. Given the dimension of the building and its distance from surrounding uses, the shadow cast by the building would be entirely contained within the MSF site. As the shade and shadow of the building would be completely contained within the site, no sensitive receptors would be present and no shade and shadow impacts to the surrounding uses is anticipated.

28 City of Inglewood. New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines. Adopted November 1st, 2016. <http://inglewood.arroyogroup.com/wp-content/uploads/2017/01/The-New-Downtown-Fairview-Heights-TOD-Plan-Design-Guidelines-lo-res.pdf>. Accessed November 30, 2020.

29 Google Earth, 2020.

The guideway would be located entirely within the public right of way of Manchester Boulevard. With the configuration (height/width) of the guideway, the shadows created would be narrow and would not affect large areas at any point during the day. This narrow shadow pattern would also move throughout the day, from northwest to southeast, and no areas would be shaded for long periods. For these reasons, no adjacent properties will be substantially shaded for long periods of time during the day.

As the shadow of the guideway would not be extensive and no adjacent property would be shaded for a substantial portion of the day, the proposed Project would have a less than significant shade and shadow impact on the surrounding uses in this segment.

Prairie Avenue Segment

Prairie Avenue/Pincay Drive Station and Prairie Avenue/Hardy Street Station

The design of this station would be similar to the Market Street/Florence Avenue station, with a sleek, horizontal, and monolithic modern style to enhance the aesthetic appearance of the structure and the identity of the proposed Project. The final design of the station would complement the new surrounding development along Prairie Avenue to visually integrate the proposed Project with the surrounding area.

The station would include ground, mezzanine, and platform levels with vertical circulation consisting of escalators, stairs, and elevators integrated into the station design. Wherever possible, transparent screen walls and railings of the appropriate height would be integrated as part of the station to enhance the appearance of the station and integrate the structure with its surroundings. Where transparent materials cannot be used, a neutral color palette would be used to add to the modern style of the station. Surface materials used for the station would be resistant to graffiti and vandalism to prevent deterioration and unsightly views of the exterior.

Additionally, the Prairie Avenue/Pincay Drive Station would be located near the Kelso Elementary School and passengers traveling to and from the station could potentially distract students on campus. The patrons to the APM system may also loiter near the campus and become a concern for those attending the school. Visual impacts to the school attendees could be potentially significant.

APM Guideway

The guideway in this segment would travel the entire length of the segment on Prairie Avenue from Manchester Boulevard to Hardy Street. The single guideway continues from the Manchester Boulevard segment as the guideway turns south onto Prairie Avenue. The elevated guideway would be supported by dual columns until the guideway approaches La Palma Drive, where the single columns would replace

dual columns in providing support to the guideway. Both the guideway and the columns would shift to the west side of Prairie Avenue. The single columns on the west side of Prairie Avenue continues until the guideway approaches Victory Street and the Prairie Avenue/Hardy Street station, where the dual columns would provide support to the last stretch of the APM guideway.

As the guideway travels above the existing seven-lane roadway down Prairie Avenue it would travel adjacent to Kelso Elementary School. The elevated guideway and traveling train cars would be visible to those on campus and may become distracting to the students. As such, the view of the trains could cause a visual impact to the students on campus.

The design of the guideway would continue to be streamlined and horizontal in expression to support integration into the existing environment and the anticipated new developments on the east side of Prairie Avenue. Columns would be spaced apart with as much distance in between as is feasible to reduce aesthetic impacts to travelers on the ground level and nearby land uses. For guideway alignment plans and column placements, please refer to **Appendix 3.0.1**. Transitions at crossovers would be smooth and rounded with all conduits, guideway equipment, walkways, drainage systems, and other utilities concealed from the ground view. Overall, the guideway would be simple, clean, respectful of the surrounding environment.

Historic Resources and Character

There are two identified historical resources- the Forum located at 3900 Manchester Boulevard and the Lighthouse McCormick Mortuary located at 619 Prairie Avenue. Even with the proposed Project, the scale, massing, and overall composition of these buildings would remain readily discernable to the viewer and would still convey their historic significance. As such, aesthetic impacts to these two historic resources would be less than significant. For additional analysis please refer to **Section 4.4**.

Streetscape

The entire segment not directly adjacent to the HPSP development area would be governed by local ordinances and the ITC Design Guidelines. The sidewalk zones would be constructed as wide as possible on both sides of the street, with planting zones between the sidewalk and the street where feasible. The planting of street trees and integrated landscaping along the sidewalk would enhance the attractiveness of the streets. Planting zones would also be incorporated into roadway medians where feasible to enhance the aesthetic quality of the roadway. Pass-throughs between planting zones and sidewalks would be created to deter drop-offs other than at designated zones and to protect pedestrians from crossing streets at locations other than at marked crossings.

Adjacent to HPSP on the east side of Prairie Avenue, between Arbor Vitae Street and Hardy Street, the ITC Design Guidelines call for the streetscape design to be complementary to the streetscape design guidelines for the HPSP project.³⁰ The HPSP streetscape plan is designed to create a diverse urban forest that will integrate development in Hollywood Park with the adjoining urban fabric and assist in developing districts of distinctive and appropriate character. Tree selections on Prairie Avenue in the HPSP design guidelines are Afghan Pine, Camphor Tree, Southern Magnolia, and Canary Island Pine trees. Prairie Avenue adjacent to HPSP would incorporate residential and retail gateways, with the goal of providing an appealing environment for pedestrians and vehicles traveling along Prairie Avenue.

Shade and Shadow

New shade and shadow patterns in the Prairie Avenue segment would be created by the APM guideway structures and the Market Street/Florence Avenue station. The TPSS in this segment would be located at the City's Civic Center site on Prairie Avenue and, given its size, would not create shadow patterns large enough to encroach on adjacent uses at any point during the year or in the day. Nearby shade and shadow sensitive uses include residential uses west of Prairie Avenue. No existing solar panels in this segment that were identified through review of aerial photographs.³¹

The Prairie Avenue/Pincay Drive and the Prairie Avenue/Hardy Street stations would both be located within the public right of way. The stations would cast shadows furthest on a winter morning and during a winter evening. Surrounding uses to the stations are commercial and institutional uses, including the Kelso Elementary School and the Daycare Center. The recreational areas of these facilities are considered shade sensitive uses. However, shade and shadow from the Prairie Avenue/Pincay Drive station would only partially affect the recreational areas of these facilities and the shadow would shift throughout the day to affect different areas surrounding the station. Therefore, no significant shade and shadow impacts to the surrounding uses is anticipated.

The guideway within the Prairie Avenue right of way would run the entirety of the segment from Manchester Boulevard to Hardy Street. With the proposed configuration (height/width) of the guideway, the shadows created would be narrow and would not affect large areas at any point during the day. The narrow shadow pattern would also continue to move throughout the day, from northwest to southeast, spending a minimal amount of time over an area throughout the day. Therefore, no adjacent properties will be substantially shaded for long periods of time during the day.

30 Hollywood Park Lan Company, LLC. *Hollywood Park Specific Plan*.
<https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan>. Adopted July 8, 2009,
Amended September 23, 2014, Amended February 24, 2015.

31 Google Earth, 2020.

As the shadow of the guideway is not anticipated to affect the same area for an extended time due to its size and location, the proposed Project would have a less than significant shade and shadow impact on the surrounding uses in this segment.

Mitigation Measures

See **MM CUL-1** to **MM CUL-3**.

Level of Significance after Mitigation

While the proposed Project, inclusive of the APM guideway, stations, MSF and TPSSs, would result in changes to the existing visual character of the streets it would be located on, the Project would not result in substantial adverse changes to the existing visual character of these street corridors due to the design character of the Project as defined in the ITC Design Guidelines and other project design features defined in the CCP and mitigation measures which would result in the integration of the components of the Project into these street corridors.

Visual impacts associated with construction of the proposed Project would be less than significant with the implementation of measures from the CCP. These CCP measures would reduce the visual duration of the obtrusive erosion control devices to as short of a duration as feasible. The stockpile areas would be limited to areas less visibly sensitive as approved by the City. These measures would minimize the visual degradation impacts of the construction activities. The construction activities would also be phased to limit the exposure of one segment from continual exposure to construction activities and unpleasant views. Construction activities at each segment and overall would be temporary in nature and visual impacts would be alleviated once the construction is completed.

Overall, the APM structure, including the stations, guideway, MSF, and support facilities, would complement the existing surrounding by using transparent and neutral tones as part of its design character. The design would be in the modernist style to enhance the aesthetically pleasing quality of the structure. To prevent unsightly views and defacing of the structure, the exterior material would be anti-graffiti and anti-vandalism. The final design of the stations would also reflect the visual character of Downtown Inglewood and the new development occurring along Prairie Avenue.

The APM guideway and stations would also be designed to be compatible with sensitive uses located along the alignment, such as schools, that have views of the Project. The ITC Design Guidelines include guidelines for wall and fences that would be integrated into the design of the proposed facilities to screen views from sensitive uses. Walls, fences, and screens will be designed to balance functionality with aesthetics to create an attractive environment. Any long expanses of walls and fences will be broken up with textural or recessed elements, landscape pockets, or changes in material, with landscape elements

used in conjunction with these features but not as a substitute for a wall, fence, or other feature that would screens views of the components of the Project where needed to ensure the Project is visually compatible with adjacent uses.

The design of the APM guideway would generally allow the continued expression of the buildings identified as historic resources along Market Street in Downtown Inglewood. While the Project would not result in significant impacts to the overall visual character of Downtown Inglewood along Market Street, the guideway would obstruct views of the former Fox Theater building, identified as a historic resource due the architectural design of the building. While mitigation measures identified in **Section 4.4**, would reduce this impact to the extent feasible, this impact on the visual character of the historic building would be a significant and unavoidable impact of the Project.

Impact AES-1 b: If the project is in an urbanized area, would the project be consistent with applicable zoning and planning regulations governing scenic quality?

As previously noted, the proposed Project is located entirely within a developed urban area containing commercial, residential, and industrial uses near major corridors.

City General Plan

The City's General Plan includes the Land Use Element³² which identifies various goals and policies that indirectly address the City's aesthetic objectives. The Land Use Element includes the following applicable goals:

Goal 1: Promote Inglewood's image and identity as an independent community within the Los Angeles metropolitan area.

Goal 2: Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets.

As part of the Downtown Transit Oriented District,³³ the City included the following goals for the area covered by the Downtown TOD Plan in the General Plan Land Use Element:

Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.

Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.

³² City of Inglewood *General Plan*, "Land Use Element" (adopted 1980, last amended 2016).

³³ City of Inglewood, *New Downtown and Fairview Heights Transit Oriented Development Plan and Design Guidelines*, November 1, 2016.

Goal 6: Downtown expresses the unique culture of Inglewood.

The proposed Project would be consistent with the General Plan goals and policies by improving the general visual appearance of Inglewood through the incorporation of aesthetically pleasing architectural designs in the modern style for the guideway and stations. The structures of the APM system, including the stations, guideway, MSF, and support facilities, would utilize transparent material where feasible and appropriate and neutral tones to better integrate the system into the existing surrounding community. Unique Inglewood Historic Core elements may be incorporated to the extent provided for in the ITC Design Guidelines to further Downtown Inglewood’s expression of a unique culture. To ensure the consistency of the APM system with the historic fabric of downtown and the General Plan Land Use Element the proposed amendment is included as part of the Project:

The new text shown as underlined is proposed to be added to the goal below in the “Circulation” subsection of the “Goals and Objectives” section:

- Policy 2.3: *Preservation of Historic Fabric*. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.

The incorporation of the underlined language would allow for the implementation of the proposed Project to be consistent with the existing General Plan.

For detailed consistency analysis of the Land Use goals and policies please see **Table 4.1-2: Scenic Quality Consistency with General Plan Land Use Element**.

**Table 4.1-2
Scenic Quality Consistency with General Plan Land Use Element**

Goals and Policies	Project Consistency
<i>Goals and Policies added with 2016 Amendment</i>	
Goal 1: Downtown is a place to live, work, shop, recreate, and be entertained.	Consistent. The proposed Project would strengthen Downtown Inglewood for commercial and residential uses by increasing accessibility to the downtown from local activity centers and the regional light rail network. This increased transit accessibility would promote local economic development opportunities, and enhance Downtown’s retail, recreation, and entertainment offerings and range of housing and employment options. Implementation of the proposed Project would activate

Goals and Policies	Project Consistency
	and complement development in the City, and enhance social cohesion, equity, and community resilience.
Goal 2: Downtown is a revitalized yet forward-looking gathering place for the community.	Consistent. The proposed Project would promote economic development opportunities in Downtown Inglewood and support the development of a revitalized Downtown that serves as a gathering place for residents and visitors by increasing transit accessibility.
Policy 2.2: Pedestrian Network. Enhance sidewalks, repurpose alleys and create mid-block passthroughs and internal courtyards to serve as pedestrian passageways and enjoyable public spaces.	Consistent. The proposed Project would maintain and enhance sidewalks around the stations and guideway which would enhance the pedestrian environment. Sidewalks would be enhanced and widened at necessary points adjacent to the support columns to meet Americans with Disabilities Act (ADA) pedestrian circulation requirements, including along Market Street. New enjoyable public spaces would be created at each of the proposed stations that would be designed in accordance with the existing planning documents and the ITC Design Guidelines.
Policy 2.3: Preservation of Historic Fabric. Require the preservation of buildings that have been designated as historic and encourage the reuse of other historic buildings. Maintain the sense of place in areas with historic fabric and/or meaning such as Market Street between Regent Street and Hillcrest Avenue and the Hillcrest neighborhood east of Locust Street, <u>while also accommodating for the development of the Inglewood Transit Connector along Market Street between Regent Street and Manchester Boulevard.*</u>	Consistent. The proposed Project would result significant impacts to historic buildings. Mitigation measures would be proposed and incorporated to the extent feasible but the impacts would be significant and unavoidable. For detailed analysis, please refer to Section 4.4 Cultural Resources . To properly incorporate the proposed Project into the existing historic fabric of Downtown Inglewood, the amendment to Policy 2.3 has been proposed to include the APM system. With the incorporation of the GP amendment and the mitigation measures the proposed Project would be consistent with the GP Land Use Element. Additionally, the ITC Design Guidelines address the integration of the proposed Project into the historic character of the Downtown along Market Street. The guideway would have an integrated, clean design, with round columns. The underside of the guideway would be smooth, and color of the concrete would be neutral with accents achieved through lighting. The design guidelines for the Market Street Station call for large enclosure openings facing east to integrate the station with Downtown in a manner that complements and preserves the historic fabric of Downtown.
Goal 6: Downtown expresses the unique culture of Inglewood.	Consistent. The ITC Design Guidelines provide for a streetscape environment with complete streets and furnishings that help define street character. The sidewalks would be designed to be as wide as possible to facilitate the incorporation of street furniture. The Market Street/Florence Avenue Station would be designed with elements reflecting the unique culture of Inglewood.

Goals and Policies	Project Consistency
Goals and Policies (as adopted January 1980)	
General	
<p>Promote Inglewood’s image and identity as an independent community within the Los Angeles metropolitan area.</p>	<p>Consistent. The proposed Project would incorporate elements unique to Downtown Inglewood to facilitate the promotion of Inglewood’s image and identity as an independent and unique community. In addition, the APM system would encourage and facilitate greater access to the City’s activity centers, including SoFi Stadium, Forum, IBEC and Downtown Inglewood. These activity centers contribute to the City’s status and identity as an entertainment destination within the Los Angeles metropolitan area.</p>
Commercial	
<p>Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood’s major streets.</p>	<p>Consistent. The proposed Project would be designed in accordance with the ITC Design Guidelines and will enhance the visual appearance of the major streets containing the APM system by including streetscape improvements including landscaping and street furniture. The appearance of the APM structure would be modern with transparent materials and a natural color scheme to create an appealing appearance. The color scheme is also chosen to help better integrate the APM structure with the adjacent environment. The APM system would facilitate movement of greater numbers of residents and visitors along major streets in the City, thereby having the potential to activate existing commercial corridors, particularly along Market Street.</p>

Source: *City of Inglewood General Plan, “Land Use Element” (2016).*

**Proposed GP Amendment*

Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone (TC Overlay Zone) would apply the Project area and components of the APM including stations and support facilities including the MSF and the TPSSs within the Downtown TOD Plan and HPSP areas. The TC Overlay Zone would provide allowances for encroachment into areas that may be used for the APM system for columns, support structures, and other APM physical components, and establish height limits to accommodate for APM structures. The TC Overlay Zone would provide a design review process unique to the TC Overlay Zone for the construction of the APM system. The TC Overlay zone would take precedence over the requirements of the IMC in the event of a conflict. The TC Overlay Zone is a permissive zone and would not change or restrict the current underlying zoning of any parcel.

With the implementation of the TC Overlay zone, implementation of the APM system would be consistent with the IMC and other local regulations.

Downtown TOD Plan and Design Guidelines

Portions of the proposed Project are located in the Historic Core area designated by the Downtown TOD Plan. While the ITC Design Guidelines address the Project and will not alter or change the standards in the Downtown TOD Plan, the ITC Design Guidelines were created to integrate all Project elements with the Historic Core area vision set forth in the Downtown TOD Plan. Additionally, the ITC Design Guidelines require consideration of the Downtown TOD Plan guidelines during the refinement of the design of the Project.

The Project, would be designed in accordance with the ITC Design Guidelines and would help fulfill the relevant aesthetic goals and policies of the Downtown TOD Plan as outlined in **Table 4.1-2**. For analysis of goals and policies relevant to land use plans and planning, , please refer to **Section 4.9: Land Use and Planning**. As discussed above, the Downtown TOD Plan area includes the entire Market Street segment and a portion of the Manchester Boulevard segment from Market Street to Locust Street. Accordingly, streetscape design and street trees in these areas would complement the guidelines defined within the Downtown TOD Plan. Section 4.10 of the Downtown TOD Plan details the visual design guidelines for Historic Downtown which would be integrated into the design considerations of the proposed Project.

With the incorporation of the General Plan amendment described above, the required consideration of the Downtown TOD Plan guidelines into the ITC Design Guidelines, and the design of the APM system in a complementary and modern style, the proposed Project would be consistent with the Downtown TOD Plan and Guidelines.

Hollywood Park Specific Plan

The ITC Design Guidelines, and resulting design of the proposed Project, would be generally consistent with and further the goals and policies in the HPSP related to visual character. The HPSP³⁴ provides visual guidelines and standards for the public right-of-way within the plan area, which includes areas north of Hardy Street along Prairie Avenue. The HPSP also provides integrated and coordinated landscape design guidelines for new development in areas subject to HPSP's Plot Plan Review process along the perimeter of the Plan area with the objective of promoting visual compatibility. Similar to the ITC Design Guidelines' approach to the portions of the Project located in the Downtown TOD Plan area, while the ITC Design Guidelines will govern construction of the Project and therefore control over any conflicting provisions

34 City of Inglewood, *Hollywood Park Specific Plan*, adopted July 8, 2009, amended September 23, 2014, and further amended February 24, 2015.

contained in HPSP, the ITC Design Guidelines were created to integrate the Project elements with the HPSP streetscape. Additionally, the ITC Design Guidelines require consideration of the HPSP's design guidelines where applicable during the refinement of Project plans. The foregoing will apply to the portions of the proposed Project adjacent to the HPSP area that are covered by the HPSP's Plot Plan Review process, including the portions of the APM guideway, the Prairie Street/Pincay Street station, the Prairie Street/Hardy Street station, and various support structures and columns.

The ITC Design Guidelines would replace or supplement the HPSP design and streetscape requirements as needed. **Table 4.1-3: Visual Consistency with the Hollywood Park Specific Plan** provides detailed analysis of the proposed Project elements pursuant to the ITC Design Guidelines against applicable design guideline checklist items from HPSP.

Table 4.1-3
Visual Consistency with the Hollywood Park Specific Plan

Principles and Goals	Project Consistency
<i>Design Guideline Checklist</i>	
<p>Pedestrian and vehicular circulation routes shall comply with all requirements of the Americans with Disabilities Act (ADA), and include one or more of the following design elements along all or a portion of all streets or pedestrian pathways: (1) pedestrian pathway includes a pattern, color, or paving material that is differentiated from surrounding landscaping or paved areas; (2) way-finding signage; (3) the streets and pathways are oriented such that they include verifiable lines of sight that would allow both pedestrians and vehicles to see any one or more of the following: (a) Stadium, (b) performance venue, casino, retail or residential gateway, or (c) Champion Plaza, Lake Park, Arroyo Park, or Bluff Park.</p>	<p>Consistent. Pedestrian facilities along the guideway, and adjacent to stations adjacent to the HPSP area would be widened and improved to comply with all ADA requirements. The pedestrian walkway would be made of a different paving material than those of the surrounding paved areas and way finding signage would be installed where appropriate. Pedestrian walkways to the east of the guideway and stations will provide lines of sight to the HPSP area and, depending on location, could include the Stadium, the performance venue and/or the retail or residential gateway.</p>
<p>The exterior entryways of buildings shall include one or more of the following: (1) a trim or border of a different color or material than other portions of the façade; (2) an integral porch; (3) an awning; (4) an articulated entryway offset from the immediately adjacent façade by not less than one foot; or (5) an arched opening.</p>	<p>Consistent. Stations would incorporate an entry way with distinguishing features.</p>
<p>When using more than one material on a façade (except as a trim or offset portion of the façade or as an entry or window treatment), the variation in materials shall continue to all side and rear elevations that are visible from the front or corner lot line.</p>	<p>Consistent. Materials used on the station would continue through the entirety of the station including side and rear elevations that are visible.</p>

Principles and Goals	Project Consistency
<p>Each building shall include one or more of the following:</p> <ul style="list-style-type: none"> – Entry or window trim/surrounds – Horizontal banding – Corner quoins – Balconies (supported, cantilevered or Juliet) – False, shuttered windows – Awnings – Change in material or color 	<p>Consistent. Stations would include compatible elements, such as horizontal banding and articulated materials.</p>
<p>Railings shall be constructed of wood, wrought iron, or other material, such as stucco, that is used to construct the façade or entry or window trim on the same building.</p>	<p>Consistent. The materials chosen for station railings would be consistent with the other station materials.</p>
<p>Exposed gutters and downspouts shall be colored or painted, and shall not be constructed of unpainted aluminum, copper, or zinc.</p>	<p>Consistent. Exposed gutters along Prairie Avenue would be painted or colored.</p>
<p>Stairs shall be constructed of the same material as the deck and landing.</p>	<p>Consistent. Station stairs would be constructed of the same material as the deck and landing as feasible.</p>
<p>Columns and posts shall be constructed of stone, stucco, or wood (or other material painted or molded to look like one of the allowed materials) and shall be not less than four inches in diameter if round, or four inches on each side if rectangular.</p>	<p>Consistent. Columns and posts would be constructed of materials used elsewhere in the station. The columns would be larger than four inches in diameter or four inches on each side if rectangular.</p>

Inglewood Municipal Code

For the portions of the APM systems that are not in the Downtown TOD or the Hollywood Park Specific Plan, the ITC Design Guidelines would prevail over the IMC, though IMC provisions relating to streetscapes, landscapes and signage are incorporated as part of the design process.

Tree Preservation

The IMC Tree Preservation ordinance³⁵ recognizes the importance of both native and nonnative trees within the City for the many benefits they provide. Prior to removing or cutting a protected tree in the City, a permit must be obtained with the City’s Parks, Recreation, and Library Services Department. All trees removed require replacement with like-size, like-kind trees or an equal value tree or trees as determined by the City’s Mater Plan or the Parks, Recreation, and Library Services Department. Compliance with the IMC Section 12-110, Tree Preservation requirements would ensure consistency and compliance of the proposed Project to the existing policies and guidelines.

Additionally, the CCP is consistent with the tree replacement ordinance in the IMC and also requires avoidance of tree removal to the extent feasible along with additional measures. Any and all trees

³⁵ Inglewood, California, Municipal Code, Article 32, Section 12-110 (2012), Tree Preservation.

removed would be replaced in kind and at the same location if at all possible and in a timely manner, if the replacement of the tree would not conflict with future construction activities of the proposed Project. The CCP also requires the Contractor to maintain any replacement trees for three years after the date of planting and provide a warranty for such trees for at least one additional year post maintenance. The contractor and the City would conduct an inspection of all replaced trees before the one-year warranty expires before the City accepts the tree. These CCP measures, provided as **MM AES-3** to **MM AES-6**, would further the goal of the City to protect and maintain City trees within its jurisdiction.

Transportation Corridor Overlay Zone

The Transportation Corridor Overlay Zone (TC Overlay Zone) would apply the Project area and components of the APM including stations and support facilities including the MSF and the TPSSs within the Downtown TOD Plan and HPSP areas. The TC Overlay Zone would provide allowances for encroachment into areas that may be used for the APM system for columns, support structures, and other APM physical components, and establish height limits to accommodate for APM structures. The TC Overlay Zone would provide a design review process unique to the Overlay Zone for the construction of the APM system. The TC Overlay zone would take precedence over the requirements of the IMC in the event of a conflict. The TC Overlay Zone is a permissive zone and would not change or restrict the current underlying zoning of any parcel.

With the implementation of the TC Overlay zone, implementation of the APM system would be consistent with the IMC and existing local regulations.

Design Review Process

The Public Works Director or his/her designee would, in consultation with the Planning Division Manager or his/her designee, have the authority to review each ITC system project for compliance with all applicable provisions of (i) the ITC Design Guidelines, (ii) all additional technical, aesthetic, and other specifications contained in the procurement document(s) for the applicable ITC system component(s), and (iii) all requirements of the Mitigation Monitoring and Reporting Program set forth in the ITC's Final Environmental Impact Report.

The Director of Public Works or her/his designee would in consultation with the Planning Division Manager or her/his designee have the ability to update and/or revise the ITC Design Guidelines from time to time to include, among other things, alternate technologies, new or updated ITC Design Guidelines, consistency determinations of ITC procurement document(s) and alternative mitigation measures that achieve a comparable level of mitigation and/or, clarifications of existing provisions. The Director of Public Works or her/his designee would have the final decision-making authority regarding the interpretation of the

Design Guidelines should there be an appeal ability to Council. This design process is consistent with the IMC.

Summary

As described previously, the proposed Project would take into consideration and implement visual and materials-related guidelines from adjacent governing plans, the Downtown TOD Plan and the HPSP, to the extent feasible and consistent with the ITC Design Guidelines. The proposed Project would significantly impact historic resources in Downtown Inglewood and an amendment to the General Plan Land Use Element's Policy 2.3 has been introduced to ensure consistency of the proposed Project with the General Plan. The amendment spells out the incorporation and implementation of the APM system into the historic fabric of the Inglewood historic core.

The TC Overlay Zone would also be implemented to accommodate for the APM system and its related elements in the City. The introduction of the TC Overlay Zone would reduce the potential for the proposed Project to conflict with the IMC since the TC Overlay Zone implements the ITC Design Guidelines and applies them to the construction of the APM system and related components within the TC Overlay Zone. The TC Overlay Zone will not have any impacts on other, non-Project elements that fall within the TC Overlay Zone, as those uses would continue to be governed by their existing, underlying zone and other provisions of the IMC.

With the implementation of the TC Overlay Zone and the amendment to the General Plan, the proposed Project would be generally consistent with existing zoning and planning regulations governing scenic quality. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance after Mitigation

The impacts associated with applicable zoning and planning regulations governing scenic quality would be less than significant.

Impact AES-2: Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Construction

Under existing conditions, the area surrounding the proposed Project has a relatively high level of ambient lighting, particularly along Florence Avenue, Manchester Boulevard, and Prairie 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 proposed Project for the construction duration of the proposed Project.

Over the course of the construction of the proposed Project, the length of workdays would vary with the level of activity fluctuating throughout any given day. This would influence the nighttime work hours in a day which would influence the amount of lighting required at a site for a given day. The daily duration of nighttime construction lighting would also vary based on the season, with the longest duration of construction lighting occurring during winter months, when there are fewer hours of daylight, and the shortest duration of construction lighting during the summer months, when there are the most hours of daylight. Nighttime lighting sources during construction would consist mainly of floodlights that would be focused on the work area. Security lighting could also be used on construction sites but would tend to be focused on the Project alignment. Because this lighting is intended to light the Project alignment to allow for nighttime construction and to provide security to the site, it would tend to be directed away from nearby adjacent properties, reducing the potential for spillover lighting effects. Project construction-related lighting could be directly visible to nearby sensitive receptors residing in nearby residences and to drivers of vehicles on roadways in the vicinity of the proposed Project. Due to safety and/or noise concerns, evening and nighttime activities may be less than daytime activities.

Consequently, nighttime construction lighting would be required but temporary in nature. The CCP outlines measures to be taken to limit nighttime light spillage and glare to adjacent uses which are incorporated into this section. Prior to the start of construction, light plans and mitigation measures would be drafted in accordance with the standards for the City issued Construction Permit. Temporary lighting at construction sites would be limited to the amount necessary to safely perform the required work and would be directed downwards and shielded to avoid light spillage. Placement and orientation of the portable lighting fixtures would be placed in a manner to avoid directing lights toward sensitive receptors, including vehicle drivers on the roadway. The placement, shielding, and direction of the lighting would be purposeful and reduce the illumination outside of the intended area to the extent possible. The limited time duration of lighting would also limit the amount of illumination impact on nearby uses to the extent feasible.

In the event where lighting is required near the edge of the construction area, light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties as outlined in the CCP. This measure would ensure lighting does not extend outside of the limits of the construction site in any significant manner. To ensure safety, temporary sidewalks, and any sidewalk adjacent to construction activities would be illuminated to City Standards to protect public

safety. The illumination would be equivalent to those of street lighting and would not significantly contribute to visual impacts through significant light spillage or glare.

In addition to minimizing light spill, sensitive receptors and motorists on public streets would not have direct views of the light source from construction lighting in order to limit the potential effects of glare. Sound barriers and temporary construction barriers that would be built in the initial phase of project construction, and, as construction progresses, newly constructed intervening structures would also incrementally block light and obscure views of construction sites from nearby residences and local streets. Further restricting the potential for spillover lighting as construction progresses.

Any nighttime construction activities would be subject to the Inglewood Municipal Code,³⁶ construction between the hours of 8:00 PM and 7:00 AM of the next day would require a permit from the Permits and License Committee of the City. The proposed Project would comply with any conditions identified by the City reduce nighttime construction lighting. The proposed Project would secure a permit(s) to allow for construction work activities to occur between the hours of 8:00 PM and 7:00 AM.

With the incorporation of the CCP measures the potential impact for construction lighting and glare on surrounding land uses and sensitive receptors would be reduced to the extent feasible. Lighting and glare impacts during construction would be less than significant.

Operation

Market Street Segment

The Market Street segment contains existing ambient lighting conditions typical for a highly developed urban setting. Sources of existing light in this segment includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots, offices, and storefronts. As described under existing conditions, there are no existing light sensitive uses on Market Street such as residential dwelling and hotels/motels. Existing sources of daytime and nighttime glare in the area include mostly headlights of traveling cars in the area.

Market Street/Florence Avenue Station

The station would be located on a site at 300 Florence Avenue currently developed with a retail commercial center. Lighting at the station would include accent lighting, lighting for security placed on pedestrian paths, and interior lighting within the station. Canopy lighting at the station utilize indirect accent lighting to avoid glare and light illumination on adjacent properties. Additional accent lighting would at the station would be less prominent than the accent lighting on the canopy and be of lesser

36 City of Inglewood, Municipal Code, Section 5-41, Construction of Building and Projects Noise Regulated.

visual impact to surrounding uses.³⁷ Pedestrian friendly lighting would be functional and placed in a manner to minimize negative impacts on adjacent property. Care in the placement of the lighting would further reduce light spillage and glare to nearby uses. Additionally, all lighting facilities at the station would be programmable and sensor controlled to conserve energy and allow control for various settings such as daytime, nighttime, and event lighting. These settings would further ensure lighting at the property would be actively controlled and contained, and the level of lighting would be appropriate for the time of the day or events held at the City.

APM Guideway

The APM Guideway may include lighting fixtures for accent lighting. The light fixtures would be concealed or minimally visible within the guideway structure by design. Care would be taken to place lighting in a manner to limit the illumination impact on adjacent properties and lighting would not be visible from the ground level per the ITC Design Guidelines. The limited visibility of the lighting and lighting fixture would reduce the chance of glare to passersby and adjacent uses. Illumination of the surrounding uses would also be limited by the reduced visibility of the light source. The guideway material would be non-glare to eliminate potential for introducing glare to the surrounding uses. Because of the manner in which the lighting and the light fixture would be designed, and the use of non-glare materials, lighting, and glare impacts of the APM Guideway would be less than significant to surrounding uses and passersby.

Surface Parking Lots

Surface parking lots in the Market Street segment would be provided at the Market Street/Florence Avenue Station and at the existing Hat Store site. Function security lighting for the site would be provided to ensure safety of the lots. Street trees surrounding the parking lot would be provided for aesthetic purposes separating the parking stalls from sidewalks which would also limit light spillage to adjacent areas outside of the parking lot and limit glare. All parking lots are located at sites with existing light sources such as streetlights and interior lighting from buildings. As such, the security lighting at surface parking lots would not have a significant impact on surrounding uses beyond the existing light sources. The light and glare impact of surface parking lot lighting would be less than significant.

Streetscape

Roadway lighting would follow the requirements of the City of Inglewood per the ITC Design Guidelines and would, therefore, be comparable to existing lighting on the roadway and not contribute to additional light spillage or glare. Pedestrian lighting in this segment would be provided on sidewalks, in pedestrian walkways, at public places, and in all pedestrian pathways under APM guideways to ensure safety and

37 ITC Design Guidelines.

security for pedestrians. Along primary circulation routes, light fixtures and incident light sources would provide an average of 3-foot candles to help pedestrians better distinguish color, size, and shape of their surroundings. The streetscape lighting would not significantly contribute to existing lighting at the Project site where existing lighting as described above is consistent with the level of lighting at a highly developed urban area. Therefore, lighting and glare impacts of roadway and street lighting in this segment would be less than significant.

Manchester Boulevard Segment

The Manchester Boulevard segment contains existing ambient lighting characteristic typical for a highly developed urban setting. Sources of existing light in this segment includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots, offices, storefronts, and interior illumination from residences.

APM Guideway

Similar to the Market Street segment, the APM guideway may include accent lighting along the guideway. Care would be taken to place accent and functional lighting in a manner to limit the illumination impact on adjacent properties and lighting would not be visible from the ground level per the ITC Design Guidelines. The limited visibility of the lighting and lighting fixture would reduce the chance of glare to passersby and adjacent uses. Illumination of the surrounding uses would also be limited by the reduced visibility of the light source. The guideway material would be non-glare to eliminate potential for introducing glare to the surrounding uses.

Light sensitive receptors along this segment consist of the homes located on the north side of Manchester Boulevard between Manchester Drive and Osage Avenue. In addition to the design measures mentioned previously to avoid light spillage and glare to nearby uses, the guideway along the segment with residential uses would be positioned towards the south side of the guideway. The positioning of the guideway would allow approximately 30 feet between the closest residential buildings and the edge of the guideway. The elevated guideway would also be substantially above the height of the residential home and the lighting would not be in direct line of sight of the residents at the ground level.

Overall, because of the manner in which the lighting and the light fixture would be designed, the non-glare exterior material of the guideway, and the positioning and height of the guideway, lighting, and glare impacts of the APM Guideway on surrounding uses and sensitive receptors would be less than significant.

Maintenance Storage Facility

The MSF would be built on a site currently developed with a retail commercial center. Lighting would be provided and placed in a manner to minimize negative impact on adjacent properties to limit light spillage

and glare. The Building entrances to the MSF site would be well lit to maintain safety and security of workers and passersby and primary walkways, steps, or ramps along the pedestrian routes would also be illuminated per the ITC Design Guidelines. Security lighting in the parking lot would also be installed to maintain the safety of staffs and visitors.

The MSF would be separated from adjacent uses by the public right of way where existing sources of ambient light and glare includes vehicles, streetlights, and light sources from the interior of other adjacent buildings. Lighting used by the MSF is not anticipated to increase the level of the existing lighting by surrounding uses. Additionally, street trees would surround the MSF site for aesthetic appeal on the sidewalks and further obstruct the lighting provided by the MSF. Therefore, lighting and glare impacts from the MSF site on surrounding uses would be less than significant.

Streetscape

Similar to the Market Street segment, roadway lighting would follow the requirements of the City of Inglewood per the ITC Design Guidelines and would, therefore, be comparable to existing lighting on the roadway and not contribute to additional light spillage or glare. Pedestrian lighting in this segment would be provided similarly to the Market Street segment with the same guidelines and design features. Therefore, lighting and glare impacts of roadway and street lighting in this segment would be less than significant.

Prairie Avenue Segment

The Prairie Avenue segment contains existing ambient lighting characteristic typical for a highly developed urban setting. Sources of existing light in this segment includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots, offices, billboards, and storefronts, security lighting at construction sites, and interior illumination from residences and hotels.

Prairie Avenue/Pincay Drive Station and Prairie Avenue/Hardy Street Station

Similar to the Market Street/Florence Avenue station, lighting at the stations would include accent lighting, lighting for security placed on pedestrian paths, and interior lighting within the station. Canopy lighting at the station utilize indirect accent lighting to avoid glare and light illumination on adjacent properties. Additional accent lighting would at the station would be less prominent than the accent lighting on the canopy and be of lesser visual impact to surrounding uses.³⁸ Pedestrian friendly lighting would be functional and placed in a manner to minimize negative impacts on adjacent property. Care in the placement of the lighting would further reduce light spillage and glare to nearby uses. Additionally, all

38 ITC Design Guidelines.

lighting facilities at the station would be programmable and sensor controlled to conserve energy and allow control for various settings such as daytime, nighttime, and event lighting. These settings would further ensure lighting at the property would be actively controlled and contained, and the level of lighting would be appropriate for the time of the day or events held at the City.

APM Guideway

Similar to the other segments, the APM guideway may include accent lighting along the guideway. Care would be taken to place lighting in a manner to limit the illumination impact on adjacent properties and lighting would not be visible from the ground level per the ITC Design Guidelines. The limited visibility of the lighting and lighting fixture would reduce the chance of glare to passersby and adjacent uses. Illumination of the surrounding uses would also be limited by the reduced visibility of the light source. The guideway material would be non-glare to eliminate potential for introducing glare to the surrounding uses.

Light sensitive receptors along this segment are residential homes located on the west side of Prairie Avenue just north of Buckthorn Street, a motel just north of Arbor Vitae Street, and a motel approximately 400 feet south of Arbor Vitae Street. However, in addition to the design measures mentioned previously to avoid light spillage and glare to nearby uses, the guideway would be substantially above the height of the sensitive receptors and the lighting would not be in direct line of sight of the residents at the ground level. The positioning of the guideway would allow approximately 10 feet between the closest sensitive receptor and the edge of the guideway.

Because of the manner in which the lighting and the light fixture would be designed, the non-glare exterior material to be used, and the height of the guideway, lighting, and glare impacts of the APM Guideway would be less than significant to surrounding uses and sensitive receptor.

Streetscape

Roadway lighting would follow the requirements of the City of Inglewood per the ITC Design Guidelines and would, therefore, be comparable to existing lighting on the roadway and not contribute to additional light spillage or glare. Pedestrian lighting in this segment would be provided on sidewalks, in pedestrian walkways, at public places, and in all pedestrian pathways under APM guideways to ensure safety and security for pedestrians. Along primary circulation routes, light fixtures and incident light sources would provide an average of 3-foot candles to help pedestrians better distinguish color, size, and shape of their surroundings. The streetscape lighting would not significantly contribute to existing lighting at the Project site where existing lighting as described above is consistent with the level of lighting at a highly developed

urban area. Therefore, lighting and glare impacts of roadway and street lighting in this segment would be less than significant.

Summary

Overall, the light and glare impacts would be less than significant with the incorporation of CCP measures during construction and compliance with the ITC Design Guidelines. As discussed, the Project is proposed within a highly developed neighborhood with high levels of existing ambient lighting. Measures outlined in the CCP would limit light spillage and glare onto adjacent uses through the use of downward directed and shielded lighting and positioning the lighting in a manner that limits the illumination of light outside of the construction area. Construction lighting plans, which would comply with the CCP mitigation measures be developed prior to construction. Any light trespass outside of the construction site would be limited to one foot-candle above light level as measured at any adjacent residential and transient properties, thereby limiting the potential exposure to light spillage of any construction site adjacent uses to a less than significant level.

The ITC Design Guidelines would require APM system lighting to be positioned in a manner to minimize negative impacts to adjacent properties. Lighting at the station would be programmable to allow adjustments for the best use of the lighting at any specific time of the day or event in the City. Accent lighting fixtures on the APM guideway would be hidden by project design to the extent feasible in order to minimize light spillage and glare from lighting used at the system. As shown from the analysis discussed, surface parking lot lighting and street lighting are anticipated to be comparable to the level of lighting currently provided by the City on its roadways and sidewalks. Therefore, light and glare impact during operation to the surrounding land uses would be less than significant.

Mitigation Measures

No Mitigation Measures Needed.

Level of Significance after Mitigation

The impacts associated with light and glare would be less than significant.

4.1.8 CUMULATIVE IMPACTS

4.1.8.1 Visual Character

Overall, the proposed Project would complement the surrounding visual character and be designed in a modern style with a neutral tone and transparent materials wherever feasible. The color scheme and transparent materials would give the structure an appealing appearance while integrating the structure into its surroundings. The design of the structure would also complement its existing and future

surrounding developments as discussed above. As such, the proposed Project would complement its present and future surroundings and would not contribute negatively to visual degradation in general. However, the proposed Project would have a significant impact on the degradation of visual character due to its indirect visual impacts to the Fox Theater on Market Street. As such, implementation of the APM system would have a cumulatively significant impact on the degradation of visual character to its surroundings by removing existing historic elements from downtown Inglewood. Cumulative impact to visual character would be significant.

4.1.8.2 Lighting and Glare

Construction of the proposed Project would have an overall less than significant impact on construction lighting which would be temporary in nature and with the incorporation of **MM AES-9** to **MM AES-13** from the CCP would be less than significant. Nearby construction projects such as the HPSP would also introduce construction lighting near the site. However, 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 Project area as a whole. Additionally, construction activities on Prairie Avenue for the proposed Project is anticipated to take place from the year 2023 to 2025 which would coincide with the end of the construction of the HPSP development which anticipates completion of construction by 2025. Cumulative impact from nighttime lighting would be reduced as the HPSP development completes its construction and as the proposed Project then initiates construction in the Prairie Avenue segment.

Operationally, cumulative lighting impacts would be less than significant as the HPSP development would reduce lighting and glare impacts from the site's previous use as determined by HPSP's EIR and the proposed Project would have a less than significant impact overall impact on lighting and glare. Both the Project and HPSP projects would utilize non-glare and non-reflective exterior materials for the proposed structures and would not contribute to glare of the surrounding area.

Therefore, no significant cumulative lighting impacts are expected and the Project's contribution would not be cumulatively significant. The Project's incremental impact associated with ambient nighttime lighting and glare effects would not be cumulatively considerable.

4.1.9 CONSISTENCY WITH CITY GENERAL PLAN

As noted under *Impact AES-1b*, the proposed Project does not conflict with the City's General Plan.