

INGLEWOOD TRANSIT CONNECTOR

Visual Impact Assessment



Prepared for:
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ACRONYMS

ATS	Automated Transit System
AVE	Area of Visual Effect
Caltrans	California Department of Transportation
CCP	Construction Commitments Program
FHWA	Federal Highways Administration
HPSP	Hollywood Park Specific Plan
ITC	Inglewood Transit Connector Project
LASED	Los Angeles Stadium and Entertainment District
LAX	Los Angeles International Airport
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	Maintenance and Storage Facility
NEPA	National Environmental Policy Act
PDS	Power Distribution System
U.S. DOT	United States Department of Transportation
VIA	Visual Impact Assessment

1.0 INTRODUCTION

The City of Inglewood (City) proposes the Inglewood Transit Connector Project (ITC or proposed Project) to improve overall mobility and levels of service, address projected future congestion, provide access to transit to its priority populations, and advance its sustainability goals.

1.1 PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this Visual Impact Assessment (VIA) is to document potential visual impacts caused by the proposed Project and propose measures to lessen any identified visual impacts. Visual impacts are assessed by identifying visual resources near the proposed Project, measuring the amount of change that would occur as a result of the proposed Project, and predicting how the affected public would respond to or perceive those changes. The potential visual impacts were assessed using the following steps:

1. Define the location and setting.
2. Identify visual assessment unit and key views.
3. Analyze existing visual resources, resource change, and viewer response.
4. Depict the visual appearance of proposed Project components.
5. Assess the visual impacts of proposed Project components.
6. Propose measures to offset visual impacts.

The VIA documents the Area of Visual Effect (AVE), describes existing visual quality or visual resources, characterizes typical viewing experiences from adjacent neighbors or travelers, and qualitatively describes how the visual character of the AVE would change as a result of proposed Project improvements. The AVE includes the proposed Project footprint and the adjacent properties with a visual connection to the proposed Project.

The AVE was studied and inventoried using mapping and web research. A description of the existing visual context is provided as a basis for understanding the affected environment. The following information includes specific features of visual quality that comprise the existing environment and are generally described without value or preference.

- **Physical Environment:** Includes all structural and landscape features defined as part of the proposed Project. These are the constructed structural features that would be introduced in the environment. These features include the guideway, stations, power distribution system (PDS), surface parking lots, and a maintenance and storage facility (MSF). Landscape features include trees and other vegetation introduced by the proposed Project.
- **Natural Environment:** Includes natural features such as native vegetation, land formations, and rock outcroppings.
- **Cultural Environment:** Includes the buildings, structures, infrastructure, and artifacts that compose the existing environment. These are features that were constructed by people and are not considered natural.

The potential for a visual impact is determined by assessing the visual resource change resulting from the proposed Project and predicting viewer response to that change. Visual resource change is the total change in visual character and visual quality. The first step in determining a visual resource change is to assess the compatibility of the proposed Project with the existing visual character of the landscape. The second step is to compare the visual quality of the existing resources with the projected visual quality after the proposed Project is constructed. Next, viewer response to the changes is the sum of viewer exposure and viewer sensitivity to the proposed Project. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to react to the change.

2.0 DESCRIPTION OF ALTERNATIVES

The VIA assesses two alternatives, which are the No Build Alternative and the Build Alternative (proposed Project). Environmental review under the National Environmental Policy Act (NEPA) must consider the effects of not implementing the proposed Project. The No Build Alternative provides a basis for comparing the Build Alternative and is used as the baseline for comparing environmental effects.

2.1 NO BUILD ALTERNATIVE

The No Build Alternative provides the background transportation network, against which the Build Alternative's impacts are identified and evaluated under NEPA. The No Build Alternative does not include the proposed Project. Specifically, the No Build Alternative reflects the reasonably foreseeable transportation network in 2027 and 2045 and includes the existing transportation network and planned transportation improvements that have been committed to and identified in the constrained Los Angeles County Metropolitan Transportation Authority (Metro) Long Range Transportation Plan and the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, as well as additional projects funded by Measure M, a sales tax initiative in Los Angeles County approved by voters in November 2016.

The No Build Alternative includes the Transportation Management and Operations Plan developed by the City in 2020 to address future traffic demands that may result from events at SoFi Stadium. The Inglewood Stadium Events Transportation Management and Operations Plan establishes a plan that provides public information, reduces unwarranted traffic through adjacent neighborhoods, and promotes the use of alternative modes of transportation. To address the limited pre-sold on-site parking available at SoFi Stadium, the City has established a remote parking and shuttle program that considers comprehensive access, circulation and traffic management for residents, visitors, and businesses on National Football League game days and during large special events. For example, the City has established a remote parking and shuttle program known as IPark&Go that promotes the easy, efficient use of high occupancy shuttles by event attendees traveling to SoFi Stadium. Also, the City has established transit partnerships and received support from Metro, Big Blue Bus (Santa Monica), GTrans (Gardena), and Torrance Transit to expand transit service to its major entertainment, employment, and residential centers in the Hollywood Park area. Under the No Build alternative, the City would work to promote and expand use of IPark&Go and would continue to work cooperatively with Metro and other municipal bus operators to increase and enhance transit service to City of Inglewood destinations through more frequent headways, additional route options, and other improvements.

2.2 BUILD ALTERNATIVE

The proposed Project would include an approximately 1.6-mile long elevated guideway primarily located within the public right-of-way along Market Street, Manchester Boulevard, and Prairie Avenue (**Figure 2-1**). The alignment runs south for approximately 0.35 miles on Market Street, turning east at Manchester Boulevard for another 0.50 miles until turning south on Prairie Avenue. The alignment continues south on Prairie Avenue for approximately 0.75 miles ending north of Century Boulevard at Hardy Street. Three stations are proposed adjacent to the public right-of-way on privately-owned land that would be acquired as part of the proposed Project. Components of the proposed Project are summarized in **Table 2-1**.

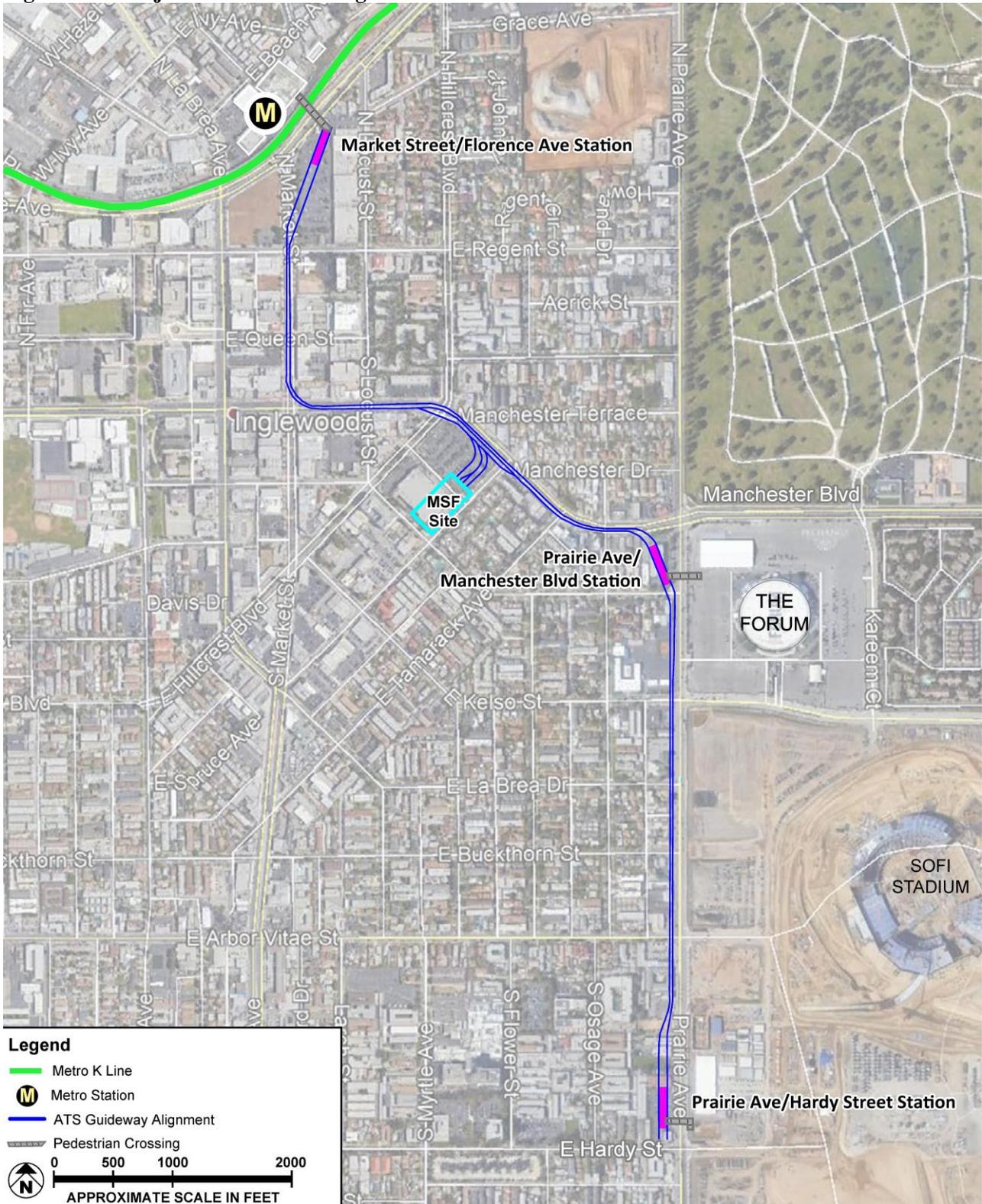
The Project Description and VIA are based on Conceptual Plans. The Conceptual Plans identify the proposed alignment for the ATS, which will be in the public right-of-way, with some supporting facilities and stations

on private property located adjacent to the public right-of-way as described further in this section. These Conceptual Plans will likely be refined as design of the proposed Project progresses; however, for VIA purposes, the Conceptual Plans, including, among other things, the ATS guideway, columns, and other components as defined in the Conceptual Plans are analyzed to disclose the maximum potential impact of the proposed Project. The location, layout, and size of the proposed stations, traction power substations, and maintenance and storage facility as illustrated in the Conceptual Plans also represent the likely maximum potential size of these facilities for the purpose of analyzing the potential impacts. Engineering and design-level details of the proposed Project will be refined as it moves through the environmental review, approval, procurement, and design phases.

Operating Characteristics. The transit technology would be fully automated (i.e., driverless), which is necessary to operate at the tight headways to meet the projected ridership needs. Automated vehicles are smaller than traditional heavy rail technology so as to successfully maneuver the tight radius curves driven by the site-specific conditions. This type of technology is often times also referred to as automated guideway transit, automated people movers or simply monorails; regardless of the terminology used, it is a form of a light rail technology. The City is considering four transit technologies for the proposed Project. They include:

- **Self-Propelled Rubber-Tire ATS:** These systems are in widespread use at airports around the world, as well as in urban areas. They feature one-car to nine-car trains operating in a shuttle or pinched loop configuration.
- **Monorail:** Monorails are in widespread use in urban environments around the world, as well as some systems at airports. The unique feature of monorails is that they are either supported by or suspended from a single beam, which generally provides a minimized visual impact. Monorails feature connected vehicles operating in a shuttle or pinched loop configuration.
- **Automated Light Rail Transit:** Large steel-wheel ATS systems operate in numerous urban settings and airport applications. These systems feature two-car to six-car trains operating in a shuttle or pinched loop configuration.
- **Cable-Propelled ATS:** Cable-propelled ATS systems operate in numerous urban settings and airport applications. The unique feature of a cable-propelled system is that the vehicles do not have onboard propulsion motors. Instead, they are propelled by a cable. These systems feature two-car to eight-car trains operating in a shuttle or pinched loop configuration.

Figure 2-1: Project Location and Alignment



SOURCE: City of Inglewood, *Inglewood Transit Connector Project Environmental Impact Report*, February 2022.

The operating system for the proposed Project consists of various integrated subsystems including the ATS train vehicles, automated train control, power distribution, guidance, propulsion, communications systems, and other equipment to create a fully functional, automated, and driverless system. In addition, the proposed Project would include equipment to guide the movement of trains between stations, emergency lighting, communications and wayfinding systems, a command and control system, a public information system, and security systems to monitor activity at station platforms, along the guideway, and at the maintenance and storage facility (MSF).

Transit Stations. The proposed Project includes three center-platform stations located at Market Street/Florence Avenue, Prairie Avenue/Manchester Boulevard, and Prairie Avenue/Hardy Street. The Market Street/Florence Avenue Station would provide connections to the Metro K Line and Downtown Inglewood. The Prairie Avenue/Manchester Boulevard Station would provide a connection to the Forum, local businesses and residents, and the Los Angeles Stadium and Entertainment District (LASED), including SoFi Stadium. The Prairie Avenue/Hardy Street Station would provide connections to the LASED including the SoFi Stadium, the commercial uses at Hollywood Park, well as existing and future local businesses and residences, and the Inglewood Basketball and Entertainment Center, including the Intuit Dome. Regardless of the transit technology, each station would have three levels including the ground, mezzanine, and platform levels. The mezzanine level would provide connections for passengers received from connecting pedestrian bridges to avoid at-grade passenger roadway crossings. The Market Street/Florence Avenue Station would include an elevated pedestrian bridge connecting to the Metro K Line Downtown Inglewood Station. The Prairie Avenue/Manchester Boulevard Station would include an elevated pedestrian bridge connecting to the Forum property, and the Prairie Avenue/Hardy Street Station would include an elevated pedestrian bridge connecting to the LASED properties on the east side of Prairie Avenue. Each station will include vertical transportation elements (stairs, escalators, and elevators) between levels to accommodate circulation needs and code compliance for safe egress. Design of the vertical circulation components would also accommodate mobility requirements of passengers (strollers, walkers, wheelchairs) and mobility concerns, and all requirements of the Americans with Disabilities Act.

Power Distribution System (PDS). Propulsion power which includes the power to run the train on the guideway and power for auxiliary and housekeeping needs would be provided by two PDS substations located along the alignment. Regardless of the transit technology, the two PDS substations would be located at the MSF and Prairie Avenue/Hardy Street Station sites. Each PDS substation is approximately 3,000 square feet (approximately 30 feet by 100 feet) with 20 feet of clearance above the finished floor.

MSF. The MSF would be used for regular, and corrective maintenance of the ATS trains and operating equipment, and for storage of the vehicle fleet. It is anticipated that the MSF would be similar regardless of the transit technology. The MSF is proposed on the eastern portion of the block bounded by Manchester Boulevard, Hillcrest Boulevard, Nutwood Street, and Spruce Avenue. The MSF would be elevated from ground level, with double-height clearance over the maintenance tracks, and a largely unenclosed ground floor. The maintenance level for ATS train cars would be located on the second floor to match the guideway track elevation. Employee and visitor employee access to the MSF would be provided via controlled gates. Security measures would include secured perimeter fencing, automated gates, electronic security card systems, intercoms, security cameras, and exterior lighting. This site is currently developed with commercial buildings containing a Vons grocery store, a private fitness gym, and gas station. The existing commercial building and gas station would be demolished and the Vons would be rebuilt. A PDS substation is proposed within this site, likely below the MSF or spur tracks.

TABLE 2-1: ITC PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)		
Project Component	General Location	Approximate Size
Guideway	<ul style="list-style-type: none"> Located predominantly within the existing public right-of-way of Market St., Manchester Blvd., and Prairie Ave. 	<ul style="list-style-type: none"> Approximately 1.6 miles dual lane The guideway will 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 will vary from a minimum of ~30 feet to a maximum of ~75 feet. Maximum widths are at stations and approaches to stations.
Market Street/Florence Avenue Station	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the southeast corner of Market St./Florence Ave. 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~200-foot long platform for train berthing
Prairie Avenue/Manchester Boulevard Station	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the southwest corner of Prairie Ave./Manchester Blvd. 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75 feet wide (station structure and guideway only; not including vertical circulation) ~200-foot long platform for train berthing
Prairie Avenue/Hardy Street Station	<ul style="list-style-type: none"> Located on private property (to be acquired by the City) at the northwest corner of Prairie Ave./Hardy St. 	<ul style="list-style-type: none"> Up to ~80 feet in height measured from existing grade to top of station canopy ~75-foot wide (station structure and guideway only, not including vertical circulation) ~200-foot long platform for train berthing
Vertical Circulation Elements	<ul style="list-style-type: none"> Located at each station within the public right-of-way, easements, or private property to be acquired Locations will depend on station specific requirements to connect to existing sidewalk/passenger walkways. 	<ul style="list-style-type: none"> Vertical circulation elements will exist at each station to provide access from the platform level to the mezzanine level and ground level

TABLE 2-1: ITC PROJECT COMPONENT LOCATIONS AND SIZES (CONCEPTUAL)

Project Component	General Location	Approximate Size
Pedestrian Bridges	<ul style="list-style-type: none"> Location 1: above Florence Ave. connecting the Market St./Florence Ave. Station to the Metro K) Line Downtown Inglewood Station. The landing on the Metro property will require an easement. Location 2: above Prairie Ave from Prairie/Manchester Station to the Forum site. The landing on the Forum property will require an easement. Location 3: above Prairie Ave from Prairie/Hardy Station to the Hollywood Park site. The landing on the Hollywood Park property will require an easement. 	<ul style="list-style-type: none"> Height will be up to ~65 feet measured from existing grade to top of structure ~30 feet wide maximum for passenger walkway ~280 feet long for location 1 and ~160 feet long for locations 2 and 3 Minimum vertical clearance of 10 feet within the walkway interior
Maintenance and Storage Facility (MSF)	<ul style="list-style-type: none"> Primarily located on private property to be acquired by the City as part of the proposed Project with potential for portions of the MSF to be located within an easement at 500 E. Manchester Blvd. The MSF would share the property with a rebuilt Vons grocery store. 	<ul style="list-style-type: none"> ~75,000 sf building area Up to ~75 feet in height measured from existing grade to top of roof Surface parking area under building containing approximately 50 spaces for employees and visitors
Power Distribution System Substation (PDS)	<ul style="list-style-type: none"> Two PDS substations; one located at the MSF site and the second at the Prairie/Hardy Station site. Specific locations within each site will be determined during the design phase 	<ul style="list-style-type: none"> ~30 feet wide x ~100 feet long Up to ~20 feet clearance height measured 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 St., Manchester Blvd. and Prairie Ave will be reconstructed to accommodate the ITC guideway, the existing number of traffic lanes will be maintained. Prairie Avenue will be shifted eastward up to ~28 feet 	<ul style="list-style-type: none"> New roadway striping, lane reconfigurations, partial relocation, on-street parking adjustments, new sidewalks, lighting improvements, traffic signal adjustments, landscaping, and streetscape
Pick-Up/Drop-Off Areas, Surface Parking Lots and Staging Areas During Construction	<ul style="list-style-type: none"> Market St./Florence Ave. Station site 150 S. Market St. Prairie/Hardy Station site 	<ul style="list-style-type: none"> Surface level parking at each site: ~650 spaces at Market St./Florence Ave. Station ~50 spaces at 150 S. Market St. ~50 spaces at Prairie/Hardy Station Pick-Up/Drop-Off Area Market St./Florence Ave. Station site on Locust St. south of Florence Ave., and Regent St. between Locust St. and Market St. Prairie/Hardy St. Station within the Station site
<p>Source: City of Inglewood, <i>Inglewood Transit Connector Project Environmental Impact Report</i>, February 2022.</p>		

3.0 REGULATORY FRAMEWORK

3.1 FEDERAL REGULATIONS

Visual and aesthetic resources are subject to U.S. Department of Transportation (USDOT) regulation. The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code, Section 4331[b][2]).

Federal regulations require visual impacts to be addressed for cultural resources and properties protected by Section 106 of the National Historic Preservation Act of 1961 and Section 4(f) of USDOT's Act of 1966. No specific federal or state visual regulatory requirement applies to parklands or to properties that are not listed or eligible for listing on the National Register of Historic Places. NEPA forms the general basis for consideration of potential visual impacts to these other properties not protected under Section 106.

3.2 STATE REGULATIONS

3.2.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of this state "with clean air and water, enjoyment of aesthetic, natural, scenic and historic environmental qualities of the state" (California Public Resources Code Section 21001[b]).

3.2.2 CALIFORNIA SCENIC HIGHWAY PROGRAM

Caltrans manages the California Scenic Highway Program, which was created in 1963 by the California legislature to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The program includes a list of highways that are eligible and designated as scenic highways. A highway may be designated as scenic based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. State laws governing the California Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263.

3.3 LOCAL REGULATIONS

3.3.1 CITY OF INGLEWOOD

General Plan

The City General Plan, including the Land Use Element, 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 the proposed Project are summarized in **Table 3-1**.

TABLE 3-1: CITY OF INGLEWOOD GENERAL PLAN POLICIES	
Goal/Objective/Policy/Program	Description
LAND USE ELEMENT	
Policy 1.2	<i>Ground Floor Uses and Storefronts.</i> 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.
Policy 2.1	<i>Public Gathering Places.</i> 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	<i>Preservation of Historic Fabric.</i> 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.
Policy 6.3	<i>Visual Arts.</i> 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.
January 1980 Goal/Objective	Improve the visual appearance and economic condition of the existing arterial commercial development along Inglewood’s major streets.
OPEN SPACE ELEMENT	
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.
Source: City of Inglewood General Plan, “Land Use Element” (adopted 1980, last amended 2020), February 2022; City of Inglewood General Plan, “Open Space Element” (adopted 1973, last amended 1995).	

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

The 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. This TOD Plan area extends approximately one-half mile in all directions from the Metro K Line Downtown Inglewood Station (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 approvals. The Downtown TOD Plan addresses architectural detail, signage, public art, and civic and cultural life. It also includes street tree concepts, including recommended street tree locations and species along roadways within the Downtown and Fairview Heights neighborhoods.

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. It also recommends that Manchester Boulevard be lined with London Plane (*Platanus × acerifolia*) trees, or a similar species. In the case of Florence Avenue, the Downtown TOD Plan calls for London Plane trees alternated with the California fan palm (*Washingtonia filifera*) while Market Street should retain its existing street trees.

Hollywood Park Specific Plan (HPSP)

The Hollywood Park site, at the northeast corner of the Prairie Avenue and Century Boulevard intersection, is currently under development including the recently completed SoFi Stadium and ongoing development of a 6,000-seat entertainment venue, parks, and retail, office, housing, entertainment, gaming, hotel, and civic uses. The HPSP establishes development standards and design guidelines for the 298-acre Hollywood Park site and provides an overview of existing infrastructure and necessary improvements related to the site, including implementation measures for the plan. The HPSP includes guidelines and standards for improvements in the public right-of-way within the plan area, integrated and coordinated landscape design guidelines for new development, and streetscape standards.

The HPSP 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. 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. 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 LAX.

4.0 AFFECTED ENVIRONMENT

This section describes the existing visual setting, which includes the visual resources, character, and quality of the area affected by the proposed Project. The following common terms are used in this report to describe these characteristics and define the existing visual setting applicable to the visual and aesthetics impact analysis:

- **Visual and Aesthetic Resources:** Visual and aesthetic resources include open space areas, views, or other visually distinctive elements.
- **Viewshed:** A viewshed is the surface area that is visible from any given viewpoint, as well as the area from which a viewpoint or series of viewpoints may be seen. The viewshed is the area that is either visible from the corridor or areas from which the proposed Project is visible. Generally, because the proposed Project is located in a flat area, the viewshed for viewers along the route is typically limited to the roadway itself and the adjacent properties; however, there are some topographical features visible from different portions of the route.
- **Representative Viewpoint:** Representative viewpoints (RVs) were chosen to illustrate the typical visual character and/or views in a segment.
- **Visual Character:** Visual character is descriptive and non-evaluative which means it is based on defined attributes that are neither good nor bad in and of themselves. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that would contrast that character, then changes in the visual character can be evaluated.

4.1 REGIONAL SETTING

The proposed Project is located entirely within the City of Inglewood, 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. The City's General Plan states that no forest resources, wildlife, fisheries, shorelines, or agricultural land are present in the City, 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 in the City. 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 proposed Project.

Additionally, the proposed Project is not near any designated wild or scenic rivers pursuant to the National Wild and Scenic Rivers System. The nearest mountains, the Santa Monica Mountains, are more than ten miles north of the proposed Project. 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 alignment.

4.2 AREA OF VISUAL EFFECT

The AVE is divided into three segments based on the alignment of the proposed Project. To illustrate the existing visual setting, viewpoints were selected to provide a representative sample of the visual character and quality. The viewpoints were selected based on geographic divisions and to depict the visual change of the various components (i.e., guideway, stations, and maintenance and storage facility) with a focus on the visual consistency among development patterns, visual resources, and overall character. **Figure 4-1** provides the location and orientation of the viewpoints selected for this analysis.

Market Street Segment

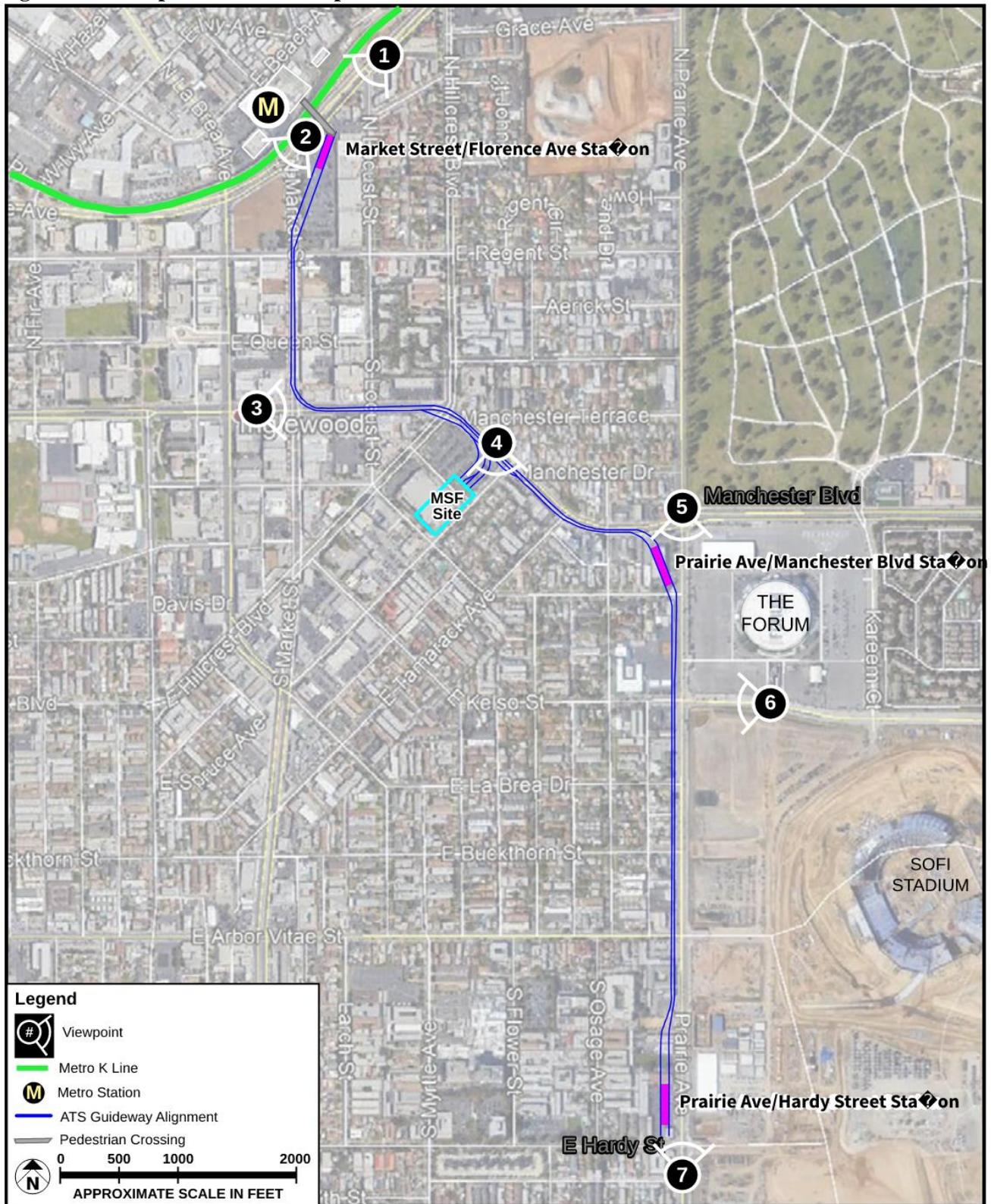
The Market Street Segment begins at the intersection of Market Street and Florence Avenue and terminates at the intersection of Market Street and Manchester Boulevard. Aside from the CVS shopping center and the vacant lot immediately south of Florence Avenue, this section of Market Street is composed 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. Five historical resources were identified on Market Street along the alignment for the ATS guideway:

- Former Bank of Inglewood (100 Market Street);
- Former Fox Theater (115 Market Street);
- Former United Bank of California (158-170 Market Street);
- Former JC Penney (129-139 Market Street); and
- Professional Building (149-155 Market Street)

The view in **Figure 4-2** shows the location of the ATS guideway and the Market Street/Florence Avenue Station. On-going construction related equipment and activities associated with the Metro K Line can be seen in the foreground and the view is devoid of any visual resources other than trees lining the south side of Florence Avenue.

The view in **Figure 4-3** shows the location of the guideway as it would be viewed from the public right-of-way near Florence Avenue and Market Street. Under existing conditions, the ongoing construction of a mixed-use project on the west side of Market Street north of Regent Street 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 K Line. Continuing south along Market Street, views include existing low-rise commercial development with street parking and wide sidewalks.

Figure 4-1: Viewpoint Location Map



SOURCE: Google Earth - 2021; Meridian Consultants LLC - 2021

Illustrative and subject to adjustments as part of finalization during final design

Figure 4-2: Viewpoint 1 – Florence Avenue at Locust Street Looking Southwest



Figure 4-3: Viewpoint 2 – Market Street at Florence Avenue Looking Southwest



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. The Bank of America building (320 Manchester Boulevard) is the only historic resource within the segment.

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 poles. 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.

The view in **Figure 4-4** shows the location of the proposed guideway as it would be viewed from the public right-of-way just west of Manchester Boulevard and Market Street. Low-rise commercial buildings, street parking and limited streetscape elements such as young palm trees line both sides of Manchester Boulevard.

Figure 4-4: Viewpoint 3 – Manchester Boulevard at Market Street Looking East



The view in **Figure 4-5** shows the location of the proposed elevated MSF at the site of the existing Vons grocery store. The existing Vons property is screened from surrounding views by trees that line the perimeter of the property.

Figure 4-5: Viewpoint 4 – Manchester Boulevard at Spruce Avenue Looking South



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. Kelso Elementary School with single story structures is located between Nutwood Street and Kelso Street 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. There are two historic buildings identified within the segment:

- The Forum (3900 Manchester Boulevard)
- Lighthouse McCormick Mortuary (619 Prairie Avenue)

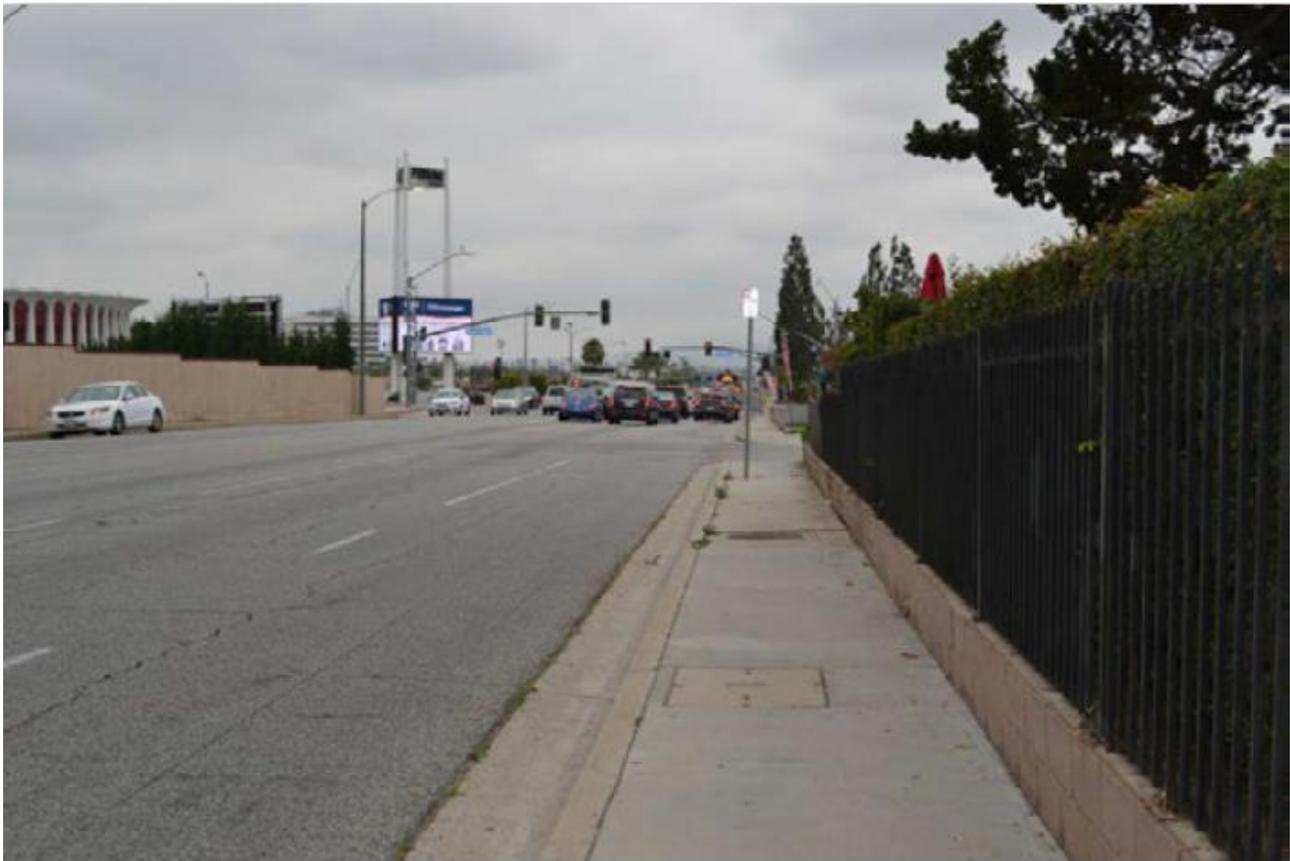
The Forum is located east of Prairie Avenue between Manchester Boulevard and Pincay Drive. The Forum is a large circular building surrounded by an expansive surface parking lot, with vehicle entrances along Prairie Avenue. South of Pincay Drive is SoFi Stadium and a mixed-use community under development in the HPSP area. SoFi Stadium, which 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 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.

The view in **Figure 4-6** shows the location of the proposed guideway as seen from public right-of-way near just north of the intersection of Prairie Avenue and Manchester Boulevard. The view shows the Forum on the east side of Prairie Avenue as well as monument signage. A wall lines the Inglewood Cemetery screening views to and from the cemetery. Ongoing construction within the HPSP entertainment district is also present in the view.

Figure 4-6: Viewpoint 5 – Prairie Avenue North of Manchester Boulevard Looking South



The view in **Figure 4-7** shows the location of the proposed guideway viewed from the public right-of-way along Pincay Drive near its intersection with Prairie Avenue looking west. The view includes the ongoing construction in the HPSP area to the south of Pincay Drive, as well as the Forum to the north of the roadway.

Figure 4-7: Viewpoint 6 – Prairie Avenue at Pincay Drive Looking West



The view in **Figure 4-8** shows the location of the proposed Prairie Avenue/Hardy Street Station viewed from public right-of-way near Prairie Avenue and 97th Street looking north. The station would be located on the northwest corner of Prairie Avenue and Hardy Street. As shown, there are limited visual resources available other than young palm trees lining the roadway. On-going construction associated with the HPSP development can be seen along the right side of the view.

Figure 4-8: View 7 – Prairie Avenue at 97th Street Looking North



4.3 EXISTING VIEWERS

This section describes viewer groups and viewer response to the potential changes in visual character resulting from the proposed Project. A change in visual character cannot be determined without considering the viewer response to that change. Public opinion regarding the existing visual character of the landscape, and the proposed Project elements that would affect visual character, are the basis for measuring the contrast in the visual character.

The population affected by the proposed Project is composed of viewers. Viewers are people whose views of the landscape may be altered— either because the landscape itself has changed or their perception of the landscape has changed.

The following variables determine the extent of visual impacts caused by the construction and operation of the proposed Project:

1. Viewers, or more specifically the response viewers have to changes in their visual environment.
2. Changes to visual resources, as discussed in Section 5.1, Visual Resources and Change in Character.
3. The analysis used a rating system consistent with the Federal Highway Administration (FHWA) guidance (high, moderate, or minimal) to qualitatively assess the level of visual contrast to visual resources. The following definitions summarize each classification:
 - **High:** Introduction of new elements that would result in a major visual contrast where elements may obstruct views or substantially alter character

- **Moderate:** Introduction of new elements that would have a noticeable visual contrast where elements may obstruct or alter views or character
- **Minimal/Low:** Introduction of new elements that would have minor visual contrast where elements are similar to existing features

4.3.1 VIEWER GROUPS AND SENSITIVITY

Viewer groups were identified by researching and observing land uses and circulation patterns. Viewer sensitivity is defined as both the viewers' concern for scenic quality and the viewers' response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals.

Drivers

The roadway network is heavily used by single-passenger cars, particularly commuters travelling to and from places of employment. Drivers include those traveling to and from land uses in the AVE as well as those traveling through the area from other parts of the City and region. Drivers in the AVE are moving along roadways and would therefore not be expected to notice changes in visual character as much as viewers who are stationary. Drivers would also be travelling at a maximum of 35 miles per hour and would remain in the AVE a shorter period of time than people on bicycles or pedestrians. In addition, all of the roadway corridors near the proposed Project are busy roadways and demand the careful attention of drivers using these roadways. Viewer sensitivity is considered low.

Transit Riders

Transit lines through the AVE include multiple Metro Local bus service lines. In addition, the future Metro K Line Downtown Inglewood Station is located at the north end of the AVE. Transit riders include those riding the bus or train to/from or through the area. Transit riders may have a higher concern for their visual surroundings, depending on what activities they choose to do during their trips within the AVE. Because riding the bus is a passive activity, riders have the opportunity to read or do some other activity that would allow them to focus their eyes away from their surroundings. However, it is likely that many riders would spend some or all of their time looking out the window at their surroundings. These riders would be expected to be more concerned with changes in visual character than drivers. Viewer sensitivity is considered moderate.

Pedestrians

Pedestrians include people walking either to or from land uses, or those traveling through the AVE. Pedestrians may have a higher concern for their visual surroundings, in particular those that are in the area shopping or standing/sitting at one location waiting for a bus. For those that spend a lot of time in the AVE, the ability to observe their surroundings may be of importance, and these users would be expected to be more concerned with changes in visual character. Viewer sensitivity is considered moderate.

Residents

While the AVE is mostly composed of commercial/entertainment land uses, there are several residential neighborhoods within the AVE, namely along Manchester Boulevard between Hillcrest Boulevard and Prairie Avenue. Residential neighborhoods are also situated south of Manchester Boulevard but set back from the alignment along Prairie Avenue and separated by existing commercial development fronting Prairie Avenue. Residential viewers are considered to be those who reside along the alignment and would see the proposed Project from their homes. Residents may have a higher concern for their visual surroundings since they may be able to view the roadway from their front yards and/or from inside their homes. In addition, residents tend to experience their community as pedestrians and are therefore more affected by visual changes to their surroundings beyond what is visible from their homes. Typically, people feel strongly about the visual

character of areas surrounding their homes, and these viewers would be expected to be more concerned with changes in this character. Viewer sensitivity is considered high.

Visitors

The AVE is primarily commercial with substantial entertainment development along Prairie Avenue, and as such, there are a number of retail businesses and entertainment venues (i.e., SoFi Stadium and the Forum). Visitors, which would include shoppers, restaurant-goers, and special event patrons, may view the proposed Project while arriving at or leaving a particular building. Visitors to the area may be more or less concerned with the visual character of an area, depending on the purpose of their visit, but they would not be as familiar with the existing visual character because they do not return to the AVE on a daily basis, and therefore may not be as concerned with whether there has been a visual change. Viewer sensitivity is considered low to moderate.

4.4 EXISTING LIGHTING, GLARE, AND SHADOW

The entire alignment is located in 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. The AVE 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. Sources of existing ambient light includes streetlights, vehicle headlights, traffic lights, and lighting from parking lots and commercial buildings. There are no existing light sensitive uses located along Market Street. The Manchester Boulevard Segment and Prairie Avenue Segment includes residential homes on the north side of Manchester Boulevard and west of Prairie Avenue.

Residential and motel uses located west of Prairie Avenue are currently exposed to typical light sources such as street lights and automobile headlights. 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.

5.0 ENVIRONMENTAL CONSEQUENCES

5.1 VISUAL RESOURCES AND CHANGE IN CHARACTER

MARKET STREET SEGMENT

Within the Market Street Segment, the proposed Project would introduce new vertical features along Market Street including the proposed Market Street/Florence Avenue station and associated surface parking lot, a passenger walkway connecting the new station with the Metro K Line Downtown Inglewood station, an additional surface parking lot located at 150 Market Street, and the ATS guideway. As discussed, there are no designated scenic vistas in the vicinity of the proposed Project and no residential viewers within the Market Street Segment. The Market Street/Florence Avenue Station would replace the existing commercial center at 300 East Florence Avenue. The station would be designed as a sleek and horizontal station design with a distinctive, modern style. The lightly colored canopy over the platform 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 and associated enclosures would be constructed using transparent glass to contribute to a modern exterior design while allowing unobstructed views from all sides. The Downtown TOD Plan calls for the final design of this station to reflect the unique character of Downtown Inglewood to further integrate the structure into the existing public realm along Market Street. As shown in **Figure 5-1** and **Figure 5-2**, the proposed station would be a new vertical element within Downtown Inglewood which is generally comprised of low-rise one- and two-story buildings. While the proposed station would be a new dominant vertical feature, there are limited visual resources in the area that would be obstructed or otherwise affected by the proposed Project.

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 be supported by single columns until it reaches Manchester Boulevard. The columns would be primarily located in the existing median area along Market Street between Regent Street to Manchester Boulevard. The guideway would be constructed of exposed neutral colored concrete or similar with tapered edges to reduce perceived massing. 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.

The only visual resources in the Market Street Segment are five existing historic buildings which front Market Street. The elevation and distance of the guideway from the façade of these historical buildings would be sufficient for the guideway to visually clear the top of the façades of these buildings when viewed from Market Street. At the Fox Theater, and for 100 feet on either side of the Fox Theater building, the guideway elevation would be a minimum of 52 feet from grade in order to maintain unobstructed views of pylon sign and front façade of the building. The guideway would have a width of approximately 32 feet and would be supported by single round columns in the median of Market Street with a diameter of 8 feet. The dimensions, placement, and spacing of the guideway support columns would also avoid or minimize obstructions of the view of the facades of these historic buildings along Market Street. **Figure 5-3**, presents a conceptual visualization of the Fox Theater building and the guideway and associated support columns. The final design is expected to achieve no visual obstruction of any of the identified historical resources along Market Street from the guideway.

The scale, massing, and overall composition of these historic buildings would remain readily discernable to the viewer despite some interruption of views by the proposed Project and would still convey their historic significance as historic resources.

Figure 5-1: Viewpoint 1 Florence Avenue at Locust Street



Conceptual View Without Project



Conceptual View With Project

Figure 5-2: Viewpoint 2 Market Street at Florence Avenue



Conceptual View Without Project

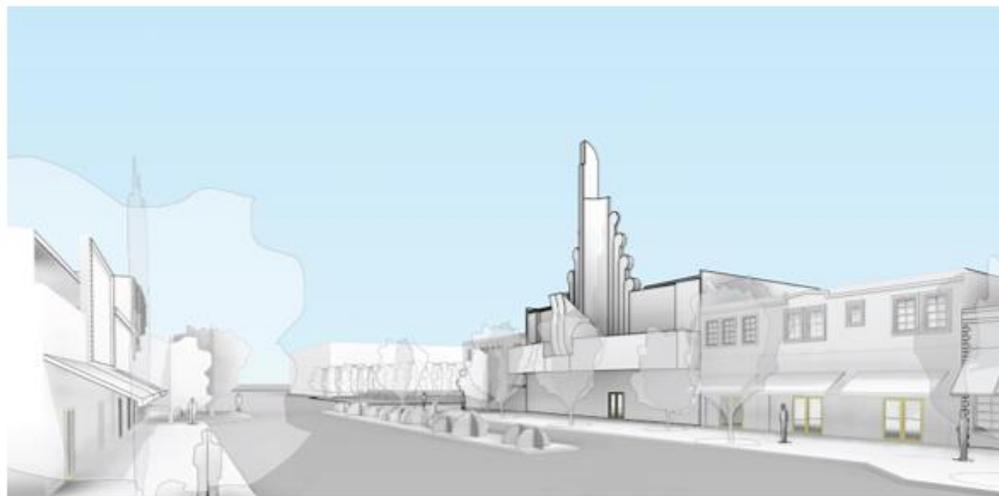


Conceptual View With Project

Figure 5-3: Conceptual View of Fox Theater



Existing View Without Project



Conceptual View Without Project



Conceptual View With Project

The Downtown TOD Plan includes public realm guidelines addressing landscape and the interface of the proposed Project with the existing streets. Specifically, the existing streetscape design and aesthetics would be maintained to the extent feasible while providing necessary upgrades such as Americans with Disabilities Act-compliant ramps. The design of street furniture would complement the overall design of the proposed streetscape improvements. Separation of pedestrians from the roadway using the recommended street trees would be incorporated to maintain the character of the historic core along Market Street. Street trees and landscaping would be provided where possible to provide shade and create a walkable pedestrian pathway. Trees would be arranged to create a continuous canopy over the pedestrian realm where feasible. Trees would be planted on both sides of the roadway where feasible and would be positioned relative to the guideway columns to create a consistent visual rhythm. Street trees and new landscaping would be planted within the median below the ATS guideway along Market Street to enhance the aesthetic quality of the roadway. Street furniture and street tree concepts include consideration of the street furniture and street tree concepts set forth in the Downtown TOD Plan. These streetscape improvements would enhance the visual character of Market Street in Downtown Inglewood and assist in visually integrating the guideway into Market Street. Consistent with the Design Standards and Guidelines adopted for the project any signage associated with the proposed Project would be distinct and approved by the City to ensure consistency with existing visual resources and character. Also consistent with the Design Standards and Guidelines, existing signage affected by the proposed Project would be replaced and would meet its originally intended design and function.

Viewers in the Market Street segment consist of drivers and visitors to Downtown Inglewood. While the proposed Project would present new structural elements to the landscape that would be noticeable, the degree to which it would affect visual resources would be moderate as no historic buildings would be removed and views of their facades would be maintained to the extent practicable. The addition of streetscape elements including street trees and street furniture consistent with the Downtown TOD Plan would serve to improve the visual character within the Market Street Segment. Accordingly, given the low sensitivity of viewers in the AVE and moderate effect on visual resources, the overall visual impact would not be adverse within the Market Street Segment.

MANCHESTER BOULEVARD SEGMENT

Within the Manchester Boulevard Segment, the proposed Project would introduce new vertical features along Manchester Boulevard including the proposed ATS guideway and a new MSF proposed on the existing Vons grocery store property. The guideway in this segment would travel the entire length of Manchester Boulevard between Market Street to Prairie Avenue. As the guideway turns east onto Manchester Boulevard, the guideway would transition from single columns to one-half straddle bent to support the turn onto Manchester Boulevard before going back to single columns in a new median located in Manchester Boulevard. The guideway would widen as it approaches the MSF and require straddle bents that would span across Manchester Boulevard. From the MSF to Prairie Avenue, a combination of single column supports and straddle bents across Manchester Boulevard would be used to support the guideway. The guideway would travel above the existing two-to-four-lane roadway. **Figure 5-4** 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, straddle bent columns and single support columns centered above the proposed median would be visible looking east toward Manchester Boulevard and north toward Market Street as the alignment crosses the intersection and turns from Market Street onto Manchester Boulevard.

Figure 5-4: Viewpoint 3 Manchester Boulevard at Market Street



Conceptual View Without Project



Conceptual View With Project

Residential viewers within the AVE are located within the Manchester Boulevard segment in neighborhoods north of Manchester Boulevard, between Hillcrest Drive and Prairie Avenue. Residences in this area are elevated above the grade of Manchester Boulevard by as much as ten feet. As shown in **Figure 5-5**, the elevation of the proposed ATS guideway would be above the windows of residences along Manchester Boulevard avoiding maintaining any substantial obstruction of views from these homes. While the guideway would be elevated above the windows of the multi-family residences facing Manchester Boulevard, the elevation of these multifamily residences reduces the degree to which the guideway presents a dominating mass affecting views from these residences. Further, there are no scenic vistas or visual resources available to the homes facing Manchester Boulevard such that the guideway would obstruct views.

The design of the guideway would continue to be streamlined and horizontal in expression for integration into the existing built environment. Support 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. Where possible, the dual lane guideway would be narrowed and configured to facilitate the use of single columns to support the structure, thus minimizing visual massing. The guideway would be constructed of exposed concrete or similar with tapered edges to reduce perceived massing and would use neutral colors and lightly colored canopies to minimize urban heat island effect. 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.

The MSF is proposed on the southwest corner of Manchester Boulevard and Spruce Avenue on a site developed with an existing Vons grocery store. In addition, a PDS is proposed on the MSF site which would be visually indiscernible from other MSF-related infrastructure. A new replacement Vons grocery would be built on the northwest corner of Manchester Boulevard and Hillcrest Boulevard. The massing and height of the MSF would 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 would be elevated to match the guideway height. The new Vons grocery store would be located on the northwest portion of the MSF site near the intersection of Manchester Boulevard and Hillcrest Boulevard. The maintenance level for ATS train cars would match the guideway track elevation and would contain mezzanine administrative office space. The ground level would include multiple rows of columns and support beams for structural support. The ground level would consist of a generally unenclosed space containing public parking for the new Vons store. The visual character of the new surface parking lot would be similar to the existing parking lot at the proposed MSF site, with black asphalt and striped spaces throughout the lot. Trees and new landscaping would provide shade and decorative separation of parking spaces.

There is one identified historical resource, the Bank of America building located at 320 Manchester Boulevard, on this segment. The scale, massing, and overall composition of this building would remain readily discernable to the viewer despite some interruption of views by three of the guideway columns. Only a small portion of the primary façade of the building would be intermittently obscured depending on the position of the viewer. Views that are completely unobstructed by support columns are not necessary for the Bank of America building to convey its significance due to its scale and/or setback.

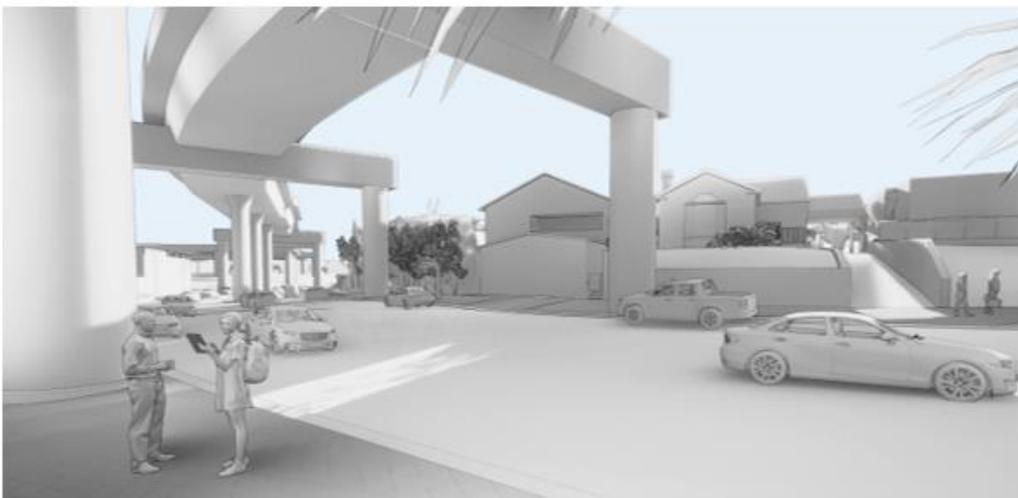
Figure 5-5: Conceptual Project View Along Manchester Boulevard



Existing View Without Project



Conceptual View Without Project



Conceptual View With Project

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 to ensure the proposed Project is visually compatible with adjacent uses. As shown in **Figure 5-6**, the proposed elevated MSF and the support columns for the MSF would be partially screened from neighboring land uses similar to existing screening along the Vons property. While the MSF would be taller than the existing Vons structure, the MSF would be elevated on support columns which may present a more open environment to residents along Nutwood Street and Spruce Street as the existing Vons building consists of a windowless façade facing these streets.

Street trees, furniture and other streetscape elements would be installed on Market Street. While tall vertical elements such as the ATS guideway and MSF would be introduced to the visual setting along Manchester Boulevard, the lack of visual resources or scenic vistas available to viewers in the segment makes the degree of visual change moderate. The ATS and MSF would be visible and noticeable to residences along Manchester Boulevard and surrounding neighborhoods; however, the visual change would not be a substantial change in visual character as there are limited visual resources available to residences and the important visual elements of these neighborhoods (i.e., street trees) would be maintained or enhanced. Consistent with the Design Standards and Guidelines adopted for the project any signage associated with the proposed Project would be distinct and approved by the City to ensure consistency with existing visual resources and character. Also consistent with the Design Standards and Guidelines, existing signage affected by the proposed Project would be replaced and would meet its originally intended design and function. The overall visual impact would not be adverse.

Figure 5-6: Viewpoint 4 Manchester Boulevard at Spruce Street



Conceptual View Without Project



Conceptual View With Project

PRAIRIE AVENUE SEGMENT

The proposed Project would introduce new vertical elements within the Prairie Avenue Segment, including both the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations, a surface parking lot with shuttle pick-up/drop-off, and the ATS guideway. In addition, a PDS is proposed at the Prairie Avenue/Hardy Street station which would be visually indiscernible from other Project-related infrastructure at the station site. The guideway would travel the length of Prairie Avenue from Manchester Boulevard to Hardy Street. Upon exiting the Prairie Avenue/Manchester Boulevard station and continuing south, the elevated guideway would continue along the west side of Prairie Avenue until both tracks gradually transition together immediately north of Kelso Street and continue in this configuration south to Victory Street, where the tracks diverge to enter into the Prairie Avenue/Hardy Street station on the northwest corner of the Prairie Avenue and Hardy Street intersection. Three Straddle bent columns would support this segment of the guideway as it proceeds south onto Prairie Avenue just past Nutwood Street. As the guideway converges, the structure would transition to single column supports located on the western side of Prairie Avenue. This portion of the guideway would diverge south of Victory Street to the west of Prairie Avenue as it approaches the Prairie Avenue/Hardy Street station and would be supported by straddle bents in the sidewalk and west of the public right of way. 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. Where possible, the dual lane guideway would be narrowed and configured to facilitate the use of single columns to support the structure, thus minimizing visual massing. The guideway would be constructed of exposed concrete or similar with tapered edges to reduce perceived massing. Transitions at crossovers would be smooth and rounded with all conduits, guideway equipment, walkways, drainage systems, and other utilities concealed from the ground view.

There are two identified historical resources in this segment: the Forum located at 3900 Manchester Boulevard and the Lighthouse McCormick Mortuary located at 619 Prairie Avenue. The scale, massing, and overall composition of the Forum and the Lighthouse McCormick Mortuary would remain readily discernible to the viewer despite some interruption of views by the stations, guideway and guideway columns and would still convey their historic significance as historic resources. Additionally, the Forum is intended as a special event venue where major transit infrastructure serving patrons of the facility is not unexpected. As shown in **Figure 5-7** and **Figure 5-8** is situated on the east side of Prairie Avenue and the Prairie Avenue/Manchester Boulevard Station is situated on the west side of Prairie Avenue. The guideway would be visible as it heads south on Prairie Avenue from the Prairie Avenue/Manchester Boulevard Station. Up to three straddle bent columns supporting a switch zone for the ATS trains immediately south of the station would also be visible from this location. The ATS guideway blends with the alignment of Prairie Avenue and would not present a substantial visual change given the degree of new development along Prairie Avenue and the existing event venues and associated parking facilities. Monument signage associated with the Forum would continue to be visible from all directions.

The design of the Prairie Avenue/Manchester Boulevard and Prairie Avenue/Hardy Street stations would be similar to the Market Street/Florence Avenue station, with a sleek, horizontal station design with a distinctive, modern style to enhance the aesthetic appearance of the structures and the identity of the proposed Project. The stations would include ground, mezzanine, and platform levels. The station exteriors would be composed of exposed concrete with a light colored canopy material. The light colored canopies would be the dominant architectural feature providing shade and protection from inclement weather while allowing for natural ventilation and daylight. Vertical circulation elements including escalators, stairs, elevators, and associated enclosures would be constructed using transparent glass to contribute to a modern exterior while allowing unobstructed views from all sides. Wherever possible, transparent screen walls and railings of the appropriate height would be integrated as part of the stations to enhance the appearance of the stations and integrate the structures with their 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 exteriors. 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. **Figure 5-9** depicts the Prairie Avenue/Hardy Street Station viewed from public right-of-way near Prairie Avenue and 97th Street looking north. The station would be located on the northwest corner of Prairie Avenue and Hardy Street. The proposed elevated passenger walkway across Prairie Avenue is also visible. All future development in the HPSP area would be required to be consistent with the design guidelines in the HPSP.

Elevated passenger walkways would be constructed to connect the two stations with development on the east side of Prairie Avenue including the Forum and the Hollywood Park Specific Plan area. These passenger connections would be elevated and span over Prairie Avenue and would be designed to visually integrate with their respective ATS stations. These walkways would be simple in design and form to deliver functionality and protect passengers from inclement weather. The exterior of the walkways, elevators and associated enclosures would be constructed with transparent material to the extent feasible to provide a contemporary and appealing aesthetic while providing as much natural daylight and unobstructed views for pedestrians. Neutral tones would be used in areas of the structures where transparent material cannot be used to further integrate the elevated passenger walkways with the surrounding stations and guideway structures. Visually unobstructive barriers would be integrated into walkway design to ensure both pedestrian and roadway safety.

As with the Market Street and Manchester Boulevard segments, streetscape improvements including street trees and furniture would be installed consistent with the Design Standards and Guidelines, other than portions of the Project directly adjacent to the HPSP development. Adjacent to the HPSP on the east side of Prairie Avenue, between Arbor Vitae Street and Hardy Street, the Design Standards and Guidelines define a streetscape design complementary to the streetscape design guidelines for the HPSP project. The HPSP streetscape plan is designed to create a diverse urban forest that would 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 consist of Afghan Pine, Camphor Tree, Southern Magnolia, and Canary Island Pine trees. Prairie Avenue adjacent to HPSP would include residential and retail gateways, with the goal of providing an appealing environment for pedestrians and vehicles traveling along Prairie Avenue. All existing landscaping, signs and other streetscape improvements reduced or eliminated as a result of implementation of the proposed Project would be replaced consistent with the Design Standards and Guidelines.

Figure 5-7: Prairie Avenue North of Manchester Boulevard



Conceptual View Without Project



Conceptual View With Project

Figure 5-8: Prairie Avenue at Pincay Avenue



Conceptual View Without Project



Conceptual View With Project

Figure 5-9: Viewpoint 7 Prairie Avenue at 97th Street



Conceptual View Without Project



Conceptual View With Project

Viewer groups in the Prairie Avenue segment consist mainly of drivers and visitors, particularly visitors to the Forum and SoFi Stadium both of which have low sensitivity to visual change. The most sensitive viewer group are students and staff at Kelso Elementary School. For this group, the ATS guideway, Prairie Avenue/Hardy Street Station, and associated pedestrian walkways would be visible and noticeable. However, these viewers are generally afforded a view of the Forum and surrounding parking lot which is viewed through a chain-link fence surrounding the elementary school play areas. While the Forum would be partially obscured, views of the Forum would still be available to students and staff of Kelso Elementary School and implementation of streetscape improvements such as street trees and streamlined design of the ATS guideway would serve to minimize the overall visual effect of the proposed Project. Given that viewers attending events at the Forum are not sensitive to visual change and major transit infrastructure is expected in proximity to major event venues, the degree of visual change for viewers viewing the proposed Project from the east side of Prairie Avenue would be low. The overall visual change through the Prairie Avenue Segment would be moderate given the visibility of the ATS guideway, stations, and pedestrian walkways but the relatively low sensitivity of viewers in the segment. Visual impacts would not be adverse given the high degree of visual change already occurring in the Prairie Avenue Segment and low sensitivity of viewers in the segment.

5.2 NEPA RESOURCES

5.2.1 HISTORIC RESOURCES

No historic resources would be removed or damaged by the proposed Project. Although the proposed Project would introduce new vertical elements that can obscure views of historic buildings depending on the location and orientation of viewers, all historic resources in the AVE would remain readily discernable to viewers despite some interruption of views. The proposed Project is designed to minimize the degree of visual interruption to all surrounding land uses and in particular historic resources. From a visual perspective, the degree of visual change presented by the partial obstruction of views of historic resources would not be discernable as a substantial visual change to a visual resource as other commercial development in the AVE would be similarly affected by the vertical elements of the proposed Project. Effects on historic resources would be moderate.

5.2.2 SCENIC RESOURCES

There are no scenic resources available within the AVE due to the distance of ridgelines and existing man-made development that defines the visual environment of the AVE. Accordingly, impacts to scenic resources would be minimal.

5.2.3 SCENIC HIGHWAYS

There are no scenic highways within the vicinity of the proposed Project. The nearest state scenic highway is Interstate 110 between mile post 25.7 and 31.9, which is located north of downtown Los Angeles approximately ten miles northeast of the proposed Project. No portion of the proposed Project would be visible from this designated scenic highway and no temporary or permanent impacts are anticipated to state scenic highways.

5.3 LIGHT AND GLARE

The proposed Project would introduce new sources of light associated with the proposed station facilities, MSF, and ATS guideway. Overall, light and glare impacts would not be substantial with the incorporation of Construction Commitment Program (CCP) measures during construction, incorporation of avoidance measures described below in Section 5.5, Avoidance, Minimization, and/or Mitigation Measures, and compliance with the Design Standards and Guidelines. The proposed Project is located 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.

ATS system lighting would be required 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 ATS guideway would be hidden by proposed Project design to the extent feasible in order to minimize light spillage and glare from lighting used at the system. Design Standards and Guidelines adopted for the proposed Project would require use of non-glare materials along the exteriors of project facilities. 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 not be adverse.

5.4 SHADE AND SHADOW

New shade and shadow patterns would be created by the ATS guideway structure, stations and MSF. Uses sensitive to shading along the Project alignment include residential uses, outdoor spaces associated with residential or recreational uses, and uses with solar panels. The Market Street/Florence Avenue station's shadow would be cast furthest during sunset on a summer evening and on a winter morning. The shadow would be cast northwest over Florence Avenue on a winter morning and southeast on a winter afternoon. As the surrounding land uses are commercial, no sensitive receptors are present and no shade and shadow impacts to surrounding uses are anticipated. There are no existing solar panels in this segment identified through review of aerial photographs. The ATS guideway within the Market Street right of way would run from south of Regent Street to Manchester Boulevard above the roadway median. With single support columns spaced as far apart as feasible and the bottom of the guideway raised 40 feet above Market Street, the shadows created would be narrow and would not affect large areas at any point during the day. The shadow from the guideway would be west of Market Street in the morning and east of Market Street in the afternoon. This narrow shadow pattern would also move throughout the day from northwest to southeast. No areas would be shaded for long periods. **Figure 5-10** depicts the shadow cast by the Market Street portion of the Project during winter afternoons when shadow from the guideway would be cast furthest.

Along Manchester Boulevard the ATS guideway and MSF would cast shadows upon adjacent land uses. 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. The guideway would be located entirely within the public right of way of Manchester Boulevard. Support columns would be spaced as far apart as feasible and the bottom of the guideway would be raised 40 feet above Manchester Boulevard. As such, the shadows created by the guideway would be narrow and would not affect large areas at any point during the day. This narrow shadow pattern would move throughout the day, from southwest to northeast. No areas would be shaded for long periods. **Figure 5-11** depicts the maximum shadow cast upon adjacent residences which would occur during winter afternoons. 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 not have an adverse effect on adjacent residences along Manchester Boulevard

Along Prairie Avenue, the guideway would run on the west side of Prairie Avenue adjacent to the roadway. The guideway would cast a narrow shadow pattern which move west to east throughout the day. **Figure 5-11** depicts the shadow cast by the guideway and station along Prairie Avenue during summer evenings which represents the largest shadow cast by the guideway along Prairie Avenue. As shown, the shadow would not affect adjacent land uses and would generally only shade Prairie Avenue. The western edge of the Kelso School campus would be shaded during mornings from the guideway and majority of the campus would not be shaded during any portion of the day. No portion of the campus would be shaded in the afternoon.

As the shadow of the guideway, stations, and MSF would not affect any specific location for an extended time due to its size and location, the proposed Project would not result in an adverse related to shade and shadow impacts on the surrounding uses.

Figure 5-10: Market Street and Manchester Boulevard, December 21 at 3:00 PM

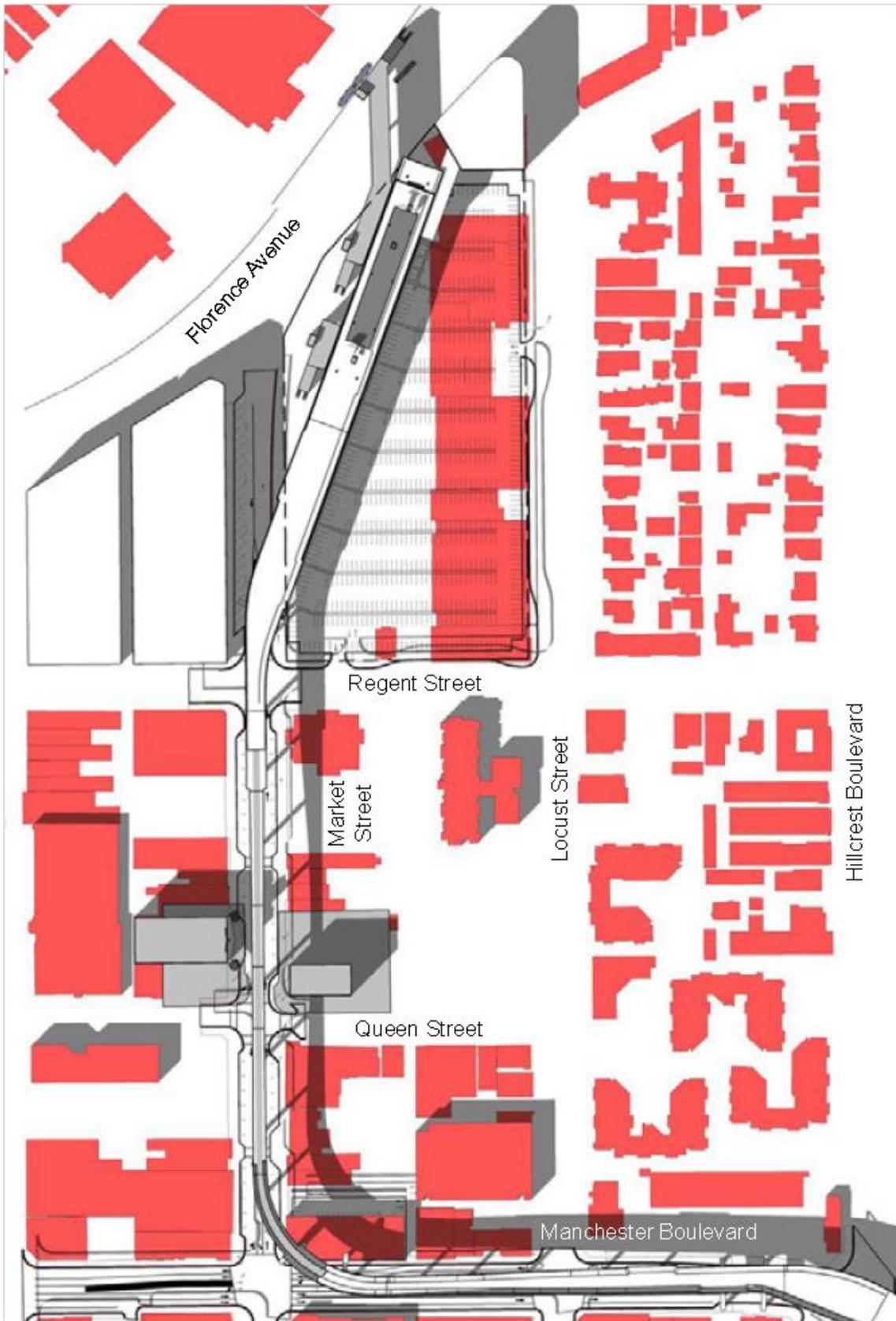
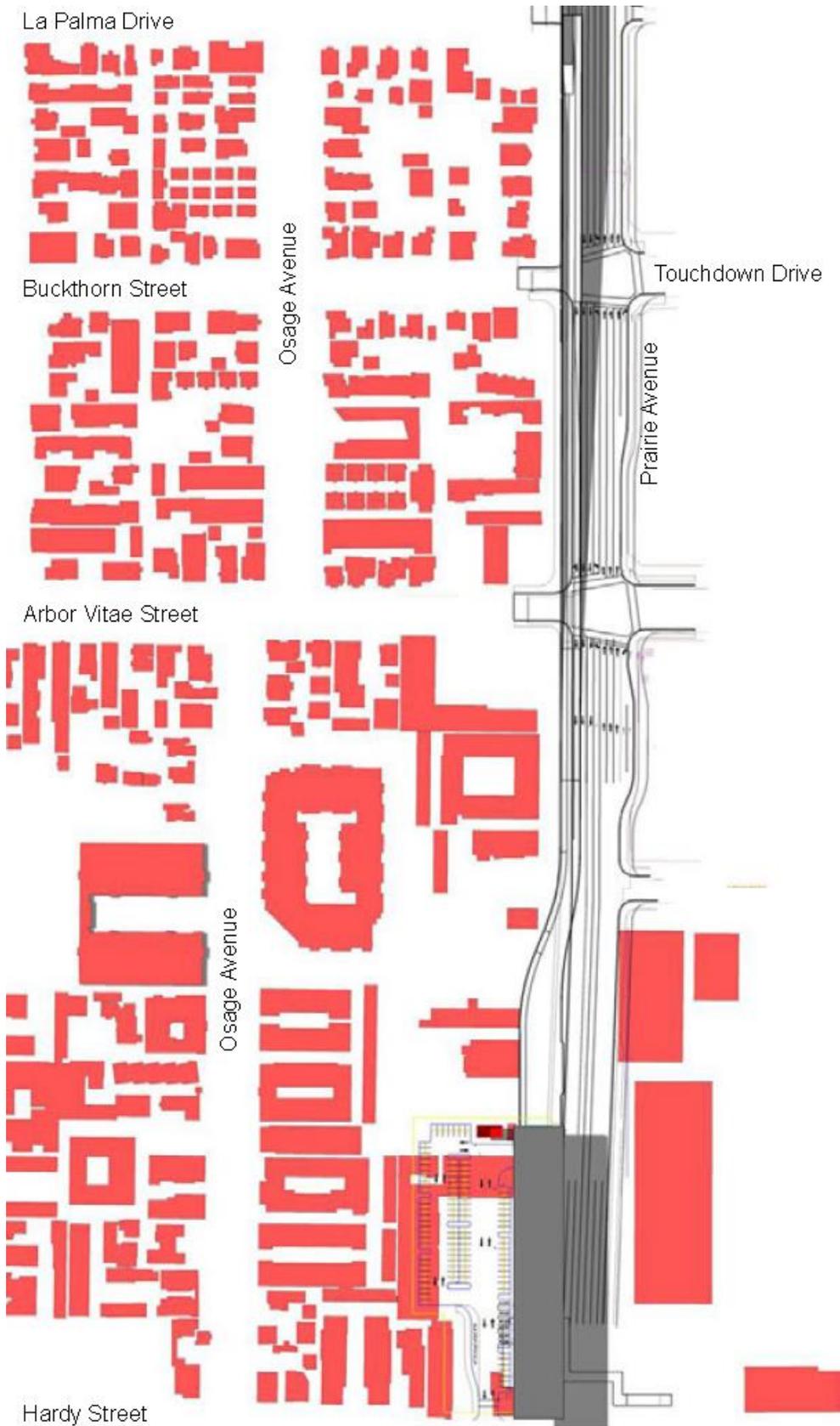


Figure 5-11: Manchester Boulevard and Prairie Avenue, December 21 at 3:00 PM



Figure 5.12: Prairie Avenue, La Palma Drive to Hardy Street, June 22 at 5:00 PM



5.5 CONSTRUCTION EFFECTS

Anticipated effects on visual resources during construction would be like those typical of rail projects, including the presence of heavy equipment and traffic control measures. Users in buildings or on streets and sidewalks would encounter views of the construction. Residents in adjacent homes and employees in local businesses would likely perceive construction activities as visually disruptive. Staff and patrons of businesses, and commuters would likely view construction activities as visually disruptive. Also anticipated are temporary detour routes, noise, and dust that would be associated with demolition and construction. Construction would occur in eight phases over approximately four years, between 2024 and 2027, with the phases likely to overlap along the segments of streets along the Project alignment to provide the most efficient construction schedule. Phasing the construction activities in this manner would reduce the duration of exposure by each segment. Construction equipment and heavy machinery would be placed on-site. The presence of this equipment would be temporary and cease upon completion of construction activities. In order to lessen the temporary aesthetic impacts associated with construction, the CCP identifies practices to be implemented during construction. Construction period measures described below in Section 5.5, Avoidance, Minimization, and/or Mitigation Measures outline a visual resources program defined in the CCP. This program addresses nighttime lighting, removing erosion control devices as soon as stabilized, and locating stockpile areas in less visually sensitive areas.

Nighttime construction lighting would be temporary in nature. The CCP outlines measures to be taken to limit nighttime light spillage and glare to adjacent uses. Prior to the start of construction, light plans 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 would 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, the CCP would ensure sensitive receptors and motorists on public streets would not have direct views of construction light sources to limit 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 would block light and glare 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 require a permit from the Permits and License Committee of the City. The proposed Project would comply with any conditions identified by the City to reduce nighttime construction lighting.

5.6 AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

The proposed Project would not result in major changes to the visual character of the AVE. The following measures described in the ITC Design Standards and Guidelines would ensure that potential visual impacts are avoided or minimized.

CONSTRUCTION

Construction activities during evening and nighttime hours may require the use of temporary lighting. To minimize the impact of temporary lighting on adjacent properties, the following measures shall be implemented:

- Temporary lighting shall be limited to the amount necessary to safely perform the required work and shall be directed downwards and shielded. Care shall be taken in the placement and orientation of portable lighting fixtures to avoid directing lights toward sensitive receptors, including automobile drivers. Motorists and sensitive receptors shall not have direct views of construction light sources. Light sensitive receptors include but are not limited to residential areas and transient occupancy uses.
- Light trespass shall not exceed one foot-candle above ambient light level as measured at any adjacent residential and transient properties.
- Temporary sidewalks and any sidewalk adjacent to construction activities shall be illuminated to City Standards to protect public safety.
- To minimize the visual effects of construction the following measures shall be implemented:
 - o Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.
 - o Stockpile areas should be located in less visibly sensitive areas and pre-approved by the City. Stockpile locations, laydown, and staging areas shall be accessed by construction vehicles with minimal disruption near residential neighborhoods.

TREE REPLACEMENT

A Tree Removal and Replacement Plan shall be developed by members of the Project Task Force, subject to review and acceptance by the City and/or the JPA, and shall adhere to the following principles:

- Tree removal and replacement shall comply with the City of Inglewood Municipal Code and the ITC Design Standards and Guidelines.
- Removal of existing healthy and flourishing trees shall be avoided where feasible.
- New permanent replacement trees shall be a 36-inch box of the same species as those removed, if appropriate for the location and not in conflict with new infrastructure. Alternative locations shall be approved by the City's Public Works Department.
- New permanent replacement palm trees shall be a minimum of 20 feet in height.
- The Contractor shall permanently replace trees within six (6) months of restoration and completion of that portion of streets that may impact the tree. To the extent feasible, the Contractor shall permanently replace trees on an ongoing basis so long as doing so does not conflict with future construction.
- If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees.
- The Contractor shall maintain all permanent trees and other landscaping installed by the Contractor for a period of three (3) years from the date of planting and shall warranty the trees and landscaping for one (1) year after planting. Prior to the end of the one-year warranty period, the City and the Contractor shall conduct an inspection of all permanent replacement trees and landscaping for general health as a condition of final acceptance by the City. If, in the City's determination, a permanent

replacement tree or landscaping does not meet the health requirements of the City, then the Contractor shall replace that tree within thirty (30) days. For any permanent trees or landscaping that must then be removed, the original warranty shall be deemed renewed commencing from when the tree or landscaping is replaced.

LIGHTING

Station Design

- Station canopies shall have indirect accent lighting.
- Lighting shall clearly highlight pedestrian paths including those to stairs, escalators, and elevators.
- Accent and functional lighting shall be strategically placed to minimize spillover.
- Accent and functional lighting controls shall be programmable, and sensor controlled to allow for energy efficiency and various settings such as daytime, nighttime, and event lighting.

Guideway and Support Structure Design

- Where provided, guideway indirect accent lighting shall complement station lighting design.
- Light fixtures shall be concealed or minimally visible.
- Accent and functional lighting shall be strategically placed to minimize spillover.
- Code required lighting along the guideway shall be designed to minimize visibility from the ground level.
- Street lighting shall be supplemented as needed to provide a consistent light level on the sidewalk and roadway along the project alignment.

Maintenance and Storage Facility

- Where provided, functional lighting shall be placed to minimize spillover.
- Building entrances shall be well lit.
- Lighting shall clearly highlight pedestrian paths including those to ramps, stairs, escalators, and elevators.
- Public uses on the ground plane of the MSF Site including any covered parking areas shall be well lit with particular attention paid to the comfort and safety of the public.

Elevated Passenger Walkways

- Where provided, functional lighting shall be placed to minimize spillover.
- Overall lighting design shall not interfere with roadway traffic below.
- Accent lighting shall complement station lighting design.
- Accent and general lighting controls shall be programmable and sensor controlled to allow for daytime, nighttime, and event settings.

TREE PLACEMENT

- An arborist report surveying the condition and extents of all existing trees in the Project area shall be provided to the developer for their use as a baseline in order to produce a final report detailing the most current conditions and proposed handling of all existing trees for the proposed Project.
- Existing flourishing trees (as identified in the arborist report) shall remain, where feasible.
- An Approved Plant Palette based on the City's approved street tree list shall be used as a basis for all sections of new trees.
- The quantity and species of existing trees removed by the ITC Project shall be replaced in accordance with the City's current landscape guidelines.
- Protected species in the Inglewood Municipal Code, Tree Preservation shall remain.
- City of Inglewood guidelines for tree spacing shall be followed, considering species of trees and the desired canopy coverage.
- Trees shall be planted on both sides of the roadway where feasible.

- Trees shall be positioned at regular intervals relative to the guideway column supports to create a consistent rhythm.
- On Market Street, trees shall be planted at a rhythm and scale to create a continuous visual canopy over the pedestrian realm, where feasible.
- On Manchester Boulevard, trees shall be planted at a rhythm consistent with the street trees east and west of the Project, in alignment with the shape of the roadway.
- On Prairie Avenue, trees on the east side shall continue the stately rhythm from the Inglewood Cemetery north of Manchester Boulevard. Trees on the west side shall be spaced to match the rhythm of the east side and the guideway support structure to the extent feasible.

SIGNAGE

- Physical Non-Digital Signage incorporated into the Project shall have a distinct visual graphic identity that is consistent across all physical design elements of the project.
- All signage shall be approved by City of Inglewood and the Authority Having Jurisdiction (AHJ).
- Existing signage along the entire ITC alignment, which is affected, shall be replaced along with its infrastructure, and shall meet its originally intended design intent and function.
- Signage replaced that originated on private property shall be approved by the City of Inglewood and the sign/property owner.

VISUAL OBSTRUCTION

The final Project design shall ensure safe vehicle access to driveways and streets by maintaining adequate sight distances in accordance with City of Inglewood traffic ordinances, and State and National design standards. Final design of straddle bent support columns shall establish minimum distances from residences and residential driveways to ensure adequate sight distances based on posted speed limits in conformance with the above design standards. Prior to construction the final design and site plan shall be submitted to the City of Inglewood Public Works Department for final review and approval. If adequate sight distances cannot be achieved, alternative safety measures such as warning signals, signage, speed feedback signage, or speed bumps shall be incorporated into the design.

HISTORIC RESOURCES

The final Project design must consider design variables (elevation of guideway, width of guideway, distance of the guideway from the resources, and the dimensions, placement, and spacing of support columns) and resource variables (building's height, scale, number of street-facing facades, width of primary façade, front setback, project elements overhanging the sidewalk, and viewpoints from which the resource can best be discerned in its entirety). The final Project design shall ensure minimal impacts to the setting of historical resources, and little or no visual obstruction of the resource's street-facing façades from the optimal viewpoints. In order to meet these performance-based standards, the following Project Design Features shall be incorporated into the final Project design:

- The guideway's elevation and distance from the façade of the historical resource shall be sufficient for the guideway to visually clear the top of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints. The final Project design is expected to achieve no visual obstruction of any of the identified historical resources from the guideway.
- At the former Fox Theatre, and for 100 feet on either side of the resource, the guideway elevation (measured from the ground plane to the underside of the guideway structure) shall be a minimum of 52 feet from grade in order to achieve unobstructed views of this resource, including its monumental sign pylon.
- The dimensions, placement, and spacing of the guideway support columns shall be such that the obstruction of views of the historical resources' street-facing façade(s) when viewed from the optimal viewpoints shall be minimized. For five of the identified historical resources—Holy Faith Episcopal Church, former United Bank of California (now Broadway Federal Bank), former Fox Theater,

Professional Building, and Inglewood Park Cemetery—the final Project design is expected to completely avoid visual obstructions from support columns.

- For five of the historical resources—the former Bank of Inglewood, former J.C. Penney, Bank of America, the Forum, and Lighthouse McCormick Mortuary—views that are completely unobstructed by support columns are not necessary for the resource to convey its significance. A small portion of the resources' primary façades shall be intermittently obscured depending on the position of the viewer. However, due to the scale and/or setback of these resources, their primary façades shall remain readily discernable.