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**SUPERIOR COURT OF THE STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES, CENTRAL DISTRICT**

City of Inglewood,  
  
Plaintiff,  
  
v.  
  
Shannon Roberts, an individual; and DOES 1  
through 100, inclusive,  
  
Defendants.

**CASE NO. 26TRCV00789**  
  
**FIRST AMENDED COMPLAINT FOR  
DECLARATORY RELIEF (Code Civ.  
Proc. § 1060)**  
  
**PRIORITY ELECTION MATTER (Code  
Civ. Proc. §§ 35, 1062.3; Elec. Code § 13314)**

1 Plaintiff City of Inglewood (“Plaintiff” or “City”) hereby alleges as follows:

2 **INTRODUCTION**

3 1. On February 17, 2026, Defendant Shannon Roberts (“Defendant” or “Roberts”)  
4 submitted a Notice of Intent to Circulate a Proposed Initiative and Petition to Inglewood voters  
5 (the “Initiative”). (**Ex. A** hereto.) The Initiative proposes amending the existing Inglewood  
6 Municipal Code (“Municipal Code”) and the City’s General Plan (“General Plan”) to prohibit  
7 billboards in public rights-of-way from displaying any “advertising and commercially sponsored  
8 advertisements” throughout the City, subject to certain enumerated exceptions. The Notice and  
9 Statement of Findings that accompany the Initiative tout claimed objectives such as preserving the  
10 quality of life for Inglewood residents, minimizing visual distraction and light pollution, ensuring  
11 zoning laws are applied consistently and fairly, and preserving the character of Inglewood  
12 communities by staving off “commercial exploitation.” (*Id.*, pp. 1–2.)

13 2. The problem with the Initiative is that its language, on its face and through its  
14 inevitable effect, belies these stated objectives. Through censorship and selective carveouts, the  
15 Initiative confers preferential treatment and monopoly power on a narrow set of private interests.  
16 The Initiative was orchestrated and funded by the owners of entertainment and sports venues, Stan  
17 Kroenke and Steve Ballmer (collectively, “Developers”), and is designed to confer extensive  
18 private gains to their developments.

19 3. This is not speculation: Roberts submitted the Initiative attached to a check signed  
20 by Gerard McCallum II, Kroenke Group’s longtime consultant, employee, and public liaison.  
21 McCallum is not an Inglewood resident, so he could not be the Initiative’s proponent. But he is  
22 clearly the real proponent, advancing Kroenke’s agenda under the guise of altruistic civic  
23 concerns. Roberts is a skill for McCallum, and ultimately Kroenke. Roberts confirmed the  
24 Initiative is engineered and funded by Developers through her “Official Top Funders” disclosure  
25 accompanying the Initiative’s circulation petition. A true and correct copy of this disclosure,  
26 identifying Hollywood Park SecurityCo (owned by Kroenke) and Forum Entertainment (owned by  
27 Ballmer) is attached as **Exhibit D**.

1           4.       In short, what is packaged as an Initiative by and for Inglewood residents is the  
2 product of avaricious puppeteering by billionaire developers who already own and control some of  
3 the most valuable assets in Inglewood (if not the world), to create an illegal and anticompetitive  
4 advertising monopoly to the detriment of Inglewood residents and in violation of constitutional  
5 and statutory strictures.

6           5.       The Initiative is invalid in at least four ways. **First**, it bans all advertising and  
7 commercial messages on signs in public rights-of-way *except* those relating to “any advertising”  
8 for sports and entertainment special events held in the City, such as the Super Bowl and the  
9 Olympics, “to promote such special events or their relationships with their sponsors or  
10 advertisers.” (Ex. A, pp. 1–2.) This runs headlong into constitutional free speech protections—by  
11 regulating speech based on who is speaking and what is being said, while preserving lucrative  
12 exceptions tailored to favored speakers and favored messages. Indeed, Defendant’s lawyer  
13 conceded to the City Attorney that this provision requires the City “to regulate the future content”  
14 of advertising placed on billboards outside of the Initiative’s carveouts. Such a law is  
15 presumptively invalid.

16           6.       **Second**, the Initiative bans advertising on billboards on public property throughout  
17 the City, but exempts certain parcels for preferential zoning treatment. Those benefited parcels are  
18 the site of special event venues owned by Developers: Kroenke (who owns Hollywood Park, SoFi  
19 Stadium, and YouTube Theater) and Ballmer (who owns Intuit Dome and the Forum). This is  
20 quintessential spot-zoning, which is unlawful where, as here, the ordinance creates special,  
21 preferential zoning rules for an island of property but confers no corresponding public benefit.

22           7.       **Third**, the Initiative violates the United States and California Constitutions’  
23 Contract Clauses, by substantially impairing existing contracts. The Initiative would ban  
24 advertising on a network of signs that are under construction pursuant to a validly-executed  
25 contract between the City and a third-party technology and billboard company, WOW Media, Inc.  
26 (“WOW”). The advertising revenue generated by these signs funds both their operation *and*  
27 critical public infrastructure and social services. Retroactively prohibiting advertising on these  
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1 signs, to no legitimate end, would be an invalid, unlawful exercise of the City’s municipal powers,  
2 in violation of the Contract Clause.

3 8. **Fourth**, in amending the Inglewood General Plan, the Initiative creates multiple  
4 internal inconsistencies, which are clear from a simple examination of the initiative measured  
5 against the General Plan. These inconsistencies violate settled California law prohibiting same.  
6 (See Gov. Code, § 65300.5.) The Initiative purports to amend the General Plan’s Land Use  
7 Element, but does so in an ill-conceived, haphazard, and unresolvable manner that frustrates and  
8 impedes the General Plan—which is the principal framework for all future land development, *i.e.*  
9 the City’s Constitution for planning standards and regulations. As further described below, the  
10 Initiative’s amendment drastically alters existing classifications, standards, policies, and  
11 overarching land use goals that run consistently throughout the General Plan—and does so to an  
12 absurd end. Introducing this chaos to the City’s central land use and planning framework will  
13 create untenable uncertainty for land owners and the City, and indefinitely frustrate the City’s  
14 ability to make planning and zoning decisions. For good and sound policy reasons, longstanding  
15 statutory and case authorities prohibit such an amendment.

16 9. The Initiative also inserts and codifies troubling anticompetitive standards into  
17 Inglewood’s zoning laws that give a small subset of prominent landowners an advertising  
18 monopoly through which they can stymie competition and deprive Inglewood residents of the  
19 benefits of public services funded by advertising revenues. The Initiative is, thus, unconstitutional  
20 and illegal on its face, so it may not be submitted to Inglewood voters. It is well settled that  
21 where, as here, an initiative is illegal and beyond the power of voters to enact, courts are  
22 empowered—indeed, obligated—to declare the measure illegal and ensure it is not included on the  
23 ballot. (See *Widders v. Furchtenicht* (2008) 167 Cal.App.4th 769, 785 [“We must not only protect  
24 against interference with [the initiative power’s] proper exercise, but must also strike down efforts  
25 to exploit the power for an improper purpose.”].) The City is entitled to seek a judicial declaration  
26 that the Initiative is illegal before it is placed on the ballot.

27 10. Why would Defendant propose amendments to the Municipal Code that plainly  
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1 create unequal, discriminatory regulations inuring solely to the benefit of private developers? The  
2 answer is that she proposes it on those Developers’ behalf. The Initiative, a “Trojan horse” for  
3 Developers’ self-serving agenda, did not arise in a vacuum. Rather, it is the latest chapter in a  
4 dispute between Developers and the City regarding the use of public rights-of-way throughout  
5 Inglewood. In ongoing litigation, Developers have asserted the right to an advertising monopoly  
6 across the City. After thus-far being unsuccessful in persuading courts that the law supports them,  
7 Developers now seek to change the law to achieve the same advertising monopoly under cover of  
8 a voter initiative.

9 **PARTIES**

10 11. Plaintiff City of Inglewood is a municipal corporation, duly organized and  
11 operating in the County of Los Angeles as a Charter City under the laws of the State of California.

12 12. Defendant Shannon Roberts is an individual residing in the City. Roberts is the  
13 official proponent of the proposed Initiative that is the subject of this Complaint. A true and  
14 correct copy of the Initiative, dated February 17, 2026, is attached to this Complaint as **Exhibit A**.

15 13. Plaintiff is unaware of the true names and capacities of defendants DOES 1 through  
16 100, inclusive, and they are therefore sued by such fictitious names pursuant to Code of Civil  
17 Procedure, section 474. Plaintiff alleges on information and belief that each such fictitiously  
18 named Defendant is responsible or liable in some manner for the events and happenings  
19 referenced herein, and Plaintiff will seek leave to amend this Complaint to allege their true names  
20 and capacities after these have been ascertained.

21 **JURISDICTION AND VENUE**

22 14. This Court has jurisdiction over this matter pursuant to article VI, section 10, of the  
23 California Constitution, and Code of Civil Procedure sections 410.10 and 1060.

24 15. Venue is proper in the County of Los Angeles because the cause of action alleged  
25 herein arose in the County of Los Angeles, where Roberts resides.

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**FACTUAL ALLEGATIONS**

**A. Developers Rush to Court to Invalidate the City’s Contract with WOW**

16. Existing Inglewood zoning laws authorize the City, pursuant to its broad powers to regulate the use of public rights-of-way for public purposes, to install billboards in major streets, and share in revenue for advertising generated through those billboards in compliance with certain requirements. (See Inglewood Municipal Code § 12-80(I).)

17. In April 2025, pursuant to this statutory authority, and based on the recommendations of its City Manager, planning experts, and an extensive environmental assessment conducted by a CEQA expert, the Inglewood City Council (“City Council”) determined it was in the public interest to construct a state-of-the-art Transportation Information Network (“TIN”) on City-controlled public medians and sidewalks outside of, but near, Developers’ properties.

18. The TIN is comprised of a series of digital kiosks that can be synced and instantly populated with messages using WOW’s proprietary, patented technology. The TIN was made necessary, in large part, by the success of Developers’ projects and the millions of visitors from around the world who visit Inglewood to patronize Developers’ venues and related facilities. This influx creates unprecedented traffic and congestion that adversely and substantially affects Inglewood residents’ ability to navigate their own community. The City Council enumerated “various community benefits” conferred by the TIN, including that the “TIN will provide the City with an additional mode of community messaging that will enhance its ability to timely address and promote important civic needs, including wayfinding[, ] traffic safety measures,” and other public safety messages. When it is not being used for public safety messaging, the TIN will display advertising—with preferential rates for local businesses—and the City and WOW will share the revenues, which also fund the TIN’s operation. The City Council determined that the City’s share of advertising revenues will fund important public improvements and services for Inglewood residents.

19. The City was transparent about the fact it was considering the TIN for months

1 before it approved the contract with WOW to build and operate the TIN (“WOW Contract”). In  
2 February 2025, the City published a Notice of Availability of the Initial Study and Mitigated  
3 Negative Declaration (“MND”) for the TIN project. The MND evaluated all areas of potential  
4 environmental impact, including considerations of visibility, aesthetics, light pollution,  
5 transportation, noise, and disruption to surrounding properties and communities caused by  
6 construction and installation. In each of these categories, the CEQA expert conducting the review  
7 concluded the TIN will have “no impact” or “less than significant impact.” The Notice also  
8 described the construction and installation process and included a map identifying the kiosk’s  
9 planned locations. A true and correct copy of the Notice of Availability and MND are attached to  
10 this Complaint as **Exhibit B**.

11 20. The City also published the MND on its website and made it available for public  
12 inspection and comment at Inglewood’s City Hall and Main Library. And, the City filed Notices  
13 of the MND with the Los Angeles County Clerk and State of California Clearinghouse pursuant to  
14 CEQA’s mandates. These documents were available for public review through April 7, 2025.

15 21. After these public notices, on April 10, 2025, the City Council published its  
16 intention to consider the WOW Contract at its upcoming regular public meeting through its public  
17 agenda, as the Brown Act requires. The agenda provided a link to the City’s Staff Report, which  
18 detailed the TIN project and recommended the City Council adopt and approve the WOW  
19 Contract. On April 15, 2025, the City Council voted to approve the WOW Contract based on its  
20 discretionary assessment of the public benefits it would confer, and the recommendations of a  
21 CEQA expert and City planning officials.

22 22. Developers did not respond to the City’s public notices or opportunities for  
23 comment. They did not attend the public City Council meeting in April 2025, or engage in any  
24 dialogue with the City about the proposed TIN or the terms of the WOW Contract.

25 23. Instead, Developers sued the City and WOW in July and August 2025 in two writ  
26 of mandate actions, one filed by Hollywood Park (Los Angeles Superior Court Case No.  
27 25STCP02561) and the other by Forum and Intuit Dome (Los Angeles Superior Court Case No.

1 25STCP02940) (together the “WOW Lawsuits”). Through these lawsuits, Developers claim, *inter*  
2 *alia*, that their own development agreements give them a veto power over the City’s decision to  
3 use public land *outside of* Developers’ private properties. Their alleged harm is that the TIN’s  
4 advertising capabilities would create market competition for Developers’ own on-site signage and  
5 threatens to reduce Developers’ advertising revenues—particularly with sponsors for events like  
6 the Super Bowl and the Olympics. At bottom, Developers wanted to control how the City  
7 conducts City business on public property, and contort those considerations for their own private  
8 gain into a de facto advertising monopoly.

9 24. Developers’ objections were news to the City. While Developers hold (or thought  
10 they held) development agreements conferring preferential status for land use purposes as they  
11 developed their properties, their contractual rights are limited to their own properties—specifically  
12 and expressly defined within their respective agreements.<sup>1</sup> Their development agreements do not  
13 directly or indirectly authorize them to usurp the City Council’s discretionary, legislative decision-  
14 making about how to protect the public interest and offset the impact of Developers’ venues on  
15 Inglewood residents. But Developers nevertheless argued that their agreements gave them “veto”  
16 power over *anything* the City does *anywhere* that Developers deem to be inconsistent with their  
17 own economic interests.

18 25. Developers spurned Mayor James Butts’ invitation to a collaborative, out-of-court  
19 discourse to resolve their concerns. Mayor Butts wrote to Developers in July and August 2025—  
20 shortly after they filed their lawsuits—asking to meet “face to face as partners in progress” in the  
21 spirit of open communication that Developers and the City have long shared. Mayor Butts’ letters  
22 emphasized the City was happy with Developers’ projects and had no intention of disturbing their  
23 peaceful enjoyment and operation of their private developments. Developers ignored Mayor

24 \_\_\_\_\_  
25 <sup>1</sup> In the course of defending the WOW Lawsuits, the City realized that Hollywood Park’s  
26 development agreement, approved by voter initiative rather than a negotiated agreement, violates  
27 statutory procedures and is void *ab initio* and unenforceable. (See *Center for Community Action*  
28 *& Environmental Justice v. City of Moreno Valley* (2018) 26 Cal.App.5th 689.) The validity of  
that agreement is the subject of a third lawsuit, in which Hollywood Park sued the City, seeking  
declaratory relief and quantum meruit. (See Los Angeles Superior Court Case  
No. 25TRCV04256.)

1 Butts’ overtures, and pressed forward with litigation instead.

2 26. In the WOW Lawsuits, Developers sought emergency relief, including a  
3 Temporary Restraining Order and Preliminary Injunction directing the City to rescind the WOW  
4 Contract and stop all construction of the TIN signs. Developers wanted an advertising “clean  
5 zone” for an indefinite area *outside of* their own properties—so they can charge sponsors for  
6 exclusive marketing campaigns free from any competing advertisements—and contended the  
7 TIN’s threat of market competition constitutes irreparable harm.

8 27. The trial court presiding over the WOW Lawsuits (Goorvitch, J. and Leiter, J.)  
9 rejected Developers’ claims for relief. In three separate hearings in July and August 2025,  
10 following extensive briefing, oral argument, and thousands of pages of supporting exhibits, the  
11 court ruled that Developers’ claims of imminent irreparable harm were unsupported by the  
12 evidence. At best, their claimed harm was “speculative and distant.” The trial court also rejected  
13 Developers’ claims on the merits, including their claimed entitlement to veto the City’s  
14 discretionary decision to approve the WOW Contract and use public land to build infrastructure  
15 conferring public benefits. And the court concluded the balance of potential harms weighs in  
16 favor of the City, not Developers. The WOW Lawsuits are set for trial in Department 82 on  
17 May 29, 2026. A true and correct copy of the order denying Developers’ request for a Preliminary  
18 Injunction in the WOW Lawsuits is attached hereto as **Exhibit C**.

19 **B. Unsuccessful in Undoing the WOW Contract in Court, Developers Turn to a Voter**  
20 **Initiative to Stymie Their Competition**

21 28. On February 17, 2026, Roberts submitted the Initiative, packaged as a “Billboard  
22 Blight Elimination and Neighborhood Preservation Initiative.” The Initiative proposed  
23 amendments to the City’s General Plan and Municipal Code to prohibit advertising and  
24 commercially-sponsored advertisements on billboards and signs in public rights-of-way (like  
25 streets, medians, and sidewalks) throughout the City subject to certain enumerated exceptions  
26 (described below).

27 29. The Initiative first sets forth a series of “Findings and Declarations of Purpose,”  
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1 including to “protect [residents’] quality of life against massive Vegas-style billboards that create  
2 light pollution and visual clutter, and ensure Inglewood’s public spaces are not beholden to  
3 commercial exploitation. (Ex. A, § 2.) But the Initiative’s substantive provisions do not support  
4 any of these conclusory statements. The Initiative does not eliminate digital billboards or  
5 commercial advertising on billboards in public rights-of-way. It simply amends the Municipal  
6 Code to allow advertising *only* on billboards in public spaces within Developers’ properties, and  
7 elsewhere in the public rights-of-way *only* to promote events on Developers’ properties.

8 30. Specifically, the Initiative bans all off-site advertising and commercially sponsored  
9 advertisements in the public rights-of-way, ***except for “any advertising for national or***  
10 ***international sports and entertainment special events held in the City (e.g., Super Bowl,***  
11 ***Olympics) . . . to promote such special events or their relationships with their sponsors or***  
12 ***advertisers[.]”*** (Ex. A, p. 4, bold added.) This content restriction is further limited to only  
13 *favorable* viewpoints, authorizing only advertising “*to promote*” special events or “*their*  
14 *relationships with their sponsors or advertisers.*” (*Ibid.*, italics added.) All other billboards,  
15 Citywide, can *only* display undefined “public service announcements and legally required safety  
16 and information messaging.” (*Id.* at 9; see also *id.* at 2, ¶ J [dictating that messaging should be  
17 “strictly limited to public service and civic-oriented announcements”].)

18 31. The Initiative also exempts signage located within (i) any Sign Overlay Zone  
19 adopted on or before January 1, 2016, (ii) the Hollywood Park Specific Plan Zone, and (iii) the  
20 Sports and Entertainment Overlay Zone. These designated areas map squarely onto Developers’  
21 properties, the site of event venues the Forum, Intuit Dome, SoFi Stadium, and Hollywood Park—  
22 entities that have been actively litigating to invalidate the WOW Contract and obtain exclusive  
23 control over advertising rights.

24 32. In other words, the Initiative would amend the Municipal Code to create one set of  
25 rules prohibiting commercial signs and advertising in public rights-of-way *citywide*, but a second  
26 set of rules through targeted exceptions for certain specified properties and certain content-based  
27 specified special events that inure directly and exclusively to *Developers’* benefit. As such, the  
28

1 Initiative violates several laws and is blatantly self-serving and discriminatory.

2 33. The Initiative’s stated justifications thus collapse under the weight of its own plain  
3 language. Packaged as a “blight elimination” measure aimed at reducing visual clutter and  
4 preserving Inglewood’s local character over commercial special interests, the Initiative’s own  
5 exceptions demonstrate this is pretext for an Initiative that only furthers special privileges for a  
6 small subset of private billionaire commercial interests.

7 34. For example, the Initiative does not address blight in any consistent or meaningful  
8 way. As a matter of aesthetics, a sign’s contribution to “visual clutter” depends on its physical  
9 presence—its size, brightness, placement, number, and frequency—not on whether it advertises a  
10 sports or entertainment event, promotes a sponsor relationship, or is labeled a “public service” or  
11 “civic-oriented” announcement. A large, illuminated display promoting a “special event” impacts  
12 the streetscape in the same way as any other commercial advertisement of the same size and  
13 brightness. Likewise, a public-service message occupies the same space and creates the same  
14 aesthetic effect as any other message displayed in the same format. Yet the Initiative allows event-  
15 and-sponsor promotional advertising and permits “public service” and “civic-oriented” messaging,  
16 while broadly prohibiting other off-site advertising and commercially-sponsored messages, even  
17 where the signs would be *identical* in form and visual effect. That mismatch shows the Initiative  
18 is not actually regulating “blight” as an aesthetic problem; *it is regulating speech based on content*  
19 *and speaker* while allowing one-sided, favored messages to remain.

20 35. The Initiative also proposes amending the City’s General Plan, including to add a  
21 statement that “advertising and commercial messaging should generally not be permitted on  
22 [public property, because] [t]he most appropriate location for large off-site advertising is adjacent  
23 to freeways, and in the sports and entertainment venues and associated development.” (Ex. A, p. 3  
24 [§ 3, ¶ A].) According to whom? The City Council, informed by its CEQA and land use experts,  
25 reached a *contrary* conclusion after conducting extensive due diligence before approving the  
26 WOW Contract. The Initiative Proponent, Defendant Roberts, cites no evidence or specialized  
27 knowledge to support these conclusions.

28

1           36.     Developers’ intent to use the initiative process to carve out even *further* preferential  
2 status for themselves—above and beyond *all* Inglewood residents, as well as property and  
3 business owners—is thinly veiled. Indeed, Developers funded the Initiative’s submission and  
4 circulation. Developers apparently seek to do by voter initiative what they could not accomplish  
5 in court, namely, create and enforce an advertising monopoly and stymie all advertising  
6 competition in Inglewood.

7           37.     The effect of the Initiative, by design, will be to permanently constrain the City’s  
8 elected officials and land use experts from determining where, and under what conditions, signs  
9 may be placed in public streets and rights-of-way pursuant to their longstanding, broad discretion.  
10 The City will instead be left to enforce vague, undefined, and overbroad concepts like “civic-  
11 oriented” and “public service” messages. The Initiative removes the statutory authority providing  
12 the basis for the WOW Contract, which is in an advanced state of implementation, and would  
13 permanently eliminate the City’s ability to receive advertising revenue to fund and operate the TIN  
14 among other important public services.

15 **C.     The City Identifies Serious Concerns with The Legality of the Initiative**

16           38.     Pursuant to the Elections Code, section 9203, one of the City’s duties is to prepare  
17 a Ballot Title and Summary for any proposed initiative measure presented by the City Clerk. But  
18 in evaluating the Initiative, the City identified serious concerns about the proposed amendments to  
19 the General Plan and Municipal Code. In sum, these amendments erect intolerable double-  
20 standards that singularly benefit a small group of private landowners (Developers) to the detriment  
21 of Inglewood residents and fair competition throughout the City. These amendments run afoul of  
22 constitutional, statutory, and common law principles, as described below.

23           39.     The City therefore declined to return a Ballot Title and Summary, and seeks a  
24 judicial declaration that the Initiative is invalid and the City is relieved of any obligation to  
25 facilitate it. On March 4, 2026, before filing its Complaint, the City advised Roberts, by a letter to  
26 her attorney, of its concerns about the Initiative and that it planned to seek prompt judicial  
27 determination regarding the parties’ respective rights and obligations.

1 **D. Roberts Separately Sues the City; and the Court Grants Her Limited Relief While**  
2 **Reserving the City’s Claims for this Case**

3 40. The day after the City filed this lawsuit, on March 5, 2026, Roberts filed a  
4 competing one. (Los Angeles Superior Court Case No. 26STCP00913.) Her petition for writ of  
5 mandate sought an order directing the City to return a Ballot Title and Summary.

6 41. Wholly ignoring the City’s timely and first-filed Complaint in this action and  
7 notices of related cases, Roberts moved *ex parte* to expedite her request for a writ of mandate.  
8 The trial court (Department 86, Judge Curtis Kin) issued an alternative writ on what it viewed as  
9 the “narrow” issue of whether the City had a ministerial duty to return a Ballot Title and  
10 Summary—notwithstanding the City’s timely claims asserting the Initiative is unconstitutional  
11 and illegal and should not be submitted to voters. On March 23, 2026, the court granted the writ  
12 of mandate—reiterating that its ruling was wholly without prejudice to the City seeking *prompt*,  
13 *pre-election* “resolution [of] the City’s important challenges to the validity of the proposed  
14 initiative” in this Court.

15 42. On March 25, 2026, the City returned a Ballot and Title Summary to Roberts  
16 through her counsel in full compliance with Judge Kin’s writ of mandate, and notified the court of  
17 this compliance through a Return to the writ of mandate.

18 **LEGAL GROUNDS FOR RELIEF**

19 43. As further described below, the Initiative is unconstitutional and illegal: (1) it  
20 amends City zoning laws through content and speaker restrictions to create special privileges for  
21 certain speakers and messages in violation of the United States and California Constitutions; (2) it  
22 constitutes illegal anti-competitive spot-zoning by carving out, from the rules that apply to  
23 surrounding properties, an island of property with special zoning privileges but no corresponding  
24 public benefit; (3) it violates the Contract Clause by leveraging an arbitrary, invalid use of  
25 municipal powers for private gain to impair the City’s WOW Contract—now in an advanced state  
26 of implementation—by prohibiting advertising on the TIN, thus depriving the TIN’s funding  
27 mechanism and the City of revenue for essential public infrastructure and services; and (4) it  
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1 creates illegal and incurable inconsistencies and disruptions to the City’s General Plan, which  
2 settled California law strictly prohibits.

3       44.     *First*, the Initiative violates the First Amendment of the United States Constitution  
4 and the California Constitution, article I, section 2’s free speech protections. By prohibiting all  
5 types of off-site advertising and commercially-sponsored advertisements in the public rights-of-  
6 way, *except* “any advertising for national or international sports and entertainment special events  
7 held in the City (e.g., Super Bowl, Olympics) . . . to promote such special events or their  
8 relationships with their sponsors or advertisers,” the Initiative regulates speech based on who is  
9 speaking and what is being said, while preserving lucrative exceptions tailored to favored speakers  
10 and favored messages. It further restricts viewpoints within the permitted event-related  
11 advertising exception, authorizing only advertising “*to promote*” special events or “their  
12 relationships with their sponsors or advertisers.” Thus, by its terms, the Initiative authorizes  
13 favorable, sponsor-affiliated messaging—but bans the opposite perspective about the very same  
14 events and sponsors. An advertisement praising a special event, urging attendance, or touting an  
15 “official sponsor” relationship fits the exception; an advertisement criticizing the event or urging a  
16 boycott of a sponsor does not “promote” anything and therefore would be prohibited. This type of  
17 viewpoint discrimination represents a particularly egregious form of content discrimination.

18       45.     The Initiative’s content restrictions go further, “strictly limit[ing]” messaging in the  
19 rights of way to “public service and civic-oriented announcements, and legally required safety and  
20 information messaging.” (Ex. A, pp. 2, 9.) On its face, that limitation is content-based and  
21 impermissibly vague. It can be enforced only by reading the message and deciding whether it  
22 qualifies as a “public service,” “civic-oriented,” or “safety and information” announcement. This  
23 threshold inquiry is laden with the types of content-based and value-judgment determinations that  
24 run afoul of constitutional free speech protections. By restricting messaging to these categories,  
25 the Initiative necessarily excludes wide swaths of protected expression, including but not limited  
26 to political speech, ideological speech, and other categories of noncommercial expression. The  
27 First Amendment’s hostility to content-based regulations extends not only to restrictions on  
28

1 particular viewpoints, but also to prohibitions on public discussion of entire topics, particularly in  
2 public spaces.

3 46. Beyond content, the Initiative also exempts from the advertising ban signs located  
4 within (i) any Sign Overlay Zone adopted on or before January 1, 2016, (ii) the Hollywood Park  
5 Specific Plan Zone, and (iii) the Sports and Entertainment Overlay Zone. These designated areas  
6 include Developers' properties and their event venues the Forum, Intuit Dome, SoFi Stadium, and  
7 Hollywood Park. These location restrictions are sweeping, overbroad, and not narrowly tailored to  
8 any legitimate public interest. Rather, they serve only to create a private advertising monopoly.

9 47. Together, these provisions confer different speech rights based on speaker,  
10 message, and location. By preserving special event and sponsor-promotional advertising, the  
11 Initiative effectively creates an advertising monopoly for a small set of private interests tailored to  
12 benefit the Forum, Intuit Dome, SoFi Stadium, and Hollywood Park. In practice, access to the  
13 *remaining* right-of-way advertising opportunities is limited to those who can buy into those event-  
14 and sponsor-linked relationships, while other speakers—competing small local businesses and  
15 advertisers, community organizations, and residents—are denied comparable opportunities to  
16 communicate through the same public-facing channels.

17 48. **Second**, the Initiative's amendments to the Municipal Code constitute illegal spot-  
18 zoning—*i.e.*, they contort the zoning laws to provide substantially more permissive and favorable  
19 zoning regulations for isolated parcels than those applicable to surrounding properties. The  
20 essence of spot-zoning is irrational discrimination—that is, a discriminatory zoning ordinance that  
21 gives isolated parcels of land greater rights than surrounding properties. Spot-zoning is illegal  
22 unless it is in the public interest. A zoning ordinance is not in the public interest—  
23 notwithstanding conclusory declarations that it is—where, as here, the zoning enactment is  
24 arbitrary, capricious, or totally lacking in evidentiary support. The spot-zoning at issue implicates  
25 discriminatory treatment and therefore “the Court is not required simply to accept at face value”  
26 the proponent's assertions that a particular enactment is in the public interest. (*Memorial Health*  
27 *Services v. City of San Clemente* (C.D. Cal. Feb. 6, 2019) 2019 WL 480471, at \*13 [collecting  
28

1 cases].)

2 49. **Third**, the Initiative substantially impairs existing contracts, notwithstanding its  
3 conclusory statement to the contrary. (See **Ex. A**, p. 2 [“Nothing in this Initiative is intended to  
4 abrogate any existing contracts”].) The WOW Contract permits WOW to construct the TIN  
5 network of signs in specific public rights-of-way after obtaining required permits. The WOW  
6 Contract expressly provides that, when it is not being used for traffic or public safety messaging,  
7 the TIN will display advertising and generate revenues to be shared by WOW and the City. This  
8 revenue is critical to the TIN’s operation and a central feature of the WOW Contract. Advertising  
9 revenue is what funds the TIN’s operation and maintenance at no cost to the City. Without that  
10 revenue, WOW cannot operate the system as contemplated, and the City loses both the public-  
11 safety messaging platform and the bargained-for revenue share to fund public services.

12 50. WOW could not have reasonably anticipated when the parties executed the WOW  
13 Contract that Inglewood would later enact a ban on advertising in the public rights-of-way, and  
14 certainly not for an internally incoherent and pretextual stated public purpose. WOW has  
15 performed substantial work and incurred significant hard costs in good faith reliance on the  
16 parties’ agreement and on the City’s permits. Indeed, construction is well underway, with Phase I  
17 of construction nearly complete. Upending the planned use and operation of the TIN retroactively  
18 would vitiate the WOW Contract, substantially impairing a central premise of the parties’  
19 agreement. The Initiative is arbitrary and lacks a legitimate public purpose, so it cannot survive  
20 constitutional scrutiny. The City must exercise its regulatory powers in furtherance of a *legitimate*  
21 public purpose, rather than to provide a benefit to special interests. The Initiative does not protect  
22 a broad societal interest; rather, it advances the economic interests of a narrow, favored class.

23 51. **Fourth**, the Initiative renders the Inglewood General Plan internally inconsistent  
24 and structurally defective, which settled California law prohibits. (See Gov. Code, § 65300.5.)  
25 The Initiative creates numerous internal inconsistencies in the General Plan between elements, and  
26 even within a single element. These internal contradictions impede and frustrate the operation of  
27 the General Plan, and will confuse, affect, and invalidate innumerable future zoning and planning  
28

1 decisions. Indeed, “the propriety of virtually any local decision affecting land use and  
2 development depends upon consistency with the applicable general plan and its elements.”  
3 (*Orange Citizens for Parks & Recreation v. Superior Court* (2016) 2 Cal.5th 141, 154, cleaned  
4 up.)

5 52. Because of the General Plan’s paramount role in existing and future land use  
6 decisions and its broad City-wide impact, amendments thereto typically involve extensive public  
7 proceedings that allow the public, public agencies, and land use experts to analyze and spot  
8 potential inconsistencies and other issues and remedy them *before* they are subject to a vote.  
9 Because the initiative process bypasses these procedures, amendments by initiative are disfavored,  
10 and subject to the same strict rules as an amendment by a legislative decision. And where the  
11 amendments create unreconciled internal inconsistencies, they are invalid and cannot be  
12 implemented or enforced.

13 53. The Initiative amends the General Plan in at least four illegal ways. *First*, the  
14 Initiative places rights-of-way signage regulations in the Land Use Element. (See **Ex. E** (1980,  
15 amended 2016) [relevant excerpts of Land Use Element].) This is unlawful because the  
16 Government Code singularly and definitively assigns regulations concerning that subject to the  
17 Circulation Element. (See Gov. Code, § 65302, subd. (b).) So does the existing General Plan,  
18 consistent with this statutory directive. (See **Ex. F**, pp. 5–6, 66–75 (1992) [relevant excerpts of  
19 Circulation Element].) The result is overlapping and unreconciled authority between two  
20 elements, neither of which can supersede the other. This directly violates the Government Code: it  
21 (a) creates irreconcilable inconsistencies within the General Plan’s distinct elements (Gov. Code,  
22 § 65300.5) and (b) contravenes the statutory directive that rights-of-way regulations belong in the  
23 Circulation Element. *Second* and relatedly, the Initiative amends the *text* of the Land Use Element  
24 without conforming the General Plan Land Use *map*. (See **Ex. G** [Land Use Map].) This creates  
25 an unlawful text-map inconsistency and reflects a material deviation from the City’s land use  
26 distribution policies by causing the General Plan’s threshold cap on Public and Semi-Public Land  
27 to be substantially exceeded. (See Gov. Code, § 65302, subd. (a); **Ex. E**, p. 59.) These  
28

1 inconsistencies create confusion as to what uses are permitted where, undermining the very  
2 purpose of the Land Use Element—*i.e.*, to designate the location and extent of uses of land across  
3 the City. Standing alone, this renders the Initiative illegal.

4         54.     *Third*, the Initiative expands the definition of Public/Semi-Public Uses (within the  
5 Land Use Element) to include public rights-of-way, which creates inconsistent and incompatible  
6 uses for the *same property*. The existing General Plan classifies public rights-of-way in a separate  
7 category (within the Circulation Element) devoted to the City’s circulation system—including  
8 streets, alleys, etc.—and the Circulation Element promulgates policies affecting the planning of  
9 transportation routes and related infrastructure. The existing Land Use Element authorizes land  
10 designated as Public/Semi-Public for uses such as libraries, police and fire stations, cemeteries,  
11 parks, schools, churches, hospitals, and government buildings. By broadening the definition of  
12 Public/Semi-Public and reclassifying public rights-of-way as Public/Semi-Public, the result is that  
13 libraries, police and fire stations, cemeteries, schools, and hospitals are now permissible uses in  
14 City streets, alleys, medians, and sidewalks. This creates an absurd and unlawful result, rendering  
15 the Public/Semi-Public designation internally inconsistent (violating Government Code section  
16 65300.5, subd. (a)) and vitiating the fundamental purpose of the General Plan to present a clear,  
17 coherent, and comprehensive set of principles to guide development decisions.

18         55.     *Fourth*, the Initiative amends the Land Use Element without making necessary  
19 changes to conflicting provisions in other General Plan Elements. Throughout the General Plan,  
20 the Elements point to the Circulation Element as the singular and exclusive repository for  
21 regulations relating to public rights-of-way signage, streetscapes, and transportation corridors.  
22 (See, e.g., **Ex. H**, pp. 2, 43–44, 49–50 (1995) [relevant excerpts of Open-Space Element].) The  
23 Circulation Element also authorizes additional uses for public rights-of-way, such as signage,  
24 outdoor dining, and street furniture—in conflict with the Initiative language that such areas should  
25 be used for “public rights-of-way and highway and street purposes only.” By upending this  
26 carefully calibrated division of subject matter and regulations without conforming the whole  
27 General Plan accordingly, the Initiative renders its Elements in conflict with one another,  
28



1 under the law, which is ripe for adjudication and will dictate present and future consequences for  
2 the City. An actual controversy has arisen between Plaintiff and Defendant: Plaintiff believes and  
3 contends that, for the reasons described above, the Initiative is unconstitutional, invalid, and  
4 unenforceable. Plaintiff is informed and believes that Defendant contends in all respects to the  
5 contrary.

6 61. A judicial determination and declaration as to the constitutionality and validity of  
7 the Initiative is therefore necessary and appropriate to determine the respective rights and duties of  
8 the parties going forward.

9 62. This election ballot matter is entitled to priority status for scheduling purposes  
10 pursuant to Code of Civil Procedure sections 35, 1062.3, and Elections Code section 13314.

11 **PRAYER FOR RELIEF**

12 WHEREFORE, Plaintiff City of Inglewood prays for judgment as follows:

13 1. For a judicial declaration that the Initiative is illegal, unconstitutional, and should  
14 not be submitted to voters, and relieving City officials of any obligation under the Elections Code  
15 relating to the defective Initiative;

16 2. For a judicial declaration confirming that the Initiative will not directly or  
17 indirectly, intentionally or inadvertently, abrogate any existing contract in any respect, including  
18 by imposing any additional restrictions on the WOW Contract;

19 3. That this Court award Plaintiff the costs of this proceeding as permitted by law;

20 4. For pre-judgment and post-judgment interest as permitted by law; and

21 5. For such other, different, or further relief as is just and proper.

22  
23 DATED: April 10, 2026

MILLER BARONDESS, LLP

24  
25 By: 

26 Louis R. Miller  
27 Attorneys for Plaintiff

# EXHIBIT A

February 17, 2026

Aisha Thompson  
City Clerk  
City of Inglewood  
One Manchester Boulevard  
Inglewood, CA 90301

CITY CLERKS OFC RCVD  
FEB 17 2026 PM3:31

Re: Initiative Measure to be Submitted to Voters

Dear Ms. Thompson:

Please find enclosed with this letter a copy of a proposed initiative measure and Notice of Intent to Circulate Petition for the City of Inglewood. Please transmit the initiative measure to the City Attorney for a Title and Summary pursuant to California Elections Code Section 9203.

I am the proponent of this measure and am a registered voter in the City of Inglewood at the address shown on the attached, along with the signed proponent affidavit required by Section 9608 of the California Elections Code. Also enclosed please find a check in the amount of \$200.

Should you have any questions or require additional information, please contact my attorney, Thomas W. Hiltachk, at (916) 442-7757 or tomh@bmhlaw.com. Thank you.

Very Truly Yours,



Shannon Roberts

## AFFIDAVIT

I, Shannon Roberts, acknowledge that it is a misdemeanor under state law (Section 18650 of the Elections Code) to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the proposed measure for the ballot. I certify that I will not knowingly or willfully allow the signatures for this initiative to be used for any purpose other than qualification of the measure for the ballot.

Signed:

A handwritten signature in blue ink that reads "Shannon Roberts". The signature is written in a cursive style and is positioned above a horizontal line.

Shannon Roberts

9813 S. 2nd Ave.

Inglewood, CA 90305

Dated this 17<sup>th</sup> day of February, 2026

## Notice of Intent to Circulate Petition

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition with the City of Inglewood for the purpose of qualifying the proposed initiative measure. A statement of the reasons of the proposed action as contemplated in the petition is as follows:

The undersigned hereby submits this Notice of Intent to circulate a petition proposing the following: (1) amendments to the Inglewood Municipal Code to prohibit off-site commercial billboards and advertising structures on public streets, sidewalks, and medians; prioritize public service messaging in the public right-of-way; and prohibit fee-based or revenue-sharing arrangements that allow billboard companies to avoid regulations; and (2) related amendments to the Inglewood General Plan.

In recent years, Inglewood has experienced a rapid expansion of large-scale, highly illuminated commercial billboards placed in public streets, sidewalks and medians, creating a Vegas-style commercial takeover. These signs create light pollution and visual clutter. They degrade the quality of life in surrounding neighborhoods.

This initiative protects Inglewood's neighborhoods, restores balance to the use of public spaces, and reaffirms that the City's streets, sidewalks, and medians serve the people who live here--not private advertising interests.

Public rights-of-way are shared civic spaces. They are meant to promote safety, mobility, and community character. Inglewood should not be for sale to billboard companies for decades at a time -- especially when such arrangements permanently alter the character of our beautiful city and erase the legacy of those who fought to preserve our neighborhoods.

This initiative draws a clear and reasonable distinction between appropriate signage in designated signage overlay zones on private property, and inappropriate use of the public right-of-way for off-site commercial advertising.

Public spaces belong to people, not billboard companies.

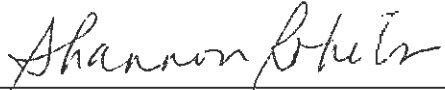
This measure also addresses important principles of fairness and governance. Allowing billboard companies to negotiate fees or revenue-sharing arrangements to bypass zoning or signage regulations creates the appearance and reality of unequal treatment and undermines the public trust. The City's land-use authority and regulatory standards should apply consistently and should not be subject to private backroom negotiation.

The initiative further ensures that public rights-of-way are used primarily for public purposes. Signs and displays in these spaces should prioritize public service announcements and legally required safety and information messaging—such as emergency alerts, missing or lost children, traffic advisories, and community notices—rather than commercial advertising promoting alcohol and corporate interests.

As Inglewood continues to grow and host major global events, the City should showcase its community values—not overwhelm it. This initiative preserves neighborhood character, protects

long-term investments, and ensures that Inglewood's public spaces reflect civic values rather than commercial exploitation.

This measure is a common-sense, forward-looking step to protect quality of life, promote transparency, and ensure that Inglewood's streets and sidewalks serve the public interest now and in the future.

A handwritten signature in cursive script, reading "Shannon Roberts". The signature is written in black ink and is positioned above a horizontal line.

Shannon Roberts

## **BILLBOARD BLIGHT ELIMINATION AND NEIGHBORHOOD PRESERVATION INITIATIVE**

(Revisions to the applicable plan or code are underlined. Deleted text shown as ~~strikethrough~~.)

THE PEOPLE OF THE CITY OF INGLEWOOD DO ORDAIN AS FOLLOWS:

### **SECTION 1. TITLE.**

This Initiative shall be known and may be cited as the "BILLBOARD BLIGHT ELIMINATION AND NEIGHBORHOOD PRESERVATION INITIATIVE" (referred to hereinafter as this "Initiative").

### **SECTION 2. STATEMENT OF FINDINGS AND DECLARATION OF PURPOSE.**

The People of the City of Inglewood declare their findings and purposes in enacting this Initiative to be as follows:

- A. Section 65358 of the Government Code provides that all or part of an adopted general plan may be amended if it is in the public interest to do so.
- B. It is in the public interest to amend the City of Inglewood General Plan (the "General Plan") to protect our quality of life against massive Vegas-style billboards that create light pollution and visual clutter, while continuing our commitment to support the world class sports and entertainment venues' ability to contribute meaningful revenue to the City of Champions, by prohibiting any off-site (commercial) advertising kiosks, or billboards on or in public rights-of-way, streets, sidewalks, and medians.
- C. The amendments in this Initiative are necessary, and consistent with the exercise of regulatory authority over the municipal affairs of the City of Inglewood (the "City").
- D. The General Plan amendments in this Initiative substantially comply with the applicable requirements of state law, will maintain internal consistency of the General Plan and are substantially compatible and in general conformity with the General Plan, as amended by this Initiative.
- E. The General Plan amendments establish appropriate land uses and related development standards for the orderly development of the affected property, and the General Plan amendments are reasonably related to the protection of the public health, safety and welfare of the residents of the City.
- F. The Zoning Code amendments in this Initiative are consistent with and support the land use designation and any other applicable designations and provisions and the intent of the General Plan in that they:
  1. Promote the public health, safety, comfort, convenience and general welfare of the City by eliminating visual clutter.
  2. Keep public streets, medians and rights-of-way available for public uses.
  3. Maintain the integrity of the Inglewood sports, entertainment and performing arts hub serving both the City and the region, at the Kia Forum, Intuit Dome and Hollywood Park.

- G. The Zoning Code amendments in this Initiative will not constitute the granting of a special privilege to a property owner inconsistent with the current or designated uses or limitations of other properties in the vicinity because the proposed zoning changes ensure that public streets, medians and sidewalks are reserved for public (not commercial) uses, and all users of those public spaces are treated alike, and no entity can share revenues or pay fees to avoid zoning regulations.
- H. The Zoning Code amendments in this Initiative are appropriate for the subject property in terms of the adequacy of the site to accommodate land uses permitted by the proposed zone, because the changes will prevent the installation of permanent intrusive billboards, kiosks and similar displays and devices in the public rights-of-way, except for public (not commercial) uses.
- I. The Zoning Code amendments in this Initiative will not constitute the establishment of unique standards, offering special privilege to a particular individual or group of individuals, inconsistent with the general intent of the provisions of Chapter 12 of the Municipal Code concerning zoning, or that may be detrimental to the general welfare of the community because the Zoning Code amendments extend to all public streets, medians, rights-of-way and sidewalks throughout the City and ensure the law applies equally to all potential users.
- J. The purpose of this Initiative is to (a) amend the General Plan and (b) amend the Municipal Code so as to regulate the installation of billboards and all types of off-site advertising in the public rights-of-way, medians, and sidewalks, and to exercise the City’s general police powers necessary to operate and conduct its municipal affairs, so as to regulate any messaging on existing and future signs, displays, devices, kiosks, advertising structures and billboards in the public rights-of-way, medians, and sidewalks (whether such signs, displays, kiosks, advertising structures and billboards are publicly or privately owned) to ensure that such messaging is strictly limited to public service and civic-oriented announcements, and legally required safety and information messaging. This Initiative further conforms the Municipal Code to Article III, Section 4, Thirty-Eighth, of the City Charter of the City of Inglewood (the “City Charter”)—the City Charter calls for the right of any person, firm or corporation to use the public streets, avenues, ways, highways, alleys, places or public property of the City to be revocable by the City Council at any time and without notice, and further, Article III, Section 4, Seventy-First expressly enumerates the right to regulate, license or prohibit the construction and use of billboards and signs, as a municipal power. Nothing in this Initiative is intended to abrogate any existing contracts; rather this Initiative is an appropriate legislative action amending applicable regulations and exercising the expressly and implicitly reserved regulatory municipal functions of controlling advertising and installing and operating structures and signage in the public right-of-way.

**SECTION 3. AMENDMENTS TO THE GENERAL PLAN AND ZONING AND MUNICIPAL CODE.**

**A. General Plan Amendments.**

1. It is in the public interest to amend the text of the General Plan land use element concerning Public/Semi-Public Land Use to read as follows (new text shown as **underlined**, and deleted text shown as **~~strikethrough~~**):

**D. Public/Semi-Public Land Use**

The Land Use Element proposes to reduce the land area designated for public use within the present “civic center”. The new area would generally include only the City Hall, library, police

station, parking structure, health center, county building, fire station, and Inglewood High School. Other areas to be included in the public/semi-public category include the City maintenance yard, water treatment plant, fire stations, water reservoirs, **City held streets, avenues, ways, highways, strips, alleys, islands, rights-of-way, medians, and sidewalks**, and Northrop University. It is customary to place schools in this use category, however by 1990, school facilities changes will be warranted. Reasonable private use of school land is indicated on the map. Hospitals, too, are usually placed in the public/semi-public category. Inglewood has two major hospitals but they are placed in a separate category which is explained below.

**City held streets, avenues, ways, highways, strips, alleys, islands, rights-of-way, medians, and sidewalks (whether held by the City in fee, or easement) are to be used for public right-of-way and highway and street purposes only (including bus shelters). Commercial billboards, displays, devices, kiosks, and advertising structures (whether such billboards, displays, devices, kiosks and advertising structures are publicly or privately owned) and off-site advertising or commercial messaging should generally not be permitted on such property. The most appropriate location for large off-site advertising is adjacent to freeways, and in the sports and entertainment venues and associated development.**

B. **Zoning and Municipal Code Amendments.**

1. The text of Chapter 12, Article 2 (“R-1” One-Family Zone), Section 12-18 (R-1 Zone, Permitted Uses), subsection (8) of the Inglewood Municipal Code is hereby amended to read as follows (new text shown as **underlined**, and deleted text shown as **~~strikethrough~~**):

(8) Transitional use, subject to the following conditions:

(a) Two-family dwellings when the side of a lot in the R-1 Zone abuts upon property in the R-3, R-M, P-1, C-1, C-2, C-3, C-S, or M-1 Zones. In no case shall the lot on which such transitional use is located have a width of more than sixty feet devoted to the transitional use. In no case shall the lot in which such transitional use is located have a width of more than sixty feet devoted to the transitional use; or

(b) Development of any island, triangular or irregular shaped corner residentially-zoned property shall be permitted where the property abuts two or more major, minor, or collector streets as identified in the Comprehensive General Plan Circulation Element, with a public or private use that provides a primary public benefit or service to adjacent residential properties including public or private pedestrian plazas, public or private corner parks, public or private open air, at-grade or below-grade parking lots, public or private community gardens, or public or private dog/animal parks, ~~or a billboard subject to Section 12-80(I)~~. In no case shall the transitional uses include buildings or structures that exceed the height limit established for the residential zone and the transitional use shall be physically separated from any abutting residential lot by a decorative masonry wall not less than five feet nor more than eight feet high, measured on the parking lot sides; provided, however, that any portion of such wall immediately adjacent to the front yard of an abutting residential property shall be not be less than three feet nor more than three and one-half feet high, measured from the parking lot side. The approval of a transitional use by the City shall give consideration to the following:

(i) The transitional use will provide a primary benefit or service to an adjacent residential neighborhood.

(ii) The transitional use will assist in meeting a goal of the Inglewood General Plan to provide public services and uses for Inglewood residents.

(iii) The transitional use will minimize police, fire, code enforcement and other public service expenditures required to remove graffiti, secure abandoned buildings, remove vagrants and vandals and to correct other adverse conditions that could otherwise occur through extended property vacancy or abandonment.

2. The text of Chapter 12, Article 23 (Sign Regulations), Section 12-80 (Billboards and Off-Site Signs) of the Inglewood Municipal Code is hereby amended to read as follows (new text shown as underlined, and deleted text shown as ~~strikethrough~~):

#### § 12-80 Billboards and Off-Site Signs.

The following standards shall apply to all billboards and other types of off-site advertising:

(A) Prohibited Zones. Notwithstanding any other provisions of this Code, Billboards and all other types of off-site advertising and commercially sponsored advertisements (whether on a publicly or privately owned billboard, kiosk, display, device, advertising structure or sign) are prohibited (except as provided for in subsections (F) and ~~(I)~~ of this Section) in all residential zones, in the R-M (Residential and Medical), P (Parking), P-1 (Parking), C-1 (Limited Commercial), C-R (Commercial and Recreation), CC (Civic Center), O-S (Open Space), S-1 (Special Cemetery), S-2 (Special Cemetery Restricted) and M-1L (Limited Manufacturing) zones, and in any public, flood control or railroad right-of-way (including but not limited to City held streets, avenues, ways, highways, strips, alleys, islands, rights-of-way, medians, and sidewalks). The prohibitions in this subsection (A) of Section 12-80 shall not apply to: (i) any portion of streets and other rights-of-way that have been vacated under Section 8300 et seq. of the California Streets and Highways Code; (ii) any existing or future special venue freeway signs as authorized in accordance with Section 12-81, as such code section existed on the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City; (iii) any advertising for national or international sports and entertainment special events held in the City (e.g., Super Bowl, Olympics), awarded through a bid process and requiring compliance with host-city or host-venue signage obligations, to promote such special events or their relationships with their sponsors or advertisers, solely during the special event-mandated period; (iv) fully static advertising upon bus benches and bus shelters, if specifically authorized and licensed by the City; and (v) any property located within (a) any Sign Overlay Zone (Article 17.3 of Chapter 12) adopted on or before January 1, 2016, (b) the Hollywood Park Specific Plan Zone (Article 10.1 of Chapter 12), or (c) the Sports and Entertainment Overlay Zone (Article 17.5 of Chapter 12), as each of the foregoing (a)-(c) may be amended from time to time upon application of the applicable property owner.

(B) Billboard Sign Standards. A billboard sign may be installed only if the following conditions will exist.

(1) A Special Use Permit shall be required for the installation of any new, relocated, or enlarged billboard sign or to allow a second face addition to an existing billboard sign that also complies with subsection (2) of this Section.

(2) The location of any billboard sign installed after the effective date of the ordinance codified in this Chapter shall be limited to a major arterial street as identified in the Inglewood General Plan Circulation Element and no new sign shall be located within one thousand feet of any existing billboard sign. The modification or replacement of any existing billboard frame, poles, posts or similar supporting apparatus on a property that does not face a major arterial street shall be prohibited.

(3) The owner of any new, relocated or enlarged billboard advertising sign shall agree in writing approved as to form and content by the Planning and Building Director, and determined acceptable by the City of Inglewood City Attorney's office to permanently remove, exchange or convey four square feet of illuminated or non-illuminated existing billboard face(s) in the City of Inglewood for each one square foot of sign area being created. The removal, exchange or conveyance of existing billboard sign area will not be required in order to install a super graphic wall sign that is temporary in nature and is subject to a separate negotiated agreement approved by the City Council.

(4) Prior to the issuance of a building permit to allow the installation of a new, relocated, or enlarged sign area of existing sign face(s), a billboard applicant shall agree in writing to remove the existing billboard face(s) including the sign or display surface and all appurtenances of the sign structure within a period specified by the Planning Commission or Planning and Building Director.

(5) Prior to the installation of the new, relocated or enlarged sign area, a billboard applicant shall agree in writing that the City of Inglewood may remove any existing billboard face(s) including the sign or display surface and all appurtenances of the sign structure that are not removed in compliance with this Code Section and the applicant further agrees to pay to the City, the actual cost of sign removal including labor, equipment, materials and any related legal or administrative costs.

(6) The new, relocated or enlarged billboard sign will not be located within a one thousand-foot radius of any other existing outdoor advertising billboards, unless a variance under Section 12-97 of this Chapter has been granted. This separation requirement shall not apply to a super graphic wall sign that is temporary in nature and is subject to a separate negotiated agreement approved by the City Council.

(7) The new, relocated or enlarged billboard sign will be set back from any street public right-of-way a distance not less than the lesser of the following:

- (a) One-third the total height of the sign; or
- (b) The largest setback distance of any building on an abutting parcel on the same street as the subject parcel.

(8) The sign will not be located upon the roof of a building.

(9) The sign structure will not cantilever the sign over a building.

(10) The sign and supports shall be symmetrical, wherever site conditions permit.

(11) A new, relocated, or enlarged ground or wall mounted billboard sign intended as a permanent sign display shall not exceed an area of six hundred seventy-two square feet per sign face and shall not exceed thirty-five feet in height. Exception: A super graphic wall sign that is temporary in nature and that is subject to a separate negotiated agreement approved by the City Council shall also be subject to subsection (G) of this Section.

(12) A new, relocated, or enlarged fixed billboard sign shall not be located within two hundred feet of any residentially zoned land or upon any residentially used land, and shall be designed and located so that it does not substantially impact the visual environment of a residential neighborhood.

(13) A new, relocated, or enlarged fixed billboard sign shall not require the removal of trees or other on-site landscaping or the reduction of any required on-site parking spaces.

(14) The installation and use of any new, relocated or enlarged permanently affixed billboard sign approved after the effective date of the ordinance codified in this Chapter shall be limited to twenty years from the date that a building permit is issued to allow installation of the sign, however in no case shall a billboard sign be used on or after January 1, 2050. The sign area including the sign face(s) or display surface, frame and all appurtenances of the sign structure shall be removed no later than thirty calendar days after the signed agreement has expired. Failure of an applicant, or any person or entity that is legally responsible for billboard ownership to remove the billboard sign including the sign or display surface and all appurtenances of the sign structure within the specified thirty calendar days is unlawful. This requirement shall not apply to a super graphic wall sign that is temporary in nature and is subject to a separate negotiated agreement approved by the City Council.

(15) The installation of and use of any new, relocated or enlarged billboard sign shall be subject to payment of a billboard sign cost recovery fee specified in subsection (H) of this Section.

(C) Special Use Permit Required. A Special Use Permit shall be required prior to the installation of any off-site sign, (except as otherwise provided for billboards) and such off-site sign shall not exceed the requirements for an on-site sign for the respective zone in which it would be located.

(D) Modification upon Existing Billboard Structure. Notwithstanding the provisions of subsection (B) of this Section, a second sign face may be installed, without Special Use Permit approval, upon the rear side of an existing billboard sign, subject to the following provisions:

(1) The size of the second sign face shall not exceed the size of the existing billboard sign face;

(2) There shall be no increase in the size or number of existing sign supports and/or sign poles;

(3) The second sign face shall be attached directly upon and shall be parallel with the rear of the existing sign face;

(4) The top and bottom of the second sign face shall not project above or below the top and bottom, respectively, of the existing sign face, and neither side of the second sign face shall project beyond the corresponding side of the existing sign face;

(5) No second sign face shall be installed upon a billboard structure for which a Special Use Permit has been approved, by the Inglewood Planning Commission or the City Council, with the specific prohibition of a second sign face;

(6) No second sign face shall be installed upon an existing billboard located in a zone or location specified in subsection (A) of this Section or in an adopted plan area approved by the City Council in which billboards are specifically prohibited.

(E) The applicant for any illuminated digital wall sign, tri-vision wall sign or other billboard sign (excluding a super graphic wall sign that is subject to a negotiated agreement) on which artificial light is not maintained stationary and constant in intensity or color at all times when such sign is in use, including, but not limited to, moving, rotating, flashing, oscillating, shuttered or similar signs must submit written documentation to the satisfaction of the City of Inglewood Planning and Building Department that shows that artificial light from within, behind or upon such sign shall not interfere with normal use of adjacent roadways and properties.

(F) Prohibited Billboard Advertising. It is unlawful for any person or entity to place, display, establish, keep, maintain or locate any advertisement for any tobacco product or any alcoholic beverage on any billboard within one thousand feet of, or so oriented that the message portion of the sign is visible from, any property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park or recreational facility in the City of Inglewood. Exceptions to subsection (F):

(1) These provisions shall not apply to advertising or promotions for tobacco products and/or alcoholic beverages located inside commercial establishments, such as stores and restaurants where tobacco products and/or alcoholic beverages are sold, as long as such advertising or promotions are not visible to the public from the outdoors.

(2) These provisions shall not apply within commercial establishments where access to the premises by persons under eighteen years of age is prohibited by law.

(3) These provisions shall not apply to adult or trade schools that do not educate or train persons under eighteen years of age.

(4) These provisions shall not apply to commercial vehicles used to transport tobacco products and/or alcoholic beverages.

(5) These provisions shall not apply to any advertising or public service message sponsored by a Federal, state or local government entity or by a nonprofit entity, designed to communicate the hazards of smoking or to encourage minors to refrain from smoking or buying cigarettes or other tobacco products, and/or designed to communicate the hazards of the consumption of alcoholic beverages or to encourage minors to refrain from the consumption or purchase of alcoholic beverages.

(G) Super Graphic Wall Sign Standards. Refer to Section 12-80.5.

(H) Billboard Sign Cost Recovery Fee. The following fee(s) shall become due and payable to the City of Inglewood prior to the issuance of any building permit for installation of any new, relocated or enlarged fixed billboard ground or wall sign:

(1) New, Relocated or Enlarged Permanent Ground Mounted or Wall Mounted Billboard Signs. A one-time fee based on the real cost of service for a billboard as specified in the Master Fee Schedule less any site plan review or plan check fees paid by an applicant. Building permit fees shall not be deducted from the real cost of service fee. In no event shall the fee equal a number that is less than zero (negative). This Section of the Code is not intended to apply to super graphic wall signs that are temporary in nature and subject to City Council approval of a negotiated sign agreement. The cost of service fee shall be collected by the Building Division at the time that a building permit is issued and such fee shall be deposited into a City of Inglewood General Fund Account.

~~(I) (Reserved) Exempted Billboards. A billboard that is allowed as part of development of any island, triangular or irregular shaped corner residentially zoned property as set forth in Section 12-18.8(b) (or subject to a negotiated agreement as approved by the City) shall be exempt from the requirements set forth in subsections (B) through (H) of this Section but shall comply with the following:~~

~~(1) Billboard Sign Standards. A billboard sign may be installed only if all the following conditions are met:~~

~~(a) The location shall be limited to a major arterial street as identified in the Inglewood General Plan Circulation Element and no advertising shall be directed towards any City of Inglewood residential use or school site.~~

~~(b) An agreement shall be entered with the City that establishes provisions for the City to receive a percentage of the billboard revenues and sets forth other standards as deemed appropriate and necessary to mitigate any impact to any adjacent property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park or recreational facility in the City of Inglewood. In negotiating an agreement pursuant to this Section, the City Manager shall consider standards established under subsections (B) through (F) of this Section to mitigate the impact of any proposed billboard. The agreement shall be negotiated by the City Manager and/or designee and thereafter placed on a regular City Council agenda by the City Manager and/or designee.~~

(J) No Commercial Advertisements in the Public Right-of-Way. Effective as of the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City and consistent with the exercise of general police powers necessary to operate and conduct the municipal affairs of the City, including but not limited to City Charter Article III, Section 4, Seventy-First, except as allowed in Articles 2, 9, 10 and 14 of Chapter 10 of this Code, the City shall not authorize or permit off-site advertising and commercially sponsored advertisements (whether on a publicly or privately owned billboard, kiosk, display, device, advertising structure or sign) in any portion of City held (unvacated) public streets, avenues, ways, highways, strips, alleys, islands, rights-of-way, medians, and sidewalks (whether held in easement or fee). The prohibitions in this subsection

**(J) of Section 12-80 shall not apply to: (i) any portion of streets and other rights-of-way that have been vacated under Section 8300 et seq. of the California Streets and Highways Code; (ii) any existing or future special venue freeway signs as authorized in accordance with Section 12-81, as such code section existed on the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City; (iii) any advertising for national or international sports and entertainment special events held in the City (e.g., Super Bowl, Olympics), awarded through a bid process and requiring compliance with host-city or host-venue signage obligations, to promote such special events or their relationships with their sponsors or advertisers, solely during the special event-mandated period; (iv) fully static advertising upon bus benches and bus shelters, if specifically authorized and licensed by the City; and (v) any property located within (a) any Sign Overlay Zone (Article 17.3 of Chapter 12) adopted on or before January 1, 2016, (b) the Hollywood Park Specific Plan Zone (Article 10.1 of Chapter 12), or (c) the Sports and Entertainment Overlay Zone (Article 17.5 of Chapter 12), as each of the foregoing (a)-(c) may be amended from time to time upon application of the applicable property owner.**

3. The text of Chapter 12, Article 23 (Sign Regulations), Section 12-84 (Authorized Advertising in Public Places) of the Inglewood Municipal Code is hereby amended to read as follows (new text shown as **underlined**, and deleted text shown as **~~strikethrough~~**):

**§ 12-84 Authorized Advertising in Public Places.**

**Fully static** ~~Advertising~~ upon bus benches, **and** bus shelters, ~~sidewalk kiosks and the like~~ is permitted if specifically authorized and licensed by the City.

4. The text of Chapter 10, Article 3 (Mapped Roadways) Section 10-24 (Mapped Roadway Use Limitation) of the Inglewood Municipal Code is amended to further implement the Thirty-Eighth power enumerated in Article III, Section 4 of the City Charter, as follows (new text shown as **underlined**, and deleted text shown as **~~strikethrough~~**):

**§ 10-24 Mapped Roadway. Use Limitation.**

It shall be unlawful for any person, **firm, entity, or corporation** to hereafter erect any building or other structure (**including but not limited to any billboard, display, kiosk, or sign**) within the area of the mapped roadway **or public right-of-way, both as defined in this Chapter, held by the City (not including any vacated portion thereof)**, other than a temporary structure subject to approval by the Public Works Director and permit issued by the Superintendent of Building and Safety, **which approval and permit shall be fully revocable by the City Council at any time without notice (consistent with the Thirty-Eighth power enumerated in Article III, Section 4 of the City Charter)**. All other uses within the mapped roadway shall conform to the provisions of Articles 2, 9, 10 and 14 of this Chapter. Exceptions: municipal and other government facilities and permanent above-ground and underground utility services and facilities may be constructed and/or installed within any mapped roadway subject to approval by the Public Works Director, or designee, **so long as such municipal and other government facilities do not contain any off-site advertising or commercially sponsored advertisements, and any messaging on such facilities is strictly limited to public service announcements and legally required safety and information messaging.**

**SECTION 4. CONFLICT WITH OTHER MEASURES.**

In the event that this Initiative and any other initiative addressing in whole or in part the same subject matter as this Initiative are approved by the voters at the same election, and this Initiative receives a greater number of affirmative votes than any other such measure or measures, this measure shall control in its entirety and the other measure or measures shall be rendered void and without any legal effect. If this Initiative is approved by a majority of the voters but does not receive a greater number of affirmative votes than any other conflicting initiative, this Initiative shall take effect to the extent permitted by law.

## **SECTION 5. IMPLEMENTATION.**

- A. This Initiative is not intended to preempt or conflict with state or federal laws or regulations, or impair any valid contracts, and shall be so construed and applied. This Initiative is also intended to be and shall be construed as consistent with each and every element, provision, and map, and the whole of the General Plan. To the extent permitted and required by law, the City shall amend any other elements or provisions of the General Plan and Municipal Code, including all exhibits and figures, and all other City ordinances, policies and implementation programs or policies as soon as possible in order to implement this Initiative and to ensure consistency between this Initiative and other elements of the General Plan and Municipal Code.
- B. Commencing on the effective date of this Initiative, the City is directed to expeditiously and diligently exercise to its fullest extent, all reserved express and implied regulatory authority over the municipal affairs of the City, to immediately prohibit any off-site advertising or billboard in the public right-of-way. To the extent there are existing public or private sign structures in the public right-of-way, their content shall be limited to public service announcements and legally required safety and information messaging.
- C. No agreement entered into in accordance with subsection (I) of Municipal Code Section 12-80 shall be valid if it is approved on or after the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City.
- D. Upon the effective date of this Initiative, the General Plan amendments contained herein are hereby inserted into the City of Inglewood General Plan as amendments thereof; provided, however, that if it is determined that Government Code Section 65358, subdivision (b) applies to general plan amendments adopted by the voters and the maximum number of general plan amendments permitted by state law for a given calendar year have already been enacted prior to the effective date of this Initiative measure, the General Plan amendments adopted by this Initiative shall be inserted into the City of Inglewood General Plan at the earliest possible date that any general plan amendment can be inserted in the City of Inglewood General Plan but in any event not later than January 1 of the year following adoption of this Initiative. The foregoing notwithstanding, the amendments of the City of Inglewood Municipal Code shall be effective upon adoption of this Initiative.
- E. The General Plan in effect as of the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City, and the General Plan as amended by this Initiative, comprises an integrated, internally consistent, and compatible statement of policies for the City. In order to ensure that the General Plan remains an integrated, internally consistent, and compatible statement of policies for the City, the General Plan provisions adopted by this Initiative shall prevail over any conflicting revisions to the General Plan adopted between the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City, and the date this Initiative is adopted. To that end,

any conflicting revisions in the General Plan adopted between the date the notice of intention for this Billboard Blight Elimination And Neighborhood Preservation Initiative was filed with the City, and the date this Initiative is adopted shall be null and void in their entirety and without any legal effect.

#### **SECTION 6. SEVERABILITY.**

If any section, subsection, sentence, phrase, or clause of this Initiative is declared invalid by a court of competent jurisdiction, the remaining sections, subsections, sentences, phrases and clauses shall remain valid and enforceable. The voters declare that they would have passed all sections, subsections, sentences, phrases and clauses of this Initiative without the section, subsection, phrase or clause declared invalid by a court of competent jurisdiction.

#### **SECTION 7. AMENDMENTS.**

No provision of this Initiative may be amended or repealed except by a vote of the people of the City of Inglewood.

**BANK OF AMERICA**

Cashier's Check

No. 6005606094

Procedura Purpasa: In the event this check is lost, indorsed, or stolen, a sworn statement and 90-day waiting period will be required prior to replacement. This check should be registered within 90 days.

Void After 90 Days

91-170/1271  
NCA

Date 01/29/26 02:22:48 PM

CENTINELA LA TIJERA

713 0002174 028

Pay

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BANK OF AMERICA

**\$200.00**  
TWO ZERO ZERO CTS CTS

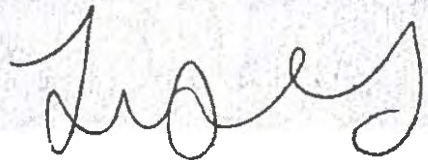
**\*\*\$200.00\*\***

**\*\*Two Hundred and 00/100 Dollars\*\***

To The CITY OF INGLEWOOD  
Order Of

Remitter (Purchased By): GERARD MCCALLUM II

Bank of America, N.A.  
PHOENIX, AZ



AUTHORIZED SIGNATURE

⑈ 6005606094 ⑈ ⑆ 122101706 ⑆ 457002931717 ⑈

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# EXHIBIT B

# **DIGITAL KIOSK NETWORK**

## **INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION**

**EA-MND-2025-025**

Prepared for

**CITY OF INGLEWOOD**  
Development Services Department  
Planning Division  
One West Manchester Boulevard  
Inglewood, CA 90301

Prepared by

**TERRY A. HAYES ASSOCIATES INC.**  
3535 Hayden Avenue, Suite 350  
Culver City, CA 90232

February 19, 2025

# TABLE OF CONTENTS

	<u>Page No.</u>
<b>1.0 INTRODUCTION.....</b>	<b>1-1</b>
1.1 Project Overview .....	1-1
1.2 Environmental Compliance Requirements .....	1-1
1.3 Project Information.....	1-1
1.4 Discretionary Actions and Approvals.....	1-2
1.5 Organization of this Initial Study/Mitigated Negative Declaration.....	1-2
<b>2.0 PROJECT DESCRIPTION.....</b>	<b>2-1</b>
2.1 Project Location.....	2-1
2.2 Description of the Proposed Project.....	2-3
2.3 Project Implementation and Construction Activities.....	2-8
<b>3.0 INITIAL STUDY CHECKLIST AND EVALUATION.....</b>	<b>3-1</b>
3.1 Aesthetics.....	3-2
3.2 Agriculture and Forestry Resources.....	3-4
3.3 Air Quality.....	3-5
3.4 Biological Resources.....	3-11
3.5 Cultural Resources.....	3-13
3.6 Energy.....	3-15
3.7 Geology and Soils.....	3-16
3.8 Greenhouse Gas Emissions.....	3-19
3.9 Hazards and Hazardous Materials.....	3-22
3.10 Hydrology and Water Quality.....	3-25
3.11 Land Use and Planning.....	3-28
3.12 Mineral Resources.....	3-29
3.13 Noise.....	3-30
3.14 Population and Housing.....	3-37
3.15 Public Services.....	3-38
3.16 Recreation.....	3-40
3.17 Transportation.....	3-41
3.18 Tribal Cultural Resources.....	3-43
3.19 Utilities and Service Systems.....	3-46
3.20 Wildfire.....	3-48
3.21 Mandatory Findings of Significance.....	3-49
<b>4.0 LIST OF PREPARERS AND SOURCES CONSULTED.....</b>	<b>4-1</b>
4.1 Lead Agency.....	4-1
4.2 Initial Study Preparers.....	4-1
4.3 Sources Consulted.....	4-1

## APPENDICES

Appendix A Air Quality Calculations

## TABLE OF CONTENTS (CONT.)

	<u>Page No.</u>
<b>LIST OF FIGURES</b>	
Figure 2-1	Phase 1 and Phase 2 Project Locations..... 2-2
Figure 2-2	Renderings ..... 2-4
Figure 2-3	Phase 1 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (1 of 3)..... 2-5
Figure 2-4	Phase 1 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (2 of 3)..... 2-6
Figure 2-5	Phase 1 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (3 of 3)..... 2-7
Figure 2-6	Phase 1 Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard (1 of 2)..... 2-9
Figure 2-7	Phase 1 Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard (2 of 2)..... 2-10
Figure 2-8	Phase 1 Prairie Avenue between Manchester Boulevard to Century Boulevard (1 of 3)..... 2-11
Figure 2-9	Phase 1 Prairie Avenue between Manchester Boulevard to Century Boulevard (2 of 3)..... 2-12
Figure 2-10	Phase 1 Prairie Avenue between Manchester Boulevard to Century Boulevard (3 of 3)..... 2-13
Figure 2-11	Phase 2 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (1 of 3)..... 2-14
Figure 2-12	Phase 2 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (2 of 3)..... 2-15
Figure 2-13	Phase 2 Century Boulevard between La Cienega Boulevard to Crenshaw Boulevard (3 of 3)..... 2-16
Figure 2-14	Phase 2 Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard (1 of 3)..... 2-17
Figure 2-15	Phase 2 Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard (2 of 3)..... 2-18
Figure 2-16	Phase 2 Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard (3 of 3)..... 2-19
Figure 2-17	Phase 2 Florence Avenue between La Cienega Avenue to Prairie Avenue (1 of 2)..... 2-20
Figure 2-18	Phase 2 Florence Avenue between La Cienega Boulevard to Prairie Avenue (2 of 2)..... 2-21
Figure 2-19	Phase 2 La Cienega Boulevard between Century Boulevard to Florence Avenue (1 of 2)..... 2-22
Figure 2-20	Phase 2 La Cienega Boulevard between Century Boulevard to Florence Avenue (2 of 2)..... 2-23

**Page No.**

**LIST OF TABLES**

Table 2-1	Project Implementation .....	2-3
Table 3-1	SCAQMD Air Quality Significance Thresholds – Mass Daily Emissions .....	3-6
Table 3-2	Estimated Mass Daily Construction Emissions – Unmitigated .....	3-8
Table 3-3	Proposed Project Annual Greenhouse Gas Emissions .....	3-21
Table 3-4	Base Ambient Noise Levels .....	3-31
Table 3-5	Maximum Residential Noise Levels .....	3-32
Table 3-6	Interior and Exterior Noise Standards .....	3-32
Table 3-7	Sensitive Land Uses .....	3-33
Table 3-8	Construction Equipment Noise Level Ranges .....	3-34
Table 3-9	Construction Noise Levels by Distance .....	3-34
Table 3-10	Vibration Velocities for Construction Equipment .....	3-35
Table 3-11	Construction Vibration Levels at Sensitive Receptors (Annoyance) .....	3-36

## 1.0 INTRODUCTION

This section provides an overview of the environmental review process for the proposed Digital Kiosk Network (proposed project) in the City of Inglewood and identifies the discretionary actions and approvals needed to implement the proposed project.

### 1.1 PROJECT OVERVIEW

The proposed project consists of the installation of digital street signs and kiosks in 20 generally designated areas along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City of Inglewood. A total of 60 digital signs and 108 digital screens would be installed in one or two phases. The full motion digital signs would be installed within the public right-of-way (ROW) along the sidewalks and within the center medians along the designated roadways, no further than 2000 feet of the generally designated areas based on the City collaboration, utility and visibility considerations, and American Disabilities Act (ADA) compliance.

### 1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The purpose of this document is to inform the City of Inglewood, public agencies and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND), any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

### 1.3 PROJECT INFORMATION

<b>Project Title/Location:</b>	Digital Kiosk Network Maps Various locations along Century Boulevard, Manchester Boulevard, Florence Avenue, and Prairie Avenue in the City of Inglewood
<b>Lead Agency Name and Address:</b>	City of Inglewood Development Services Department Planning Division One West Manchester Boulevard Inglewood, CA 90301
<b>Contact Person and Phone Number:</b>	Bernard McCrumby Planning Manager (310) 412-5230
<b>Project Sponsor's Name:</b>	Scott Krantz, Chief Executive Officer WOW Media

## 1.4 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The discretionary actions required for the proposed project include the following:

- Adoption of a Mitigated Negative Declaration
- Approval and Execution of the Digital Sign Agreement
- Issuance of permits to place digital signs within the public right-of-way

## 1.5 ORGANIZATION OF THIS INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA. This IS/MND is organized into the following four sections:

**1.0 Introduction.** This section provides an overview of the proposed project and the environmental review process.

**2.0 Project Description.** This section provides a description of the proposed project, a description of the project site and the surrounding uses, and the estimated timeline for the construction and implementation of the proposed project.

**3.0 Initial Study Checklist and Evaluation.** This section contains the CEQA Guidelines Appendix G: Initial Study Checklist and identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts and any mitigation measures associated with each category.

**4.0 List of Preparers and Sources Consulted.** This section provides a list of the consultant team members, and a list of sources and references used in the preparation of this IS/MND.

## 2.0 PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, the project locations, and the estimated timeline for the implementation of the proposed project.

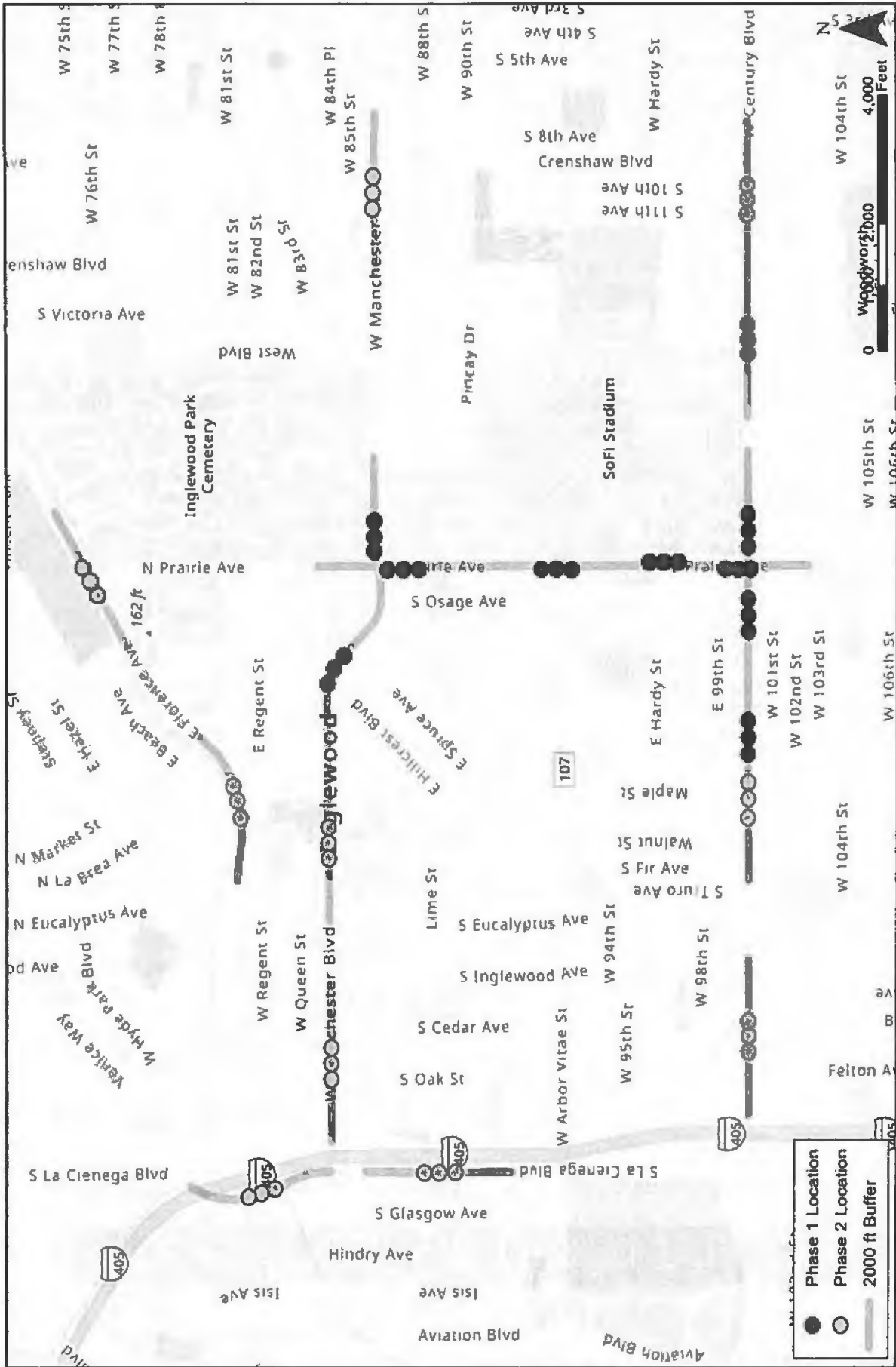
### 2.1 PROJECT LOCATION

The digital signs could be located within the public ROW within 2,000 feet of 20 generally designated areas along Century Boulevard (between La Cienega Avenue to Crenshaw Boulevard), Manchester Boulevard (between La Cienega Avenue to Crenshaw Boulevard), Prairie Avenue (between Manchester Boulevard to Century Boulevard), and Florence Avenue (between La Cienega Avenue to Prairie Avenue) in the City of Inglewood. The specific placements will shift based on the City collaboration, utility and visibility considerations, and ADA compliance, but in all cases will not be placed outside the ROW of the designated street within 2,000 linear feet from the 20 generally designated areas along the streets. The general areas and the 2,000 linear foot buffer where the kiosks and digital street displays could be located are shown in **Figure 2-1**.

Century Boulevard between La Cienega Avenue and Crenshaw Boulevard is generally lined with commercial businesses and surrounded by residential neighborhoods. The western portion of Century Boulevard between La Cienega Avenue and Hawthorne Boulevard is developed with small businesses that support the airport (e.g., rental car offices and hotels) as well as small, locally serving retail and restaurants. The area between Hawthorne Boulevard and Prairie Avenue is developed with a mix of hotels, motels, retail centers, and residential uses. The eastern stretch of the Century Boulevard between Prairie Avenue and Crenshaw Boulevard is developed with a mix of large commercial and industrial uses, including the Village Shopping Center, the Hollywood Park Casino, the Century Plaza shopping center, the Marketplace at Hollywood Park, Sofi Stadium and the new Los Angeles Clippers Intuit Dome.

Manchester Boulevard between La Cienega Boulevard and Crenshaw Boulevard is generally lined with commercial businesses and institutional uses and surrounded by residential neighborhoods. The Interstate (I)-405 freeway is located between La Cienega Boulevard and Ash Avenue. The western portion of Manchester Boulevard between La Cienega Boulevard and Grevillea Avenue is developed with small businesses that support the airport (e.g., hotels) as well as small, locally serving retail and restaurants. Between Grevillea Avenue and La Brea Avenue are several civic institutions fronting Manchester Boulevard, including the Inglewood Public Library and Inglewood City Hall. The eastern stretch between La Brea Avenue and Crenshaw Boulevard is developed with a mix of commercial, residential, and institutional uses, including the Inglewood Cemetery, the Kia Forum, and Amino Inglewood Charter High School.

Prairie Avenue between Manchester Boulevard and Century Boulevard is generally developed with a mix of commercial and residential uses. The eastern side of Prairie Avenue is characterized by the presence of large-scale commercial uses, including the Kia Forum, SoFi Stadium, and Cinepolis Luxury Cinemas. The western side of Prairie Avenue is developed with a mix of residential and commercial uses, including small, locally serving retail stores and restaurants.



Source: TAHA, 2024.

**Taha**  
 Digital Kiosk Network  
 Initial Study/Mitigated Negative Declaration

TAHA 2024-035  
 CITY OF INGLEWOOD

FIGURE 2-1

PHASE 1 AND PHASE 2 PROJECT LOCATIONS

Florence Avenue between La Cienega Boulevard and Prairie Avenue is generally characterized by a mix of residential, commercial, and institutional uses. The Los Angeles County Metropolitan Transportation Authority (Metro) K Line is the feature on the northern side of Florence Avenue between La Cienega Avenue and Cedar Avenue and between Fir Avenue and Prairie Avenue. The southern side of Florence Avenue between La Cienega Boulevard and Market Street is developed with a mix of residential uses and large commercial uses, including office buildings, warehouses, and parking garages. Between Market Street and Prairie Avenue, the southern side of Florence Avenue is characterized by a mix of residential uses and smaller scale commercial uses including locally serving retail and restaurants.

## 2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of the installation of kiosks and digital street displays in 20 generally designated areas along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City of Inglewood. The digital signs would serve as informative beacons, offering real-time updates on local events, full motion images (i.e., moving pictures or animations that play seamlessly), weather conditions, and vital news. The digital signs also facilitate two-way communication between the City and its residents through community messaging. Their adaptive content feature ensures that information and advertising are always relevant, optimizing the effectiveness of campaigns.

There would be two types of digital signs: kiosks and digital street displays. The kiosks would be comparable in size to traditional bus shelter advertisements and the digital street displays would be no taller than 22 feet from the ground to the top of the structure. Kiosks would be installed on the public sidewalks and the digital street displays would generally be installed within the center medians of the Century Boulevard, Manchester Boulevard, and Florence Avenue. Digital street displays would be installed within the public sidewalks and within the center medians of the roadways. Prairie Avenue does not have a center median, so the digital street displays would be installed on the sidewalk. It is also possible that some of the digital street displays on Manchester Boulevard would be installed on the sidewalk depending on where the information and communication technologies (ITC) infrastructure is located. The specific placement of digital signs would integrate with the urban setting while ensuring pedestrian and traffic flows remain unhindered. Renderings of the kiosks and digital street displays are presented in **Figure 2-2**.

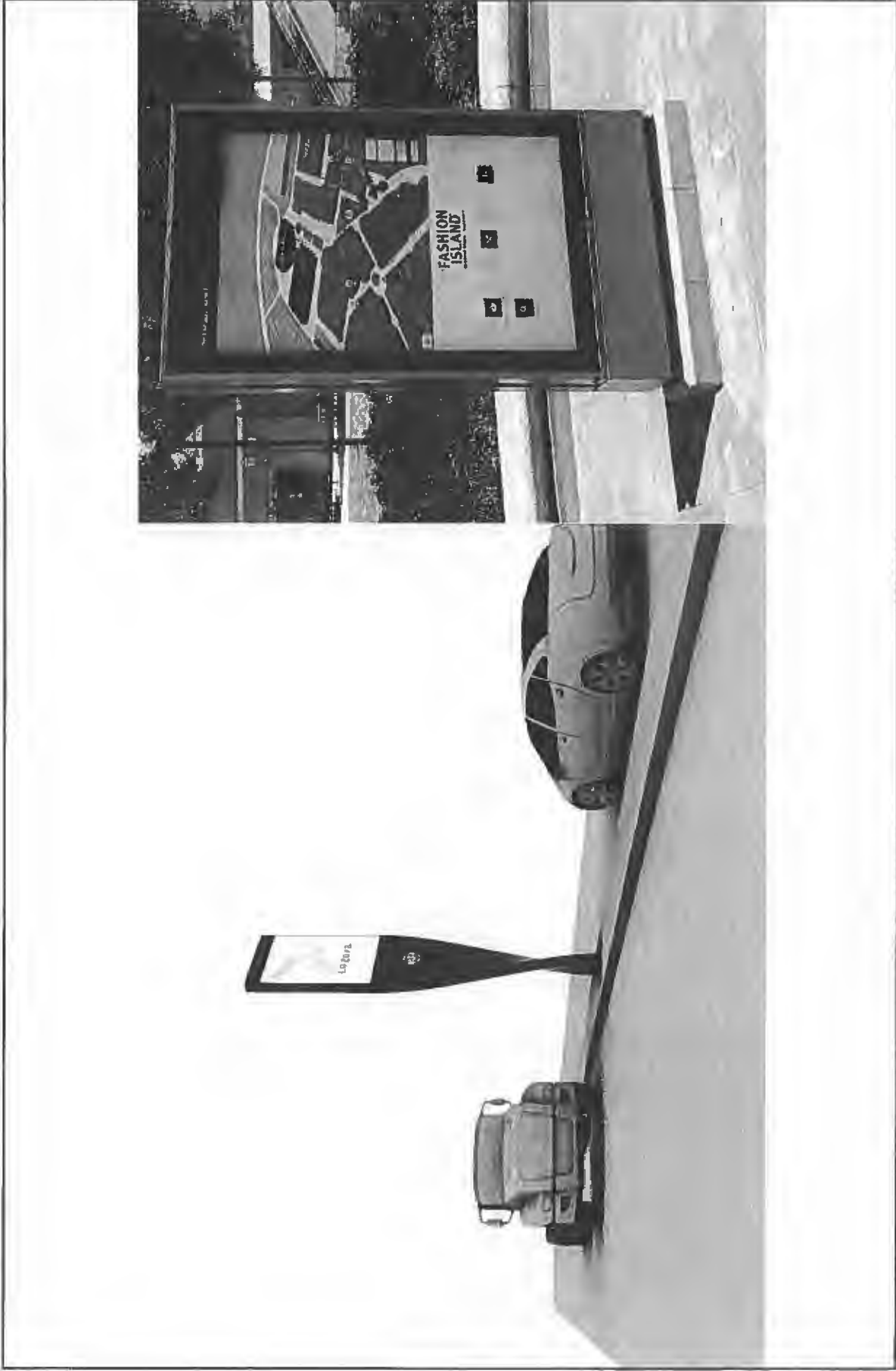
The proposed project would be implemented in two phases. In total, 60 digital signs and 108 digital screens would be installed in Phase 1 and Phase 2, as shown in **Table 2-1**. Phase 1 and Phase 2 may occur simultaneously or separately based on City collaboration.

	<b>Phase 1</b>	<b>Phase 2</b>
Locations	10	10
Kiosks and Digital Street Displays	30	30
Digital Screens	48	60

SOURCE: WOW Media, 2024

### PHASE 1

Along Century Boulevard between La Cienega Boulevard and Crenshaw Boulevard, Phase 1 includes the installation of 12 digital signs and 24 screens in four locations as shown in **Figure 2-3** through **Figure 2-5**.



Source: WOW Media and BoldYu, 2024.

**Taha**  
Digital Kiosk Network  
Initial Study/Mitigated Negative Declaration

TAHA 2024-035  
CITY OF INGLEWOOD

FIGURE 2-2

RENDERINGS



Source: TAHA, 2024

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 Digital Kiosk Network  
 Initial Study/Mitigated Negative Declaration

TAHA 2024-035

CITY OF INGLEWOOD

**FIGURE 2-3**

PHASE 1 CENTURY BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 3)



Source: TAHA, 2024.



Digital Kiosk Network  
Initial Study/Mitigated Negative Declaration

TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-4

PHASE 1 CENTURY BOULEVARD BETWEEN  
LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 3)



Source: TAHA, 2024.

**FIGURE 2-5**  
 PHASE 1 CENTURY BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (3 OF 3)

Along Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard, Phase 1 includes the installation of six digital signs and 12 screens in two locations, as shown in **Figure 2-6** and **Figure 2-7**.

Along Prairie Avenue between La Cienega Boulevard to Century Boulevard, Phase 1 includes the installation of 12 digital signs and 12 screens in four locations, as shown in **Figure 2-8** through **Figure 2-10**.

## **PHASE 2**

Along Century Boulevard between La Cienega Boulevard and Crenshaw Boulevard, Phase 2 includes the installation of nine digital signs and 18 screens in three locations as shown in **Figure 2-11** through **Figure 2-13**.

Along Manchester Boulevard between La Cienega Boulevard to Crenshaw Boulevard, Phase 2 includes the installation of nine digital signs and 18 screens in three locations, as shown in **Figure 2-14** and **Figure 2-16**.

Along Florence Avenue between La Cienega Boulevard to Prairie Avenue, Phase 2 includes the installation of six digital signs and 12 screens in two locations along Florence Avenue, as shown in **Figure 2-17** and **Figure 2-18**.

Along La Cienega Boulevard between Century Boulevard to Florence Avenue, Phase 2 includes the installation of six digital signs and 12 screens in two locations, as shown in **Figure 2-19** and **Figure 2-20**.

## **2.3 PROJECT IMPLEMENTATION AND CONSTRUCTION ACTIVITIES**

The proposed project would be implemented in two phases and is designed to commence at the epicenter of entertainment in Inglewood and gradually expand outward. The phased approach is intended to create an impactful advertising platform accessible to residents and visitors across the City. Implementation of Phase 1 is anticipated to last for approximately one month, with activities beginning in Summer 2025. Phase 2 is estimated to begin in Summer 2026 and also last for approximately one month. Each digital sign is anticipated to take approximately one week to install, and multiple installations are anticipated to occur simultaneously. Street lanes and sidewalks may need to be closed during construction activities. However, project implementation is not anticipated to require full street closures during construction. Construction activities would occur a five day per week work schedule, from Monday through Friday, eight hours per day, between the hours of 7:00 a.m. through 8:00 p.m. as per the requirements of Inglewood Municipal Code (IMC).



Source: TAHA, 2024.

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 Initial Study/Mitigated Negative Declaration  
 TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-6

PHASE 1 MANCHESTER BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 2)



Source: TAHA, 2024.

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FIGURE 2-7

PHASE 1 MANCHESTER BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 2)



Source: TAHA, 2024.

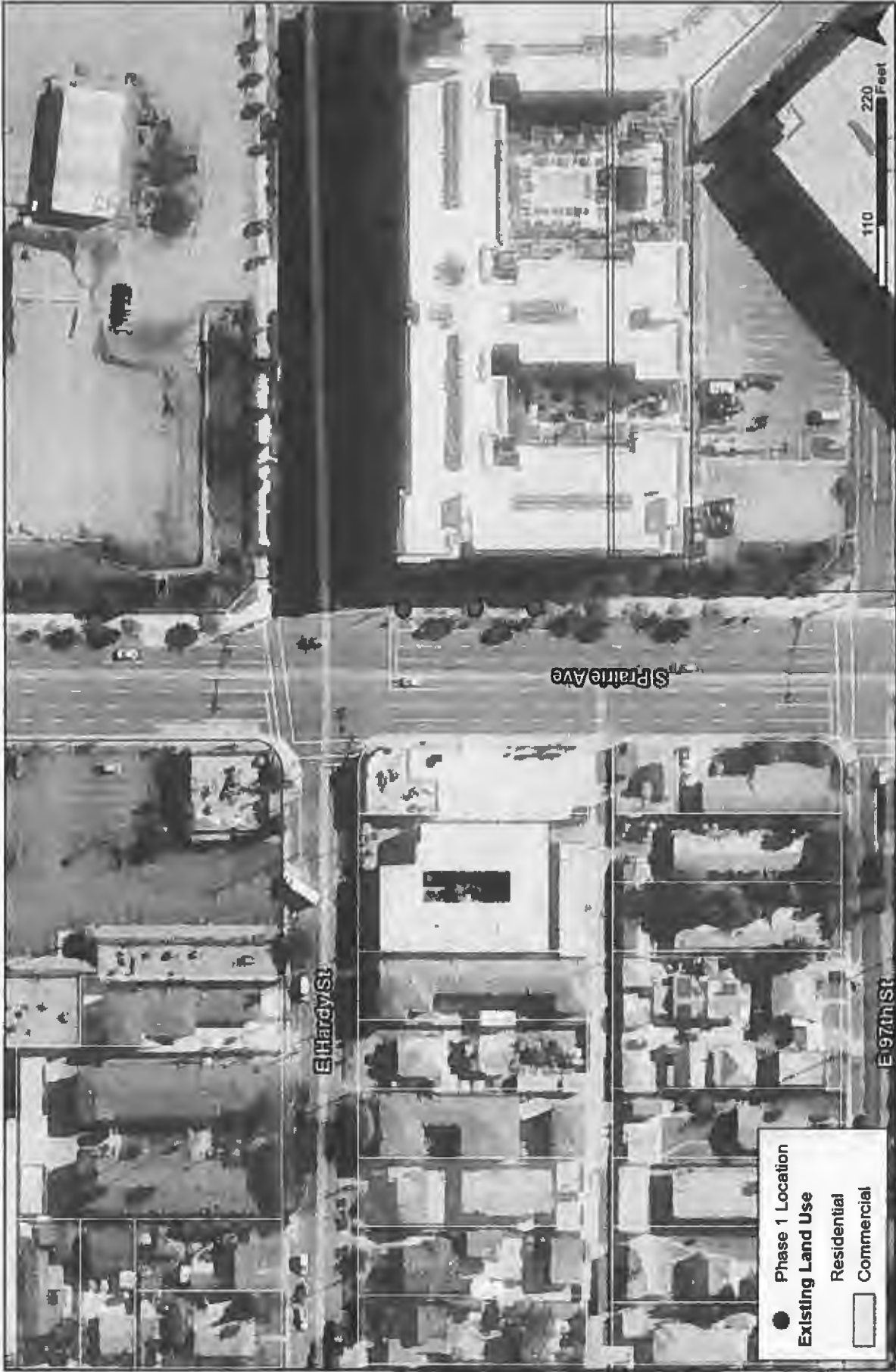
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**FIGURE 2-8**

**PHASE 1 PRAIRIE AVENUE BETWEEN  
 MANCHESTER BOULEVARD TO CENTURY BOULEVARD (1 OF 3)**



Source: TAHA, 2024.

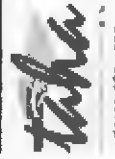
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 CITY OF INGLEWOOD

**FIGURE 2-9**  
 PHASE 1 PRAIRIE AVENUE BETWEEN  
 MANCHESTER BOULEVARD TO CENTURY BOULEVARD (2 OF 3)



**FIGURE 2-10**  
**PHASE 1 PRAIRIE AVENUE BETWEEN**  
**MANCHESTER BOULEVARD TO CENTURY BOULEVARD (3 OF 3)**

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TAHA 2024-035

CITY OF INGLEWOOD

Source: TAHA, 2024.



Source: TAHA, 2024

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TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-17

PHASE 2 CENTURY BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 3)



Source: TAHA, 2024.

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TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-12

PHASE 2 CENTURY BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 3)



Source: TAHA, 2024.



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TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-13

PHASE 2 CENTURY BOULEVARD BETWEEN  
LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (3 OF 3)

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SUPERIOR COURT OF THE STATE OF CALIFORNIA  
FOR THE COUNTY OF LOS ANGELES

PINCAY RE, LLC; HOLLYWOOD PARK  
RESIDENTIAL INVESTORS, LLC;  
HOLLYWOOD PARK RETAIL/  
COMMERCIAL INVESTORS, LLC; HPMU4  
LA, LLC; STADCO LA, LLC;  
PERFORMANCE COMPANY LA, LLC; HP  
RESIDENTIALCO 2021, LLC; HP  
RESIDENTIALCO 2023, LLC; HP HOTEL  
RE, LLC; HPMU11 LA, LLC; AND  
HOLLYWOOD PARK RETAIL PHASE I,  
LLC,

Petitioners and Plaintiffs,

v.

CITY OF INGLEWOOD, a municipal  
corporation; INGLEWOOD CITY COUNCIL;  
DOES 1-50,

Respondents and Defendants,

WOW MEDIA, INC.,

Real Party in Interest.

Case No. 25STCP02561

DECLARATION OF AMY FORBES IN  
SUPPORT OF PETITIONERS AND  
PLAINTIFFS' *EX PARTE* APPLICATION FOR  
TEMPORARY RESTRAINING ORDER,  
ORDER TO SHOW CAUSE FOR  
PRELIMINARY INJUNCTION, AND  
EXPEDITED DISCOVERY (EX 2, PART B,  
EXS 3-6)

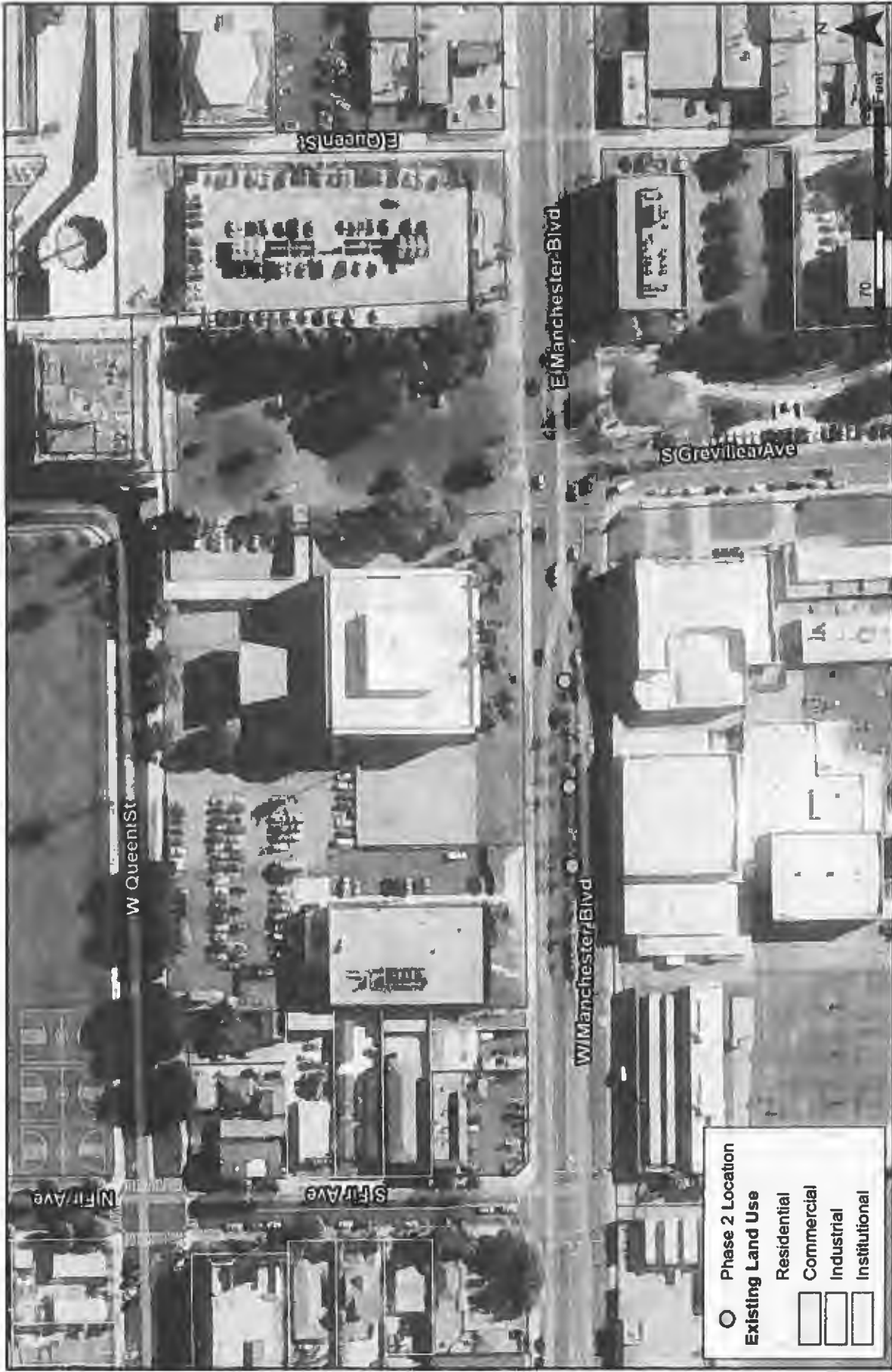
Exhibit 2  
(cont.)



Source: TAHA, 2024.

FIGURE 2-14

PHASE 2 MANCHESTER BOULEVARD BETWEEN  
 LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (1 OF 3)



Source: TAHA, 2024.



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TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-15

PHASE 2 MANCHESTER BOULEVARD BETWEEN  
LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (2 OF 3)



Source: TAHA, 2024.

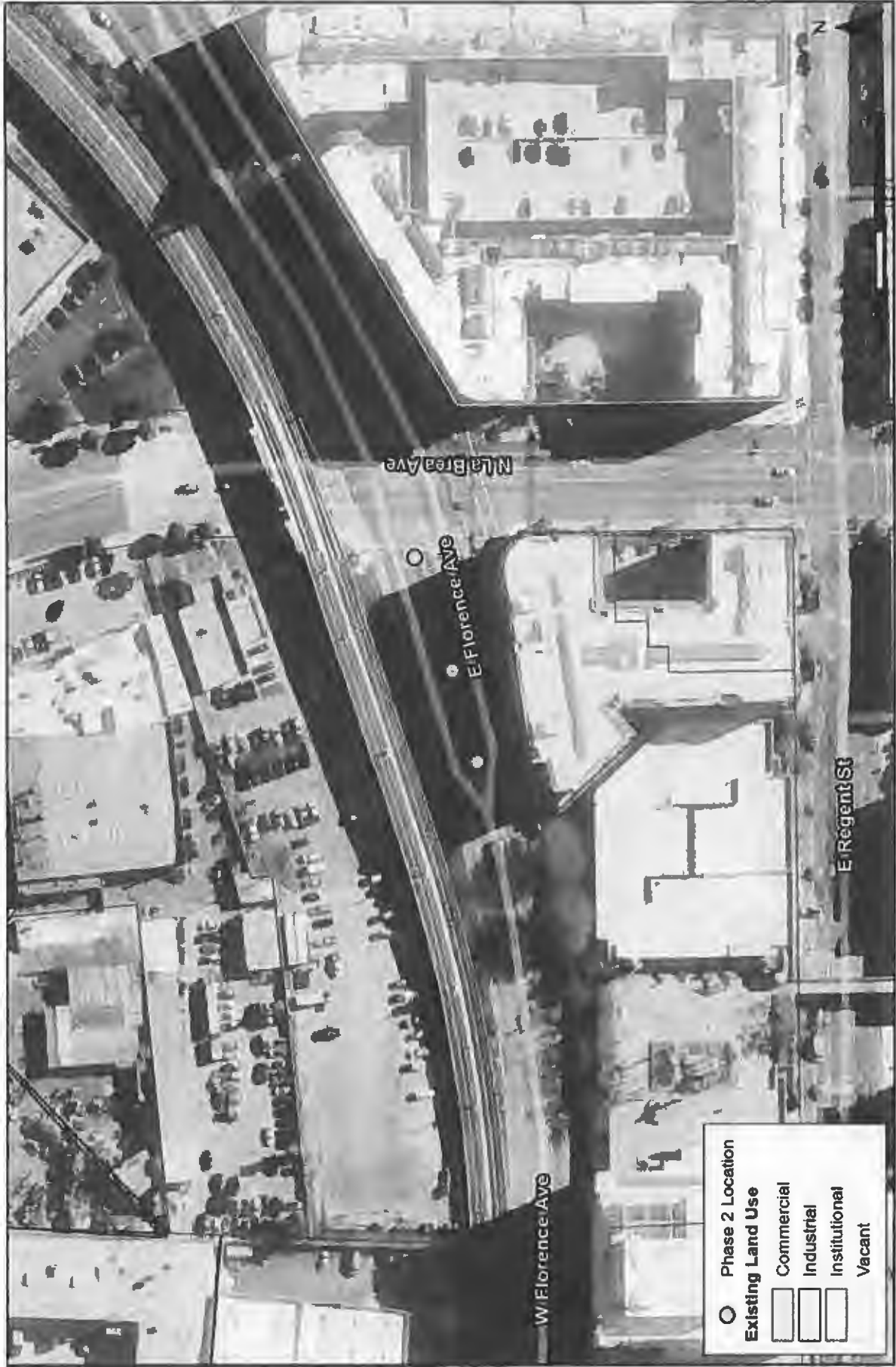


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CITY OF INGLEWOOD

FIGURE 2-16

PHASE 2 MANCHESTER BOULEVARD BETWEEN  
LA CIENEGA BOULEVARD TO CRENSHAW BOULEVARD (3 OF 3)



Source: TAHA, 2024.

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 TAHA 2024-035

CITY OF INGLEWOOD

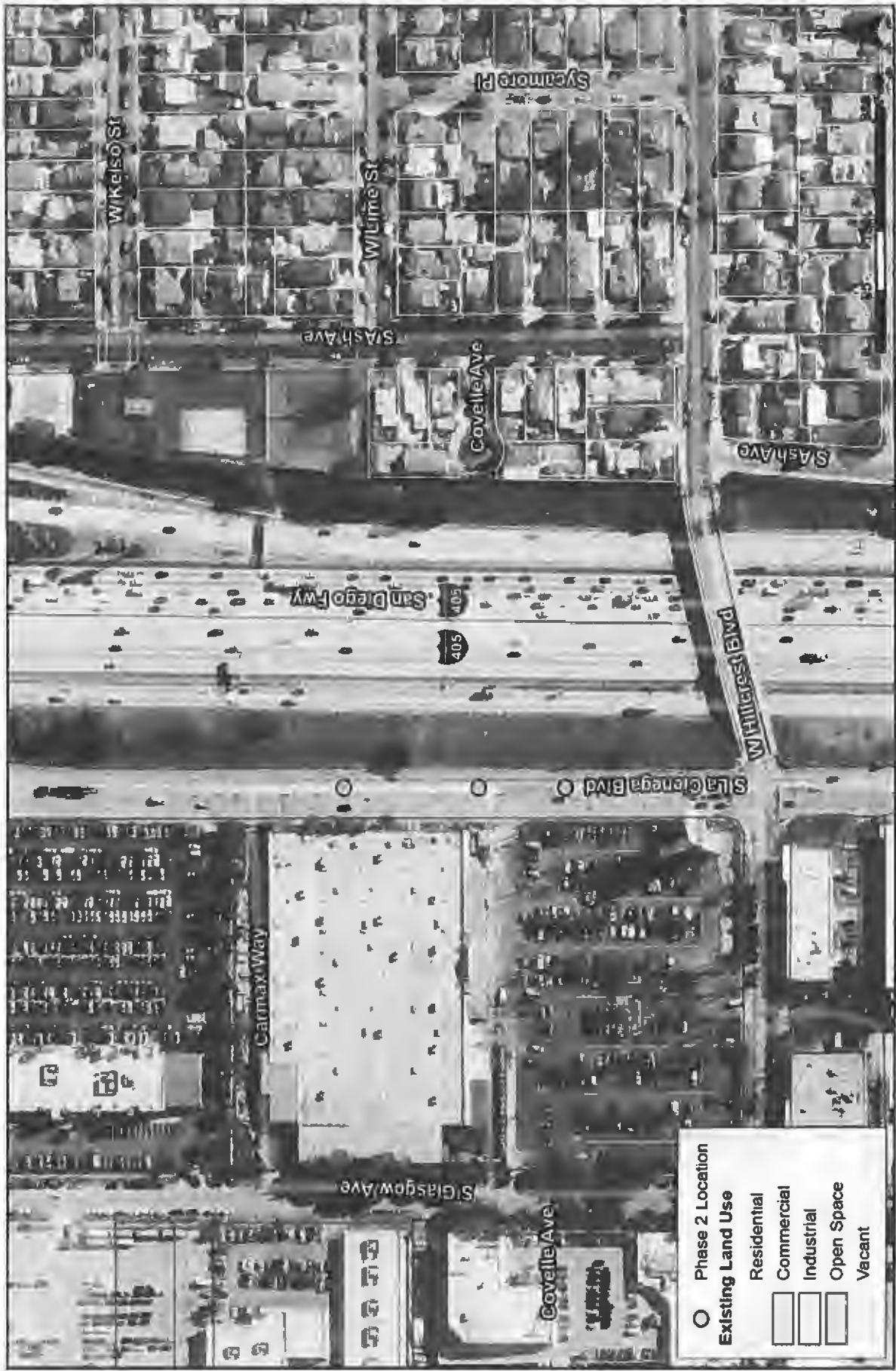
**FIGURE 2-17**  
 PHASE 2 FLORENCE AVENUE BETWEEN  
 LA CIENEGA BOULEVARD TO PRAIRIE AVENUE (1 OF 2)



Source: TAHA, 2024.

**FIGURE 2-18**

**PHASE 2 FLORENCE AVENUE BETWEEN  
 LA CIENEGA BOULEVARD TO PRAIRIE AVENUE (2 OF 2)**



Source: TAHA, 2024.



Digital Kiosk Network  
Initial Study/Mitigated Negative Declaration

TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-19

PHASE 2 LA CIENEGA BOULEVARD BETWEEN  
CENTURY BOULEVARD TO FLORENCE AVENUE (1 OF 2)



Source: TAHA, 2024

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TAHA 2024-035

CITY OF INGLEWOOD

FIGURE 2-20

PHASE 2 LA CIENEGA BOULEVARD BETWEEN  
 CENTURY BOULEVARD TO FLORENCE AVENUE (2 OF 2)

## 3.0 INITIAL STUDY CHECKLIST AND EVALUATION

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources      | <input type="checkbox"/> Cultural Resources             | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology/Soils             | <input type="checkbox"/> Greenhouse Gas Emissions       | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology/Water Quality   | <input type="checkbox"/> Land Use/Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                     | <input type="checkbox"/> Population/Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                | <input type="checkbox"/> Transportation                 | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire                       | <input type="checkbox"/> Mandatory Findings of Significance |

### DETERMINATION: (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.1 AESTHETICS - Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on scenic vista. The proposed project would allow for the installation of digital signs in highly urbanized areas near primarily commercial uses. No scenic vistas are available within the surrounding area, and the City's General Plan does not designate scenic vistas in the project vicinity. The digital signs would be installed within the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. Views along these roadways consist mainly of buildings, large commercial signs associated with commercial businesses, and ornamental landscaping. Therefore, no impact would occur.

b) **No Impact.** A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The project sites are not located on or within the vicinity of a scenic highway. The nearest state-designated scenic highway is State Route 27 (SR-27), or the Topanga Canyon State Scenic Highway approximately 15 miles from the project sites.<sup>1</sup> The project sites are not within the viewshed of this scenic highway. Therefore, no impact would occur.

c) **No Impact.** A significant impact would occur if the proposed project substantially degraded the existing visual character or quality of public views of the sites and their surroundings. The proposed project would install digital signs in 20 generally designated areas within the public ROW along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City. The character of these streets is described in Section 2.1.

Construction activities would be temporary and would not result in permanent impacts to the existing visual character or scenic quality of public views. Construction staging areas would be confined within the public ROW and may require temporary lane and sidewalk closures. Signage would be temporarily provided to alert drivers, bicyclists and pedestrians to detours

<sup>1</sup>California Department of Transportation, *California Scenic Highway Mapping System*. Los Angeles County. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed September 2024.

around construction staging areas. This signage would be removed upon completion of construction activities. During operations, the digital signs would be internally lit and could display different images. The digital signs would be placed in highly urbanized, well-lit areas that have existing commercial signage. Additionally, the digital signs would be placed in the public ROW, where existing light sources, including automobile headlights and overhead streetlights, are the main contributors of lighting.

There would be two types of digital signs: kiosks and digital street displays. The kiosks would be comparable in size to traditional bus shelter advertisements and the digital street displays would be no taller than 22 feet from the ground to the top of the structure. Kiosks would be installed on the public sidewalks and the digital street displays would generally be installed within the center medians of Century Boulevard, Manchester Boulevard, and Florence Avenue. The proposed project would require the approval and execution of a Digital Sign Agreement and issuance of permits to place the digital signs within the public ROW. These requirements are considered discretionary actions and are a requirement for the proposed project. The digital signs would not violate Section 12-75 Prohibited Signs of the IMC and would comply with Section 12-76 General Sign Regulation of the IMC. With approval of these discretionary actions, the proposed project would not conflict with applicable zoning or substantially degrade the visual character of Century Boulevard, Manchester Boulevard, Prairie Avenue, or Florence Avenue. Therefore, no impact would occur.

- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The digital signs would operate 24 hours per day and create a new source of light and glare during daylight and evening. The digital signs would include a series of light-emitting diodes (LED) with a changing display and automatic dimming technology. The digital signs would comply with Section 12-75 Prohibited Signs and 12-76 General Sign Regulation of the IMC.

The digital signs would be entirely located within the public ROW and would be installed in highly urbanized environments with high levels of ambient nighttime lighting, including streetlights, signs, architectural and security lighting, indoor building illumination, and automobile headlights. The digital signs are installed with an automatic dimming technology so that at no time would any sign exceed a brightness level of 0.3-foot candles above ambient light for both daytime and nighttime conditions. The illumination standards set forth in a Sign Lighting Plan to establish the daytime and nighttime ambient light levels would ensure that luminance values are consistent with the existing urban environment. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p><b>3.2 AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-e) No Impact.** The project sites are located in fully developed, urbanized areas, and surrounded primarily by commercial uses. No areas in the City are currently zoned, designated, or used for agricultural or forestry activities, and the City contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Significance according to the City's General Plan. Due to its urban setting, the project sites and their surroundings are not included in the Farmland Mapping and Monitoring Program under the Williamson Act Contract.<sup>2</sup> In addition, there are no areas of forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 within the City. The proposed project would not change the existing environment in a manner that would result in the conversion of farmland or forestland to other kinds of land uses. Therefore, no impact would occur.

<sup>2</sup>California Department of Conservation, *Williamson Act Program*. <https://www.conservation.ca.gov/dlrp/wa>, accessed September 2024.

	Potentially Significant Impact	Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p><b>3.3 AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Air pollutant emissions that would result from construction and operation of the proposed project are addressed separately for each impact criterion. The air quality impact assessment was conducted in accordance with guidance and methodologies issued by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB), which encompasses 6,745 square miles and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The primary guidance for preparing assessments of potential air quality impacts for CEQA projects located in the SCAB is promulgated in the SCAQMD CEQA Air Quality Handbook, which was originally published in 1993 and most recently updated in 2001.<sup>3</sup> Subsequent updates to the SCAQMD CEQA guidance are posted on the SCAQMD website.<sup>4</sup>

a) **Less-Than-Significant Impact.** The applicable air quality plans for the proposed project include the SCAQMD 2022 Air Quality Management Plan (AQMP), the Southern California Association of Governments' (SCAG) *Connect SoCal 2024-2050* and *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, and the City of Inglewood General Plan. The emissions inventory for the 2022 AQMP was developed in part based on regional growth projections from the *Connect SoCal 2020-2045 RTP/SCS*, which incorporates municipal-level forecasts for population and housing growth including the Inglewood General Plan. The SCAQMD CEQA Air Quality Handbook outlines the approach for addressing potential air quality impacts related to the applicable air quality management plans using the following criteria:

- Would the proposed project result in any of the following?
  - An increase in the frequency or severity of existing air quality violations;
  - New air quality violations; or,
  - Delay of timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

<sup>3</sup>SCAQMD, CEQA Air Quality Handbook (Version 3), November 2001. <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>.

- Would the proposed project exceed the assumptions utilized in preparing the AQMP?
  - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the project include air quality mitigation measures; or
  - To what extent is project development consistent with the AQMP land use policies?

To address the impacts related to air quality violations—which refer to instances of air pollutant concentrations exceeding the corresponding National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS)—the SCAQMD has developed regionally specific air quality significance thresholds to screen out potential impacts that may result from construction and operation of projects under the purview of CEQA. The SCAQMD guidance provides that daily emissions of volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), respirable particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) should be quantified and assessed on both regional and localized scales by comparison to the mass daily screening thresholds. Regional emissions refer to emissions from all sources involved in construction or operation of a project, whether they be located on the project sites or occur remotely. Localized emissions are considered as emissions that originate only from sources located on the project sites during construction or operation of a project.

Since the proposed project would not introduce a new permanent source of emissions to the project area, localized emissions are only addressed during construction of the proposed project. The Localized Significance Thresholds (LSTs) were derived by the SCAQMD for “Source Receptor Areas” (SRAs) determined using ambient air quality data from monitoring stations located throughout the SCAB in conjunction with air dispersion modeling that accounted for local meteorological and topographical conditions, as well as the size of the construction site and the proximity of sensitive receptors. The SCAQMD air quality analysis guidance states that if maximum daily emissions remain below the applicable thresholds, then the project would not have the potential to result in air quality violations. Table 3-1 shows the daily regional screening values and LST values for emissions during construction activities and the regional screening values for emissions during future operational conditions. The proposed project is located within SRA 3 – Southwest Coastal LA County. The LST values in Table 3-1 correspond to a construction site within SRA 3 with a maximum daily ground disturbance area up to one acre, and within 25 meters of the nearest sensitive receptors.

TABLE 3-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS						
Screening Threshold	VOC (lbs./day)	NO <sub>x</sub> (lbs./day)	CO (lbs./day)	SO <sub>x</sub> (lbs./day)	PM <sub>10</sub> (lbs./day)	PM <sub>2.5</sub> (lbs./day)
<b>CONSTRUCTION</b>						
Regional Threshold	75	100	550	150	150	55
Localized Threshold	--	91	664	--	4	3
<b>OPERATIONS</b>						
Regional Threshold	55	55	550	150	150	55
Notes: LST values correspond to a construction site in SRA 3 with up to one acre in daily ground disturbance area and within 25 meters of a sensitive receptor; lbs./day = pounds emitted per day. SOURCE: SCAQMD, 2009; 2023.						

Sensitive receptors refer to land uses that serve population groups that are especially sensitive to changes in air quality and more susceptible to adverse health effects resulting from exposures to air pollutant concentrations. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes at practice and competition sites, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD LST guidance methodology recommends that localized air quality impacts be assessed for sensitive receptors located up to 1,640 feet (500 meters) from the on-site emissions sources, with the analysis focusing on the sensitive receptors closest to the project sites.

### **Construction**

Construction of the proposed project is anticipated to involve installation activities at a total of 60 digital signs and would take place over the course of one month during both the summer of 2025 (Phase 1) and the summer of 2026 (Phase 2). The California Emissions Estimator Model (CalEEMod) is the preferred industry tool for quantifying estimates of air pollutant emissions during construction and operation of proposed CEQA projects. Using input data provided by the Applicant that included forecasted off-road equipment and on-road vehicle activities, CalEEMod (Version 2022.1) was used to estimate maximum daily emissions that could occur during construction of the proposed project. At each individual installation site, the construction activities would generally involve demolition of the median or sidewalk and excavation of a pothole; drilling and installation of the column footing; repair of the disturbed median or sidewalk area; and installation of the base cladding and installation and connection of the digital displays.

**Table 3-2**, below, presents the daily emissions that would be generated during each construction activity at a particular location, as well as the maximum daily regional emissions that could be generated while construction of up to six locations may be undertaken simultaneously. As shown in **Table 3-2**, maximum possible daily emissions would remain substantially below the applicable the SCAQMD regional mass daily screening thresholds. Therefore, in accordance with the SCAQMD guidance methodologies, construction of the proposed project would not cause or contribute to an increase in the frequency or severity of air quality violations within the project areas, and no mitigation measures would be required.

**Table 3-2** also includes an analysis of the localized emissions that would be generated from onsite sources during concurrent construction of up to six installation sites at two adjacent median locations. The localized emissions analysis compares the maximum daily emissions that could be generated from sources located on the construction site to the corresponding LST screening values for a site with up to one acre of daily ground disturbance area that is within 25 meters of the nearest sensitive receptor. Each installation site is anticipated to involve approximately 10 square feet or less of ground disturbance to install the digital signs. There would be no substantial disturbance of unpaved ground surface during construction activities. As shown in **Table 3-2**, the maximum daily emissions from concurrent installation of up to six adjacent kiosk locations would remain substantially below the applicable SCAQMD LST screening values. Therefore, construction of the proposed project would not have the potential to cause or contribute to an increase in the frequency or severity of air quality violations in the vicinity of the installation sites, and no mitigation measures would be required.

TABLE 3-2: ESTIMATED MASS DAILY CONSTRUCTION EMISSIONS – UNMITIGATED						
Construction Activity	Maximum Daily Emissions (Pounds Per Day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>DEMOLITION &amp; POT HOLE</b>						
On-Site Emissions	0.2	1.6	1.9	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
<b>Total</b>	<b>0.2</b>	<b>1.7</b>	<b>2.7</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>&lt;0.1</b>
<b>DRILLING &amp; FOOTING</b>						
On-Site Emissions	0.4	4.0	5.4	<0.1	0.1	0.1
Off-Site Emissions	<0.1	0.3	0.8	<0.1	0.2	<0.1
<b>Total</b>	<b>0.4</b>	<b>4.3</b>	<b>6.3</b>	<b>&lt;0.1</b>	<b>0.3</b>	<b>0.2</b>
<b>MEDIAN/SIDEWALK REPAIR</b>						
On-Site Emissions	0.1	1.3	1.8	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
<b>Total</b>	<b>0.2</b>	<b>1.4</b>	<b>2.5</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>&lt;0.1</b>
<b>CLADDING &amp; SCREEN INSTALLATION</b>						
On-Site Emissions	0.2	2.6	2.3	<0.1	<0.1	<0.1
Off-Site Emissions	<0.1	0.1	0.7	<0.1	0.2	<0.1
<b>Total</b>	<b>0.3</b>	<b>2.7</b>	<b>3.1</b>	<b>&lt;0.1</b>	<b>0.2</b>	<b>0.1</b>
<b>REGIONAL EMISSIONS ANALYSIS (UP TO SIX CONCURRENT LOCATIONS)</b>						
Maximum Daily Emissions	2.5	25.5	37.5	0.1	2.0	1.1
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
<b>LOCALIZED EMISSIONS ANALYSIS (UP TO THREE CONCURRENT SITES PER LOCATION)</b>						
Maximum Daily Onsite Emissions	2.2	23.8	32.6	<0.1	0.9	0.8
LST Screening Value	--	91	664	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No
<small>Note: Emissions modeling files can be found in Appendix A. SOURCE: TAHA, 2024.</small>						

Regarding the second air quality management plan consistency criteria, construction of the proposed project would have no impact related to the regional growth projections for population, housing, or employment within the City of Inglewood that are accounted for in the SCAQMD 2022 AQMP emissions inventory. It is anticipated that construction crews would be sourced from the local workforce, and construction of the proposed project would not involve any temporary or permanent additional residential or nonresidential development. Therefore, construction of the proposed project would result in a less than significant impact related to conflicting with or obstructing implementation of the AQMP, and no mitigation measures would be required.

**Operations**

Future operation of the proposed project would not introduce a new permanent source of air pollutant emissions to the project area or the SCAB region at large. The only possible activities that may occur during the operational phase of the proposed project would be infrequent repairs that would involve minimal vehicle trips and electric handheld equipment. Operation of the proposed project would result in a less-than-significant impact

related to conflicting with or obstructing implementation of the AQMPs, and no mitigation measures would be required.

- b) **Less-Than-Significant Impact.** The Los Angeles County portion of the SCAB is currently designated as nonattainment of the NAAQS for O<sub>3</sub> and PM<sub>2.5</sub> and is designated as nonattainment of the CAAQS for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Therefore, there is an ongoing regionally significant cumulative impact associated with these air pollutants. Considering the existing environmental conditions, the SCAQMD CEQA guidance states that an individual project can emit allowable quantities of these pollutants—O<sub>3</sub> precursors including VOC and NO<sub>x</sub>, and PM<sub>10</sub> and PM<sub>2.5</sub>—on a regional scale without significantly contributing to the cumulative impacts.

#### **Construction**

As discussed above and substantiated by the analyses presented in **Table 3-2**, maximum daily regional and localized air pollutant emissions associated with construction of the proposed project would remain substantially below the applicable SCAQMD air quality significance thresholds. For CEQA projects that would not generate emissions in excess of the mass daily thresholds, the SCAQMD recognizes that emissions from those individual projects would not be cumulatively considerable. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of nonattainment pollutants, and impacts would be less than significant without mitigation.

#### **Operation**

As discussed above, future operational conditions of the proposed project would not introduce a new permanent source of emissions within the Los Angeles County portion of the SCAB. The kiosk locations would not involve any processes that would constitute sources of air pollutant emissions. Any vehicle trips associated with repair of the sites would be infrequent, and equipment used to perform the repairs would be electrically powered and not produce emissions. Therefore, operation of the proposed project would result in no impact related to cumulatively considerable increases in nonattainment pollutant emissions, and mitigation would not be required.

- c) **Less-Than-Significant Impact.** As discussed above, the SCAQMD developed its LST screening values as a method of precluding further analysis of localized air quality impacts for the proposed CEQA projects. The SCAQMD devised its LST values to prevent the occurrence of localized hot spots of criteria pollutant concentrations at sensitive receptor locations surrounding the project site. If maximum daily emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> remain below the corresponding LST screening values for the project location, site size, and receptor proximity, then it is reasonable to assume that emissions would not be capable of exposing nearby sensitive receptors to substantial pollutant concentrations.

#### **Construction**

As shown above in **Table 3-2**, maximum daily emissions of criteria pollutants and O<sub>3</sub> precursors from sources located on the project site would not exceed any applicable LST values during any construction activity, even when considering the simultaneous installation of up to six kiosks in adjacent locations. Construction of the proposed project would not have the potential to generate substantial concentration of these pollutants. Furthermore, construction activities would only last for up to one month during the summer of 2025 (Phase 1) and again during the summer of 2026 (Phase 2). There is no potential for concentrations of toxic air contaminants generated by diesel-fueled off-road equipment

at the installation sites to reach elevated concentrations capable of resulting in significant acute or chronic sensitive receptor exposures. This impact would be less than significant, and no mitigation would be required.

### **Operation**

As discussed previously, operation of the proposed project would not introduce a new permanent source of air pollutant emissions to the project areas or the greater Los Angeles County portion of the SCAB. There would be no potential for nearby sensitive receptors to be exposed to substantial pollutant concentrations resulting from proposed project operations. Therefore, there would be no impact for proposed project operations under this air quality criterion, and no mitigation would be required.

- d) **Less-Than-Significant Impact.** Odors are the only potential construction emissions other than the sources addressed above.

### **Construction**

Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize standardized construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Furthermore, all construction activities would comply with the CARB Airborne Toxic Control Measure set forth in Title 13 of the California Code of Regulations Section 2485, which requires off-road diesel equipment and on-road diesel trucks to limit idling to no more than five minutes in any one particular location. Compliance with this control measure would minimize the potential for odorous emissions to disperse into the adjacent communities. Therefore, construction of the proposed project would result in a less-than-significant impact related to construction odors.

### **Operation**

Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.<sup>5</sup> As discussed previously, proposed project operations would not involve any source of air pollutant emission at the kiosk locations. The proposed project would be ensured to comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would result in no impact related to operational odors or public nuisance.

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<sup>5</sup>SCAQMD, *CEQA Air Quality Handbook (Version 3)*, November 2001.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.4 BIOLOGICAL RESOURCES - Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species. A search of the California Department of Fish and Wildlife’s (CDFW) California Natural Diversity Database (CNDDDB) returned recorded sightings of the following endangered, rare, or threatened species in the project area: western spadefoot (*Spea hammondi*), coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*); least Bells vireo (*Vireo bellii pusillus*); monarch – California overwintering population (*Danaus Plexippus Plexippus pop.1*), tricolored blackbird (*Agelaius tricolor*), and the Crotch bumble bee (*Bombus crotchii*).<sup>6</sup> However, the proposed project would be constructed within the public ROW, where there are no suitable wildlife habitats or suitable habitats for sensitive species. The project sites consist of 20 generally designated locations in urbanized areas of the City surrounded primarily by commercial and residential uses. No biological resources or communities exist on, adjacent to, or near the project sites. Therefore, the proposed project would not have an effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species

<sup>6</sup>California Department of Fish and Wildlife, *California Natural Diversity Database*, <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>, accessed September 2024.

in local or regional plans, policies, or regulations, or by the CDFW or the U.S. Fish and Wildlife Service (USFWS), and no impact would occur.

- b) **No Impact.** A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. As discussed in Response to Checklist Question 3.4(a), the project sites are located within an urbanized area surrounded primarily by commercial and residential uses. The project sites do not contain any riparian habitat and do not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.
- c) **No Impact.** A significant impact would occur if the proposed project would have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The project sites do not contain any state or federally protected wetlands and are located in urbanized area of the City. The proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The project sites and the surrounding area is highly urbanized, and there are no wildlife corridors on or in proximity to the project sites according to the California Department of Fish and Wildlife's Biogeographic Information and Observation System (BIOS). The project sites do not contain any state or federally protected wetlands that would contain migratory fish or other wildlife species. The proposed project would be constructed within medians and sidewalks in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. Construction of the proposed project would not require the removal or trimming of any trees which may potentially provide nesting sites for migratory birds. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project were inconsistent with local regulations pertaining to biological resources. As discussed in Response to Checklist Question 3.4(d), construction and operations of the proposed project would not require the trimming of any trees which may potentially provide nesting sites for migratory birds. The proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project were inconsistent with any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other approved local, regional, or state habitat conservation plan. The project sites are located in an urbanized area surrounded primarily by commercial and residential uses. The project sites are not located within or adjacent to the boundaries of any adopted habitat conservation plans. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.5 CULTURAL RESOURCES - Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a historical resource. CEQA Guidelines Section 15064.5 generally defines a historical resource as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period or method of construction; representing the work of an important creative individual; or possessing high artistic values. The project sites are within the public ROW and contain no known historical resources. The City also maintains a list of local, significant resources, and there are no historical resources within the project area.<sup>7</sup> Therefore, no impact would occur.
- b) **Less-Than-Significant Impact.** A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources associated with a scientifically recognized important prehistoric or historic event or person. Inglewood is located in Southern California, which is the ancestral territory of several Native American tribes. Archaeological materials associated with occupation of the City are known to exist and have the potential to provide important scientific information regarding history and prehistory. However, the project sites are located in the public ROW and have been subject to previous grading and development multiple times. Any surficial archaeological resources that may have existed on the project sites are likely to have been previously disturbed or removed. Construction of the proposed project would involve minor grading and no excavation work. Operations of the proposed project would not involve any ground disturbing activities. Therefore, impacts related to archaeological resources would be less than significant.
- c) **Less-Than-Significant Impact.** A significant impact would occur if previously interred human remains would be disturbed during excavation of the project sites. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the project sites, there is always a possibility that human remains may be unexpectedly encountered during construction. The project sites have been subject to multiple instances of grading and development, and therefore it is highly unlikely that any human remains would be encountered during construction. In the unlikely event that

<sup>7</sup>California Office of Historic Preservation (OHP), California Historical Resources, <https://ohp.parks.ca.gov/ListedResources/?view=-county&criteria=19>, accessed September 2024

human remains are encountered, the proposed project would be required to comply with Section 7050.5 of the California Health and Safety Code. If human remains of Native American origin are discovered during construction, the proposed project would also be required to comply with applicable regulations related to the handling of Native American human remains, including Public Resources Code Section 5097. Therefore, compliance of the State Health and Safety Code Section 7050.5 and applicable regulations related to the handling of human remains of Native American origin, impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.6 ENERGY - Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a-b) Less-Than-Significant Impact.** The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. Construction activities would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project sites, and delivery and haul truck trips.

Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed project's construction to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, Southern California Edison would provide electricity to the project sites. Energy use associated with operation of the proposed project would include electricity to power the digital signs 24 hours per day. Maintenance activities during operations, such as repair work on the digital signs, may involve the use of electric-powered equipment. The proposed project does not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies.

In March 2013, the City of Inglewood adopted an Energy and Climate Action Plan to guide the City toward attainable conservation goals that may also significantly reduce the impact of greenhouse gas emissions within the community. The Energy and Climate Action Plan proposes several policies related to energy-efficiency and conservation, including energy and water conservation design features in new development projects. The proposed project does not include any feature (i.e., substantially alter energy demands) that would interfere with the implementation of these state and City codes and plans. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.7 GEOLOGY AND SOILS - Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to the rupture of a known earthquake fault. The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. It prohibits the location of most structures for human occupancy across the trace of active faults. The Act also establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within 1,000 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. According to the California Department of Conservation Earthquake Zones of Required Investigation map, the proposed project is located within the Alquist-Priolo Special Studies Zone.<sup>2</sup> However, the proposed project consists of the installation of digital signs within the public ROW, which are non-habitable

<sup>2</sup>California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

structures. Therefore, the proposed project would not expose people or structures to the rupture of a known earthquake fault, and no impact would occur.

- a.ii) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to strong ground shaking from severe earthquakes. As with all areas in the seismically active Southern California region, the project sites are susceptible to ground shaking during a seismic event. The ground motion characteristics of any future earthquakes in the region would depend on the characteristics of the generating fault, the distance to the epicenter, the magnitude of the earthquake, and the site-specific geologic conditions. The proposed project would not construct any habitable structures and does not include activities that would increase the potential to expose people or structures to the adverse effects involving strong seismic ground shaking. Therefore, no impact would occur.
- a.iii) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to seismic-related ground failure, including liquefaction. Liquefaction typically occurs when a saturated or partially saturated soil becomes malleable and loses strength and stiffness in response to an applied stress caused by earthquake shaking or other sudden change in stress conditions. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from the lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the proposed project is located within a liquefaction hazard zone.<sup>9</sup> However, the proposed project would not construct any habitable structures and does not include any activities that would increase the potential to expose people or structures to the adverse effects related to seismic-related ground failure, including liquefaction. Therefore, no impact would occur.
- a.iv) **No Impact.** A significant impact would occur if the proposed project would exacerbate existing environmental conditions by increasing the potential to expose people or structures to substantial adverse effects related to landslides. According to the California Department of Conservation's Earthquake Zones of Required Investigation map, the project sites are not located within an earthquake-induced landslide area.<sup>10</sup> Therefore, no impact would occur.
- b) **No Impact.** A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. The proposed project would consist of the installation of digital signs in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue. During ground disturbing activities, the project sites could potentially be subject to soil erosion or loss of topsoil. However, the proposed project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts. Erosion is not expected to occur, because the surrounding areas are generally flat with gradual changes in elevation; there are no major slopes or bluffs on or adjacent to any of the sites.

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<sup>9</sup>California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

<sup>10</sup>California Department of Conservation, *Landslide Inventory*, <https://maps.conservation.ca.gov/cgs/lsl/app/>, accessed September 2024.

The proposed project would require a minimal amount of grading; therefore, no impact would occur.

- c) **No Impact.** A significant impact would occur if the proposed project would cause geologic unit or soil on the project sites to become unstable or, if the project sites are on unstable geologic unit or soil, the proposed project would exacerbate existing conditions so as to increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. As discussed above, the proposed project is located within a liquefaction hazard zone. It is not located in an earthquake-induced landslide area, respectively.<sup>11</sup> The proposed project would install digital signs in the public ROW and would not create liquefaction or landslide hazards because the proposed project does not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. Additionally, the surrounding area is relatively flat and, thus, are not susceptible to landslides. Therefore, no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or adequate foundations for proposed buildings, thus posing a hazard to life and property. Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Expansive soils are commonly very fine-grained with high to very high percentages of clay and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Installation of proposed digital screens and would not create a risk to life or property, as the screens are unmanned and non-habitable structures. The proposed project would be installed in the public ROW, which is covered with impervious surfaces, and would not be built on expansive soils. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if adequate wastewater disposal were not available to the project sites. The digital signs would be constructed within in the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue, where wastewater infrastructure is currently in place. The proposed project would connect to the existing sanitary sewer system and would not include septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.
- f) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project directly or indirectly destroyed a unique paleontological resource or unique geologic feature. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. However, as discussed in Response to Checklist Question 3.5(b), any ground-disturbing activities associated with the proposed project would occur entirely in the public ROW, which has been subject to grading and development efforts multiple times. Any surficial paleontological resources that may have existed on the project sites are likely to have been previously disturbed or removed. Construction of the proposed project would involve minor grading and no excavation work. Operations of the proposed project would not involve any ground disturbing activities. Therefore, a less-than-significant impacts would occur.

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<sup>11</sup>California Department of Conservation, *Earthquake Zones of Required Investigation*, <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.8 GREENHOUSE GAS EMISSIONS - Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact.** The term “greenhouse gases” (GHGs) refers to a class of air pollutants that are generally believed to affect global climate conditions. The “greenhouse effect” characterizes the Earth and the atmosphere surrounding it as similar to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Aside from water vapor—which is not regulated as a GHG pollutant—the most environmentally prevalent GHGs that are emitted by human activities comprise carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). The presence of these gaseous compounds in the atmosphere maintains the average surface temperature of the Earth close to 60°F. Without the natural greenhouse effect, the Earth’s surface would be about 61°F cooler.<sup>12</sup>

In addition to CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O, common GHGs emitted by anthropogenic sources include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and black carbon (black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels, such as coal, diesel, and biomass). However, emissions of these GHGs associated with construction and operation of typical development projects occur at a much smaller scale; therefore, in accordance with guidance issued by the CARB and SCAQMD, this analysis focuses on emissions of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O that would be generated by the proposed project.

CO<sub>2</sub> is the most abundant pollutant that contributes to climate change through processes such as fossil fuel combustion. CH<sub>4</sub> and N<sub>2</sub>O are less abundant in the atmosphere than CO<sub>2</sub>, but have greater climate forcing magnitudes per unit of mass emitted. To account for this higher climate forcing property, emissions of other GHGs are frequently expressed in the unit of equivalent mass of CO<sub>2</sub> that would have the same heat capacity potential, denoted as CO<sub>2</sub>e. CO<sub>2</sub>e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential—known as the global warming potential (GWP) of a GHG—is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For the purposes of this analysis the GWP of CH<sub>4</sub> is 25 and the GWP of N<sub>2</sub>O is 298.

The CEQA Guidelines require that lead agencies adopt GHG thresholds of significance that are appropriate for projects within their jurisdiction. When adopting these thresholds, the amended CEQA Guidelines allow lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor SCAQMD has officially adopted a bright line

<sup>12</sup>California Environmental Protection Agency Climate Action Team, *Climate Action Report to Governor Schwarzenegger and the California Legislator*, March 2006.

quantitative screening threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA. The proposed project does not represent a typical land use development project, and therefore the City's 2013 Energy and Climate Action Plan (ECAP) Climate-Ready Development Standards are not directly applicable. In lieu of an officially adopted threshold, this analysis utilizes an interim screening threshold for annual GHG emissions that was recommended by the GHG CEQA Significance Threshold Stakeholder Working Group in October 2008.<sup>13</sup> The Stakeholder Working Group convened a total of 15 times between April 2008 and September of 2010, but never published any legally binding significance threshold for GHG emissions. In collaboration with members of the Stakeholder Working Group, SCAQMD staff developed a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. The interim guidance proposed a tiered screening methodology for assessing the potential significance of GHG emissions generated by CEQA projects. The tiered screening methodology was outlined in the minutes of the final Working Group meeting on September 28, 2010.<sup>14</sup> For the purposes of this environmental assessment, the interim Tier III screening threshold value of 3,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year is utilized because it is the most conservative (i.e., lowest) threshold value that was recommended by SCAQMD staff.

GHG emissions that would be generated during construction and operation of the proposed project were estimated using CalEEMod (Version 2022.1), as recommended by the SCAQMD. CalEEMod quantifies estimates of GHG emissions from construction activities and operational conditions of CEQA projects. Sources of GHG emissions during proposed project construction would include heavy-duty off-road diesel equipment and vehicular travel to and from the project sites. In accordance with SCAQMD methodology, the total amount of GHG emissions that would be generated by construction of the proposed project was summed and amortized over a 30-year operational period to represent long-term impacts. Sources of GHG emissions during future operation of the proposed project would be limited to indirect emissions associated with the provision of electricity to power the digital signs. The project design team estimates that each digital sign location would require approximately 11,712 kilowatt-hours (kWh) of electricity per year. For all 60 digital signs, the total annual electricity demand would be 702,720 kWh. The electrical utility would be connected to Southern California Edison's (SCE) grid, which is forecasted to have a carbon intensity of 351 pounds of carbon dioxide equivalents per megawatt-hour (lbCO<sub>2</sub>e/MWh) in the operational year of 2025. There are 1,000 kWh per MWh, such that the project's electricity demand would be 702.72 MWh annually.

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<sup>13</sup>SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

<sup>14</sup>SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*, September 28, 2010, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2); Accessed on September 25, 2024.

**Table 3-3** presents the estimated GHG emissions that would be generated on an annual basis by the proposed project, either directly or indirectly. Construction of the proposed project would produce approximately 112 MTCO<sub>2</sub>e of direct GHG emissions between the summer of 2025 and the summer of 2026 combined, which equates to approximately 3.7 MTCO<sub>2</sub>e annually over a 30-year operational horizon. The total annual operating emissions would be approximately 116 MTCO<sub>2</sub>e per year after accounting for amortized construction emissions and indirect emissions associated with the supply of electricity, as well as occasional repairs. This magnitude of emissions is substantially below the most conservative quantitative draft interim threshold of 3,000 MTCO<sub>2</sub>e per year recommended by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, this impact would be less than significant.

TABLE 3-3: PROPOSED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS	
Scenario and Emission Source	Carbon Dioxide Equivalent Emissions (Metric Tons per Year)
<b>CONSTRUCTION EMISSIONS</b>	
Off-Road Construction Equipment Use (Direct) /a/	81
On-Road Construction Vehicle Activity	31
<b>Total Construction GHG Emissions</b>	<b>112</b>
<b>Amortized Annual Construction GHG Emissions</b>	<b>3.7</b>
<b>OPERATIONAL EMISSIONS</b>	
Energy Source Emissions (Indirect)	112
Mobile Source Emissions (Direct)	0.3
Amortized Construction Emissions (Direct)	3.7
<b>TOTAL</b>	<b>116</b>
SCAQMD Draft Interim Significance Threshold	3,000
<b>Exceed Threshold?</b>	<b>No</b>
<i>/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span.</i>	
<b>SOURCE: TAHA, 2024.</b>	

- b) **Less-Than-Significant Impact.** Implementation of the proposed project would generate minimal GHG emissions, as demonstrated by the analysis presented in **Table 3-3**. The proposed project would not interfere with SCE planning objectives to expand its portfolio of renewable energy supply as required by Senate Bill 1078, Senate Bill 350, and Senate Bill 100. These bills established targets of 60 percent of procured electricity to be from renewable sources by 2030, and 100 percent of electricity supplied by renewable resources by 2045. Furthermore, the proposed project would not interfere with objectives established by the City's 2013 ECAP, which include provisions related to energy efficiency and reduced reliance on nonrenewable resources. Implementation of the proposed project would not introduce a new permanent direct source of GHG emissions to the project area, and the indirect emissions would decrease over time as SCE produces more of its electricity supply from renewable resources. Therefore, this impact would be less than significant, and no mitigation would be required.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.9 HAZARDS AND HAZARDOUS MATERIALS - Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, or if it created a significant hazard through the accidental release of hazardous materials into the environment. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All hazardous materials during construction and operations would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations to minimize the potential for safety impacts to occur. The proposed project would install digital signs in the public ROW. Operations of the proposed project would not involve the use, storage, or disposal of hazardous materials. Therefore, impacts related to the creation of hazards to the public or the environment through the routine transport, use, disposal, or release of hazardous materials would be less than significant.

- c) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Multiple schools are located within one-quarter mile of the 20 generally designated project locations. There is a potential for release of hazardous emissions or handling of hazardous materials and substances during the short-term construction activities for the proposed project. However, as discussed in Response to Checklist Question 3.9(a-b), any hazardous materials used during construction of the proposed project would be handled in accordance with applicable state laws and regulations and manufacturer's instructions. Therefore, a less-than-significant impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) each maintain a database (EnviroStor and GeoTracker, respectively) that provides access to detailed information on hazardous waste sites and their cleanup statuses. EnviroStor focuses on hazardous waste facilities and sites with known contamination or sites with possible reason for further investigation. GeoTracker focuses on sites that impact or have the potential to impact water quality in California, with an emphasis on groundwater. The proposed project would install digital signs in the public ROW at 20 generally designated areas, none of which contain operational uses, buildings, or structures, nor would store or contain hazardous materials. A search of the EnviroStor and Geotracker databases determined that the 20 project locations are not included on any list compiled pursuant to Section 65962.5 of the Government Code.<sup>15,16</sup> Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project was located within an airport land use plan or within two miles of a public airport or public use airport and would result in a safety hazard or excessive noise for people residing or working in the project area. While the proposed project is located adjacent to the Los Angeles International Airport Land Use Plan,<sup>17</sup> the proposed project consists of the installation of digital street signs. Therefore, the proposed project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed project is located in the vicinity of the emergency/disaster routes I-105 freeway, I-405 freeway, Hawthorne Boulevard, Crenshaw Boulevard, Florence Avenue, and Imperial Highway.<sup>18</sup> However, the proposed project would not involve any uses that would interfere with an emergency response or evacuation plan, or with the use of these disaster routes in the event of an emergency or evacuation. Additionally, the proposed project would be reviewed by the Los Angeles County Fire Department (LACFD) to ensure that the proposed project would not interfere with the City's MHFP or the County's evacuation routes. Therefore, the proposed project would not

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<sup>15</sup>Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed September 2024.

<sup>16</sup>Department of Toxic Substances Control, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed September 2024.

<sup>17</sup>Los Angeles County Airport Land Use Commission, *Los Angeles International Airport – Airport Influence Area*, [https://case.planning.lacounty.gov/assets/upl/project/aluc\\_airport-lax.pdf](https://case.planning.lacounty.gov/assets/upl/project/aluc_airport-lax.pdf), accessed September 2024.

<sup>18</sup>County of Los Angeles Department of Public Works, *Disaster Routes*, [https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster\\_rdm-South.pdf](https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf), accessed September 2024.

impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

- g) No Impact.** A significant impact would occur if the proposed project would expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires. The project sites are located within an urbanized area of the City and is surrounded primarily by residential and commercial uses. The project sites are not located within a wildland area, and no wildlands are identified within the City.<sup>19</sup> Therefore, no impact would occur.

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<sup>19</sup>City of Inglewood, *Land Use Element of the General Plan*, adopted September 2016.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.10 HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed project would install digital signs in the public ROW and would require minor grading to install the digital signs in the center medians and sidewalks. Ground disturbing activities would result in exposed soils and debris that may contribute pollutants in stormwater runoff. However, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Construction activities would comply with the provisions of the City's Stormwater Management and Discharge Control Ordinance (Ord. 23-09), which would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The proposed project would not construct any changes to the City's stormwater drainage system, and upon completion of construction activities, the area would have similar levels of impervious surfaces as existing conditions. The digital signs would not be connected to municipal water supplies, and no aspects of the operations of the proposed project would result in water quality or an increase in water or wastewater discharges. Therefore, a less-than-significant impacts would occur.

- b) **No Impact.** A significant impact would occur if the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. The proposed project would not require the use of groundwater, and the project sites are not currently used for groundwater recharge activities. Furthermore, the proposed project would not install any groundwater wells and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. Therefore, no impact would occur.
- c.i) **No Impact.** A significant impact would occur if the proposed project would substantially alter the existing drainage pattern of the project sites, including through the alteration of the course of an existing stream or river or through the addition of impervious surfaces, in a manner that would result in a substantial erosion or siltation on or off-site. The project sites are located in an urbanized area of the City, and there are no streams or rivers in the vicinity of the project sites. Construction of the digital signs would involve minimal soil disturbance and would not result in substantial erosion or siltation off-site. The proposed project would be required to comply with local and State regulations and standards related to minimizing potential erosion, including the City's Stormwater Management and Discharge Control Ordinance. Upon completion of construction activities, the project area would have similar levels of impervious surfaces as existing conditions. Therefore, the proposed project would not alter existing drainage patterns in a manner that would result in erosion or flooding or increase stormwater runoff that would likely exceed existing storm drain capacity or increase pollutants in stormwater runoff, and no impact would occur.
- c.ii) **No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project sites are located within an urbanized area of the City with existing stormwater infrastructure in place. Runoff from the sites currently discharges to existing storm drains in the surrounding streets. The proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of the surrounding area in a manner that would cause flooding impacts on- or off-site. Following construction of the proposed project, stormwater runoff from the project sites would be directed into existing storm drains that currently receive surface water runoff under existing conditions. Therefore, the proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of the surrounding area in a manner that would result in flooding on- or off-site, and no impact would occur.
- c.iii) **No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff. As discussed above, the proposed project would be required to comply with all federal, State, and local regulations related to water quality standards and wastewater discharge. Compliance with the City's Stormwater Management and Discharge Control Ordinance would ensure that during construction, impacts related to the capacity of the City's existing storm drain system, the generation of polluted runoff, the impeding or redirection of runoff would be less than significant. No substantial changes in the existing drainage pattern would occur. Therefore, the proposed project would not change the amount of pervious or impervious surfaces on the project sites, change the rate or volume of runoff from sites, or alter the existing drainage pattern of surrounding area in a manner that would provide substantial additional sources of polluted runoff, no impact would occur.

- c.iv) **No Impact.** A significant impact would occur if the proposed project would increase the rate or amount of surface runoff in a manner which would impede or redirect flood flows. Flood hazard areas identified on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). An SFHA is an area that will be inundated by a flood event that has a 1 percent chance of being equaled or exceeded in any given year. The one percent annual chance flood zone is also referred to as the base flood zone or 100 year flood zone. The digital sign sites are not in a 100-year flood zone or SFHA.<sup>20</sup> All of the proposed locations are in Zone X, indicating that they are outside of 100- and 500-year flood zones. As discussed in Response to Checklist Question 3.10a), the proposed project would not result in a net increase of impervious surfaces in the project area, nor alter existing drainage. Therefore, the proposed project would not increase the amount of surface runoff in the project area, and no impact would occur.
- d) **No Impact.** A significant impact would occur if the proposed project was located in a flood hazard, tsunami, or seiche zones, and therefore at risk of release of pollutants due to project inundation. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a sea wave produced by a significant undersea disturbance. Mudflows result from the down-slope movement of soil and/or rock under the influence of gravity. The project sites are not located near a body of water that is large enough to create a seiche during a seismic event. The project sites are located approximately five miles east of the Pacific Ocean and is not within a coastal zone or tsunami inundation area. The proposed project and surrounding areas are not located in a 100-year flood zone or SFHA.<sup>21</sup> Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As discussed in Response to Checklist Question 3.10(a), the proposed project would not result in a change in water quality or increase in water or wastewater discharges, nor result in a net increase of impervious surfaces in the project area. As discussed in Response to Checklist Question 3.10(b), the proposed project would not require the use of groundwater, would not install any groundwater wells, and would not otherwise directly withdraw any groundwater during construction or operations of the proposed project. The proposed project would not connect to any municipal water supplies. Therefore, no impact would occur.

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<sup>20</sup>Federal Emergency Management Agency, *FEMA's National Flood Hazard Layer (NFHL) (Viewer)*.  
<https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>,  
accessed September 2024.

<sup>21</sup>*Ibid.*

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.11 LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would physically divide an established community. The proposed project would construct digital signs within the public ROW. Construction of the digital signs would not result in the physical division of an established community. The digital signs would be installed in 20 generally designated areas, and the proposed project would not introduce roadways or other infrastructure improvements that would bisect or transect the sites or surrounding uses or communities. Construction of the proposed project may require temporary lane closures adjacent to construction staging areas. However, access to the surrounding area would not be interrupted as a result of the proposed project. Signage would be provided to alert drivers, bicyclists and pedestrians of detours around construction staging areas. Additionally, during operations, the specific placement of digital signs would ensure pedestrian and traffic flows remain unhindered, and no streets or sidewalks would be permanently closed as a result of the proposed project. Therefore, no impact would occur.
- b) **No Impact.** A significant impact would occur if the proposed project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project would be located within the public ROW, and the installation of the digital signs are not subject to zoning requirements. Therefore, the proposed project would not conflict with an adopted land use plan, policy, or regulation, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.12 MINERAL RESOURCES - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) No Impact.** A significant impact would occur if the proposed project would result in the loss of availability of a known mineral resource that would be of value to the region or locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. The proposed project is located in an urbanized area and is surrounded primarily by residential and commercial uses. There are no areas within the City containing known mineral resources appropriate for mineral extraction. The proposed project is also not located on or near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the project sites. Therefore, the proposed project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.13 NOISE - Would the project:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less-Than-Significant Impact.** Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear.

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment ranges from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA and a 10-dBA increase is subjectively heard as a doubling in loudness. Noise levels decrease as the distance from the noise source to the receiver increases. Noise levels generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., pavement) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet over hard surface from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise levels generated by a mobile source will decrease by approximately 3 dBA over hard surfaces for each doubling of the distance.

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level ( $L_{eq}$ ). CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is perceived as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background noise level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in

the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL is always a higher number than the actual 24-hour average.  $L_{eq}$  is the average noise level on an energy basis for any specific time period. The  $L_{eq}$  for one hour is the average energy noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound.  $L_{eq}$  can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

**Summary of Applicable Noise Regulations/Standards**

The City has established noise standards to control unnecessary, excessive and annoying noise. The standards are codified in IMC Chapter 5, Article 2 (Noise Regulations). Construction noise is governed by IMC Section 5-41 (Construction of Building and Projects, Noise Regulated), which prohibits the use of construction tools, equipment, or the performance of any outside construction between the hours of 7:00 a.m. to 8:00 p.m. on buildings, structures, or projects within 500 feet of a residential zone in such a manner that a reasonable person residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been obtained from the Permits and Licenses Committee of the City.

Base Ambient Noise Levels (BANL), found in IMC Section 5-27 (Base Ambient Noise Levels), are noise levels specified by time period and land use zone. **Table 3-4** below displays the City's BANL. The IMC states that actual noise level measurements that exceed the levels outlined in **Table 3-4** shall be employed as the BANL. Operational noise is governed by IMC Sections 5-30 (Maximum Residential Noise Levels) and Section 5-31 (Maximum Nonresidential Noise Levels), which establishes a maximum duration period during which exterior and interior noise levels on a property may exceed the BANL. Maximum residential noise levels are shown in **Table 3-5**. For commercial and industrial land uses, noise levels shall not exceed the BANL for a maximum of 30 cumulative minutes in any hour.

TABLE 3-4: BASE AMBIENT NOISE LEVELS		
Decibels	Time	Land Use Zone
45 dB(A)	10:00 p.m. – 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. – 10:00 p.m.	Residential
65 dB(A)	Anytime	Commercial and uses not specified
75 dB(A)	Anytime	Industrial

SOURCE: City of Inglewood Municipal Code, Section 5-27 (Base Ambient Noise Level)

The City's General Plan Noise Element provides guidance on improving the safety and health of the community and abatement of excessive noise. The General Plan outlines land use compatibility standards as a guideline for locating new land uses, which have been adopted from the California Office of Noise Control. As shown in **Table 3-6**, the General Plan Noise Element also contains operational noise standards for various noise sensitive uses.

TABLE 3-5: MAXIMUM RESIDENTIAL NOISE LEVELS	
Noise Level Exceeded	Maximum Duration Period Land Use Zone
<b>EXTERIOR NOISE</b>	
BANL	30 minutes in any hour
5 dBA above BANL	15 minutes in any hour
10 dBA above BANL	5 minutes in any hour
15 dBA above BANL	1 minute in any hour
20 dBA above BANL	Not permitted
<b>INTERIOR NOISE</b>	
BANL	5 minutes in any hour
5 dBA above BANL	1 minute in any hour
10 dBA above BANL	Not permitted

SOURCE: City of Inglewood Municipal Code, Section 5-30 (Maximum Residential Noise Levels).

TABLE 3-6: INTERIOR AND EXTERIOR NOISE STANDARDS			
Land Use Categories	Land Use	Noise Level (dBA CNEL)	
		Interior	Exterior
Residential	Single Family, Duplex, Multiple Family	45	65
	Mobile Homes	-	65
Commercial Industrial Institutional	Hotel, Motel, Transient Lodging	45	65
	Commercial Retail, Bank, Restaurant	55	-
	Office Building, Research and Development, Offices, City Office Building	45	-
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	-
	Gymnasium (multipurpose)	50	-
	Sports Club	55	-
	Manufacturing, Warehousing, Wholesale, Utilities	65	-
Institutional	Hospital, Schools' Classroom	45	65
	Church, Library	45	-
	Open Space	-	65

SOURCE: City of Inglewood, General Plan.

### Sensitive Land Uses and Existing Noise Levels

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors have been identified along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue are described in Table 3-7.

TABLE 3-7: SENSITIVE LAND USES	
Digital Sign Installation Location	Sensitive Land Uses
Century Blvd. between La Cienega Blvd. and Crenshaw Blvd.	Temporary lodging (hotels/motels), residences, Iglesia Fuente De Vida (place of worship), Cinepolis Luxury Cinemas,
Manchester Blvd. between La Cienega Blvd. to Crenshaw Blvd.	Temporary lodging (hotels/motels), residences, Inglewood Public Library, Inglewood High School, Inglewood Health Care Center, First Presbyterian Church (place of worship), Inglewood Park Cemetery, Academy Cathedral (place of worship)
Prairie Ave. between Manchester Blvd. and Century Blvd.	Temporary lodging (hotels/motels), residences, Iglesia Hispana Central (place of worship)
Florence Ave. between La Cienega Blvd. to Prairie Ave.	Edward Vincent Jr. Park, Inglewood Park Cemetery, West Region CTV Surgeons & Vein Center, United Medical Research Institute
La Cienega Blvd. between Century Blvd. to Florence Ave.	Residences
SOURCE TAHA, 2024.	

Roadways where the digital signs would be installed are all major arterial roadways. The primary existing source of noise is vehicular traffic along these roadways. According to the California Department of Transportation, noisy urban areas with high traffic volumes typically have a noise level of approximately 70 to 75 dBA. Additional sources of noise in the project area include the I-405 freeway and aircraft flyovers and landings associated with the Los Angeles International Airport.

### Construction

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction of the digital signs would involve minimal equipment and would occur for a limited duration; installation would typically take approximately three days at each project site. Typical noise levels from various types of equipment that may be used during each construction phase are listed in **Table 3-8**.

Construction activities typically require the use of numerous pieces of noise-generating equipment. **Table 3-8** also accounts for the likelihood that multiple pieces of construction equipment would be operating simultaneously and includes the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, the drill footing and column footing phase would generate the loudest noise level of approximately 78.8 dBA  $L_{eq}$  at 50 feet assuming the two loudest pieces of construction equipment would be operating at the same time.

**Table 3-9** presents the estimated noise levels based on distance from construction activity for informational purposes. Construction activity would typically occur within the sidewalk or center median of the roadway. Construction equipment would typically be located at least 25 feet away from sensitive receptors when occurring on the sidewalk and typically more than 50 feet away when in the center median. At a distance of approximately 25 feet the noise level would be approximately 84.8 dBA,  $L_{eq}$  and at distance of 50 feet the noise level would be approximately 78.8 dBA,  $L_{eq}$ .

<b>TABLE 3-8: CONSTRUCTION EQUIPMENT NOISE LEVEL RANGES</b>	
<b>Construction Equipment</b>	<b>Noise Level at 50 feet (dBA, L<sub>eq</sub>)</b>
<b>POTHOLE PHASE</b>	
Excavator	72.6
<b>Combined Noise Level</b>	<b>72.6</b>
<b>DRILL FOOTING &amp; COLUMN FOOTING PHASE</b>	
Drill Rig	77.6
Skid Steer Loader	64.3
Dump Truck	72.5
Crane	72.6
Flatbed Truck	70.3
<b>Combined Noise Level</b>	<b>78.8</b>
<b>REPAIR MEDIAN PHASE</b>	
Work Truck	71.0
<b>Combined Noise Level</b>	<b>71.0</b>
<b>CLADDING, DISPLAYS CABINET, CONNECT DISPLAYS PHASE</b>	
Crane	72.6
Flatbed Truck	70.3
<b>Combined Noise Level</b>	<b>74.6</b>
<small>SOURCE: FHWA, Roadway Construction Noise Model, Version 1 1, 2008.</small>	

<b>TABLE 3-9: CONSTRUCTION NOISE LEVELS BY DISTANCE</b>	
<b>Distance to Construction (Feet)</b>	<b>Typical Construction Noise Level at Sensitive Receptor (dBA, L<sub>eq</sub>)</b>
25	84.8
50	78.8
100	72.8
200	66.8
300	63.2
400	60.7
500	58.8
<small>SOURCE TAHA, 2024</small>	

Construction activity would occur along major arterial roadways which already have elevated noise levels versus if construction activity occurred in quieter residential areas. As noted above under sensitive land uses and existing noise levels, noisy urban areas with high traffic volumes typically have a noise level of approximately 70 to 75 dBA, which would be similar to anticipated construction noise levels. The proposed project would not include nighttime construction during more noise-sensitive hours. Hauling trips would be limited to equipment delivery with minimal material export due to the limited requirements for potholing. Off-site truck trips would therefore not be a significant source of noise. The City controls noise exposure from typical construction activities through time limitations. Construction would comply with the IMC Section 5-41 allowable construction hours of 7:00 a.m. to 8:00 p.m., which is designed to control noise exposure. Therefore, the proposed project would result in a less-than-significant impact related to construction noise.

**Operations**

No operational sources of noise would be included as part of the proposed project. The digital signs would not include sound and would solely display visual information. Therefore, no impact would occur related to operational noise.

**b) Less-Than-Significant Impact**

**Construction**

Construction activity can generate varying degrees of vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to damage at the highest levels.

The primary concern regarding construction vibration relates to building damage, which is assessed in terms of peak particle velocity (PPV). The operation of heavy construction equipment in close proximity to sensitive structures can result in vibration damage. Typical vibration levels associated with relevant construction equipment are provided in **Table 3-10**. Importantly, construction would not require pile driving.

TABLE 3-10: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT		
Equipment	Peak Particle Velocity at 25 feet (Inches/Second)	Vibration Decibels at 25 feet (Micro-Inches/Second)
Loaded Trucks	0.076	86
Small Bulldozer	0.003	58

SOURCE FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

The City has not established vibration standards for construction activities. The Federal Transit Administration (FTA) has published guidance stating that non-engineer timber and masonry buildings (typical single-family residences) can withstand a PPV up to 0.2 inches per second; engineered concrete and masonry buildings (e.g., typical commercial and multi-family residential buildings) can withstand a PPV up to 0.3 inches per second without experiencing damage. Structures would typically be at least 25 feet away from construction equipment as the construction sites would be on the sidewalk or in the center median of the roadway. Construction vibration levels would not exceed the vibration damage threshold of 0.2 or 0.3 inches per second. Therefore, the proposed project would result in a less-than-significant impact related to vibration damage.

Vibration annoyance is another concern related to construction activity, which is assessed in terms of vibration decibels (VdB). However, perceptible vibration is not typically a concern for human health and is a common occurrence within the urban environment. Land uses particularly sensitive to vibration annoyance during daytime construction hours include, but are not limited to, hospitals, schools, museums, concert halls, television studios, recording studios, auditoriums, theaters, and research facilities with sensitive equipment (e.g., microscopes). **Table 3-11** shows that vibration levels would not exceed the annoyance criteria at vibration sensitive uses. Therefore, the proposed project would result in a less-than-significant impact related to vibration annoyance.

**TABLE 3-11: CONSTRUCTION VIBRATION LEVELS AT SENSITIVE RECEPTORS (ANNOYANCE)**

Sensitive Receptor	Distance (feet) /a/	Vibration Level (VdB)	Threshold (VdB)	Exceed Threshold?
Inglewood High School	50	49	75	No
West Region CTV Surgeons & Vein Center	90	41	65	No
Cinepolis Luxury Cinemas	180	32	65	No
United Medical Research Institute	360	23	65	No

/a/ Measured from the project site to the nearest structure  
SOURCE: TAHA, 2024

In addition to on-site construction activities, construction trucks on the roadway network have the potential to expose vibration-sensitive land uses. Rubber-tired vehicles, including trucks, rarely generate perceptible vibration.<sup>22</sup> It is not anticipated that project-related trucks would generate perceptible vibration adjacent to the roadway network. Therefore, the proposed project would result in a less-than-significant impact related to construction vibration.

**Operations**

The proposed project would not include significant sources of vibration. The digital signs would be stationary and would not generate any vibration. Therefore, no impact would occur related to operational vibration.

- c) **No Impact.** The proposed project is located adjacent to the Los Angeles International Airport Land Use Plan. The proposed project would consist of non-noise sensitive digital signs. Therefore, no impact would occur related to excessive aircraft.

<sup>22</sup>Federal Transportation Authority (FTA), *Transit Noise and Vibration Impact Assessment*, September 2018.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.14 POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. No residential development is proposed under the project; therefore, the proposed project would not directly induce population growth in the area. Additionally, the proposed project would not require or result in the extension of utilities or roadways. The proposed project would generate a small number of short-term construction jobs; however, construction employment would be absorbed from the local labor force rather than attract new workers to the region. Therefore, no impact would occur.
- b) **No Impact.** A significant impact would occur if the proposed project would displace substantial numbers of existing people or housing. The proposed project includes the installation of digital signs within the public ROW, which are non-habitable structures and would not displace existing people or require the construction of replacement housing. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.15 PUBLIC SERVICES - Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a.i) No Impact.** A significant impact would occur if the proposed project would result in substantial adverse impacts such that fire protection services would not be able to adequately serve the proposed project, necessitating a new station or physical alteration of a fire station. The Los Angeles County Fire Department (LACFD) provides fire protection and paramedic services to residents and businesses within the City. The City of Inglewood has a total of four LACFD Fire Stations: Fire Station 171 (141 West Regent Street), Fire Station 172 (810 Centinela Avenue), Fire Station 173 (9001 South Crenshaw Boulevard), and Fire Station 4 (10701 South Crenshaw Boulevard).

The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for fire protection and emergency medical services nor require the need for new or physically altered fire facilities. Project construction may generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Flammable materials and liquids may also be present during construction. Construction of the proposed project would require temporary lane closures and may require temporary closures to bicycle lanes and sidewalks. The project applicant would develop a Construction Management Plan to address potential impacts to the circulation system resulting from construction activities. The project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the LACFD, who would review and approve of the Plan. Construction activities would not involve the closure of an entire street and emergency access would remain available along all surrounding streets. Therefore, no impact would occur.

**a.ii) No Impact.** A significant impact would occur if the proposed project would result in substantial adverse impacts such that police and law enforcement services are unable to maintain acceptable performance objectives. The Inglewood Police Department (IPD) provides police protection services to residents and businesses within the City of Inglewood. IPD headquarters is located at One West Manchester Boulevard. The

proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for police protection. As discussed in Response to Checklist Question 3.15(a.i), construction of the proposed project would require temporary lane closures and may require temporary closures to bicycle lanes and sidewalks. The Construction Management Plan would address potential impacts to the circulation system and include procedures for temporary lane closures. The project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the IPD, who would review and approve of the Plan. Therefore, no impact would occur.

- a.iii) **No Impact.** A significant impact would occur if the proposed project would create a substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district, necessitating a new school or physical alteration of an existing school, the construction of which would cause a significant environmental impact. The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not generate an increase in the student population in the area nor require the need for new or physically altered school facilities. Therefore, no impact would occur.
- a.iv) **No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system. The City's Parks, Recreation and Community Services Department is responsible for the provision, maintenance, and operation of public recreational and park facilities and services within the City. The proposed project includes the installation of digital screens, which are unmanned and non-habitable structures and would not increase demands for parks. The proposed project does not include the development of any residential uses or the development of any uses that would generate new residents. Therefore, no impact would occur.
- a.v) **No Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including roads, transit, utilities, and libraries, which exceed the capacity available to serve the project sites, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The City is served by the Inglewood Public Library system, the closest Inglewood Public Library is located at Crenshaw Imperial Branch Library, located at 11141 Crenshaw Boulevard approximately two miles south of the project sites. An increase in the demand for libraries is typically associated with residential development. The Proposed Project does not include the development of any residential uses or the development of any uses that would generate new residents. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.16 RECREATION - Would the project:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b) No Impact.** A significant impact would occur if the proposed project increased the use of existing park and recreational facilities so as to accelerate or induce their physical deterioration. The City of Inglewood has a total of 11 parks and two community centers. As discussed in Response to Checklist Question 3.15(a.iv), the proposed project does not include the development of any residential uses or the development of any uses that would generate new residents. The proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause adverse deterioration or acceleration of deterioration. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.17 TRANSPORTATION - Would the project:</b>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The proposed project would not change roadway designations from those in the Circulation Element of City's General Plan and would be consistent with adopted plans and policies related to the circulation system. Construction activities would require temporary lane closures, which would temporarily reduce travel lanes in the construction area. Bicycle lanes and sidewalks may be temporarily closed during construction. However, a Construction Management Plan would be developed to include appropriate measures to maintain vehicular, bicycle, and pedestrian connectivity in the project area. Signage would be provided to alert drivers, bicyclists and pedestrians of detours around construction staging areas.

Installation of the proposed digital displays would generate small numbers of worker commute trips and heavy truck trips. However, the traffic generated during the construction phase would be minimal and would cease upon installation of the digital signs, which would occur in phases. During operations, the circulation network would remain unchanged compared to existing conditions, and no aspects of the proposed project would result in the generation of any traffic.

The proposed project would not conflict with policies supporting alternative transportation modes, and no changes to existing bicycle or pedestrian facilities would occur. The proposed project would not change or alter existing streets and it would not impact other existing circulation infrastructure. Therefore, the proposed project would not conflict with the Circulation Element of the Inglewood General Plan, and a less-than-significant impact would occur.

- b) **Less-Than-Significant Impact.** A significant impact would occur if the project was inconsistent with CEQA Guidelines Section 15064.3(b). Senate Bill (SB) 743 was enacted in 2013 to further the assessment of transportation impacts under CEQA, and in 2018 CEQA Guidelines were published that incorporate SB 743 by promulgating the use of vehicle miles traveled (VMT) and VMT reductions as a significance threshold metric.

Temporary worker commute trips and heavy truck trips would generate minimal VMT during construction. Installation of the digital signs would occur in phases to reduce impacts related to traffic generated by temporary lane closures. No aspects of the proposed project's operational phase would result in an increase in VMT. Therefore, the proposed project would not have the potential to conflict with VMT reduction efforts of SB 743, and a less-than-significant impact would occur.

- c) **No Impact.** A significant impact would occur if the proposed project substantially increased hazards due to a geometric design feature or incompatible uses. Construction of the proposed project would result in temporary lane closures within the construction area, and bicycle lanes and sidewalks in the project area may need to be closed temporarily. The Construction Management Plan would include the provision of appropriate signage to alert drivers, bicyclists and pedestrians of detours.

The digital signs would be installed within the public ROW of major streets, and installation of the digital signs would not involve any major changes to existing on-site circulation patterns, building footprints, or landscaping. The proposed project would not include the construction of any new roads or the modification of any existing roads that would result in an increase in hazards. As stated in Response to Checklist Question 3.1(c), the digital signs would include automatic dimming technology to ensure that the digital displays are no brighter than 0.3 footcandles above ambient lighting. Additionally, the proposed project design would also be reviewed by the Planning Division and the LACFD during the City's plan review process to ensure all applicable requirements are met. The digital signs would therefore not introduce any hazardous design features or incompatible uses, and no impact would occur.

- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would result in inadequate emergency access. Construction of the digital signs would require temporary lane closures. However, the project applicant would communicate the provisions of the Construction Management Plan, including procedures for temporary lane closures, to the LACFD and IPD. During operations, emergency access points and roadways adjacent to and surrounding the proposed digital signs would remain unchanged from the existing conditions. The project design would comply with the City's applicable emergency access requirements and LACFD requirements regarding fire emergency access. Therefore, a less-than-significant impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.18 TRIBAL CULTURAL RESOURCES</b> - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The proposed project would install kiosks and digital street displays within the public ROW of Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City. There are no historic resources on, adjacent to, or in proximity to the project sites listed in the California Register of Historical Resources pursuant to in Section 15064.5. The City does not currently have a historic preservation ordinance. The City has one landmark listed under its historic preservation program as defined in Public Resources Code Section 5020.1(k), Centinela Springs<sup>23</sup>, which is located approximately three miles north of the project sites. The other 112 sites, which are primarily clustered around the City's Downtown, have been found to be potentially eligible properties<sup>24</sup>.

In compliance with Assembly Bill 52, Native American nations traditionally and culturally affiliated with the geographic area of the project sites were notified of the proposed project. To ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected, the Kizh Nation recommended that mitigation measures be imposed on the proposed project. Therefore, with implementation of Mitigation Measures TCR-1 through TCR-3, impacts related to the tribal cultural resources would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported

<sup>23</sup>California Office of Historic Preservation, *California Historical Resources*, <https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19>, accessed September 2024.

<sup>24</sup>Los Angeles Conservancy, *Inglewood*, <https://www.laconservancy.org/communities/inglewood>, accessed September 2024.

by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). As discussed in Response to Checklist Question 3.18(a), Native American nations affiliated with the geographic area of the project sites were notified of the proposed project, and the Kizh Nation recommended that mitigation measures be imposed on the proposed project to ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Therefore, with implementation of Mitigation Measures **TCR-1** through **TCR-3**, impacts related to the tribal cultural resources would be less than significant.

## MITIGATION MEASURES

**TCR-1** The project applicant shall retain and compensate a Tribal monitor/consultant who is approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the Native American Heritage Commission's Tribal Contact list for the project area. The Tribal monitor/consultant shall be present during all ground-disturbing activities, both on-site and off-site, associated with the project. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The tribal monitor/consultant shall complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project sites' grading and excavation activities are completed, or when the tribal representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

**TCR-2** Upon discovery of any archaeological resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place.

If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**TCR-3** Native American human remains are defined in Public Resources Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission and Public Resources Code Section 5097.98 shall be followed.

Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission as mandated by state law who will then appoint a Most Likely Descendent (MLD).

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.19 UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **No Impact.** A significant impact would occur if the proposed project would require or result in the relocation or construction of new utilities facilities or service systems, which would cause significant environmental effects. Utility companies serving the proposed project would include Golden State Water Company for water services, Los Angeles County Sanitation Districts (LACSD) for wastewater services, the City of Inglewood for stormwater drainage management, Southern California Edison for electric services, Southern California Gas Company for natural gas facilities, and Spectrum for telecommunication facilities.

Construction activities would generate minimal water usage via the use of water on graded areas to prevent fugitive dust. Runoff generated from construction watering activities would be channeled into the City's storm water drainage system. Wastewater would be generated via portable toilets located at construction staging areas. These activities would not generate sufficient water or wastewater to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed project would involve the use of natural gas or telecommunications facilities.

Operational activities would use electricity to power the digital signs 24 hours per day. The digital signs would be comprised of energy efficient LED lights and would be equipped with automatic dimmer technology to adjust the brightness depending on ambient lighting conditions. The proposed project would not consume sufficient electricity to require or result in the construction of new electricity generation facilities or the expansion of existing facilities. Therefore, no impact would occur.

- b) **No Impact.** A significant impact would occur if the proposed project would increase water usage such that the project sites would not have enough water supplies during normal, dry and multiple dry years. As discussed in Response to Checklist Question 3.19(a), the proposed project would use minimal water supplies to cover graded areas during construction. Water usage would not be sufficient to deplete existing water supplies such that the Golden State Water Company would not have enough water supplies during normal, dry, or multiple dry years. Operations of the digital signs would not require the use of water or require any connections to municipal water supplies. Therefore, no impact would occur.
- c) **No Impact.** A significant impact would occur if the proposed project's water demand exceeded the capacity of the project sites' wastewater treatment provider. Wastewater generated within the City is conveyed to the A.K. Warren Water Resource Facility, formerly known as Joint Water Pollution Control Plant (JWPCP), in Carson via interceptor sewers managed by the LACSD. JWPCP treats 260 million gallons per day (MGD) with a design capacity to process 400 MGD of wastewater.<sup>25</sup> As discussed in Response to Checklist Question 3.19(a), construction of the proposed project would generate minimal amounts of wastewater from the portable toilets located at construction staging areas. The proposed project's wastewater demand would be met, and the proposed project would not cause JWPCP's flow to rate to exceed capacity. Operations of the digital signs would not require any connections to LACSD collection and treatment system, nor generate any wastewater. Therefore, no impact would occur.
- d-e) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would generate solid waste in excess of State or local standards, the capacity of local infrastructure, or State and local solid waste reduction goals; or if the proposed project would not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Solid waste generated within the City is disposed of at landfill facilities throughout Los Angeles County. collection services for most multi-family residential developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. The Waste Management Act (Assembly Bill 939) requires each California City and County to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction would meet Assembly Bill 939's mandated diversion goals of 50 percent.
- Installation of the digital signs would generate solid waste in the form of sidewalk and/or asphalt demolition debris. However, solid waste generation would be minimal and would cease upon installation of each digital sign. No aspects of the proposed project's operations would result in the generation of solid waste. A portion of solid waste generated by the proposed project would be recycled in accordance to Assembly Bill 939. The proposed project would not generate excess solid waste that would impair the City's attainment of solid waste diversion per Assembly Bill 939. The proposed project can be adequately served by the City's solid waste provider and would comply with regulations related to solid waste. Therefore, a less-than-significant impact would occur.

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<sup>25</sup>Los Angeles County Sanitation District, *A.K. Warren Water Resource Facility*, <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.20 WILDFIRE</b> - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-d) No Impact.** A significant impact would occur if the proposed project would substantially impair an adopted emergency response plan or emergency evacuation plan. The Board of Forestry and Fire Protection is a Governor-appointed body, whose mission is to lead California in developing policies and programs that serve the public interest in environmentally, economically and socially sustainable forest and rangeland management; and a fire protection system that protects and serves the people of the state. One of its statutory responsibilities are to provide direction and guidance to the Department of California of Forestry and Fire Protection (CAL FIRE). CAL FIRE's mission emphasizes the management and protection of California's natural resources; a goal that is accomplished through ongoing assessment and study of the State's natural resources and an extensive CAL FIRE Resource Management Program. CAL FIRE maintains a list of cities that are considered Very High Fire Hazard Severity Zones (VHFHSZ).<sup>26</sup> The City of Inglewood is currently not on the VHFHSZ list. The nearest VHFHSZ is located north of the proposed project within the Kenneth Hahn State Recreation Area. The project area is relatively flat and located in an urbanized part of the City developed with commercial and residential uses. There are no slopes or hills that would potentially expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the proposed project would not affect or interfere with emergency/disaster routes in the project area. Therefore, no impact would occur.

<sup>26</sup>California Department of Forestry and Fire Protection, *Cities for which CAL FIRE has made recommendations on Very High Fire Hazard Severity Zones (VHFHSZ)*, <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>, accessed September 2024.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<b>3.21 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project would cause the loss or destruction of individuals of a species or degrade a sensitive habitat. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. The project sites are within a highly urbanized area surrounded by residential, commercial, and institutional uses. The proposed project would be constructed within the public ROW, and the construction staging areas would not contain, abut, or be in proximity to sensitive natural resources. As demonstrated in Response to Question 3.4 Biological Resources, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would have minimal potential to impact sensitive wildlife species and natural communities during construction activities. The project sites do not contain riparian habitat or other sensitive natural communities and does not contain wetlands.

The proposed project would not eliminate important examples of major periods of California history or prehistory since no historic resources are located on the project sites and construction activities associated with the proposed project are not expected to disturb any undiscovered archaeological resources (See Section 3.5, Cultural Resources and Section 3.18, Tribal Cultural Resources). The proposed project would involve minor grading activities within the public ROW, which has been subject to grading and development activities multiple times. However, there is the potential for such actions to unearth, expose, or disturb subsurface Native American resources that were not observable on the surface. However, with the implementation of Mitigation Measures TCR-1 through TCR-3, potential impacts to tribal cultural resources that represent major periods of California history or prehistory would be reduced to less than significant.

- b) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the vicinity of the proposed project, the impacts of each additional project will be evaluated and mitigated on a case by case basis; therefore, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures included in this Initial Study and compliance with existing regulations. None of these potential impacts are considered cumulatively considerable. Related projects would be subject to the same regulations. Therefore, with mitigation measures incorporated, the proposed project, in conjunction with related projects, would not result in significant cumulatively considerable impacts.
- c) Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact may occur if the proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures included in this Initial Study and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

## 4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section also documents all the sources that contributed in the preparation of this IS/MND.

### 4.1 LEAD AGENCY

City of Inglewood  
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Natasha Mapp, Document Production

### 4.3 SOURCES CONSULTED

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# **Appendix A**

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## **Air Quality Calculations**

## 1. Basic Project Information

### 1.1. Basic Project Information

Data Field	Value
Project Name	Inglewood Digital Kiosk & Sign Network
Construction Start Date	6/16/2025
Operational Year	2025
Lead Agency	City of Inglewood
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.20
Precipitation (days)	17.8
Location	33.94562856296328, -118.35253432301622
County	Los Angeles-South Coast
City	Inglewood
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4548
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.28

### 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq. ft)	Landscape Area (sq. ft)	Landscape Area (sq. ft)	Special Landscape Area (sq. ft)	Population	Description
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Other Non-Asphalt Surfaces	0.60	1000sqft	0.01	0.00	0.00	0.00	—	Assume 10 square feet per install, 60 installs.
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-3	Use Local Construction Contractors

\* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Lim/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
Mit.	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.11	1.05	1.41	<0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338
Mit.	0.13	0.11	1.05	1.41	<0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.02	0.02	0.19	0.26	<0.005	0.01	0.01	0.02	0.01	<0.005	0.01	—	55.4	55.4	<0.005	<0.005	0.02	56.0
Mit.	0.02	0.02	0.19	0.26	<0.005	0.01	0.01	0.02	0.01	<0.005	0.01	—	55.4	55.4	<0.005	<0.005	0.02	56.0
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	150	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	No	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	No	No	—	—	No	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	75.0	100	550	150	—	150	150	—	—	55.0	—	—	—	—	—	—	—
Unmit.	—	No	No	No	No	—	No	No	—	—	No	—	—	—	—	—	—	—
Mit.	—	No	No	No	No	—	No	No	—	—	No	—	—	—	—	—	—	—

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.30	1.09	10.1	14.5	0.02	0.32	0.64	0.96	0.29	0.15	0.45	—	3,254	3,254	0.14	0.10	3.04	3,289	
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.13	0.11	1.05	1.41	<0.005	0.03	0.06	0.10	0.03	0.02	0.05	—	335	335	0.01	0.01	0.13	338	















Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.59	3.59	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.60
Demolition	—	—	—	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.70	0.00	0.00	0.13	0.13	0.00	0.03	0.03	138	138	0.01	< 0.005	0.51	140	—	—	—	—	—	—	—
Vendor	< 0.005	< 0.005	0.07	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	63.5	63.5	< 0.005	0.01	0.17	66.3	—	—	—	—	—	—	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.9	10.9	< 0.005	< 0.005	0.02	11.1	—	—	—	—	—	—	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.22	5.22	< 0.005	< 0.005	0.01	5.45	—	—	—	—	—	—	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81	1.81	< 0.005	< 0.005	< 0.005	1.83	—	—	—	—	—	—	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.86	0.86	< 0.005	< 0.005	< 0.005	0.90	—	—	—	—	—	—	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	—	—	—	—	—	—

### 3.3. Site Preparation (2025) - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—





Inglewood Digital Kiosk & Sign Network Detailed Report, 9/30/2024

Off-Road Equipment	0.42	0.36	3.97	5.44	0.01	0.14	0.14	0.13	—	0.13	—	1,122	1,122	0.05	0.01	—	1,126
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	< 0.005	—	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.33	0.45	< 0.005	0.01	0.01	0.01	—	0.01	—	92.3	92.3	< 0.005	< 0.005	—	92.6
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	< 0.005	—	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	—	15.3	15.3	< 0.005	< 0.005	—	15.3
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	< 0.005	—	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—





Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	< 0.005	< 0.005	3.62	3.62	< 0.005	< 0.005	0.01	3.67
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.73	1.73	< 0.005	< 0.005	< 0.005	1.80
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.6. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	0.23	2.55	2.34	0.01	0.08	—	0.08	0.07	—	0.07	—	643	643	0.03	0.01	—	645	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.04	0.42	0.38	< 0.005	0.01	—	0.01	0.01	—	0.01	—	106	106	< 0.005	< 0.005	—	106	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.5	17.5	< 0.005	< 0.005	—	17.6	



Inglewood Digital Kiosk & Sign Network Detailed Report, 9/30/2024

Off-Road Equipment	0.16	0.13	1.31	1.78	< 0.005	0.05	—	0.05	—	280	0.01	< 0.005	—	281
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	—	23.0	< 0.005	< 0.005	—	23.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	—	3.81	< 0.005	< 0.005	—	3.82
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.70	0.00	0.13	0.13	0.00	0.03	138	0.01	< 0.005	0.51	140
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	0.02	0.02	< 0.005	< 0.005	63.5	< 0.005	0.01	0.17	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



# Inglewood Digital Kiosk & Sign Network Detailed Report, 9/30/2024

Off-Road Equipment	0.01	0.11	0.15	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	23.0	23.0	< 0.005	< 0.005	23.1
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.81	3.81	< 0.005	< 0.005	3.82
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.70	0.00	0.13	0.13	0.00	0.03	0.03	138	138	0.01	< 0.005	140
Vendor	< 0.005	< 0.005	0.04	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	63.5	63.5	< 0.005	0.01	66.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.01	0.01	0.00	< 0.005	< 0.005	10.9	10.9	< 0.005	< 0.005	11.1
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	5.22	5.22	< 0.005	< 0.005	5.45
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.81	1.81	< 0.005	< 0.005	1.83
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.86	0.86	< 0.005	< 0.005	0.90
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

#### 4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

### 4.2. Energy

#### 4.2.1. Electricity Emissions By Land Use - Unmitigated

#### Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	—	718
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	671	671	0.06	0.01	—	—	675
undefined	—	—	—	—	—	—	—	—	—	—	—	—	43.1	43.1	< 0.005	< 0.005	—	—	43.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	714	714	0.07	0.01	—	—	718



undefined	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29	<0.005	<0.005	—	0.29
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	111	111	0.01	<0.005	—	112

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	





Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Landscaping Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00	
Total	< 0.005	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	<b>&lt; 0.005</b>	<b>&lt; 0.005</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

#### 4.4. Water Emissions by Land Use

##### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
<b>Total</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>—</b>	<b>—</b>	<b>0.00</b>
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
<b>Total</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>—</b>	<b>—</b>	<b>0.00</b>
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
<b>Total</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>—</b>	<b>—</b>	<b>0.00</b>

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00	—	—

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	—	0.00

	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Non-Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00

#### 4.6. Refrigerant Emissions by Land Use

##### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

##### 4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	

#### 4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00	0.00

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Annual	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

**4.8.2. Mitigated**

**Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)**

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Daily, Winter (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Annual	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

**4.9. User Defined Emissions By Equipment Type**

**4.9.1. Unmitigated**

**Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)**

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---



Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

**4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated**

**Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)**

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

**4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated**

**Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)**

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	6/16/2025	7/25/2025	5.00	30.0	Dig Pothole
Site Preparation	Site Preparation	6/16/2025	7/25/2025	5.00	30.0	Drill Footing; Install column footing
Building Construction	Building Construction	6/16/2025	9/5/2025	5.00	60.0	Cladding Displays Cabinets; Connect Displays
Paving	Paving	6/16/2025	7/25/2025	5.00	30.0	Repair Median/Sidewalk

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	4.00	33.0	0.73
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Cranes	Diesel	Average	1.00	4.00	367	0.29
Site Preparation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56

Paving	Paving Equipment	Diesel	Average	1.00	6.00	81.0	0.42
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### 5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	4.00	33.0	0.73
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Site Preparation	Bore/Drill Rigs	Diesel	Average	1.00	8.00	83.0	0.50
Site Preparation	Cranes	Diesel	Average	1.00	4.00	367	0.29
Site Preparation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Aerial Lifts	Diesel	Average	1.00	8.00	46.0	0.31
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Paving Equipment	Diesel	Average	1.00	6.00	81.0	0.42

### 5.3. Construction Vehicles

#### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	2.00	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	0.00	0.00	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	10.0	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00	10.2	HHDT,MHDT
Site Preparation	Hauling	2.00	20.0	HHDT

Phase Name	Vehicle Type	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Vehicle Mix
Site Preparation	Onsite truck	0.00	—	—	—	—	—	—	—	—	—	—	—	—	HHDT
Building Construction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Building Construction	Worker	10.0	18.5	—	—	—	—	—	—	—	—	—	—	—	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	10.2	—	—	—	—	—	—	—	—	—	—	—	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	—	—	—	—	—	—	—	—	—	—	—	HHDT
Building Construction	Onsite truck	0.00	—	—	—	—	—	—	—	—	—	—	—	—	HHDT
Paving	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paving	Worker	10.0	18.5	—	—	—	—	—	—	—	—	—	—	—	LDA,LDT1,LDT2
Paving	Vendor	2.00	10.2	—	—	—	—	—	—	—	—	—	—	—	HHDT,MHDT
Paving	Hauling	0.00	20.0	—	—	—	—	—	—	—	—	—	—	—	HHDT
Paving	Onsite truck	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	HHDT

### 5.3.2. Mitigated

Phase Name	Vehicle Type	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Worker	Vendor	Hauling	Onsite truck	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Demolition	Worker	10.0	18.5	—	—	—	—	—	—	—	—	—	—	—	18.5	LDA,LDT1,LDT2
Demolition	Vendor	2.00	10.2	—	—	—	—	—	—	—	—	—	—	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	—	—	—	—	—	—	—	—	—	—	—	20.0	HHDT
Demolition	Onsite truck	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	0.00	HHDT
Site Preparation	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Site Preparation	Worker	10.0	18.5	—	—	—	—	—	—	—	—	—	—	—	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00	10.2	—	—	—	—	—	—	—	—	—	—	—	10.2	HHDT,MHDT
Site Preparation	Hauling	2.00	20.0	—	—	—	—	—	—	—	—	—	—	—	20.0	HHDT
Site Preparation	Onsite truck	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	0.00	HHDT
Building Construction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Building Construction	Worker	10.0	18.5	—	—	—	—	—	—	—	—	—	—	—	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	10.2	—	—	—	—	—	—	—	—	—	—	—	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	—	—	—	—	—	—	—	—	—	—	—	20.0	HHDT

Building Construction	Onsite truck	PM10 Reduction	PM2.5 Reduction	HHDT
Paving	Onsite truck	0.00	—	HHDT
Paving	Worker	—	—	—
Paving	Vendor	10.0	18.5	LDA,LDT1,LDT2
Paving	Hauling	2.00	10.2	HHDT,MHDT
Paving	Onsite truck	0.00	20.0	HHDT
Paving	Onsite truck	0.00	0.00	HHDT

### 5.4. Vehicles

#### 5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Sweep paved roads once per month	15%	15%

### 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

### 5.6. Dust Mitigation

#### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	30.0	—
Site Preparation	0.00	60.0	0.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.01

#### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction

Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Other Non-Asphalt Surfaces	0.01	0%

### 5.8. Construction Electricity Consumption and Emissions Factors

#### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	349	0.03	< 0.005

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	30.0	0.00	0.00	0.00	600

#### 5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	NaN	NaN	NaN	NaN	NaN	NaN	NaN	NaN

### 5.10. Operational Area Sources

#### 5.10.1. Hearths

##### 5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	36.0

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Other Non-Asphalt Surfaces	702,720	349	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)

Other Non-Asphalt Surfaces	702,720	349	0.0330	0.0040	0.00
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### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gall/year)	Outdoor Water (gall/year)
Other Non-Asphalt Surfaces	0.00	0.00

#### 5.12.2. Mitigated

Land Use	Indoor Water (gall/year)	Outdoor Water (gall/year)
Other Non-Asphalt Surfaces	0.00	0.00

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Non-Asphalt Surfaces	0.00	—

#### 5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Non-Asphalt Surfaces	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Air Compressors	Electric	Average	1.00	8.00	46.0	0.45

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Air Compressors	Electric	Average	1.00	8.00	46.0	0.45

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

**5.18.1. Land Use Change**

**5.18.1.1. Unmitigated**

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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**5.18.1.2. Mitigated**

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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**5.18.1. Biomass Cover Type**

**5.18.1.1. Unmitigated**

Biomass Cover Type	Initial Acres	Final Acres
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**5.18.1.2. Mitigated**

Biomass Cover Type	Initial Acres	Final Acres
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**5.18.2. Sequestration**

**5.18.2.1. Unmitigated**

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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**5.18.2.2. Mitigated**

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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**6. Climate Risk Detailed Report**

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	5.03	annual days of extreme heat
Extreme Precipitation	5.60	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento–San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters. Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	4	1
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	4	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt. The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

### 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	4	1
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	5	1	4	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure. The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt. The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

### 6.4. Climate Risk Reduction Measures

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	29.9
AQ-PM	80.7
	58 / 63

AQ-DPM	45.7
Drinking Water	53.5
Lead Risk Housing	99.6
Pesticides	30.3
Toxic Releases	91.3
Traffic	43.6
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	26.2
Haz Waste Facilities/Generators	31.5
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	92.4
Cardio-vascular	86.8
Low Birth Weights	39.5
Socioeconomic Factor Indicators	—
Education	89.1
Housing	58.8
Linguistic	85.2
Poverty	54.0
Unemployment	70.9

### 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	27.89683049

Employed	43.98819453
Median HI	23.86757346
Education	—
Bachelor's or higher	19.41485949
High school enrollment	100
Preschool enrollment	56.51225459
Transportation	—
Auto Access	25.92069806
Active commuting	72.65494675
Social	—
2-parent households	61.28576928
Voting	23.00782754
Neighborhood	—
Alcohol availability	4.516874118
Park access	51.94405235
Retail density	94.40523547
Supermarket access	94.25125112
Tree canopy	14.48736045
Housing	—
Homeownership	40.03592968
Housing habitability	13.10150135
Low-inc homeowner severe housing cost burden	13.78159887
Low-inc renter severe housing cost burden	15.83472347
Uncrowded housing	7.827537534
Health Outcomes	—
Insured adults	23.32862826
Arthritis	53.0
Asthma ER Admissions	12.4

High Blood Pressure	48.4
Cancer (excluding skin)	80.0
Asthma	37.3
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	37.6
Diagnosed Diabetes	8.5
Life Expectancy at Birth	19.1
Cognitively Disabled	26.7
Physically Disabled	50.9
Heart Attack ER Admissions	14.1
Mental Health Not Good	19.7
Chronic Kidney Disease	14.8
Obesity	11.8
Pedestrian Injuries	77.3
Physical Health Not Good	13.1
Stroke	26.0
Health Risk Behaviors	—
Binge Drinking	65.1
Current Smoker	28.8
No Leisure Time for Physical Activity	17.1
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	10.0
Elderly	88.2
English Speaking	8.2
Foreign-born	84.7
Outdoor Workers	68.8

Climate Change Adaptive Capacity	—
Impervious Surface Cover	15.9
Traffic Density	50.3
Traffic Access	87.4
Other Indices	—
Hardship	86.2
Other Decision Support	—
2016 Voting	11.8

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	75.0
Healthy Places Index Score for Project Location (b)	32.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.  
 b: The maximum Healthy Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

**Construction: Construction Phases**

Construction would occur over 1 month in summer 2025 and 1 month in summer 2026. 30 days of Demo/Site Prep/Paving in 2025 & 2026, 60 days of screen installs/connections in 2025 & 2026.

**Construction: Off-Road Equipment**

Equipment inventories provided by client.

**Construction: Trips and VMT**

Maximum 5 workers per day per site. 1 x flatbed for Demo and Panel installs. 1 x work/concrete truck for median/sidewalk repair. 1 x dump truck + 1 x flatbed truck for footing.

**Operations: Energy Use**

From Applicant: 11,712 kWh/year per kiosk x 60 kiosks

**Operations: Off-Road Equipment**

Assume 25% of sites need repair/maintenance service per year.

<https://www.cityofinglewood.org/DocumentCenter/View/21069/WOW---Kiosk-MND-2025>

# Exhibit 3

ON April 17 2025

UNTIL May 18 2025

**Notice of Determination** REGISTRAR - RECORDER/COUNTY CLERK

**Appendix D**

**To:**

Office of Planning and Research  
U.S. Mail: Street Address:  
P.O. Box 3044 1400 Tenth St, Rm 113  
Sacramento, CA 95812-3044 Sacramento, CA 95814

**From:** City of Inglewood  
Public Agency: Development Services Dept.  
Address: One West Manchester Boulevard  
Inglewood, CA 90301  
Contact: Bernard McCrumby  
Phone: (310) 412-5230

County Clerk  
County of: Los Angeles  
Address: 12400 Imperial Highway  
Norwalk, CA 90850

Lead Agency (if different from above):  
Address:  
Phone:

2025 078361



FILED  
Apr 17 2025

Dist. C. Legal. Registrar - Recorder/County Clerk  
Electronically signed by: 609444169-20000002

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2025030243

Project Title: Digital Kiosk Network

Project Applicant: WQW Media

Project Location (Include county): Various locations along Century Boulevard, Manchester Boulevard, Florence Avenue, and Prairie Avenue in the City of Inglewood

**Project Description:**

The proposed project consists of the installation of digital street signs and kiosks in 20 generally designated areas along Century Boulevard, Manchester Boulevard, Prairie Avenue, and Florence Avenue in the City of Inglewood. A total of 60 digital signs and 108 digital screens would be installed in one or two phases. The full motion digital signs would be installed within the public right-of-way (ROW) along the sidewalks and within the center medians along the designated roadways, no further than 2000 feet of the generally designated areas based on the City collaboration, utility and visibility considerations, and American Disabilities Act (ADA) compliance.

This is to advise that the City of Inglewood has approved the above  
( Lead Agency or  Responsible Agency)

described project on 4/15/25 and has made the following determinations regarding the above  
(date)  
described project.

1. The project ( will  will not) have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ( were  were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan ( was  was not) adopted for this project.
5. A statement of Overriding Considerations ( was  was not) adopted for this project.
6. Findings ( were  were not) made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

City of Inglewood Development Services Department, One West Manchester Boulevard, Inglewood, CA 90301

Signature (Public Agency):  Title: Planning Manager

Date: 4/16/2025 Date Received for filing at OPR: \_\_\_\_\_

# EXHIBIT C

1 GIBSON, DUNN & CRUTCHER LLP  
2 JAMES P. FOGELMAN, SBN 161584  
3 jfogelman@gibsondunn.com  
4 KAHN SCOLNICK, SBN 228686  
5 kscolnick@gibsondunn.com  
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7 dgarlick@gibsondunn.com  
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9 amonroe@gibsondunn.com  
10 333 South Grand Avenue  
11 Los Angeles, CA 90071-3197  
12 Telephone: 213.229.7000  
13 Facsimile: 213.229.7520

14 *Attorneys for Petitioners and Plaintiffs*

15 SUPERIOR COURT OF CALIFORNIA

16 COUNTY OF LOS ANGELES

17 FORUM ENTERTAINMENT LLC, a  
18 Delaware limited liability company;  
19 MURPHY'S BOWL LLC, a Delaware limited  
20 liability company,,

21 Petitioners and Plaintiffs,

22 v.

23 CITY OF INGLEWOOD, a municipal  
24 corporation; INGLEWOOD CITY COUNCIL;  
25 DOES 1-50,

26 Respondents and Defendants,

27 WOW MEDIA, INC.,

28 Real Party in Interest.

CASE NO. 25STCP02940

**NOTICE OF ENTRY OF MINUTE ORDER**

**ASSIGNED FOR ALL PURPOSES TO:  
HON. STEPHEN GOORVITCH**

Dept: 82  
Judge: Hon. Maurice Leiter  
(Hon. Stephen I. Goorvitch)

Action Filed: August 5, 2025

1 **TO ALL PARTIES AND THEIR ATTORNEYS OF RECORD:**

2 PLEASE TAKE NOTICE that on August 29, 2025, the Honorable Maurice A. Leiter entered a  
3 minute order in the above captioned matter, a copy of which is attached hereto as **Exhibit 1**.

4  
5 DATED: September 3, 2025

Respectfully Submitted,

6 GIBSON, DUNN & CRUTCHER LLP

7 /s/ James P. Fogelman

8 James P. Fogelman

**Exhibit 1**

*[see attached]*

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

9:30 AM

Judge: Honorable Maurice A. Leiter  
Judicial Assistant: R. Mendoza  
Courtroom Assistant: C. Del Rio

CSR: Justus Balentine CSR # 13859  
ERM: None  
Deputy Sheriff: None

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**APPEARANCES:**

For Petitioner(s): James P. Fogelman; Dione Garlick; Kahn A. Scolnick

For Defendant(s): Justin Percy Ehrlich , Skip Miller, and Ellie S. Ruth; Bronwyn Fitzgerald  
Pollock , Lee H. Rubin, and Dove Smith

Other Appearance Notes: Royce K. Jones appears in court on behalf of Respondent City of  
Inglewood

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**NATURE OF PROCEEDINGS:** Hearing on Motion for Preliminary Injunction

Pursuant to Government Code sections 68086, 70044, and California Rules of Court, rule 2.956, Justus Balentine, CSR # 13859, certified shorthand reporter is appointed as an official Court reporter pro tempore in these proceedings, and is ordered to comply with the terms of the Court Reporter Agreement. The Order is signed and filed this date.

The matter is called for hearing.

The Court posts a tentative ruling in advance of the hearing for the parties to review.

After reading and considering all moving and opposing documents, hearing argument, and conferring with counsel, the Court rules as follows:

The Court adopts its tentative ruling as the final Order of the Court as follows:

Order Denying Motions for Preliminary Injunction

**INTRODUCTION**

In these related actions, Petitioners seek a writ of ordinary mandate pursuant to Code of Civil Procedure section 1085 directing the City of Inglewood to set aside the Lease and Development Agreement with Real Party in Interest WOW Media Inc. adopted by the City on April 15, 2025 (“Billboard Agreement”). Petitioners now move for preliminary injunctions enjoining the City pending trial from authorizing, erecting, or installing any billboard, kiosk, display, signage material, or other advertising asset as contemplated by the Billboard Agreement, including the

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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Deputy Sheriff: None

---

further issuance of permits under the Billboard Agreement or the construction of the contemplated billboards/signs. The City and WOW (“Respondents”) jointly oppose the motions. The motions are denied for the reasons discussed below.

**BACKGROUND**

**A. Petitioners and Their Development Agreements with the City**

In Case No. 25STCP02561, the petitioners are Pincay RE, LLC; Hollywood Park Residential Investors, LLC; Hollywood Park Retail/Commercial Investors, LLC; HPMU4 LA, LLC; Stadco LA, LLC; Performance Company LA, LLC; HP ResidentialCo 2021, LLC; HP ResidentialCo 2023, LLC; HP Hotel RE, LLC; HPMU11 LA, LLC; and Hollywood Park Retail Phase I, LLC (“Hollywood Park”). These entities own property interests in the Hollywood Park Project, a nearly 300-acre development that includes a retail area and creative office space, residences, public parks, and a lake, all of which surround and support the sports and entertainment venues SoFi Stadium and YouTube Theater. (Forbes Decl., Exh. 6 at 609-610.) The development of Hollywood Park originally was approved pursuant to a statutory development agreement between the City and various entities affiliated with Hollywood Park, executed on August 7, 2009, which was later amended and restated on April 15, 2015, as part of a voter-sponsored initiative that added an NFL-ready stadium and numerous other public and private improvements. (Benedict Decl. ¶ 3, Exh. 1.)

In Case No. 25STCP02940, the petitioners are Forum Entertainment, LLC and Murphy’s Bowl, LLC (“Intuit Dome”). The Forum is an Inglewood landmark and arena. The Intuit Dome is home to the Los Angeles Clippers NBA basketball team. The Forum and Intuit Dome each were the subject of a separate statutory development agreement with the City. The Forum Development Agreement was approved and adopted in 2012, and the Intuit Dome Development Agreement was approved and adopted in 2020. (See Fogelman Decl. Exh. A, B.)

In the Development Agreements, the City agreed that Hollywood Park, the Forum, and Intuit Dome would have certain vested rights. (Benedict Decl. Exh. 1, § 7.1; see also Fogelman Decl. Exh. A, B.) The Development Agreements also include “Conflicting Laws” provisions, which state that certain actions of the City, without consent of the developers, “shall be considered in conflict with the Vested Rights.” (See Benedict Decl. Exh. 1, § 8.1; Fogelman Decl. Exh. A, Exh. B, §§ 8.1 and 8.2.)

**B. The 2015 Billboard Lease with WOW**

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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**25STCP02561**

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Deputy Sheriff: None

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In November 2015, the City entered a Billboard Lease Agreement with WOW for the development of ten billboards in the City (the “2015 Billboard Lease”). (Forbes Decl., Exh. 9.) None of the billboards at issue in the 2015 Billboard Lease were located on the Hollywood Park perimeter. (Ibid.)

**C. The Proposed 2020 Billboard Agreement Between the City and WOW**

In or about 2020, the City Council placed on its agenda the discussion of a billboard agreement with WOW, which contemplated the construction of four billboard faces on two signs at the corner of Prairie Ave. and Century Blvd., bordering Hollywood Park and SoFi Stadium. (Benedict Decl. ¶ 5, Exh. 2.) After Hollywood Park objected to this proposed agreement, the City withdrew the agenda item. (Id. Exh. 3.)

**D. The 2025 Billboard Agreement Between the City and WOW**

In or about 2025, the City and WOW began negotiating “a mutually beneficial business opportunity” pursuant to which “WOW will be ... permitted to lease certain locations within the City for the purpose of developing and constructing certain kiosk advertising displays as part of a ‘Transportation Information Network’ or ‘TIN’.” (Forbes Decl. Exh. 2.) On February 28, 2025, the City published a Notice of Availability of the Initial Study and Mitigated Negative Declaration (the “MND”) for the WOW project pursuant to the California Environmental Quality Act (“CEQA”). (Erlich Decl. Exh. 1 at Exh. A.) The notice described the installation of “digital street signs and kiosks” and included a map identifying their locations. (Id. at 3.) The MND was published on the City’s website and made available at Inglewood’s City Hall and Main Library and through the L.A. County Clerk and State Clearinghouse. (Id. Exh. B, C.)

On Thursday, April 10, 2025, the City published on its website the agenda for the City Council meeting scheduled for Tuesday, April 15, 2025. As relevant to this petition, an agenda item was described as “Staff report recommending the Mayor and Council Members approve and authorize the execution of a Lease and Development Agreement with WOW Media, Inc.” (Forbes Decl. ¶ 6, Exh. 1.) The staff report included copies of the Billboard Agreement and the MND for the WOW project. (Id. Exh. 2.)

On April 15, 2025, the City Council approved the Billboard Agreement. The Billboard Agreement gives WOW the exclusive right to construct, operate, and maintain “Billboards,” defined to include “all manner of display, signage and other advertising assets of any size and

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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ERM: None  
Deputy Sheriff: None

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character” at specified locations surrounding the Hollywood Park Project. (Forbes Decl. Exh. 2 at Attach. 1 § 1(c).) Under the Billboard Agreement, there will be 60 digital signs and 108 digital screens with full motion images. As stated in the MND:

There would be two types of digital signs: kiosks and digital street displays. The kiosks would be comparable in size to traditional bus shelter advertisements and the digital street displays would be no taller than 22 feet from the ground to the top of the structure. Kiosks would be installed on the public sidewalks and the digital street displays would generally be installed within the center medians of the Century Boulevard, Manchester Boulevard, and Florence Avenue. Digital street displays would be installed within the public sidewalks and within the center medians of the roadways. Prairie Avenue does not have a center median, so the digital street displays would be installed on the sidewalk.

(Forbes Decl., Exh. 2 at MND § 2.2.) The term of the Billboard Agreement is 20 years plus two 10-year options for WOW to extend the lease, for a total of up to 40 years. (Id. Exh. 2, Attach. 1 at § 3(a)(i).) The Billboard Agreement requires WOW to pay certain rent and a percentage of WOW’s advertising revenues from the signs. (Id. § 3.b.) As further consideration, “WOW shall make available to City up to ten percent (10%) of the total advertising time on each Face for public service announcements (‘PSAs’) such as amber alerts, drunken driving awareness, serious accidents and emergency-disaster messaging.” (Id. § 3(f).)

Petitioners did not raise any objections to the City Council’s approval of the Billboard Agreement at or prior to the April 15, 2025, meeting. The City did not hold any Planning Commission or other public hearings about the project. (See Id. Exh. 1, 2.) On or about May 22, 2025, Hollywood Park’s attorney learned about the Billboard Agreement “only by coincidence.” (Id. ¶ 7.)

**E. Writ Proceedings**

On July 11, 2025, Hollywood Park filed its petition for writ of mandate challenging the City’s approval of the Billboard Agreement. On August 5, 2025, the Forum and Intuit Dome filed a similar petition for writ of mandate and a complaint for breach of contract. The Court (Leiter, J. and Goorvitch, J.) denied Petitioners’ ex parte applications for temporary restraining orders (“TROs”) due to an insufficient showing of irreparable harm from not granting the TROs. The Court construed Petitioners’ ex parte applications as motions for preliminary injunction, which the Court would hear on shortened time. The Court authorized supplemental briefing and set the matters for hearing on August 29, 2025.

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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Deputy Sheriff: None

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LEGAL STANDARD

A. Preliminary Injunction

The purpose of a preliminary injunction is to preserve the status quo pending a decision on the merits. (Major v. Miraverde Homeowners Ass’n. (1992) 7 Cal. App. 4th 618, 623.) In deciding whether to grant a preliminary injunction, the Court looks to two factors, including “(1) the likelihood that the plaintiff will prevail on the merits, and (2) the relative balance of harms that is likely to result from the granting or denial of interim injunctive relief.” (White v. Davis (2003) 30 Cal.4th 528, 553-54.) The factors are interrelated, with a greater showing on one permitting a lesser showing on the other. (Dodge, Warren & Peters Ins. Services, Inc. v. Riley (2003) 105 Cal.App.4th 1414, 1420.) However, the party seeking an injunction must demonstrate at least a reasonable probability of success on the merits. (IT Corp. v. County of Imperial (1983) 35 Cal.3d 63, 73-74.) The party seeking the injunction bears the burden of demonstrating both a likelihood of success on the merits and the occurrence of irreparable harm. (Savage v. Trammell Crow Co. (1990) 223 Cal.App.3d 1562, 1571.) Irreparable harm may exist if the plaintiff can show an inadequate remedy at law. (CCP § 526(a).)

“The granting or denying of a preliminary injunction does not constitute an adjudication of the ultimate rights in controversy.” (Cohen v. Board of Supervisors (1985) 40 Cal.3d 277, 286; see also Yee v. American National Ins. Co. (2015) 235 Cal.App.4th 453, 457-458 [“a preliminary injunction is not a determination on the merits....”].)

B. Petition for Writ of Ordinary Mandate

The petitions are based on causes of action for writ of ordinary mandate. There are two essential requirements to the issuance of an ordinary writ of mandate under Code of Civil Procedure section 1085: (1) a clear, present, and ministerial duty on the part of the respondent, and (2) a clear, present, and beneficial right on the part of the petitioner to the performance of that duty. (California Ass’n for Health Services at Home v. Department of Health Services (2007) 148 Cal.App.4th 696, 704.) “An action in ordinary mandamus is proper where, as here, the claim is that an agency has failed to act as required by law.” (Id. at 705.) “Generally, mandamus is available to compel a public agency’s performance or to correct an agency’s abuse of discretion when the action being compelled or corrected is ministerial.” (AIDS Healthcare Foundation v. Los Angeles County Dept. of Public Health (2011) 197 Cal.App.4th 693, 700.)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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Mandamus also “will lie to correct abuses of discretion. In determining whether a public agency has abused its discretion, the court may not substitute its judgment for that of the agency, and if reasonable minds may disagree as to the wisdom of the agency's action, its determination must be upheld. A court must ask whether the public agency’s action was arbitrary, capricious, or entirely lacking in evidentiary support, or whether the agency failed to follow the procedure and give the notices the law requires.” (County of Los Angeles v. City of Los Angeles (2013) 214 Cal.App.4th 643, 654.) This standard is deferential to the agency’s action. (See State Bd. Of Chiropractic Examiners v. Superior Court (2009) 45 Cal.4th 963, 977.)

““On questions of law arising in mandate proceedings, [the court] exercise[s] independent judgment.’ .... Interpretation of a statute or regulation is a question of law subject to independent review.” (Christensen v. Lightbourne (2017) 15 Cal.App.5th 1239, 1251.)

#### EVIDENTIARY ISSUES

Hollywood Park’s request for judicial notice of Exhibits 1-3 to the Benedict declaration and Exhibits 1-4, 6-10 of the Forbes declaration is granted.

The Forum’s and Intuit Dome’s request for judicial notice of Exhibit s A, B, C, D, E, H, and I to the Fogelman declaration is granted.

The Court overrules Respondents’ general objections to the supplemental Benedict declaration, filed on August 20, 2025 with Hollywood Park’s reply. The Court exercises its discretion to consider the supplemental Benedict declaration as permissible reply evidence. The Court overrules Respondents’ specific evidentiary objections, Nos. 1-10, to the supplemental Benedict declaration.

#### DISCUSSION

##### A. Hollywood Park’s Likelihood of Success on the Merits

Hollywood Park contends that it has “a reasonable probability of prevailing on its claim that the Billboard Agreement is illegal and invalid, and the City’s entry into it constituted an ultra vires act.” (Hollywood Park’s Ex Parte Application (“Ex Parte” 2.) Hollywood Park contends that “[t]he Billboard Agreement improperly purports to contract away the City’s police power by constraining its ability to regulate WOW’s billboards in the future and granting WOW exemptions from existing zoning laws without going through required procedures like a variance

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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or rezoning.” (Ibid.)

1. Alleged Defects in Hollywood Park’s Development Agreement

Respondents first contend that the Hollywood Park Development Agreement is “void” because it was adopted by a voter initiative. Respondents contend that this defect “dooms the motion” because Hollywood Park’s “allegations of standing are entirely based on the 2015 Agreement” and “[t]hey allege they will suffer irreparable harm because the WOW Agreement ‘impairs the vested rights granted to Hollywood Park through the Development Agreement.’” (Joint Opposition (“Joint Oppo.”) 12-15.)

In 2018, three years after the Development Agreement was adopted by initiative, the Court of Appeal held that statutory development agreements cannot be adopted by initiative. (See Supplemental Reply filed August 20, 2025 (“Suppl. Reply”) 15:22-24; Center for Community Action & Environmental Justice v. City of Moreno Valley (2018) 26 Cal.App.5th 689, 694-695.) Since Center for Community Action was decided, the City has executed estoppel certificates stating that “[t]he Development Agreement is in full force and effect,” and that lenders could rely on that certification as “a condition” to provide financing. (Fogelman Decl. Exh. J; see also Id. Exh. G-I.) Regardless, Hollywood Park’s petition does not include a cause of action for breach of contract. The Court need not decide whether the Development Agreement remains an enforceable contract after Center for Community Action.

For purposes of this motion, Respondents do not show that any defect in the Development Agreement deprives Hollywood Park of standing to challenge the validity of the Billboard Agreement in a petition for writ of mandate. Hollywood Park owns a nearly 300-acre development in the City, which includes SoFi Stadium and YouTube Theater. (Forbes Decl., Exh. 6 at 609-610.) The City says that it “is obviously not asking Petitioners to shut down or remove SoFi stadium or any facilities built on Petitioners’ Property.” (Joint Oppo. 14:24-25.) Given this property interest, Hollywood Park “has some special interest to be served or some particular right to be preserved or protected over and above the interest held in common with the public at large.” (Rialto Citizens for Responsible Growth v. City of Rialto (2012) 208 Cal. App. 4th 899, 913; see Code Civ. Pro. § 1086.) Alternatively, the “public interest” exception to the beneficial interest requirement applies because the petition raises a question “of public right and the object of the action is to enforce a public duty.” (Rialto, supra, 208 Cal. App. 4th at 913-914.)

2. The Billboard Agreement Is Not a Statutory Development Agreement

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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Deputy Sheriff: None

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Hollywood Park contends that the Billboard Agreement is not a statutory development agreement within the meaning of Government Code section 65864, et seq. (Ex Parte 16.) Respondents agree that, although it is titled a “Lease and Development Agreement,” the Billboard Agreement was not approved pursuant to the procedures that apply to a statutory development agreement. (Joint Oppo. 16-17.) As summarized by the Court of Appeal:

The development agreement statute ... allows a city or county to freeze zoning and other land use regulation applicable to specified property to guarantee that a developer will not be affected by changes in the standards for government approval during the period of development....¶¶

Particulars of the statute include requirements that a development agreement may be approved only after a public hearing (§ 65867) and must be consistent with the general plan and any specific plan (§ 65867.5), a provision permitting annual review by the governmental entity and termination for noncompliance (§ 65865.1), and a statement that the agreement is subject to referendum (§ 65867.5).

(Santa Margarita Area Residents Together v. San Luis Obispo County Board of Supervisors (2000) 84 Cal.App.4th 221, 226-227.) Here, it is undisputed that the City did not approve the Billboard Agreement as a statutory development agreement. (See Joint Oppo. 16-17.) But as discussed below Petitioners have not shown, on this briefing, that the City was required by law to approve the Billboard Agreement as a statutory development agreement.

**3. Does the Billboard Agreement Surrender the City’s Police Powers?**

Hollywood Park contends that “the Billboard Agreement exempts WOW from a host of currently existing ordinances and regulations and constrains the ability of the City to regulate WOW in the future.” (Ex Parte 20.) Because the City cannot “contract away” its police powers, Hollywood Park contends that the Billboard Agreement is ultra vires and void ab initio. (Ibid.; see also Hollywood Park’s Petition for Writ of Mandate (“Pet.”) ¶¶ 2, 7, 38-52.)

The California Constitution gives cities the power to make “all local, police, sanitary, and other ordinances and regulations not in conflict with general laws.” (Cal. Const., Art. XI, § 7.) “[I]t is settled that the government may not contract away its right to exercise the police power in the future.” (Avco Community Developers, Inc. v. South Coast Regional Com. (1976) 17 Cal.3d 785, 800.) “[L]and use regulations involve the exercise of police power.” (Summit Media LLC v. City of Los Angeles (2012) 211 Cal.App.4th 921, 934.)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

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Summit Media is instructive. There, a billboard company sought a writ of mandate challenging the City of Los Angeles's settlement agreement authorizing two of the company's competitors to add digital displays to existing billboards, despite city ordinances that precluded those alterations. (211 Cal.App.4th at 924.) The trial court found the agreement was illegal and void but declined to revoke permits that had been issued under the agreement. (Ibid.) The Court of Appeal affirmed the judgment to the extent it found the settlement agreement invalid, but reversed and remanded the portion of the judgment declining to revoke permits with directions to invalidate all digital conversion permits the City issued under the agreement. (Id. at 941-942.) The settlement agreement was ultra vires because "the cases are clear that an agreement to circumvent applicable zoning laws is invalid and unenforceable." (Id. at 937.)

Similarly, in *Trancas Property Owners Assn. v. City of Malibu* (2006) 138 Cal.App.4th 172, the Court of Appeal found a settlement agreement between a city and a developer "inherently invalid" because it guaranteed the proposed development "would not be blocked by future zoning," and that the developer would not be "required to comply with zoning density restrictions of whatever age." (Id. at 179-180.) The Court stated that "whatever the density requirements may turn out to be, the [agreement] presently provides Trancas a red carpet around them." (Id. at 182.) The Court held that a city cannot lawfully undertake such commitments "by contract." (Id. at 180-181.)

Here, Hollywood Park contends that the City "contracted away" its police powers in several different ways. The Court considers each contention in turn.

a. Conflict with the City's Municipal Code

Hollywood Park contends that the Billboard Agreement conflicts with section 12-80 of the City's Municipal Code. (Ex Parte 18-19; Suppl. Reply 13-14.) Section 12-80 sets forth standards that apply to "all billboards and other types of off-site advertising." The City's Municipal Code defines "billboard" as "an off-site sign that displays regularly changed advertising graphics and is operated and maintained by an outdoor advertising company for income purposes." (Inglewood Municipal Code ("IMC") § 12-69.) In turn, an "off-site sign" is defined as "a sign or other advertising device whose message does not relate directly with an active use of the premises upon which it is displayed." (Ibid.) Here, the Billboard Agreement defines the term "Billboard" as "all manner of display, signage and other advertising assets of any size and character, including TIN or the like." (Forbes Decl. Exh. 2, Attach. 1, § 1(c).) The Billboard Agreement grants WOW "exclusivity as to the construction, operation and maintenance of Billboards and other types of offsite signs" at certain locations. (Id. § 1(h)(iv).) Given this

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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August 29, 2025

9:30 AM

Judge: Honorable Maurice A. Leiter  
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ERM: None  
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language in the contract, the Court is not persuaded by WOW’s argument that the signs and kiosks at issue in the Billboard Agreement are not “Billboards” within the meaning of section 12-80. (WOW Opposition filed July 22, 2025 (“WOW Oppo.”) 16.)

But Hollywood Park fails to show in this briefing that the Billboard Agreement conflicts with section 12-80. Hollywood Park first contends that the Billboard Agreement conflicts with section 12-80(A) because it allows WOW to install billboards in the public right-of-way. (Ex Parte 18-19; Suppl. Reply 13-14.) Section 12-80(A) provides, in full:

Prohibited Zones. Billboards and other types of off-site advertising are prohibited (except as provided for in subsections (F) and (I) of this Section) in all residential zones, in the R-M (Residential and Medical), P (Parking), P-1 (Parking), C-1 (Limited Commercial), C-R (Commercial and Recreation), CC (Civic Center), O-S (Open Space), S-1 (Special Cemetery), S-2 (Special Cemetery Restricted) and M-1L (Limited Manufacturing) zones, and in any public, flood control or railroad right-of-way.

(emphasis added.) The City interprets this italicized language to exempt “signs installed under the conditions set forth in subsection (I) ... in certain enumerated zones, including in any public, flood control, or railroad right-of-way.” (City’s Opposition filed July 23, 2025 (“City’s Oppo.”) at 14.) This is a reasonable interpretation of section 12-80(A), as it gives effect to the phrase “except as provided for in subsections (F) and (I).” Hollywood Park’s alternative construction is not persuasive because it does not give effect to this language. “[I]nterpretations which render any part of a statute superfluous are to be avoided.” (Young v. McCoy (2007) 147 Cal.App.4th 1078, 1083.)

Hollywood Park next contends that the Billboard Agreement conflicts with section 12-80(I) because it does not include sufficient standards to mitigate any impact to any adjacent property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park, or recreational facility. (Ex Parte 18-19; Suppl. Reply 13-14.) Section 12-80(I) provides, in full:

Exempted Billboards. A billboard that is allowed as part of development of any island, triangular or irregular shaped corner residentially-zoned property as set forth in Section 12-18.8(b) (or subject to a negotiated agreement as approved by the City) shall be exempt from the requirements set forth in subsections (B) through (H) of this Section but shall comply with the following:

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCA Y RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

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(1) Billboard Sign Standards. A billboard sign may be installed only if all the following conditions are met:

(a) The location shall be limited to a major arterial street as identified in the Inglewood General Plan Circulation Element and no advertising shall be directed towards any City of Inglewood residential use or school site.

(b) An agreement shall be entered with the City that establishes provisions for the City to receive a percentage of the billboard revenues and sets forth other standards as deemed appropriate and necessary to mitigate any impact to any adjacent property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park or recreational facility in the City of Inglewood. In negotiating an agreement pursuant to this Section, the City Manager shall consider standards established under subsections (B) through (F) of this Section to mitigate the impact of any proposed billboard. The agreement shall be negotiated by the City Manager and/or designee and thereafter placed on a regular City Council agenda by the City Manager and/or designee.

(Emphasis added.)

Here, in its briefs, Hollywood Park does not dispute that: (1) the Billboard Agreement was a “negotiated agreement as approved by the City” and “placed on a regular City Council agenda”; (2) the location of the WOW signs are “limited to a major arterial street” under the City’s General Plan and not directed towards any “residential use or school site”; and (3) the Billboard Agreement establishes that the City will receive a percentage of the sign revenues. Hollywood Park does not cite evidence that the City Manager did not “consider” standards established under subsections (B) through (F) when negotiating the contract. The sole issue, then, is whether the Billboard Agreement sets forth sufficient standards, “as deemed appropriate and necessary” by the City, “to mitigate any impact to any adjacent property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park or recreational facility in the City of Inglewood.”

Section 3(g)(ii) of the Billboard Agreement, titled “Prohibited Uses,” states: “The TIN shall not contain obscene material. Except as expressly or otherwise prohibited, all other advertising content shall be permissible.” (Forbes Decl. Exh. 2, Attach. 1.) In addition, the Billboard Agreement states that WOW’s rights are subject to “Applicable Requirements,” which include “City’s laws, rules and regulations applicable to the uses and other activities contemplated herein with respect to the development, construction, operation and/or maintenance of the TIN” and “any and all mitigation measures/requirements of the MND (as defined below), applicable to the

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

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Judge: Honorable Maurice A. Leiter  
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---

development, construction, operation, and/or maintenance of the TIN as contemplated herein.” (Id. §§ 1(a), 2(d) and (e), 3(e), g(i).) The Billboard Agreement includes or incorporates standards for mitigating impacts from the signs on sensitive adjacent properties.

Section 12-80(I) vests discretion in the City to determine which standards are “appropriate and necessary.” Hollywood Park does not contend the standards included or incorporated in the Billboard Agreement, including the prohibition on obscene material, are arbitrary, capricious, or otherwise an abuse of discretion. (See County of Los Angeles v. City of Los Angeles (2013) 214 Cal.App.4th 643, 654.)

Hollywood Park contends that “[t]he MND references mitigation measures related to pedestrian and traffic flows, sign lighting, and automatic dimmers ... [b]ut these mitigation measures are not in the Billboard Agreement.” (Suppl. Reply 14, citing Forbes Decl. Exh. 2, MND §§ 2.2, 3.1(d); internal citations omitted.) Section 2.2 of the MND simply states, in pertinent part, that “[t]he specific placement of digital signs would integrate with the urban setting while ensuring pedestrian and traffic flows remain unhindered.” This is not a standard to mitigate impacts on the sensitive adjacent properties described in section 12-80(I). The City did not need to include it in the Billboard Agreement. Section 3.1(d) of the MND states, in full:

A significant impact would occur if the proposed project created a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The digital signs would operate 24 hours per day and create a new source of light and glare during daylight and evening. The digital signs would include a series of light-emitting diodes (LED) with a changing display and automatic dimming technology. The digital signs would comply with Section 12-75 Prohibited Signs and 12-76 General Sign Regulation of the IMC.

The digital signs would be entirely located within the public ROW and would be installed in highly urbanized environments with high levels of ambient nighttime lighting, including streetlights, signs, architectural and security lighting, indoor building illumination, and automobile headlights. The digital signs are installed with an automatic dimming technology so that at no time would any sign exceed a brightness level of 0.3-foot candles above ambient light for both daytime and nighttime conditions. The illumination standards set forth in a Sign Lighting Plan to establish the daytime and nighttime ambient light levels would ensure that luminance values are consistent with the existing urban environment. Therefore, a less-than-significant impact would occur.

(Ibid. [emphasis added].) As noted, the Billboard Agreement defines “Applicable Requirements”

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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to include “any and all mitigation measures/requirements of the MND.” On this briefing, Hollywood Park has not shown that it was improper for the City to interpret section 12-80(I) to authorize the City to incorporate into the Billboard Agreement the mitigation measures from the MND. “[A]n agency’s view of the meaning and scope of its own ... ordinance is entitled to great weight unless it is clearly erroneous or unauthorized.” (Anderson First Coalition v. City of Anderson (2005) 130 Cal.App.4th 1173, 1193.) Hollywood Park also fails to cite evidence that, after the mitigation required by the MND, any of the signs contemplated by the Billboard Agreement would have an impact on adjacent property zoned for residential use, school, child care facility, nursery school, hospital, place of worship, park, or recreational facility in the City of Inglewood. And Respondents argue persuasively that Hollywood Park did not timely challenge the MND under CEQA and cannot now raise arguments concerning the sufficiency of the MND. (See Joint Oppo. 21-23; Pub. Res. Code § 21167(b).) On this briefing and record, Hollywood Park has not adequately shown that the Billboard Agreement conflicts with section 12-80 of the City’s Municipal Code.

b. Conflict with the City Charter

Hollywood Park contends that the Billboard Agreement conflicts with article III, section 4, subdivision 38 of the City’s Charter, which states that the City “shall have power”:

To grant permits, except when prohibited by this charter or the constitution or laws of the state of California, to any person, firm or corporation to use the public streets, avenues, ways, highways, alleys, places or public property of said city, upon such terms and conditions as the council may by ordinance prescribe, and which said permits shall be revocable by the council at any time without notice.

(emphasis added; see Suppl. Reply 8.) According to Hollywood Park, the City could only lease parts of the public rights-of-way to WOW if “the City retains the ability to revoke that right at any time without notice.” (Suppl. Reply 8.)

However, the City Charter states broadly that the City has the power “in every way” to lease “all property of every kind and nature whatsoever.” (Charter Art. III §§ 1, 4(38).) The Billboard Agreement is a lease of public property to WOW, not a permit. And the Billboard Agreement only requires the City to “reasonably cooperate with WOW’s efforts in relation to such permits and governmental permits and entitlements for the TIN at no cost to the City;” it explicitly makes this obligation “[s]ubject to the City’s exercise of its police power and the Applicable Requirements.” (Forbes Decl. Exh. 2, Attach. 1, § 2(d).) The Billboard Agreement does not

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

9:30 AM

Judge: Honorable Maurice A. Leiter  
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---

require the City to issue permits, revocable or otherwise. It requires WOW to apply for them. On this briefing and record, Hollywood Park has not adequately shown that the Billboard Agreement conflicts with article III, section 4, subdivision 38 of the City Charter.

c. Do the Specific Terms of the Billboard Agreement Surrender the City's Police Powers?

Hollywood Park also contends that the City surrendered its police powers in several provisions of the Billboard Agreement and that such provisions could only be agreed to by the City, if at all, through a statutory development agreement. (Ex Parte 13-14; Suppl. Reply 6-14.) The Billboard Agreement leases WOW certain City property for a 20-year term and grants WOW two options to extend the lease for 10 years, for a total of 40 years. (Forbes Decl. Exh. 2, Attach. 1 § 3(a).) The parties dispute the extent to which the Billboard Agreement grants vested rights to WOW. (See Id. § 2(d) and (e); see Ex Parte 19-20; Joint Oppo. 9.) In particular, section 2(e) of the Billboard Agreement provides, in full:

e. It is the intent of the Parties that WOW's interest under this Agreement shall vest at the Effective Date and to insure the successful development and operation of the TIN, that other than the Applicable Requirements over which the City has no regulatory authority or control, the Applicable Requirements in place as of the Effective Date shall control, and that no subsequent changes in the Applicable Requirements (over which the City has regulatory authority or control) occurring after the Effective Date and during the Development and Operational Phase shall negatively affect WOW's rights under this Agreement. However, notwithstanding anything contained in this Agreement to the contrary, the Parties specifically acknowledge that the City shall not be bound, limited or restricted in any way from exercising its general police power, including but not limited to, amending or modifying the City's municipal or zoning code, necessary to conduct and and/or perform the municipal affairs of the City, or Applicable Requirements over which the City has no regulatory authority or control.

(Id. § 2(e) [emphasis added].)

Hollywood Park interprets the first sentence of section 2(e) to mean that "WOW is going to be exempt from any regulation the City might enact in the future if that regulation impairs any of WOW's contractual rights under the Billboard Agreement." (Ex Parte 14.) Hollywood Park contends that "the Billboard Agreement makes a crude attempt to obfuscate the bargaining away of the City's police powers," "[b]ut this reservation of rights is illusory." (Id. 19.) By contrast, Respondents contend that the Billboard Agreement "expressly reserves the City's regulatory rights and powers"; expressly provides that WOW will be subject to "Applicable Requirements";

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

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Judge: Honorable Maurice A. Leiter  
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---

and is not illusory. (City's Oppo. 12-13; Joint Oppo. 17.)

“The fundamental goal of contractual interpretation is to give effect to the mutual intention of the parties.” (24th & Hoffman Investors, LLC v. Northfield Insurance Company (2022) 82 Cal.App.5th 825, 833.) The court “should consider the contract as a whole, using each clause thereof as a help to interpret the others; should give effect to every part thereof if reasonably practicable and, if this is impossible, to favor an interpretation which gives effect to the main apparent purpose of the contract.” (Wright v. Coberly-West Co. (1967) 250 Cal.App.2d 31, 36, citations omitted.) “Courts seek to interpret contracts in a manner that will render them lawful, operative, definite, reasonable, and capable of being carried into effect without violating the intent of the parties.” (Kaufman v. Goldman (2011) 195 Cal.App.4th 734, 745, quotation marks omitted.)

On this briefing, Respondents have asserted the more persuasive interpretation of the Billboard Agreement. Read in isolation, the first sentence of section 2(e), while ambiguous, could suggest that the City granted WOW vested rights in the applicable land use regulations in place as of the effective date, without complying with the development agreement statute, and thereby improperly contracted away its police powers. But the very next sentence of the contract states that “notwithstanding anything contained in this Agreement to the contrary, the Parties specifically acknowledge that the City shall not be bound, limited or restricted in any way from exercising its general police power, including but not limited to, amending or modifying the City’s municipal or zoning code, necessary to conduct and and/or perform the municipal affairs of the City.” (Emphasis added.) The term “notwithstanding” is recognized as a “term of art” and shows intent to prioritize the second sentence of section 2(e) over any potentially conflicting provisions of the contract. (See Faulder v. Mendocino County Bd. of Supervisors (2006) 144 Cal.App.4th 1362, 1373.) While Hollywood Park expresses confusion about the terms “general police power” and “necessary,” those terms do not appear facially ambiguous and show intent to reserve the City’s authority to exercise its police powers, including in a manner that could impact the WOW project. (Suppl. Reply 11-12.) As modified by the second sentence, the first sentence of section 2(e) is reasonably interpreted to express “intent” that, to the extent consistent with the City’s exercise of its police powers, any subsequent changes to the Applicable Requirements will not negatively affect WOW’s rights under the agreement. This interpretation also is supported by other parts of the Billboard Agreement, which show intent to reserve the City’s police powers. (Forbes Decl. Exh. 2, Attach. 1, §§ 1(a), 2(d), 3(g).) Furthermore, “the reservation of this power is implicit in all government contracts and private parties take their rights subject to it.” (Professional Engineers v. Department of Transportation (1993) 13 Cal.App.4th 585, 591.)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

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Hollywood Park argues “[t]he Billboard Agreement also restricts the City’s ability to approve other billboards within 2,500 feet of any WOW Billboard through a 40-year ‘exclusivity’ clause” and that this could only be done through a statutory development agreement. (Suppl. Reply 11; see Ex Parte 14.) The Billboard Agreement provides that, with certain exceptions, that the “City shall not permit or otherwise authorize or allow (whether on City Property or Private Property), any non-WOW Billboards or other types of off-site signs within a radius of 2500 feet of any WOW-authorized TIN structure.” (Id. § 1(h)(iv).) This restriction is reduced to a 1000-foot radius when the WOW-authorized TIN structures become “fully constructed, permitted and Operational.” (Ibid.) Notably, the Billboard Agreement states that the City exercised its police powers when agreeing to these terms:

[T]o avoid creating driver distraction by sign overload, to maximize the effectiveness of the WOW-authorized TIN Faces for public-safety and emergency communications, and to protect the visual environment in terms of aesthetics and the over concentration of signs, City has agreed to the above Exclusive Radius Area subject to the above Radius Exemption. (Ibid.)

Hollywood Park does not show that either the 2,500-foot restriction or the 1,000-foot restriction conflicts with the City’s existing Municipal Code or grants WOW some privilege that the City lacked authority to agree to under its Municipal Code. Indeed, under the City’s general billboard standards, “no new sign shall be located within one thousand feet of any existing billboard sign.” (IMC § 12-80(B)(2).) Although the City has discretion to override that general rule (IMC § 12-80(I)), it is not required to do so. In many government contracts, the agency is promising not to exercise future authority in some way as consideration for its counterparty’s performance. That does not mean every City contract that involves land-use regulation violates the rule against limiting police power. (See Santa Margarita Area Residents Together, supra, 84 Cal.App.4th at 232 [“Land use regulation is an established function of local government and the [City] has authority to enter into contracts to carry out this function”].) Finally, the 2,500-foot restriction only applies during the development phase and is not a permanent restriction of the City’s ability to approve new billboard signs. (See Ibid. [land-use agreement upheld, in part, because it was of limited duration].) For these reasons, the Court is not persuaded that the exclusivity provision surrenders the City’s police powers.

Hollywood Park also contends that section 3 of the Billboard Agreement impermissibly “curtail[s] the City’s right to terminate the Agreement.” (Ex Parte 17:12-13; Reply filed July 24, 2025 (“Reply”) 6; and Suppl. Reply 9.) Section 3(a)(ii) states that “City’s sole remedy under this Agreement with respect to a WOW breach of the lease provisions contained herein shall be the right to terminate WOW’s use of any TIN on the Premises Locations and/or to require removal

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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Judge: Honorable Maurice A. Leiter  
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of any TIN on City Property.” Section 3(a)(iii), titled “Early Termination,” states that “the City’s early termination rights shall be limited solely to a TIN-by-TIN [that is, sign by sign] basis for material breaches of the applicable lease provisions of [the Billboard Agreement] and only to that (those) specific TIN structure(s), for which material breaches are not cured within the requisite thirty (30) calendar day period following City prior written notice to cure.” (Id. at § 3(a)(iii).) These provisions must be interpreted in context of sections 2(d) and (e), which reserve the City’s police powers. In that context, sections 3(a)(ii) and (iii) are reasonably interpreted to govern the City’s rights to terminate the contract in the event of WOW’s breach. The Court concludes that section 3 does not address or curtail the City’s right to exercise its police powers.

Hollywood Park fails to show that the Billboard Agreement is illusory. (Ex Parte 19; Suppl. Reply 12.) “A contract is unenforceable as illusory when one of the parties has the unfettered or arbitrary right to modify or terminate the agreement or assumes no obligations thereunder.” (Harris v. TAP Worldwide, LLC (2016) 248 Cal.App.4th 373, 385.) WOW does not have an “unfettered” right to modify or terminate the Billboard Agreement and WOW clearly assumed obligations to the City. Additionally, the Billboard Agreement is supported by consideration – i.e., the City authorizes WOW to use public property to build and operate signs and kiosks, which will be used to display traffic and public safety information, as well as advertising, and the City will receive a portion of revenue in exchange. This is not an illusory contract.

Contrary to Hollywood Park’s assertions, Summit Media and Trancas are distinguishable in important ways. (Ex Parte 17-18.) In those cases, the contracts were unlawful because the cities expressly exempted the contracting parties from complying with existing municipal laws. Here, by contrast, Hollywood Park has not shown that the Billboard Agreement exempts WOW from complying with existing municipal laws.

The Court recognizes that certain parts of the Billboard Agreement appear to be confusing. The last clause of section 2(e) refers to “Applicable Requirements over which the City has no regulatory authority or control.” (Emphasis added.) The City obviously cannot exercise its police powers over laws over which it “has no regulatory authority or control;” what this means is unclear. But the Billboard Agreement includes a “severability” clause stating that “[t]he invalidity of any provision of this Agreement, as determined by a court of competent jurisdiction, shall in no way affect the validity of any other provision hereof.” (Forbes Decl. Exh. 1, Attach. 2, § 3(m)(xxi).) Also, “[a] contract must receive such an interpretation as will make it lawful, operative, definite, reasonable, and capable of being carried into effect, if it can be done without violating the intention of the parties.” (Civ. Code § 1643.) “California cases take a very liberal view of severability, enforcing valid parts of an apparently indivisible contract where the

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

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Judge: Honorable Maurice A. Leiter  
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ERM: None  
Deputy Sheriff: None

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interests of justice or the policy of the law would be furthered.” (Discovery Builders, Inc. v. City of Oakland (2023) 92 Cal.App.5th 799, 812.)

In sum, on this briefing and record, Hollywood Park has not shown that the Billboard Agreement exempts WOW from complying with existing municipal laws or otherwise surrenders the City’s police powers. Hollywood Park also has not shown that any alleged defect in the contract could not be cured by severance.

#### 4. Hollywood Park’s Remaining Contentions

The Court has considered Hollywood Park’s remaining contentions, including those made for the first time in its reply filed on July 24, 2025. For the reasons argued by Respondents, Hollywood Park has not shown significant likelihood of success on these remaining contentions. (See WOW’s Response July 28, 2025, at 4-7; Joint Oppo. 19-21.) In brief, Hollywood Park has not shown, with evidence, that the City abused its discretion in finding that the “sole source” exception to the City’s competitive bidding laws applies. (See IMC § 2-198.1; Forbes Decl. Exh. 2, Attach. 1, Recitals [“WHEREAS, the City believes that WOW's proprietary (patent-pending) TIN structure and technology offers unique benefits not otherwise available to the City from any other vendor or technology”].) Hollywood Park does not show that WOW’s lease of City property to install signs and kiosks constitutes a “vacation” of a public street or use of a “mapped roadway” within the meaning of Steets and Highway Code section 8324(b) or the City’s Municipal Code section 10-24. Finally, since Hollywood Park acknowledges that the Billboard Agreement is not a “franchise,” Hollywood Park does not show that the City needed to comply with laws governing the adoption of a franchise. (Reply 6-7.)

#### 5. Summary of Hollywood Park’s Likelihood of Success of the Merits

On this briefing and record, Hollywood Park’s claims related to CEQA or the environmental effects of the WOW project are time-barred. Hollywood Park’s new contentions raised in its reply filed on July 24, 2025, also are not persuasive. Hollywood Park has not shown sufficient likelihood of success on those issues to justify a preliminary injunction.

The Court finds that Hollywood Park has not shown it is likely to succeed on the merits. For completeness, the Court addresses below the balance of harms.

#### B. The Forum’s and Intuit Dome’s Likelihood of Success on the Merits

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

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1. First Cause of Action for Writ of Mandate

In their first cause of action for writ of mandate, the Forum and Intuit Dome allege that the Billboard Agreement “constitutes an improper contracting away of the City’s police power” and that adoption of the agreement “violates various sections of the City’s Charter ... and Municipal Code .....” (Petition for Writ of Mandate ¶¶ 71-72.) Their motion raises the same arguments discussed above concerning the validity of the Billboard Agreement. (Ex Parte Application 14-18.) In their joint opposition, Respondents contend that the Forum’s and Intuit Dome’s petition for writ of mandate was not filed within 90 days of the City Council’s April 15 decision to approve the Billboard Agreement. (Joint Oppo. 10-11.) This argument is colorable. (See Gov. Code § 65009(c)(1)(E) and (F); *Save Lafayette Trees v. City of Lafayette* (2019) 32 Cal. App.5th 148, 153.) But the Forum and Intuit Dome also have a colorable argument that section 65009(c)(1) does not apply to the Billboard Agreement. (Reply 13-16.) The Court finds it unnecessary to resolve the statute of limitations arguments. Even if the first cause of action is timely, the Forum and Intuit Dome have not shown sufficient likelihood of success to justify a preliminary injunction for some of the arguments, as discussed above for Hollywood Park’s motion.

2. Second Cause of Action for Breach of Contract

In the second cause of action, the Forum and Intuit Dome allege that the City breached various provisions of their statutory development agreements. (Pet. ¶¶ 38-52, 80-85; Ex Parte 13-14; Reply 7-13.) Assuming, without deciding, that the second cause of action is timely (see Joint Oppo. 12), the Forum and Intuit Dome have not shown sufficient likelihood of success on the contract claim to justify a preliminary injunction. As aptly stated by Respondents, “[t]he Development Agreements do not (and could not) provide rights beyond their property lines.” (Joint Oppo. 12:18-19.) The contract provisions cited by the Forum and Intuit Dome do not support a different conclusion.

**Signage Provisions.** The Forum and Intuit Dome Development Agreements prohibit changes to the “signage provisions” of the project area. (Fogelman Decl. Exh. A, B, §§ 8.1 and 8.2.) The Billboard Agreement does not impact the Intuit Dome or the Forum’s ability to put up signs on their property, so there is no change to the “signage provisions.” Notably, the Billboard Agreement exempts the Hollywood Park, the Forum, and the Intuit Dome developments from the “exclusivity” provision, including with respect to any “future” billboards developed of their property. (See Pet. Exh. 4, Attach. 1, § 1(h)(iv) [exceptions to exclusivity provision].)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

9:30 AM

Judge: Honorable Maurice A. Leiter  
Judicial Assistant: R. Mendoza  
Courtroom Assistant: C. Del Rio

CSR: Justus Balentine CSR # 13859  
ERM: None  
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Economic Competitiveness Provisions. The Forum and Intuit Dome Development Agreements prohibit the City from carrying out “any action or proceeding” without the Forum’s and Intuit Dome’s consent “changing Existing City Laws that causes an adverse impact on the use, operation, functionality, accessibility, or economic competitiveness of the Arena or Project.” (Fogelman Decl. Exh. A, B, §§ 8.1 and 8.2.) The agreements define Existing City Laws to include “[t]he ordinances, resolutions, codes, rules, regulations, and official policies of the City, governing the permitted uses, density, parking requirements, design, operations, improvement and construction standards and specifications applicable to the development, use, or operation of the Property or the Public Improvements.” (Id. §§ 2.13, 2.14 [emphasis added].) The Forum and Intuit Dome have not shown that the Billboard Agreement makes any changes to the rules applicable to their property. The Billboard Agreement only authorizes the installation of signs and kiosks on the City’s land.

Exaction Provisions. Under these provisions (Fogelman Decl., Exh. A § 7.2.3; id., Exh. B § 7.2), there shall not be any “Exaction imposed upon or revenue sharing with respect to on-site Project signage...” An “Exaction” is defined as all “costs, fees, in-lieu fees or payments, charges, taxes, assessments, dedications, or other monetary or non-monetary requirement charged or imposed by City...in connection with the development of, construction on, operation or use of real property.” (Id. Exh. A § 2.30; Exh. B § 2.30.) The Billboard Agreement does not “impose” any “monetary or non-monetary requirement” on the Forum or Intuit Dome. Petitioners contend that “WOW’s signs will compete for the very same sponsors and advertisers that would otherwise pay to use the venues’ signs.” (Reply 10.) On this briefing, the Forum and Intuit Dome do not show that competition of this nature is an “exaction” within the meaning of their development agreements.

Further Assurances. Both agreements contain mutual covenants “to take all actions and do all things ... necessary or proper to achieve the purposes and objectives of this Agreement.” (Fogelman Decl., Exh. A § 37; id., Exh. B § 36.) The Forum and Intuit Dome contend that “by enabling WOW to sell advertising that directly competes with the venues’ existing and prospective sponsors and advertisers, the City has failed to take the actions necessary to ... effectuate both Development Agreements’ objectives.” (Ex Parte 14.) While the Forum and Intuit Dome may further develop this position later in this writ proceeding, they have not presently shown that the “further assurances” provisions were intended to bar the City from authorizing advertising billboards on the City’s land that may compete with the Forum and Intuit Dome.

Pedestrian Bridge Over Century. In reply, the Forum and Intuit Dome argue that “[t]he City has breached the Intuit Dome Development Agreement by approving the WOW billboards in a

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

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manner that directly conflicts with [an] approved bridge [over Century Boulevard], vested by the Development Agreement, in airspace that no longer belongs to the City.” (Reply 11.) They argue that “the authorization and conceptual approval of the bridge was contained in the Intuit Dome approvals as vested by the Development Agreement.” (Ibid., citing Fogelman Decl. Exh. A, Recital C.) They do not cite any specific language from the development agreement in support. Recital C states, in relevant part, that the Developer “proposes to develop on the Property... (8) one or two pedestrian bridges across adjacent rights-of-way.” (Ibid.) To the extent the Forum and Intuit Dome rely on this language, they fail to show that it vested any rights to build a pedestrian bridge at any specific location.

Vested Rights End at the Property Line. The Forum’s and Intuit Dome’s broad interpretation of their development agreements to grant vested rights, and constrain competition, beyond their property lines appears to lack legal support. (See Joint Oppo. 13-15.) The Forum and Intuit Dome have not cited a published appellate decision that supports their position. (Cf. *Wheeler v. Gregg* (1945) 90 Cal.App.2d 348, 365 [“The theory of vested rights relates only to such rights as an owner of property may possess”]; *Triangle Ranch, Inc. v. Union Oil Co. of Cal.* (1955) 135 Cal. App. 2d 428, 437 [“A zoning ordinance does not vest in a property owner the right that the restrictions imposed by it upon ... the property of others shall remain unaltered.”].) As stated by the California Supreme Court, “[d]amage caused by the proper exercise of the police power is merely one of the prices an individual must pay as a member of society.” (*Reynolds v. Barrett* (1938) 12 Cal. 2d 244, 250.) If the Forum’s and Intuit Dome’s development agreements could be read to give them the right to dictate what other property owners can do, that would raise questions concerning unlawful restraint of the City’s police powers and, therefore, the validity of the agreements.

The Forum and Intuit Dome have not shown sufficient likelihood of success. As noted above, for completeness the Court will consider the balance of harms.

**C. Balance of Harms**

The Court must consider “the interim harm that the plaintiff would be likely to sustain if the injunction were denied as compared to the harm the defendant would be likely to suffer if the preliminary injunction were issued.” (*Smith v. Adventist Health System/West* (2010) 182 Cal.App.4th 729, 749.) “Irreparable harm” generally means that the defendant’s act constitutes an actual or threatened injury to the personal or property rights of the plaintiff that cannot be compensated by a damages award. (See *Brownfield v. Daniel Freeman Marina Hospital* (1989) 208 Cal.App.3d 405, 410.) “Where, as here, the defendants are public agencies and the plaintiff

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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seeks to restrain them in the performance of their duties, public policy considerations also come into play. There is a general rule against enjoining public officers or agencies from performing their duties.... This rule would not preclude a court from enjoining unconstitutional or void acts, but to support a request for such relief the plaintiff must make a significant showing of irreparable injury.” (Tahoe Keys Property Owners’ Assn. v. State Water Resources Control Bd. (1994) 23 Cal.App.4th 1459, 1471.) Here, Petitioners seek to enjoin the City from performing its statutory and public duties related to the Billboard Agreement, including the issuance of permits. Thus, this heightened legal standard from Tahoe Keys applies to this case.

1. Hollywood Park

As an initial matter, the Hollywood Park Development Agreement was adopted by initiative. Statutory development agreements cannot be adopted by initiative; an improperly adopted development agreement is invalid. (Center for Community Action & Environmental Justice v. City of Moreno Valley (2018) 26 Cal.App.5th 689, 694-695.) This weakens Hollywood Park’s claim of harm from any alleged breach of, or conflict with, contract rights set forth in the development agreement.

Even assuming the Hollywood Park Development Agreement remains valid, Hollywood Park has not shown that irreparable harm will occur to it if the preliminary injunction is denied. Hollywood Park contends that if WOW develops the billboards contemplated by the Billboard Agreement this “will cause immediate harm to Hollywood Park’s ability to garner sponsorship revenue to offset the \$5 billion private investment needed to construct the Stadium.” (Ex Parte 20, citing Prince Decl. ¶¶ 5-7.) Hollywood Park also contends:

WOW’s exclusive control over the new signage will threaten Hollywood Park’s ability to bid for and book events, and it will impair the ability of host committees to honor the commitments they made with the NFL, LA 28, and FIFA. The creation of so many new billboards under the complete control of a single for-profit advertising company, with no connection to the hosts of these major events, jeopardizes the ability to provide the clean zones required by event organizers. WOW would be able to sell advertising directly adjacent to the venues to competitors of event partners or sponsors, potentially resulting in “ambush marketing” (where competing advertisers promote brands in the same category as a sponsor, devaluing the exclusivity and relationship of the sponsor with the event).

(Ex Parte 20-21, citing Schloessman Decl., ¶¶ 8-9; Butcher Decl., ¶¶ 6-10.) In a reply declaration, Hollywood Park’s Senior Vice President, Facility and Campus Operations declares

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

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that “[i]f the Court enjoins further construction of these signs and prevents WOW from putting them up in the vicinity of our venues, that will at least help in our discussions with event proponents, sponsors, advertisers, organizers, and others.” (Reply Benedict Decl. ¶ 16.) “We will be able to tell them that a court has stopped construction pending further proceedings in the case.” (Ibid.)

Hollywood Park’s evidence of harm to its advertising and business interests is not sufficient to justify a preliminary injunction. First, the alleged harm is monetary. Generally, “monetary losses [do] not amount to irreparable harm” justifying preliminary injunctive relief. (Bradley v. CVS Pharmacy, Inc. (2021) 64 Cal. App. 5th 902, 920.) Although Hollywood Park contends that the harm cannot be easily compensated with a damages award (see Reply 5), it has not included a claim for breach of contract in its petition or addressed all remedies at law that may be available. “[A] court must reject a stipulation contemplating an equitable remedy that is contrary to law or public policy, such as where the evidence shows that an aggrieved party actually has an adequate remedy at law.” (DVD Copy Control Assn., Inc. v. Kaleidescape, Inc. (2009) 176 Cal.App.4th 697, 726.)

Second, the uncertainty concerning the validity of the Billboard Agreement likely will not be resolved until trial and any subsequent appeal. Even if halting construction now “helps” in Hollywood Park’s discussions with advertising partners, sophisticated counterparties will surely understand that the ruling on these motions is not a final determination of Hollywood Park’s rights. Benedict’s declaration does not show otherwise. (Reply Benedict Decl. ¶ 16.)

Third, Hollywood Park’s evidence is speculative and distant. Hollywood Park does not identify any deal or contract placed in imminent risk from the Billboard Agreement. While Hollywood Park’s declarants state that existing relationships with sponsors, advertisers, and events “may be negatively impacted” (Prince Decl. ¶ 6), none of the declarations come from an actual sponsor or cite a specific deal that is threatened by the Billboard Agreement.

Fourth, as discussed above, Hollywood Park does not show that it has a right to a “clean zone” pursuant to the terms of its development agreement. (See Benedict Decl. ¶ 4; Butcher Decl. ¶¶ 3, 7; Schloessman Decl. ¶¶ 8, 9; Zucker Decl. ¶ 10.) To the extent Hollywood Park made promises to third parties about a purported “clean zone,” that appears to be a harm of its own making. “[A] party may not satisfy the irreparable harm requirement if the harm complained of is self-inflicted.” (Bennett v. Isagenix Int’l LLC (9th Cir. 2024) 118 F.4th 1120, 1129.)

Hollywood Park also contends that “[t]he billboards’ location in the public right of way will also

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
MUNICIPAL CORPORATION, et al.**

August 29, 2025

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pose an immediate threat to driver and pedestrian safety, including to the patrons of Hollywood Park’s venues.” (Ex Parte 21, citing Falzone Decl. ¶¶ 4-6; Reply 20, citing Reply Benedict Decl. ¶¶ 9-14.) The evidence of this is deficient. In the moving papers, Hollywood Park offers only a declaration of a Washington, D.C.-based nonprofit member with no personal knowledge of the project or WOW’s construction plans. (Falzone Decl. ¶¶ 2-5.) The reply declaration, while more detailed, similarly fails to show expert qualifications or sufficient personal knowledge about WOW’s construction plans and the City’s permitting process to provide a persuasive opinion about the WOW project’s traffic or safety impacts. (Reply Benedict Decl. ¶¶ 1-14.) A traffic study conducted at the City’s request showed no increase in accidents after WOW installed its digital signs under previous lease agreements with the City. (Krantz Decl. ¶ 8, Exh. 4.) And, as discussed above, the City issued an MND for the project that found no significant environmental impacts after mitigation. (Forbes Decl. Exh. 2.) The MND was not timely challenged by Hollywood Park or anyone else. Hollywood Park has not shown that the project’s construction or the billboards will pose an immediate threat to driver and pedestrian safety.

The undisputed evidence shows the WOW signs and kiosks will not be operational until March 2026, “just in time for the World Cup.” (Krantz Decl. filed July 28, 2025, ¶¶ 9-13.) Further, “[i]t will take approximately six months to prepare sites for EON installation,” meaning that installation of the signs is anticipated in January 2026. (Id. ¶¶ 9, 12.) The Court may decide the petition before the time that any signs are installed. Respondents have acknowledged that they are “acting at their peril” and will “incur the cost” if the Court ultimately decides the case in favor of Petitioners. (Ehrlich Decl. Exh. 2 at 14-15.) Petitioners have not identified a reason, legal or otherwise, why the Court could not, after trial, compel Respondents to undo the preparatory construction work (e.g. utility holes and connections) and/or remove the signs and kiosks if they are installed.

## 2. The Forum and Intuit Dome

The Court’s analysis of the irreparable harm to Hollywood Park also applies to the Forum and Intuit Dome. In addition, the Court has considered the declarations submitted by the Forum and Intuit Dome explaining in more detail how the Billboard Agreement may harm their advertising and business interests. (See Sonnenberg, Berkeley, Bartanian, and Bhasin Decls.) For example, Scott Sonnenberg, the Chief Commercial Officer at the LA Clippers and Intuit Dome, declares:

15. An obvious example of the harm I’m describing is with the Plaza at the Intuit Dome— an 80,000 square foot space right outside the venue, with bars, a restaurant, a Clippers team store, etc., meant to be a gathering space before and after games, and for other community events. We

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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are now in negotiations with potential sponsors for naming rights and other advertising at the Plaza. As part of that process, we host potential sponsors and advertisers at the venue itself—they are now able to see the visible construction going on near and directly across from the Plaza. There is a significant risk that these potential sponsors and advertisers will pull out of our discussions because of the likelihood that competitors will be able to advertise right next to the Plaza on large digital screens—since we’ll be unable to give them the exclusivity that they’re looking for. It’s also very possible that these same sponsors and advertisers would instead make a deal with WOW for a fraction of the cost—giving them access to the same traffic that attends games, concerts, and other events at the Intuit Dome.

(Sonnenberg Decl. ¶¶15 [emphasis added]; see also Id. ¶¶ 13-14, 16-18.)

Although more detailed, the evidence presented by the Forum and Intuit Dome does not show that any significant irreparable harm will occur to them if the preliminary injunction is denied. The harm identified by the Forum’s and Intuit Dome’s declarants is monetary in nature. As discussed above, the uncertainty concerning the validity of the Billboard Agreement will not be resolved until trial and any subsequent appeal. The Forum and Intuit Dome do not show that they have a right to a “clean zone” pursuant to the terms of their development agreements. (See e.g. Sonnenberg Decl. ¶ 12.) To the extent the Forum and Intuit Dome made promises to third parties about a purported “clean zone,” that is a harm of their own making. And while competition from WOW may “impair” the Forum’s and Intuit Dome’s ability to generate the profits they may have expected, that is not a sufficient basis to grant injunctive relief absent a persuasive showing that WOW’s competition is unfair. (Anderson Crop Dusters, Inc. v. Matley (1958)159 Cal.App.2d 811, 814 [“Equity will never enjoin fair competition.”].) The Forum’s and Intuit Dome’s claims of “significant risk” of harm (see Sonnenberg Decl. ¶¶ 13-18) are not persuasive.

### 3. WOW

WOW’s interests in the Billboard Agreement are financial. Any harm to WOW’s business interests from the delay caused by a preliminary injunction could be compensated with money damages, which could be secured by the posting of a bond. (Code Civ. Pro. § 529.)

### 4. The City and the Public

The City’s elected representatives determined that the Billboard Agreement is in the best interests of the City because the Traffic Information Network enhances public safety and provides substantial community benefits. The recitals in the agreement state:

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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WHEREAS, the TIN will provide the City with an additional mode of community messaging that will enhance its ability to timely address and promote important civic needs, including wayfinding and traffic safety measures, both directly and indirectly related to the World Class Venues.

WHEREAS, the TIN will be located on some of the most heavily traveled roadways in the City in order to communicate most effectively with the greatest number of drivers and pedestrians;

WHEREAS, the networking of each TIN structure through a single message control center will enable the City to communicate emergency and other public safety information on a nearly instantaneous basis to the largest number of drivers and pedestrians traveling on City roadways;

....

WHEREAS, each TIN structure will be situated in a manner calculated to best allow the City to inform the general public during local emergencies, as well as public safety concerns.

(Forbes Decl. Exh. 2, Attach. 1.) The staff report similarly states: “In addition to the revenue generated by the kiosks, the Agreement establishes various community benefits.... [1] A minimum discount of at least seventy-five percent (75%) on advertising fees to small local businesses. [2] Provisions to allocate ten percent (10%) of the total advertising time for public service announcements (‘PSAs’). These include announcements such as Amber Alerts, drunk driving awareness, serious accident notifications, and emergency-disaster messaging.” (Id. Exh. 2.) Enjoining the City from acting to enhance public safety and well-being is a drastic remedy that would result in irreparable harm to the City and its residents.

The evidence also shows that a preliminary injunction likely would prevent WOW from completing construction of the WOW project by the time of the World Cup. “[T]he construction process has been ongoing for months, pursuant to a preexisting schedule.” (Krantz Decl. filed July 28, 2025 ¶ 11.) “[T]hat preexisting schedule was developed to ensure that WOW would meet its commitments to the City and to complete construction of the fully-functional TIN before the start of the World Cup in June of 2026.” (Id. ¶ 10.) “The construction team began the underground utility connection installation process on July 16, 2025. It will take approximately six months to prepare sites for EON installation.” (Id. ¶ 9.) “Given the time it will take to install underground utilities and bring power to the EON sites, WOW anticipates that the EONs will be fully operational by March 2026, just in time for the World Cup.” (Id. ¶ 13 [emphasis added].)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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On this record, there is no evidence that the project could be enjoined until trial without disrupting this construction schedule and preventing the City from obtaining the public safety and community benefits of the Billboard Agreement in time for the World Cup.

Petitioners argue that “public policy” interests weigh in favor of granting a preliminary injunction because “[t]he City and WOW entered the Billboard Agreement without any meaningful public notice, input, or scrutiny.” (Hollywood Park Ex Parte 22.) The City complied with CEQA when it published a Notice of Availability of the Initial Study and Mitigated Negative Declaration in February 2025. (Erlich Decl. Exh. 1 at Exh. A.) The City complied with the Brown Act by publishing the staff report, which recommended approval of the Billboard Agreement, on the Thursday before its April 15, 2025, meeting. (Forbes Decl. ¶ 6, Exh. 1.) As discussed, the Billboard Agreement was a “negotiated agreement as approved by the City” and “placed on a regular City Council agenda” as required by IMC section 12-80(I). On this record and briefing, Petitioners have not shown that any additional public notice or hearing was required by law. Also, this process gave ample time for public review and comment. That no one objected to the Billboard Agreement from February 2025 until April 15, 2025, weighs for denying the preliminary injunction, not granting it. Even after the Billboard Agreement was approved, Hollywood Park did not file legal action until July 11, 2025, nearly three months later. This fact also weighs against granting equitable relief. (O’Connell v. Super. Ct. (2006) 141 Cal. App. 4th 1452, 1481 [“delay in seeking injunction ... is factor to be considered in determining whether relief is warranted”].)

Petitioners argue that the Billboard Agreement “is all about advertising, not ‘public safety.’” (Hollywood Park’s Reply 9.) To be sure, advertising revenues are a substantial motivating factor for the agreement. Since only 10% of the screen time is reserved for public service announcements, about 90% of the screen time is intended for advertising. (Ibid.) These factors do not persuade the Court that there is no irreparable harm to the City or the public. In approving the contract, the City Council determined that “the TIN will be beneficial and provide direct and indirect benefits to the City’s residents, businesses, visitors, and to the general public.” (Forbes Decl. Exh. 2, Attach. 1, Recitals.) The City Council made this finding even though the contract states that 10% of the screen time is reserved for public service announcements. (Id. § 3(f).) The City Council’s legislative determination is entitled to deference and a presumption of correctness. (Evid. Code § 664; Harrington v. City of Davis (2017) 16 Cal.App.5th 420, 436.) Petitioners have not presented sufficient evidence for the Court to conclude that City Council’s finding concerning the benefits of the public safety announcements was arbitrary, capricious, or entirely lacking in evidentiary support. (County of Los Angeles, supra, 214 Cal.App.4th at 654.)

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

**PINCAY RE, LLC, et al. vs CITY OF INGLEWOOD, A  
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5. Additional Equitable Factors, and Summary of Balance of Harms

The Court has considered all remaining contentions, including Petitioners' allegations of perjury and their assertion that Respondents did not meet and confer in good faith about discovery requests. The Court is not persuaded that Respondents committed perjury in any testimony/declarations or that they failed to meet and confer in good faith about their discovery requests. To the extent there is a conflict in the evidence concerning WOW's current advertising activities, that does not weigh for granting injunctive relief. (See Forum and Intuit Dome Reply 5, 16-18.)

In sum, Petitioners have not shown that any significant irreparable harm will occur to them if the Court denies the preliminary injunctions. WOW has not shown that irreparable harm will befall WOW's interests if the Court grants the preliminary injunctions. By contrast, the City and the public would suffer substantial irreparable harm if the Court grants the preliminary injunctions at this time. The balance of harms weighs for denying injunctive relief.

D. Petitioners' Proposed Order

Petitioners moved for preliminary injunctions enjoining the City pending trial from authorizing, erecting, or installing any billboard, kiosk, display, signage material, or other advertising asset as contemplated by the Billboard Agreement, including relating to the further issuance of permits under the Billboard Agreement or the construction of the contemplated billboards/signs. (See e.g. Forum and Intuit Dome Ex Parte 2.) In a proposed order filed with the replies on August 20, 2025 Petitioners substantially changed the scope of the requested order to also enjoin Respondents from: "3) marketing, selling, promoting, publicizing, or monetizing any opportunities to display advertisements on the signs and billboards contemplated in the Billboard Agreement." For completeness of the record, Respondents' objection to the new proposed order, filed August 26, 2025, is sustained. Petitioners cannot change the scope of their noticed motions in a proposed order submitted with their reply papers. (See *Golf & Tennis Pro Shop, Inc. v. Superior Court* (2022) 84 Cal. App. 5th 127, 138.)

CONCLUSION

Hollywood Park's motion for preliminary injunction is denied.

The Forum's and Intuit Dome's motion for preliminary injunction is denied.

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

**25STCP02561**

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1 Judge Goorvitch is sitting pro tem in the Second District Court of Appeal for approximately two months. Judge Goorvitch will resume presiding over these cases upon his return to Department 82.

2 The research attorney assisting Judge Leiter on these motions is a season-ticket holder of the Los Angeles Rams, which play professional football in SoFi Stadium. This has not had, nor will it have, any effect on the research attorney's ability to be fair and impartial in working on these cases. This also has no impact on Judge Leiter's ability to be fair and impartial in adjudicating these motions.

3 A notice of related case was filed on August 6, 2025. The Court relates Case Nos. 25STCP02561 and 25STCP02940 because they arise from the same or substantially identical transactions, incidents, or events requiring the determination of the same or substantially identical questions of law or fact. In the interest of judicial economy, the Court issues a joint tentative ruling for these related cases.

4 To the extent Hollywood Park does challenge the Billboard Agreement on the grounds that it allegedly conflicts with rights in the Hollywood Park Development Agreement, Center for Community Action may present an obstacle to such claim. Petitioners' contract claims are discussed in further detail for the Forum's and Intuit Dome's likelihood of success.

5 Section 65865(a) provides that "[a]ny city, county, or city and county, may enter into a development agreement with any person having a legal or equitable interest in real property for the development of the property as provided in this article." (Gov. Code § 65865(a) [emphasis added].) The parties have not addressed whether a lease of government property to a private developer may constitute "a legal or equitable interest in real property" under section 65865(a). Because it is not briefed and because it is not necessary to deciding this motion, the Court does not consider that issue.

6 On its own motion, the Court judicially notices the relevant provisions of the Inglewood Municipal Code. (See <https://ecode360.com/IN4942>.)

7 The Court judicially notices the Charter from the City's website. (<https://www.cityofinglewood.org/420/City-Charter>.)

8 Section 2(d) states, in pertinent part: "Subject to the City's exercise of its police power and the Applicable Requirements, the City will take no action during the Development and Operational

**SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES**

**Civil Division**

Central District, Stanley Mosk Courthouse, Department 82

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CSR: Justus Balentine CSR # 13859  
ERM: None  
Deputy Sheriff: None

---

Phase to inhibit the construction, development, maintenance and commercial activity of WOW  
.....”

9Among others, the exceptions include: “any existing or future Billboards developed, constructed, operated and maintained and/or sought to be developed, constructed, operated and maintained by a professional sports franchise or an affiliated entity, located and operated solely and completely within the confines of the applicable professional sports franchise’s arena/stadium property on which the franchise conducts its primary business.” (Ibid.)

10This argument was primarily raised in the supplemental reply. The Court exercises its discretion to consider the issue.

11Pursuant to the local rules which designate that Department 82 is a specialized writs and receivers department and not a general civil department, only a cause of action for writ of mandate and related special proceedings are properly assigned to this department. (LASC Local Rules 2.8(d) and 2.9.) Local Rules 2.8(d) and 2.9 do not include a cause of action for breach of contract to Department 82. At the trial setting conference the Court likely will stay the contract cause of action pending resolution of the petition for writ of mandate.

12However, even if the heightened standard does not apply, the court reaches the same result: Petitioners have not shown a sufficient likelihood of success on the merits and the balance of harms weighs for denying preliminary injunctive relief.

13Evidence submitted for the Forum’s and Intuit Dome’s motion is discussed infra. (See Reply 19.) The Court’s analysis of the irreparable harm to the Forum and Intuit Dome of denying the preliminary injunction also applies to Hollywood Park.

The Court finds that the following cases, 25STCP02561 and 25STCP02940, are related within the meaning of California Rules of Court, rule 3.300(a). 25STCP02561 is the lead case. For good cause shown, said cases are assigned to Judge Stephen I. Goorvitch in Department 82 at Stanley Mosk Courthouse for all purposes.

Moving party is to give notice to all parties of record and file proof of service with the Court.

1 **PROOF OF SERVICE**

2 I, Lolita Gadberry, declare as follows:

3 I am employed in the County of Orange, State of California, I am over the age of eighteen years,  
4 and I am not a party to this action. My business address is 333 South Grand Avenue, Los Angeles, CA  
5 90071-43197. On September 3, 2025, I caused the following documents to be served:

6 **NOTICE OF ENTRY OF MINUTE ORDER**

7 on the party stated below, by the following means of service:

8 **Electronic Service**

9 *Counsel for City of Inglewood and*  
10 *Inglewood City Council:*  
11 *smiller@millerbarondess.com;*  
*jehlich@millerbarondess.com;*  
*aagatston@millerbarondess.com;*  
*eruth@millerbarondess.com*

12 *Counsel for WOW Media, Inc.:*  
13 *bpollock@mayerbrown.com;*  
*lrubin@mayerbrown.com;*  
14 *amandhaniam@mayerbrown.com;*  
*dougsmith@mayerbrown.com*

8 **Overnight Delivery**

9 *Counsel for City of Inglewood and*  
10 *Inglewood City Council:*  
11 *Louis R. Miller*  
*MILLER BARONDESS, LLP*  
*2121 Avenue of the Stars, Suite 2600*  
*Los Angeles, California 90067*

12 *Counsel for WOW Media, Inc.:*  
13 *Bronwyn F. Pollock*  
*MAYER BROWN LLP*  
14 *333 South Grand Avenue, 47th Floor*  
*Los Angeles, California 90071-1503*

15  **BY ELECTRONIC SERVICE:** On the above-mentioned date, I caused the documents to be  
16 sent to the persons at the electronic notification addresses as shown above.

17  
18  
19  **(STATE)** I declare under penalty of perjury under the laws of the State of California that  
20 the foregoing is true and correct.

21  
22 Executed on September 3, 2025

*Lolita Gadberry*

23 Lolita Gadberry

# EXHIBIT D

## **OFFICIAL TOP FUNDERS. Valid only for April 2026**

AN INITIATIVE AMENDING THE CITY'S GENERAL PLAN LAND USE ELEMENT AND INGLEWOOD MUNICIPAL CODE (IMC) TO ELIMINATE THE CITY'S AUTHORITY TO ALLOW ADVERTISING ON THE PUBLIC RIGHT-OF-WAY AND CERTAIN AVAILABLE PROPERTIES. THIS WILL RESULT IN A LOSS OF SIGNIFICANT REVENUE FOR THE CITY, INCLUDING FUNDING FOR PUBLIC IMPROVEMENTS, PUBLIC SAFETY AND OTHER CITY SERVICES, AND THE ABILITY TO ALLEVIATE THE IMPACT OF INCREASED TRAFFIC VOLUMES FROM NEARBY SPORTING AND CONCERT EVENTS. THE CITY BELIEVES THE INITIATIVE IS IN VIOLATION OF THE FIRST AMENDMENT TO THE UNITED STATES AND CALIFORNIA CONSTITUTIONS, VIOLATES THE CONTRACTS CLAUSE OF THE CALIFORNIA CONSTITUTION, CONSTITUTES UNLAWFUL SPOT ZONING, AND PRESENTS OTHER POTENTIAL INCONSISTENCIES WITH THE CITY'S GENERAL PLAN AND ZONING CODE. THE CITY HAS FILED SUIT TO ESTABLISH SAME IN CITY OF *INGLEWOOD V. SHANNON ROBERTS, ET AL.*

### **Petition circulation paid for by**

Neighbors for Beautiful Inglewood, sponsored by local sports and entertainment venues

### Committee major funding from:

**HP SecurityCo  
Forum Entertainment**

Latest Official Top Funders: <https://www.cityofinglewood.org/440/Elections>

# EXHIBIT E

**LAND**

**USE**

**ELEMENT**



**City of Inglewood**

# TABLE OF CONTENTS

	EXECUTIVE SUMMARY	i
	INTRODUCTION	1
SECTION I	STATEMENT OF PURPOSE	2
SECTION II	STATEMENT OF OBJECTIVES	
	Historical Development	4
	Goals and Objectives	5
	Assumptions	9
	Significant Findings	10
SECTION III	POPULATION	
	Population Growth	12
	Population Estimate	13
	Population Projections	16
	Population Summary	22
	Labor Force	24
SECTION IV	DEVELOPMENT FACTORS	
	Physical Inventory	26
	Education System	34
	Public Service Systems	36
	Recreational Facilities	42
	Transportation Network	43
SECTION V	EXISTING LAND USE	
	Residential	55
	Commercial	56
	Industrial	57
	Public and Semi-Public	58
	Rights-of-Way	60
	Vacant Land	60
	Special Developable Land	60
SECTION VI	FUTURE LAND USE	
	Residential	63
	Commercial	69
	Industrial	71
	Public and Semi-Public	75
	Open Space	75
	Hospital-Medical/Residential	75
	Special Developable Lands	76
	Redevelopment	76

SECTION VII	IMPLEMENTATION	
	Implementation	79
	Implementation Tools	80
	Land Use Designation Changes	83

ENVIRONMENTAL ASSESSMENT

# LIST OF MAPS, CHARTS, AND TABLES

## MAPS

Existing Noise Levels,	29
Inglewood School District Facilities	35
Major Water Transmission Lines & Reservoirs	37
Gas & Petroleum Pipelines	39
Major Power Transmission Lines	40
Sewer Trunk Lines	41
1971 Traffic Volume Flow	44
1977 Traffic Volume Flow	45
1997 Traffic Volume Flow	46
Circulation System	48
RTD Bus Lines Serving Inglewood	50
RTD Bus Routes in Inglewood	51
1990 Land Use Element Map	62
1968 General Plan Map	65
1972 Housing Element Map	66
1978 Amended General Plan Map	67
Redevelopment Area Plans	78

## CHARTS

Population Projection - Logistic Method 1980; 1990	19
Population Projections Summary 1980; 1990	21

## TABLES

1976 Population Estimate	15
1978 Population Estimate	15
Cohort Survival Population Projection 1980; 1990	17
Logistic Method Population Projection 1980; 1990	20
Population Summary	23
Labor Force Comparison	25
Land Uses in Aircraft Noise Impact Areas	30
Public School Enrollment, 1977, Ethnic Percentages	34
Land Use Comparison	54
Residential Land Use Comparison	55
Commercial Land Use Comparison	57
Industrial Land Use Comparison	58

# INGLEWOOD LAND USE ELEMENT

## EXECUTIVE SUMMARY

This land use element addresses key issues involving the use of land in the City of Inglewood. It provides a land use framework through the year 1990 for decision makers as they consider the long term commitment of land resources. It promotes fiscal responsibility by proposing efficient methods to support growth and creating a future land use pattern that efficiently utilizes Inglewood's natural resources.

The element covers: the purposes of a land use element; its goals and objectives; the city's population growth, characteristics, and projections; the natural and man-made environment; the present utilization of the city's land inventory; the pattern, intensity, and timing of proposed future land uses; and, the tools with which to implement the proposed land uses.

Significant findings that resulted from the development of this element are listed below.

1. In several areas of the city, existing land use has little correlation to present zoning. Most often these areas of conflict are those that are zoned for intense development (such as commercial, industrial, or apartments) but contain low density single family or duplex development.
2. The city's current zoning ordinance needs revisions to incorporate adequate development and performance standards in order to implement the objectives of the Land Use Element.
3. Existing zoning allows for a population capacity of 161,761 while the land use element would permit a population of 121,554. The projected population for 1990 is 102,926 or 84.7 percent of the planned capacity, allowing for moderate growth without further element revision. The

high population figures permitted by the existing zoning point out the excess amount of medium-high and high density residential zoning which presently exists.

4. The requirement to assemble parcels in order to conduct proper high density development is impeded by the original subdivision practices in the early years of Inglewood's history.
5. Generally there is a lack of adequate buffer between major land uses, especially between residential use and commercial or industrial. The existence of residential uses often inhibits the proper development of commercial and industrial districts.
6. Inglewood has more apartment units than single family units. The increased density is placing an increased strain on the provision of municipal services and is gaining a reputation for the city as being unstable and composed of a transient population.
7. Rehabilitation and continued redevelopment will be necessary in order to eliminate the conditions of blight which are found in portions of the city, most especially in some of the city's industrial areas and high density residential neighborhoods.
8. Open space and recreational opportunities are deficient in most neighborhoods.

Changes which are proposed in the element to mitigate the problems identified include the following techniques.

1. Zoning modifications to more closely align land use and zoning thereby eliminating many inconsistencies which presently exist.
2. Development of a coordinated capital improvements program to insure that municipal service improvement projects are compatible with developing land use patterns.

3. Establishment of a development review process to assist in the achievement of desirable land use objectives especially in areas proposed for higher intensity use. The process would assess project impacts on existing services and surrounding uses, establish performance standards and criteria, and provide guidelines related to design and landscaping.
4. Zoning density reduction in some multiple dwelling unit districts will preserve quality single family and low-medium density neighborhoods. At the same time this will encourage the development of higher density uses in areas that can provide the required services and not be impacted by high density development.
5. Redevelopment efforts should be continued to bring about desirable land use changes and the continued revitalization of the city. It should be combined with a program of economic development planning which will seek funding sources to encourage private redevelopment efforts.
6. Land use designation changes should be pursued to implement specific proposals some of which include: designation of the area between Crenshaw and La Cienega Boulevards south of Century to 104th Street as industrial; designating all City parks as open space; and placing the present high density area west of the Civic Center in a medium density designation.

## INTRODUCTION

The Inglewood Land Use Element presents a long-range plan for the distribution and future use of land within the City of Inglewood. It analyzes population, existing and future land use requirements, and proposes implementation techniques. It provides a framework upon which the development of public and privately owned land can be based.

The report is divided into an introduction and seven sections. The first Section, Statement of Purpose, presents the reasons for undertaking this project and explains the purposes of a land use element. The second section, Statement of Objectives, presents a short narrative on the city's historical development and outlines land use goals and objectives. The section also describes the assumptions upon which the report is based and discusses the significant findings which were revealed by the research phase of the project.

Population growth, characteristics, and projections are described in the third section. The fourth section, Development Factors, discusses the physical environment of the city as well as the city's utility, transportation, public facility, recreation and education systems. The fifth section, Existing Land Use, presents an overview of how Inglewood's land inventory is being utilized and how present utilization compares with national averages and with present zoning.

The proposed future land use is discussed in the sixth section. The section indicates the pattern, intensity, and timing of proposed future land uses in map and text. The seventh and final section describes tools which can be utilized to implement the objectives of the Inglewood Land Use Element.

I

STATEMENT OF PURPOSE

Section 65302(a) of the Government Code of the State of California states that a General Plan must include:

- (a) A land-use element which designates the proposed general distribution, and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

This Land Use Element constitutes only one part of the General Plan of Inglewood. Some aspects of land use and development are also dealt with in the other eight General Plan elements which support and compliment each other.

The Land Use Element is the most traditional of the General Plan elements and contains policies concerned with the future allocation of land. It is part of the city planning process - a series of rationally organized steps which lead to proposals for guided urban growth and development. Fundamentally, the land use element embodies policies as to how development and redevelopment should proceed in the future, recognizing local objectives and accepted principles of health, safety, convenience, economy, and the general amenities of urban

living. The land use policies are considered to be a series of guides to consistent and rational public and private decisions in the use and development of land. They are maxims to guide land development decisions.

The Land Use Element map does not precisely locate future land uses with respect to individual properties as is the case with a zoning map. The Land Use Element map is concerned with use and intensity of development but is generalized in form. Such generalization is essential to permit flexibility in making specific short-term decisions necessary for implementation of the objectives expressed in the element. Even in a city which is nearly fully developed, it is not possible to exactly determine the specific requirements or location of all land uses in advance of future need or development.

The Land Use Element depicts the City fully developed. The year 1990 may be somewhat arbitrary since future growth is influenced by many external market forces over which the City has little influence or control. In anticipation of reasonable new development between 1978 and 1990, the element provides positive incentives to bring about sizable directed growth. The element should be regularly reexamined between 1978 and 1990 to assure that the goals and objectives of the element are being met.

**STATEMENT**

**OF**

**OBJECTIVES**



## II

### STATEMENT OF OBJECTIVES

#### HISTORICAL DEVELOPMENT

The City of Inglewood is one of eighty communities that together form the greater Los Angeles metropolitan area. Inglewood is located along the northern edge of a subarea commonly referred to as the South Bay. The proximity of Inglewood to the historic center of Los Angeles makes it one of the older and most urbanized of all the South Bay cities.

The City's boundaries are somewhat arbitrary in that they represent legal distinctions, rather than specific physical barriers. Consequently, the physical and social makeup of the community is interrelated with that of the larger Los Angeles metropolitan area. This interrelation is clearly shown by the pattern of overlapping governmental jurisdictions. Certain governmental functions transcend the area encompassed by City boundaries; for example, the Inglewood Unified School District includes most, but not all, of the City plus an unincorporated area, Ladera Heights. Similarly, the responsibility for the provision of water in the City is split between two separate entities.

Originally incorporated as a community in 1908, Inglewood has undergone substantial changes. Reflecting the development pattern of Los Angeles County, Inglewood has experienced tremendous growth in the last 70 years. The original townsite of 3.1 square miles was expanded by annexation of unincorporated territories to the existing 8.85 square miles while the total population grew from 1,536 persons in 1910 to 89,985 in 1970.

The same regional pressures that have supported Inglewood's growth of population and area, shaped the pattern of its physical development. The city initially was developed primarily as a suburban single family residential community, but by the mid 1950's most of the large tracts available for use had been fully developed and single family construction began to decline.

The demand for housing continued to grow as employment opportunities expanded in the South Bay. Consequently market pressures forced a shift toward the conversion and/or replacement of low density housing with multiple units. As a result, while the absolute number of units continued to grow throughout the 1960's, rental units became the predominate pattern of housing city wide. This shift in density and the increasing number of renters has had a profound impact on both the physical and social environment of the city. In short, the relative stability of a suburban community has in part been replaced by the dynamics of an urban one.

#### GOALS AND OBJECTIVES

Although the City of Inglewood has undergone significant changes, the need to establish land use goals and objectives remains unchanged and indeed becomes even more important. Land use goals and objectives are guides to the way in which land development should occur to achieve the basic needs and desires of residents, businesses and institutions of the city concerning interaction opportunities, living conditions, costs, and the general quality of life. They broadly identify the type of urban environment that will be achieved by following the proposals contained in the land use plan. Those goals are:

#### A. General

- Provide for the orderly development and redevelopment of the City while preserving a measure of diversity among its parts. Allocate land in the city to satisfy the multiple needs of residents but recognize that land is a scarce resource to be conserved rather than wasted.
- Help promote sound economic development and increase employment opportunities for the city's residents by responding to changing economic conditions.
- Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.
- Develop a land use element that facilitates the efficient use of land for conservation, development and redevelopment.
- Promote Inglewood's image and identity as an independent community within the Los Angeles metropolitan area.

#### B. Residential

- Encourage neighborhood stability and conservation by reducing the amount of land designated for high density development.
- Promote the maintenance, rehabilitation, and modernization of the City's housing stock.
- Encourage the preservation of Inglewood's fair share of housing for low and moderate income persons.
- Safeguard the city's residential areas from the encroachment of incompatible uses.

- Foster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.

- Encourage suitable condominium development as a means of diversifying types of housing and increasing the number of residents who own property.

- Promote residential developments which will attract middle and upper income families who can afford the higher cost of recycled development

#### C. Commercial

- Create and maintain a healthy economic condition within the present business community and assist new business to locate within the city.

- Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

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

- Encourage the continued development and promotion of existing commercial centers such as Crenshaw-Imperial and Morningside Park.

- Continue to promote the development of high quality commercial/office space at appropriate locations within the city through the redevelopment process.

- Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

#### D. Industrial

- Provide a diversified industrial base for the City. Continue to improve the existing industrial districts by upgrading the necessary

infrastructure and by eliminating incompatible and/or blighted uses through the redevelopment process.

- Continue the redevelopment of Inglewood by promoting the expansion of existing industrial firms and actively seek the addition of new firms that are environmentally non-polluting.

- Increase the industrial employment opportunities for the city's residents.

#### E. Circulation

- Insure that proposed new uses can be accommodated by adequate and safe streets.

- Promote and support adequate public transportation within the city and the region.

- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.

- Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

#### F. Community Facilities

- Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the city's budgetary capability.

- Maintain the present high level of police and fire services to the extent it is fiscally prudent.

- Encourage the retention of high quality library services.

- Expand opportunities for cultural and social growth for the city's residents.

V  
EXISTING LAND USE

The way in which land is used is an important indicator of the overall balance of a city's growth. When land is zoned for a particular use but instead is vacant or developed with other uses, usually that zoning category is either overused or inappropriate. Such overzoning may have several results: (1) the vacant land in the overzoned category keeps away other land uses due to the uncertainty of what the neighboring land use will be; (2) the vacant land may remain vacant burdened with a zoning which is no longer appropriate; or (3) the vacant land may raise everyone's tax burden since it has a lower tax return than it would if it were appropriately zoned and developed.

The key to good land use planning is balanced growth which allows enough appropriately zoned land in the right areas to encourage its timely development. Overzoning in any one category can be detrimental to other uses and the city as a whole.

EXISTING LAND USE IN INGLEWOOD

This section presents an overview of how Inglewood's land is being utilized. Present utilization is compared in the table below with the usage allowed by zoning and with accepted national averages of land use by type.

LAND USE COMPARISON

	Inglewood Zoning	Inglewood Land Use	National Average
Residential	47.3%	46.7%	39.5%
Commercial	10.7%	6.1%	3.5%
Industrial	4.2%	3.7%	10.0%
Public/Semi-Public	14.3%	20.3%	22.0%
Rights-of-Way	23.5%	23.5%	25.0%
	100.0%	100.0%	100.0%

total land) and is the site of the Inglewood Park Cemetery. The Civic Center zone has 52.8 acres and is the site of the City Hall, police station, fire station, library, parking structure, County Courts building, Inglewood High and Crozier Junior High. Together these three areas total 808 acres or 14.3 percent of the total land.

Land used for public and semi-public in addition to the amount above includes land used for parks, schools, government buildings and facilities, churches, and hospitals. All these uses occupy an additional 344 acres which when combined equal 20 percent of the total land area. Of the 344 acres, schools other than the two in the Civic Center use 132 acres; parks use 91 acres with Centinela Park representing 55 acres; religious uses occupy 66 acres; and health facilities use 55 acres.

National guidelines suggest that no more than 32 percent of the total land should be occupied by public-institutional uses. With only 20 percent, Inglewood is well within those guidelines. Recreational uses should account for about 5% of total land use, but Inglewood's 91 acres of parks only constitute 1.6 percent and indicate a major deficiency. The inclusion of the recreation facilities at the Forum and Hollywood Racetrack somewhat mitigates the problem. Open space guidelines indicate a range of from 5 to 12 percent of total land. Inglewood contains a large cemetery covering some 285 acres which when combined with the parks and the open space designed into the Civic Center area give the City a sense of openness not found in other neighboring communities.

The Land Use Element Map designates existing public facilities located within the City. These facilities include fire stations, libraries, parks, hospitals, schools, the City Hall and police building. The present facilities are considered adequate to serve the needs of the projected 1990 Inglewood population and no expansion has been planned.

#### E. Rights-of-Way

Rights-of-way range between 20 and 26 percent of total land use in American cities. In Inglewood, there are some 180 miles of streets and alleys representing 2.09 square miles of the total 8.85 square miles in the City. The 1,337 acres represent 23.5 percent of the total land.

#### F. Vacant Land

The City of Inglewood is nearly completely developed and has only about one percent of its total land area still vacant. The majority of that vacant land is designated for industrial usage and lies within the two industrial areas of the City. There is, however, other vacant land in residential and commercial zones. The largest single area is located adjacent to the Parent School site and contains about 20 acres. The other sites are scattered throughout all sections of the City but by 1990 it is expected that all of it will have been developed with appropriate uses.

#### G. Special Developable Land

Within the City of Inglewood, there are approximately 501 acres of land which are presently developed with various urban uses, but which may undergo transition to other uses before 1990. The six properties which contain this acreage constitute a supply of land which may undergo more intensive development as the City continues to mature and pressure for housing and industrial growth continues. The potential development of these properties will be discussed in the future land use section of the report.

#### D. Public/Semi-Public Land Use

The Land Use Element proposes to reduce the land area designated for public use within the present "civic center". The new area would generally include only the City Hall, library, police station, parking structure, health center, county building, fire station, and Inglewood High School. Other areas to be included in the public/semi-public category include the City maintenance yard, water treatment plant, fire stations, water reservoirs, and Northrop University. It is customary to place schools in this use category, however by 1990, school facilities changes will be warranted. Reasonable private use of school land is indicated on the map. Hospitals, too, are usually placed in the public/semi-public category. Inglewood has two major hospitals but they are placed in a separate category which is explained below.

#### E. Open Space Land Use

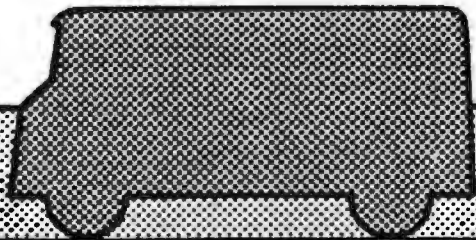
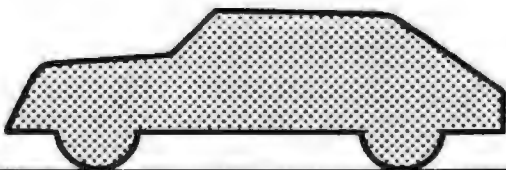
The Element's intent for this classification is to distinguish those lands and uses which are of such a nature that they should be reserved for open space and/or recreational activities. The largest concentration of open space is Centinela Park. Smaller areas include all of the other municipal parks. Significant changes on the 1990 map include the transfer of the Hollywood Turf Club property, the Forum, and the former Inglewood Golf Course from this category to the commercial-recreation category.

#### F. Hospital-Medical/Residential Land Use

This classification is an outgrowth of a specialized land use situation. Inglewood has two regional medical centers which are a dominating influence on the land pattern in the area in which they are located. Both Daniel Freeman and Centinela Hospital have grown in stature to the point that they are now

# EXHIBIT F

THE CIRCULATION ELEMENT  
OF THE  
INGLEWOOD GENERAL PLAN



**CIRCULATION ELEMENT**  
INGLEWOOD GENERAL PLAN



THE CIRCULATION ELEMENT  
OF THE  
INGLEWOOD GENERAL PLAN

ADOPTED DECEMBER 15, 1992



## TABLE OF CONTENTS

<b>PART ONE</b>	<b>INTRODUCTION</b>	<b>PAGE</b>
	Introduction	3
	Purpose of the Circulation Element	5
	Consistency with General Plan	7
	Land Use	10
<b>PART TWO</b>	<b>CIRCULATION PLAN</b>	
	Regional Circulation	14
	Street Classification	16
	Traffic Generators	22
	Traffic Volume	24
	Truck Routes	28
	Street Rights-of-Way	30
	Street Widening	32
	Intersection Alignments	34
	Downtown Street Design Study	36
	Street Closures and Diverters	42
	Railroad Crossings	44
<b>PART THREE</b>	<b>ALTERNATIVE TRANSPORTATION SYSTEMS</b>	
	Bus Routes	48
	Light Rail Transit	48
	Park-and-Ride	50
	Paratransit Service	51
	Private Transportation Services	53
	Bicycle Routes	55

Railroads	58
SCAG Regional Mobility Plan	60
LACTC Congestion Management Plan	63

**PART FOUR            STREET ENVIRONMENT**

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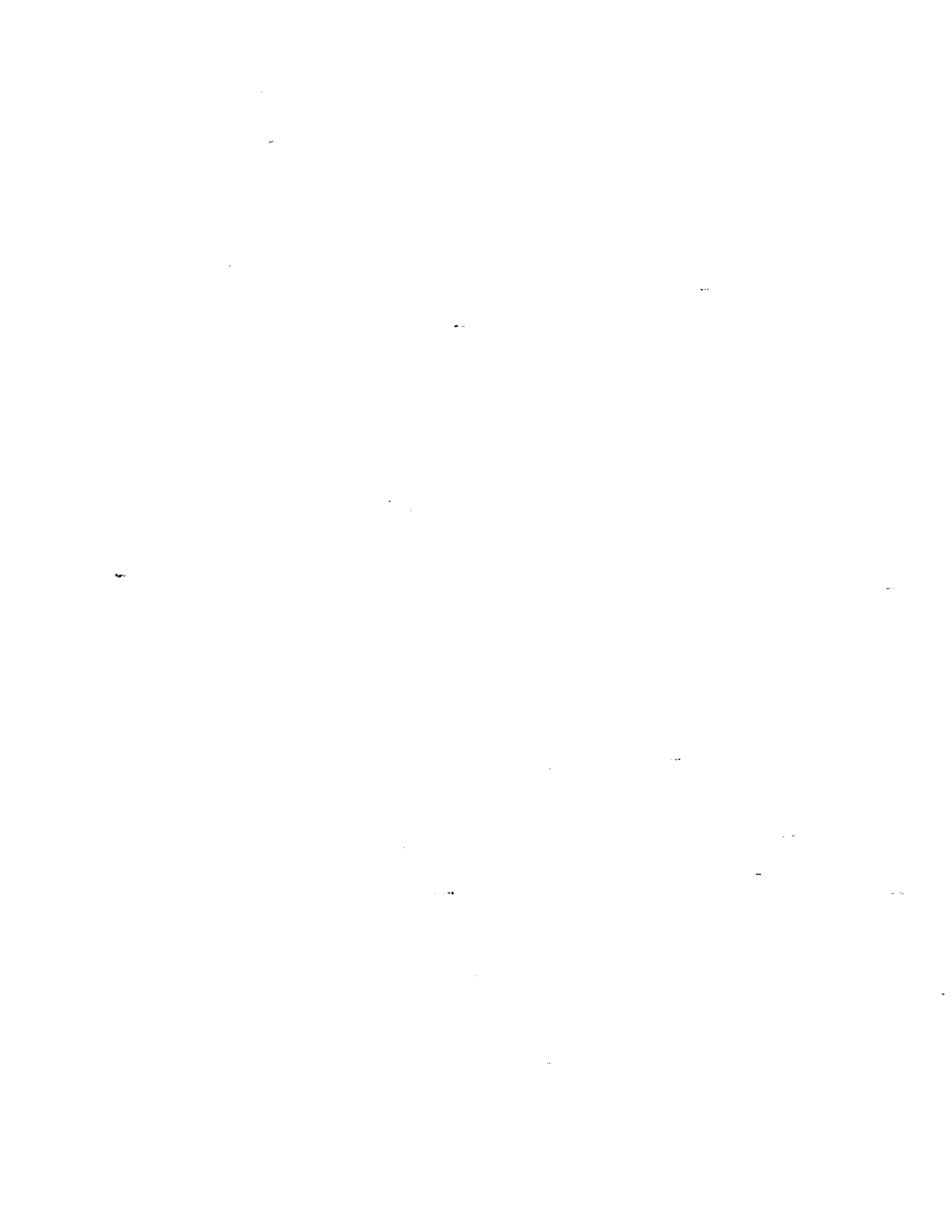
Street Environment	66
Parkway and Median Landscaping	67
Street Signs and Portals	72
Lighting and Street Furniture	73
Overhead Utility Lines	74
Street Identification	75
New Streets	78
Parking Needs	80
Municipal Parking	82
Urban Corridors	83

**APPENDIX**

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Intersection Alignments	89
Information Sources	109
City Council Resolution	
Negative Declaration	

**PART ONE**  
**INTRODUCTION**



## INTRODUCTION

The Circulation Element of the Inglewood General Plan is both an analysis of existing traffic needs and conditions and a guide for future circulation and transportation developments. The program presented in this element is not intended to be exhaustive or inflexible; it should be continually evaluated to determine its currentness and potential for addressing the circulation and transportation needs of this community.

The major part of this element presents and analyzes existing street conditions and describes some possible corrective measures. The second part of the element discusses other modes of transportation as alternatives to the individual automobile.

The element concludes with an evaluation of Inglewood's street environment and its possible enhancement. This final part serves the purpose of a scenic highway element which is no longer required as a separate element of the General Plan.



## PURPOSE OF THE CIRCULATION ELEMENT

The Circulation Element is one of seven elements which, together, comprise the General Plan for the City of Inglewood. Section 65302(b) of the California Government Code mandates the provision of this element and its correlation with the land use element.

The primary purpose of the Circulation Element is to require that the provision of adequate street access and traffic capacity is considered for current and future land use needs. To that goal, this document formally designates street classifications (arterials and collectors) and identifies such specific street improvement needs as street widening and intersection alignments. This document can be used as the basis for requiring street dedications, improvements, or related exactions from development projects that will enable the incremental implementation of the policies and plans set forth in this element. Additionally, this document can assist the City to formulate its annual capital improvement plan and budget.

This Circulation Element also designates truck routes and bicycle routes through Inglewood. However, revisions to these route plans may be adopted by the Inglewood City Council without requiring the amendment of this element. Alternative modes of transportation (bus, rail, bicycle) are discussed and evaluated as to their availability or their potential to supplement the community's reliance on the automobile.

Finally, this Circulation Element establishes policies about various aspects of the street environment. Development standards

and zoning regulations should be derived from these policies regarding landscaping, parking, street identification, signs and building facades.

## CONSISTENCY WITH GENERAL PLAN

The Circulation Element is one of seven elements required by State law to be part of every city's general plan. It is the State Legislature's intent that the general plan elements should be consistent with each other. In this section, the relationship of Inglewood's Circulation Element with the other six elements is discussed.

### Land Use Element

The Land Use Element presents a long-range plan for the maintenance of existing uses and the establishment of future uses of land within the City of Inglewood. Land uses are reliant on the circulation system for their access and they also generate traffic volumes that affect the design and capacity of the circulation system. By necessity, the two elements are closely related and, allowing for some street width limitations inherited from Inglewood's early development, they are mutually compatible.

### Public Safety and Seismic Safety Element

The Public Safety Element and the Seismic Safety Element which, subsequent to their respective adoption by the City of Inglewood, can be consolidated into a single element identify potential situations and areas of hazards to life and property within Inglewood. This city faces potential threats from major earthquakes, aircraft accidents and structure fires. The purpose of this element is also to define programs and procedures to minimize the risks and resulting impacts from such hazards. Access is inevitably an important factor in any program or procedure that

responds to an accident, earthquake or other calamity. That such access is almost always provided by the extensive city street system and regional freeway system means the Circulation Element and Safety Element are compatible.

### Conservation Element

The Conservation Element provides an overall City policy for the use of natural and cultural resources. The policy is a guide to legislative and administrative decisions that may have a significant impact on the environment. Except for brief references towards the utilization of less-polluting vehicles, the Conservation Element and the Circulation Element essentially address different issues. As a result, there is no incompatibility between these two elements.

### Open Space and Parks Element

The Open Space and Parks Element provides a long-range plan for the preservation and management of existing open space within Inglewood. Because Inglewood is a fully developed city, unused land is not available for additional open space or park land.

Management of existing land and the acquisition and conversion of other land uses into parks is the primary program presented in this element. The Circulation Element can assure access to park sites. Furthermore, sections of the Circulation Element that address street parkway and median landscaping contribute to the park-like environment promoted by the Open Space and Parks Element. These two elements are compatible and consistent with each other.

### Housing Element

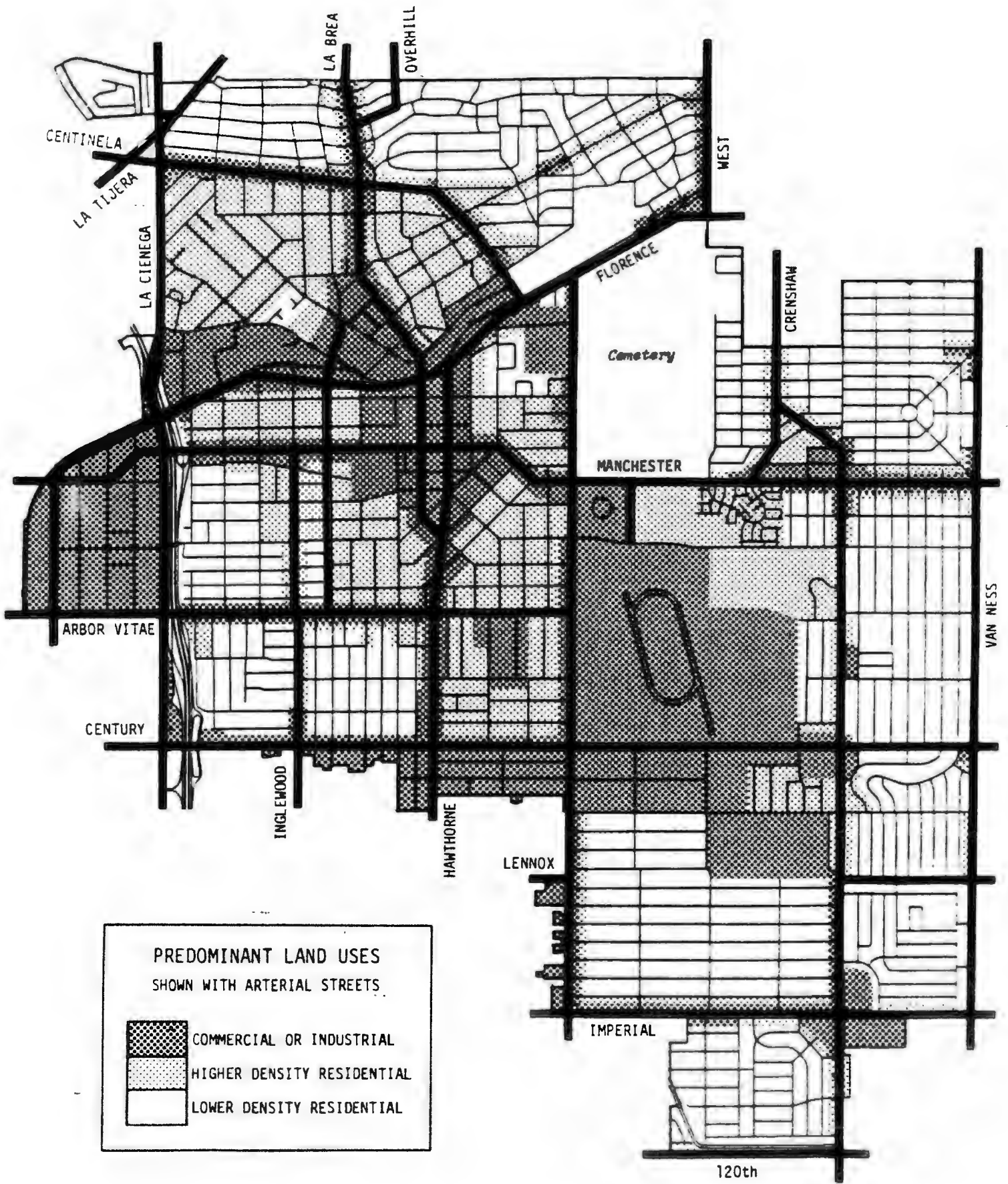
The Housing Element inventories existing housing stock, evaluates housing needs and establishes policies and programs for the provision of new housing. The Circulation Element identifies primary circulation routes through the city to assure efficient access to all residential neighborhoods while eliminating the need for large volumes of traffic to use local residential streets. This should assure the maintenance of safe and quiet residential environments. Therefore, the programs of these two elements are consistent and compatible.

### Noise Element

The Noise Element identifies major sources of noise, assesses their levels and effects, and addresses programs that can minimize their impact on the community. Traffic noise and aircraft noise are the primary noise sources in Inglewood. The Circulation element identifies routes that are primary traffic noise corridors. The Noise Element and Circulation element are therefore consistent.

## LAND USE

One purpose of the Circulation Element is to assure that adequate access is or will be provided for current and future land developments. Inglewood is a fully built community so there are no areas of unimproved land into which this city can expand. With minor exceptions, the land use patterns within the city are established. Virtually all future development will "infill" existing properties that have been underutilized. As shown on the following land use map, all areas of Inglewood are served by an extensive street system of arterial, collector and local streets. All areas of commercial and industrial uses, which generate the most traffic, are immediately accessible to arterial streets. Most circulation needs in Inglewood are not caused by insufficient access to streets but, rather, are due to inadequate street widths and problem intersection alignments along existing streets. These issues are discussed below in this element.



doubling of the sidewalk widths on both sides of these streets. These increased sidewalks will not only provide greater separation between pedestrians and vehicles, but there will be additional room for landscaping, public seating and other amenities. Restaurants might receive City permits to allow outside dining. Not only would the pedestrian environment on Market Street be enhanced, a comparable environment would be created on La Brea Avenue, essentially doubling the size of Inglewood's high-visibility, pedestrian-oriented retail and professional downtown.

Cross traffic would be simplified by providing only three cross-streets at Regent Street, Manchester Boulevard and a realigned Hillcrest Boulevard. Other cross streets and closed streets would be converted into parking lots and/or designated pedestrian corridors, many of which would permit ingress and egress at both ends so they could also serve as minor cross streets.

In addition to redesigning the circulation of downtown Inglewood, the regional identity of downtown can be enhanced with a significant name change. While Market Street is a historic name for the old town of Inglewood, it is fairly unknown in the remainder of the Los Angeles region. On the other hand, Hawthorne Boulevard is readily identified as the primary retail corridor throughout the South Bay area. Therefore, the Hawthorne Boulevard name, which currently ends at Century Boulevard, can be extended north to include what is currently south La Brea Avenue and Market Street. Downtown Inglewood's identity would become the place where three regional arterials converge: Hawthorne Boulevard up from the South Bay, La Brea Avenue down from Hollywood and the Wilshire

PART FOUR  
STREET ENVIRONMENT

## STREET ENVIRONMENT

The design and appearance of streets are important elements of a community's overall environment. Streets provide access and communication between the various neighborhoods within a city; therefore, streets can determine if a city is unified or fragmented. Streets also provide access into and through a city for travelers from outside the city, and streetscapes are critically responsible for a city's image to such travelers. A city's image, in turn, can significantly influence the quantity and quality of new business investments and developments coming into a city.

In addition to street circulation and roadway widths previously discussed, many other factors contribute to the quality of a community's streetscapes and street environments. Within the public rights-of-way are parkway and median landscaping, street signs, lighting and other street furniture, utility poles, and curbside parking. Influencing factors provided by private property abutting streets include architecture, landscaping, signs and off-street parking.

PARKWAY AND MEDIAN LANDSCAPING

Trees planted along streets are the most familiar element of urban landscaping and are often given the primary responsibility for making an area pleasant to walk or drive through. Many of the major commercial and industrial areas of Inglewood were originally developed without parkway trees but extensive tree planting programs during the 1970's have improved most major streets. However, large portions of secondary and local streets, both in residential and nonresidential neighborhoods, have need for additional street tree planting.

Individual street tree types for specific locations are determined by the Official Parkway Tree Planting List adopted in 1969. The majority of street trees that have been planted have been Ficus nitida, a broadleaf evergreen tree with thick foliage. The concern of merchants that these trees can limit storefront and sign visibility has resulted in the need to keep these trees closely trimmed along commercial parkways. The Inglewood Department of Parks and Code Enforcement has selected alternative trees whose foliage is more transparent and therefore requires less frequent trimming; this selection includes:

- |                          |                    |
|--------------------------|--------------------|
| Acacia baileyana         | Bailey acacia      |
| Cinnamomum camphora      | Camphor tree       |
| Cupaniopsis anacardiodes | Carrotwood         |
| Koelreuteria bipinnata   | Chinese flame tree |
| Lagerstroemia indica     | Crape myrtle       |
| Ligustrum lucidum        | Glossy privet      |
| Magnolia grandiflora     | Southern magnolia  |

Where street trees are still needed, the installation of trees and irrigation systems can be required as part of any new

development or improvements occurring on the fronting properties.

Other than street trees, most parkways in commercial and industrial areas lack additional landscaping. Parkway (the areas between sidewalks and curbs) have either been paved to provide full-width sidewalks or have been substantially eliminated to permit the widening of roadways. However, where parkways can be conserved, their landscaped strips enhance the appearance of the street and better define the separation of pedestrian areas from traffic and parking lanes. Where the maintenance of lawn or groundcovers may be difficult, red brick or colored, textured concrete paving may be utilized to create visually attractive parkways along nonresidential streets.

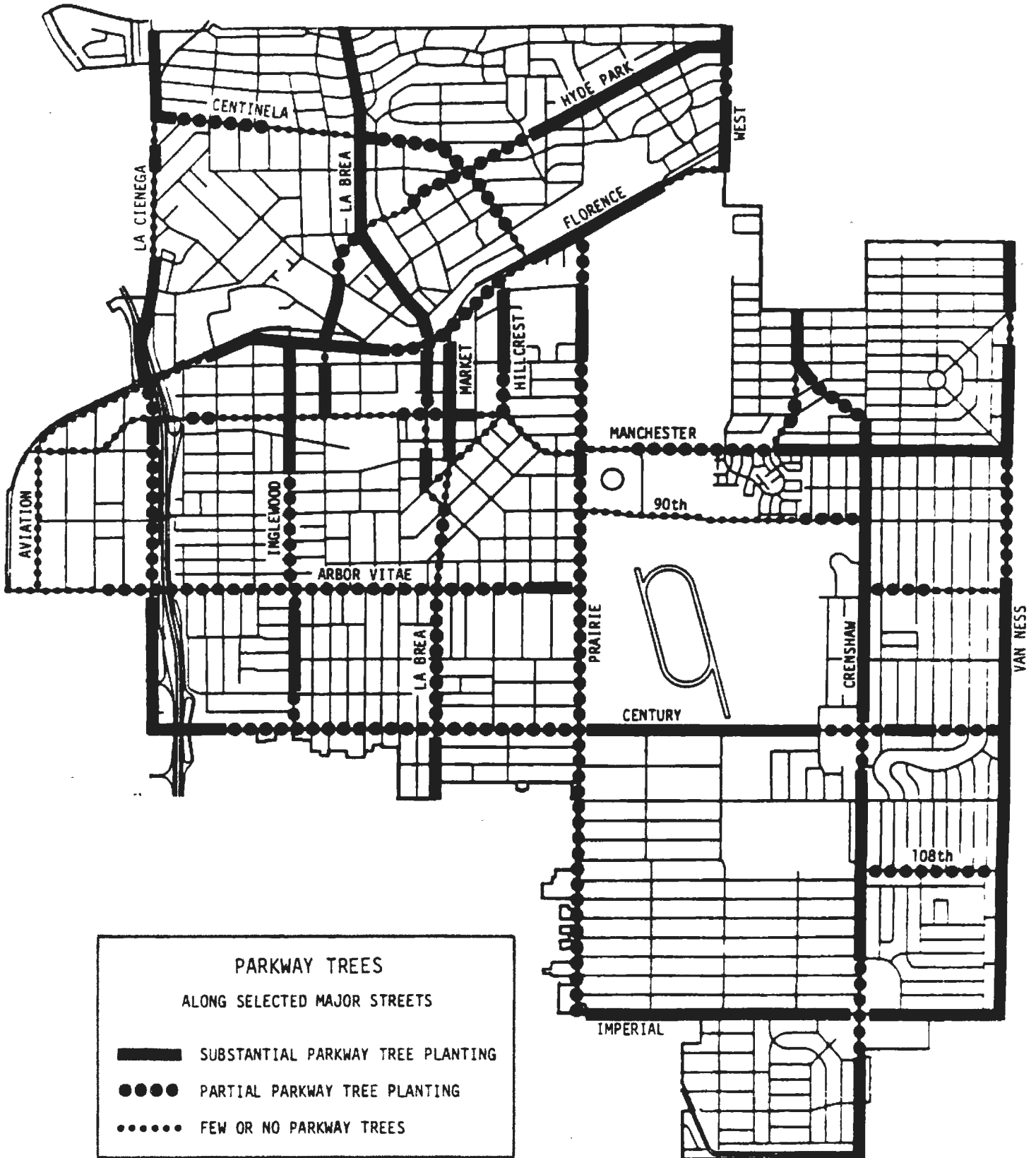
Along virtually all residential streets, except where some roadways have been widened, landscaped parkways have been retained, their maintenance being the responsibility of the fronting property owner. Landscaped parkways complement the lawns and shrubbery of residential front yards and side yards. In higher density residential neighborhoods, where minimum yard setbacks are usually provided, the additional landscaping provided in the parkways can be very essential to reducing the visual impact of large structures and thereby enhance the appearance of these residential environments.

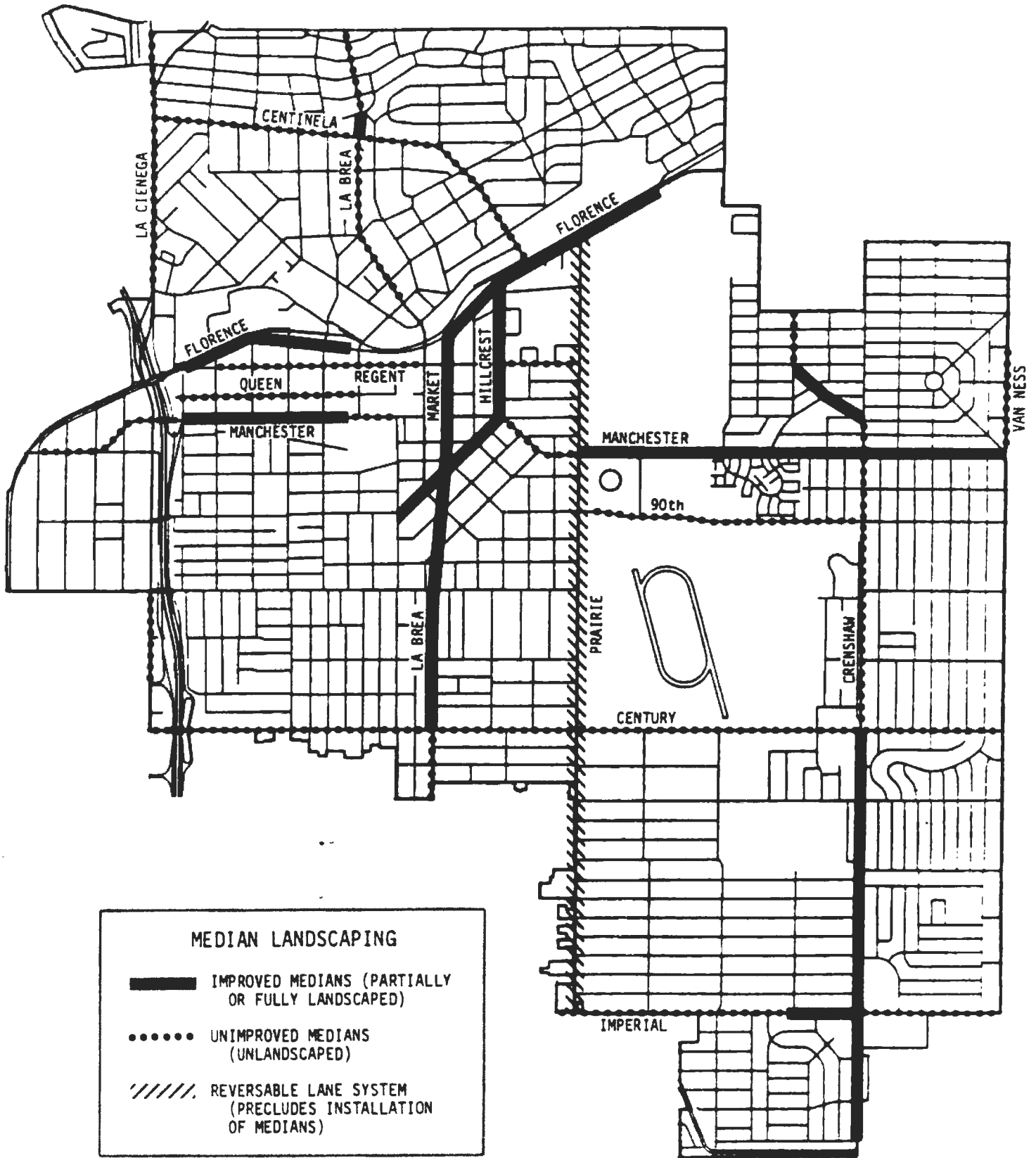
Street medians (raised islands in the centers of streets separating opposing traffic lanes) provide additional opportunities for landscaping. Medians can visually break up the scale of wide streets and heighten the separate identity of each side of such streets. This enhancement can improve the image and business

vitality of commercial districts. Tree selections for medians are similar to those available for parkway plantings; however, trees with wide branching conformations may not be suitable for the narrower medians. Where conditions permit for their maintenance, shrubs and groundcovers should also be planted in medians; otherwise, medians can be improved with red brick or colored, textured concrete paving. Irrigation systems need to be provided to all landscaped medians, including those that are paved and have only tree wells. Additionally, attention should be given to using landscaping materials that have minimal watering needs and that generate little solid waste, e.g. lawn clippings and leaves.

The map on page 70 shows the status of parkway tree planting along selected major streets in Inglewood. Streets with partial tree plantings have either trees on just one side of the street, or have trees located only sporadically along the parkways. Due to the small scale of this map, the classifications are generalized and do not necessarily reflect the specific condition of any single location. For example, a street identified as having substantial tree planting may still have small gaps where more trees could be installed.

The map on page 71 identifies streets that have improved, landscaped medians and streets without improved medians, most of which are only painted areas. Streets not identified lack sufficient width to accommodate medians.





## STREET SIGNS AND PORTALS

Signs located within street rights-of-way are necessary to provide locational information (street names, bus stops, etc.), to regulate traffic flow (stop and yield signs, speed limits, etc.), to identify hazards or special conditions (pedestrian crossings, merging traffic, etc.), and to regulate or prohibit parking. The installation and maintenance of these signs are the responsibility of the Inglewood Engineering Department.

The large variety of these types of signs, with their varied locations, sizes and colors, can become confusing for motorists and can lead to an effect of visual clutter particularly when juxtaposed with storefront signs and advertising located on private property. While most street signs are necessary for public needs and safety, certain steps may be taken to minimize any adverse visual impact. Grouping signs together can reduce the number of support poles; uniform spacing, size and height of signs can also assist in simplifying their visual impact.

A secondary purpose of some street signs is to identify the boundaries of Inglewood and various neighborhood areas within the city. In the early 1970's, Inglewood began a program of promoting city identification by installing twenty to thirty-foot tall pylons at major street entrances (i.e. portals) into this city. Smaller signs were installed bearing names and logos for the Inglewood neighborhoods. The portal and neighborhood signs have distinctive blue, yellow and white colors which are also used on street name signs.

## LIGHTING AND STREET FURNITURE

There are additional objects and fixtures that are located within street rights-of-way, usually along parkways and medians. Generally referred to as street furniture, these include bus benches and bus shelters, trash cans, newstands, planter boxes, and--if permitted--telephone booths and kiosks. Street lights and traffic control lights can also be included as street furniture. Cumulatively, these items can have a substantial impact on the appearance of streets. To minimize any potential adverse impact, they can be integrated into unified design programs where the elements can complement each other and adjacent private development in terms of design, colors and placement. As examples, a bus bench, trash receptacle and planters can be integrated into a single piece of street furniture; individual newspaper racks can be replaced by a single, larger rack that can dispense several different newspapers; and various street signs can be incorporated into a uniform sign structure, possibly also integrating street or traffic lights. Such street furniture programs can both decrease the visual clutter and confusion that may be found on city streets and increase the amenities available to pedestrians.

A four block length of Market Street, between Regent Street and Kelso Street, has been improved with an extensive program that has integrated benches, bus stops, raised planters, trash receptacles and some street signs. These improvements have benefitted the appearance of the old commercial center of Inglewood with the possible exception of street trees that have proven to be too large as they mature and obstruct most store fronts.

## OVERHEAD UTILITY LINES

When the use of electricity for telegraph service began in the middle of the nineteenth century, street rights-of-way were a convenient and logical place for installing a few poles and running the service wires. As communities grew and the demand for such utility services increased, the density of utility poles and overhead lines has also increased.

Today the presence of these poles and overhead wires forms a major detracting element in the visual environment of many of this nation's streets. Certainly streets in Inglewood can be included in this assessment.

The obvious solution to eliminate overhead utility lines is to relocate them under the streets where all other utilities are located. While technically feasible and--in the long run--advantageous to the utility companies with lessened maintenance, the cost of undergrounding existing lines is fairly prohibitive. Usually, only small areas can be undergrounded at any one time. Southern California Edison Company annually sets aside two percent of the gross revenues collected in each city for utility undergrounding. Each year Inglewood has approximately \$450,000 available for implementing this program. Undergrounding locations can be coordinated and timed with any improvements being undertaken along city streets so as to maximize the amount of undergrounding that may be accomplished with available funds. Additionally the City of Inglewood can require utility lines to be undergrounded as a condition of project approval for new private development.

## STREET IDENTIFICATION

The utilization of streets for access within any community can be assisted by a readily understandable system of street names and house numbers.

Most street name signs in Inglewood utilize a blue and white color scheme to differentiate Inglewood territory from adjacent cities and the county. Additionally, many signs also depict a neighborhood logo that corresponds with one of the eight Inglewood neighborhoods.

The street names reflect the varied history of subdivisions and annexations that have occurred in Inglewood over the past century. The original townsite plan primarily used tree names, a legacy still found in the central part of Inglewood (e.g. Cedar, Eucalyptus, Magnolia). Other streets reflect personal names, often meaningful only to the subdivider (e.g. Brett, Ellis, Hardin). Many streets have names that are used on a regional basis which may be found in other jurisdictions along the same street alignment (e.g. Century, Imperial, Yukon, and all the numbered streets).

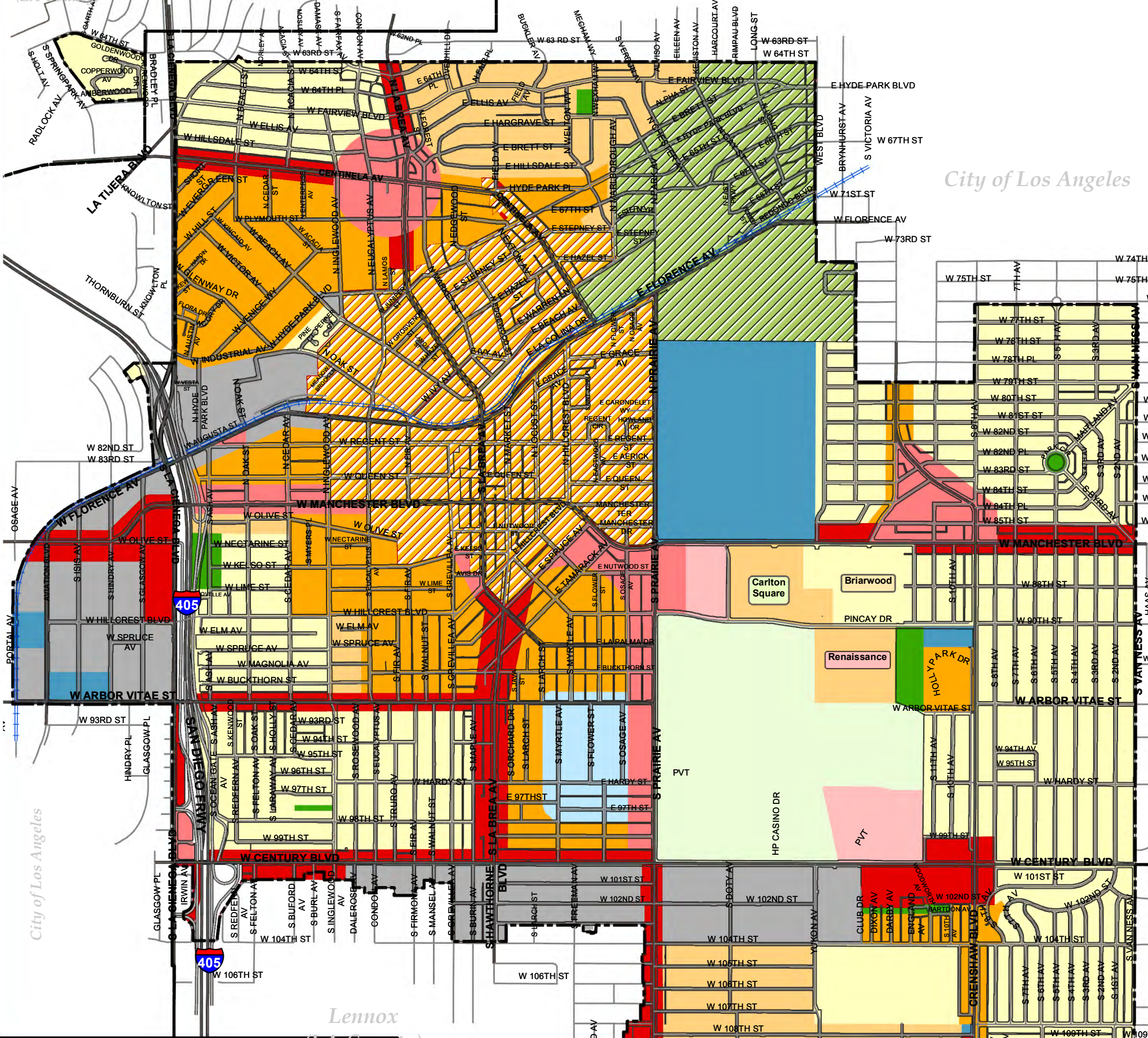
The irregular sequence in which the streets were created and named, often before being annexed into Inglewood, has resulted in some possibly confusing situations. Several streets have more than one name along their lengths: La Brea/Hawthorne, Holly/Laraway, Oak/Felton, Thoreau/111th, Woodworth/11th, Kelso/90th/89th, Eucalyptus/Condon, Fir/Firmona, Walnut/Mansel, Maple/Burin, and Wilkie/6th. Many of these names change as they cross a major street, such as Century Boulevard, where name changes may not be that confusing to motorists. However, others seem to change

# EXHIBIT G



# General Plan

View Park - Windsor Hills  
Ladera Heights  
(LA County)



**Legend**

**General Plan Designation Type**

- FAIRVIEW HEIGHTS TOD
- DOWNTOWN TOD
- MAJOR MIXED-USE
- LOW DENSITY:0-6 D.U./AC.
- LOW MEDIUM DENSITY:7-22 D.U./AC.
- MEDIUM DENSITY:23-43 D.U./AC.
- COMMERCIAL
- COMMERCIAL/RESIDENTIAL
- COMMERCIAL/RECREATIONAL
- INDUSTRIAL
- PUBLIC/SEMI-PUBLIC
- HOSPITAL-MEDICAL/RESIDENTIAL
- OPEN SPACE

**Jurisdictional Boundaries**

- JURISDICTIONAL BOUNDARIES

**Public Works Department**

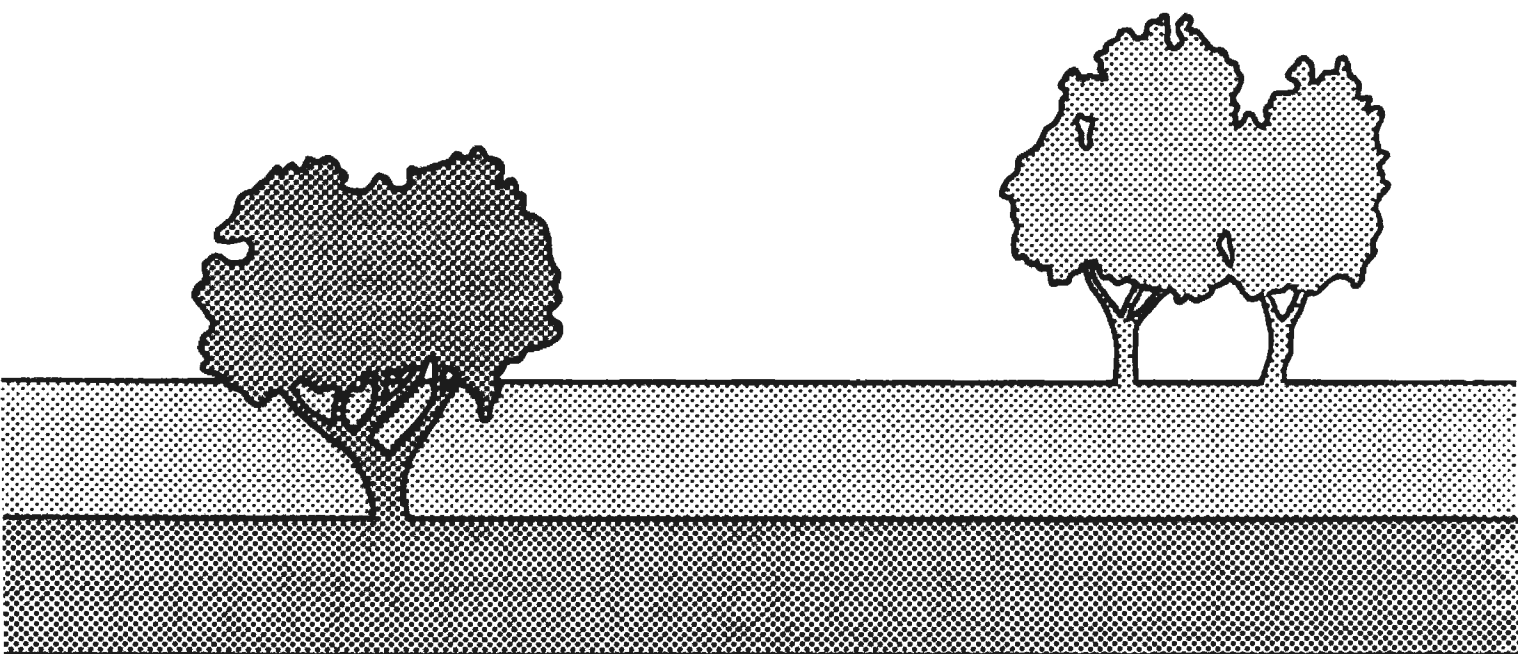
The City of Inglewood is the sole proprietor of the data and material shown on this map. Any use or publication of this material is prohibited and must be authorized by the City.

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Date: January 2017  
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Lambert Projection  
0 Miles

# EXHIBIT H



# OPEN SPACE ELEMENT

INGLEWOOD GENERAL PLAN



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**OPEN SPACE ELEMENT**

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INGLEWOOD GENERAL PLAN

DECEMBER 1995

Prepared by  
Community Development and Housing Department  
City of Inglewood

One Manchester Boulevard  
Inglewood, California 90301



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**TABLE OF CONTENTS**

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Purpose of the Open Space Element	1
Compatibility of Open Space Element with General Plan	2
Introduction	5

RECREATION FACILITIES / PARK LAND

Need for Parks	6
Inventory of Inglewood Parks	9
Analysis of Park Needs	14
Southwest Inglewood Area	16
Lockhaven Area	24
Miniparks	27
Goals and Policies to Provide Parks	29
Implementation and Funding	32

OPEN SPACE (Nonpark Sites)

Need for Open Space	38
Inventory of Open Space	39
Analysis of Open Space Preservation and Provision	47
Goal and Policies to Preserve and Provide Open Space	52
Implementation	54
References	55



## DIAGRAMS

Diagram 1.	Vicinity Map	--
Diagram 2.	City Parks	10
Diagram 3.	Recreational Parks Showing Service Radii	15
Diagram 4.	Multiple-Unit Neighborhoods Outside Service Radii of Recreational Parks	17
Diagram 5.	Possible Park Sites for Southwest Inglewood Area	19
Diagram 6.	Possible Park Sites for Lockhaven Area	25
Diagram 7.	Open Space Sites	40

## APPENDICES

Negative Declaration	57
City Council Resolution	58
1996 - 2006 AQUISITION PROGRAM	60

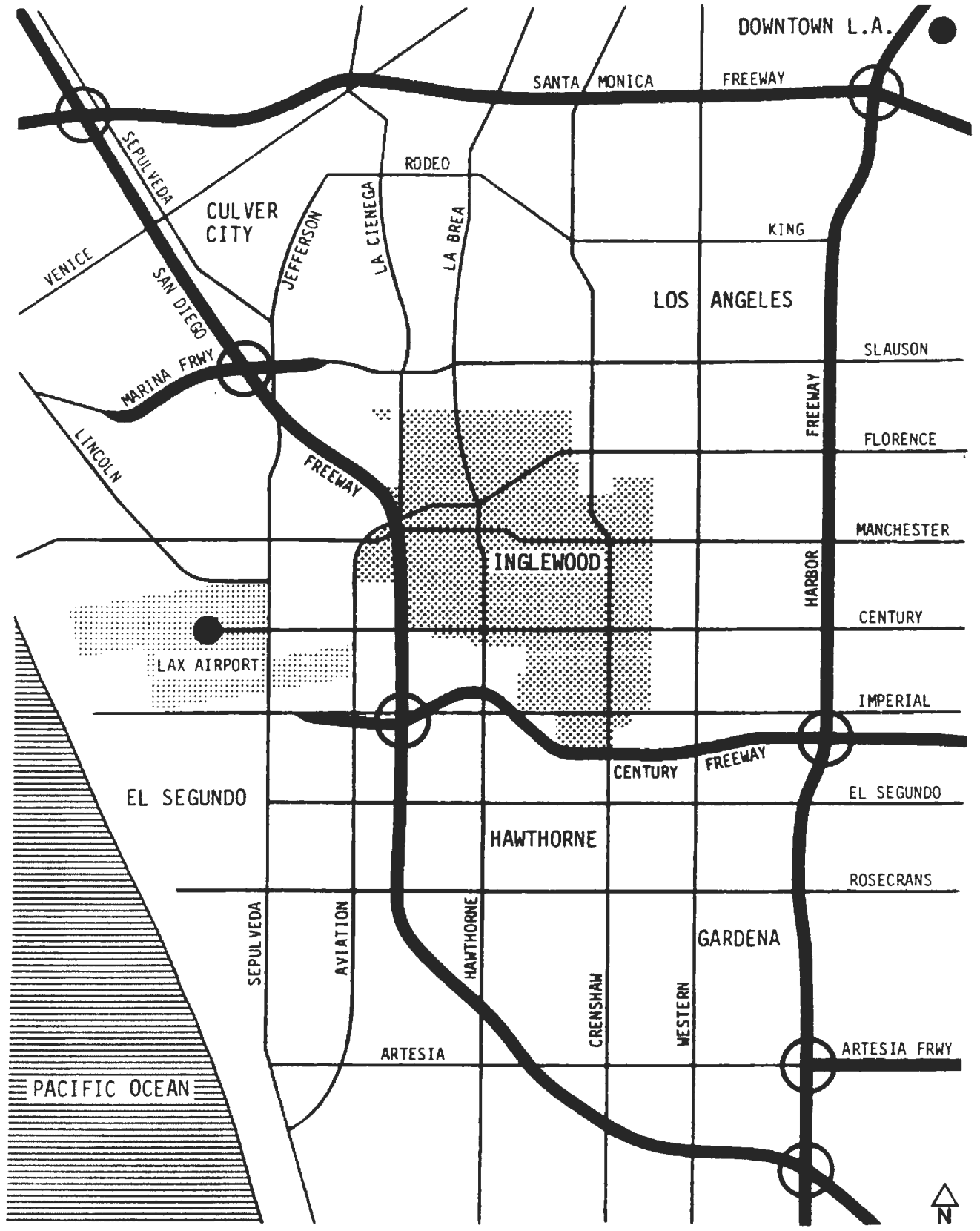


Diagram 1.

VICINITY MAP  
 SHOWING FREEWAYS AND  
 SELECTED REGIONAL ARTERIALS  
 ——— 1 MILE

## **PURPOSE OF THE OPEN SPACE ELEMENT**

The purpose of the Open Space Element is two-fold. First, it is a plan to address the current and future recreation needs of the community for park land and recreational facilities. Second, it is a plan for the conservation or creation of open spaces to mitigate the effects of the increasing urbanization of Inglewood.

Section 65302(e) of the California Government Code requires that an Open Space Element be prepared as one of seven mandatory elements of the Inglewood General Plan.

## COMPATIBILITY OF OPEN SPACE ELEMENT WITH THE GENERAL PLAN

The policies and goals of the Open Space Element are directly associated with several of the General Plan elements and, if not directly related, they are compatible with the remaining elements. The relationships between the Open Space Element and the other six elements are discussed below.

### 1. LAND USE ELEMENT

The Land Use Element is the guide for long-range planning in the City of Inglewood upon which the preservation of existing uses and the development of new uses should occur. The Land Use Element and the Open Space Element are compatible and closely associated because both identify locations of existing and proposed parks and other open space uses. Furthermore, the Land Use Element's determination of future land uses in Inglewood is necessary to enable the identification of residential areas that are not adequately served by existing parks and need additional recreational facilities.

### 2. CIRCULATION ELEMENT

The Circulation Element identifies the primary arterial routes in the City of Inglewood. It also addresses the enhancement of streets and streetscapes with landscaped parkways and medians, in addition to classifying Inglewood's bicycle routes. Therefore, the Circulation Element and the Open Space Element are compatible and closely associated because both identify the utilization of streets as opportunities to improve available open space, in addition to offering access to recreational areas.

### 3. CONSERVATION ELEMENT

The purpose of the Conservation Element is to preserve, to protect, and to wisely develop and utilize natural resources. The Open Space Element identifies areas of open space and recreational land that are to be preserved and/or developed as a community resource. Therefore, both elements may identify the same areas for such conservation or utilization and, as a result, both elements are compatible.

### 4. HOUSING ELEMENT

The primary purpose of the Housing Element is to implement a comprehensive program to ensure that all citizens can be provided with decent and affordable housing. The Open Space Element is compatible with this program in that its purpose is to provide open space and recreation land for the residents of Inglewood and thereby enhance the residential environments promoted in the Housing Element.

### 5. NOISE ELEMENT

The Noise Element identifies sources of community noise and the areas in Inglewood that are affected by noise, and it establishes policies to mitigate community noise. Except for some play areas from which the sounds of children playing might add slightly to neighborhood noise levels during the day, parks and open spaces are generally land uses that do not generate noise and may even act as buffers between noise sources and noise sensitive areas. Therefore, the policies of the Noise Element and the Open Space Element are compatible.

## 6. SAFETY ELEMENT

The Safety Element identifies potential risks to the public safety and welfare and establishes policies to minimize such risks. In the capacity that the reduction of risks will benefit the users of park land and open space, the Safety Element and Open Space Element are compatible. Furthermore, the identification of areas of potential seismic hazard may affect the determination of future land uses including the possible maintenance of unbuilt land as open space where new development should be restricted.

## INTRODUCTION

There are various types and uses of open space. However, the State of California guidelines for determining open space in the preparation of this Element list many possible conditions that are not applicable to Inglewood:

1. Open space to preserve wildlife and aquatic habitats including rivers, streams, beaches, shores and banks, and undeveloped watershed areas.
2. Open space to preserve forests, rangeland, agricultural land, and groundwater recharge basins.
3. Open space to preserve or create hiking trails, access routes to natural recreational areas (lakes, mountains), and fire breaks.

The City of Inglewood, being a fully developed and urbanized community that lacks any natural resource such as a lakeshore or riverbank, requires an Open Space Element that focuses on two basic types of open space. One is the traditional city park, providing either active or passive recreation. The second is nonpark open space that essentially provides visual relief from the increasing urbanization of Inglewood and its environs. Examples of this latter type can include public plazas, landscaped boulevards and even greenbelts between buildings on private property.

Inglewood also has several seismic fault traces crisscrossing the city. Where a fault traverses unbuilt land, the site can be identified and possibly utilized as either type of open space in lieu of being built upon. (Refer to the Safety Element of the Inglewood General Plan.)



=====

**RECREATION FACILITIES / PARK LAND**

=====

1. NEED FOR PARKS

There are various ways for a city to determine its need to provide park facilities. The two most common approaches are the sufficiency (amount of park land) for the population and the accessibility (distance to parks) for the residents.

Park/Population Ratio

Inglewood's 1973 Open Space and Parks Element recommended a standard of four acres of recreational park land per 1,000 residents. The City's much more ambitious Community Review Program prepared in 1972 recommended a standard of seven acres per 1,000 residents. These two standards would have required park land exceeding 350 acres and exceeding 600 acres, respectively, to satisfy Inglewood's 1970 Census population of 89,985. At that time, Inglewood had approximately 89 acres of parks, or about one acre per 1,000 residents. In the subsequent two decades, the population has increased to 109,602 (1990 Census), but park land has actually decreased by 3.7 acres with the closure of Simmons Park due to redevelopment activity and Imperial Village Park due to the construction of the Interstate Route 105 freeway. As a result, there is now only about 0.8 acre of park per 1,000 residents.

Due to the lack of undeveloped or underutilized land in Inglewood, and due to the high cost of acquiring and clearing properties that are already developed and inhabited, the City of Inglewood may never achieve the standards advocated in 1972 and 1973. Instead,

the City of Inglewood should strive for a more realistic and achievable standard. As a minimum threshold, the City should re-establish the park/population ratio that existed in 1970 of one acre per 1,000 residents. However, implementing a policy that will provide a minimum quantity of park land means the City should carefully allocate its limited resources for any new park properties to those neighborhoods that are particularly deficient or have poor access to parks.

#### Park Accessibility

Various criteria may be used to evaluate whether a neighborhood is served by a park or has reasonable access to a park. The most commonly used factor is a radius distance from a park. However, this factor may be tempered by physical conditions that can lessen the accessibility, such as discontinuous streets between a neighborhood and a park, or the need to cross major arterial streets to reach a park.

The service radius distance should also vary depending on the size and the purpose of the park. Park users will travel a greater distance to reach a park that provides substantial recreational facilities (e.g. lighted softball fields) or community-wide facilities (e.g. rooms for public meetings). Smaller parks that primarily provide playground equipment for young children, picnic tables or possibly an open field for an impromptu neighborhood game of touch football will draw users from within a much smaller radius.

Any radius distances utilized are certainly arbitrary and would rarely reflect the maximum distances park users actually

travel to satisfy their recreational needs. However, such numbers can be used for comparative purposes to better identify neighborhoods that are conveniently accessible to one or more parks and those that lack such convenience.

For purposes of this Element, a one mile service radius will be applied to the City's largest park which exceeds fifty acres. A one-half mile radius will be applied to medium size parks, typically about ten acres; and a one-third mile radius will be used for small parks, typically about one to two acres in area. To relate these distances to the scale of the City, Inglewood is slightly more than three miles wide (east-to-west) and is under four miles north-to-south. Therefore, a one-half mile radius around a medium size park creates a one mile wide patronage area, or about one-third of the City's width.

lot for the Hollywood Park race track and card casino. The neighboring Forum sports facility has a 21 acre parking lot. Other large parking lots can be found at the two neighboring shopping centers located at Imperial Highway and Crenshaw Boulevard.

Parking lots, even for small businesses, can be landscaped with trees and shrubs in planters and along the parking lot edges to soften their appearance from being an expanse of pavement and to contribute to the verdant appearance of the streetscape. Trees also shade the paved surface of a parking lot thereby significantly reducing the heat that can be reflected and radiated from a sun-exposed lot.

G. PUBLIC STREETS. There are over 185 miles of public streets in Inglewood, whose rights-of-way constitute about one-fourth of the city's total territory, which is the vast majority of public open space within Inglewood. In some quiet residential neighborhoods, the street might occasionally be used by children for a ball game and certainly for riding bicycles. However, in most circumstances, the paved roadway is limited to automobile traffic and curbside parking. Nonetheless, there are many opportunities to enhance street edges with parkway trees and median landscaping which will greatly increase the value of streets as a visual open space resource.

A further elaboration on street parkway and median landscaping is provided in the Circulation Element of the Inglewood General Plan including maps that identify major streets that are already landscaped and those that have the potential to be improved with street trees and median landscaping. The Circulation Element also

addresses other issues that may adversely affect the street as an open visual environment including commercial signs, utility poles and overhead lines, and billboards.

H. RAILROAD RIGHT-OF-WAY. A 3.3 mile length of rail right-of-way historically built and used by the Santa Fe Railroad but now owned by the Los Angeles County Metropolitan Transportation Authority (MTA) runs in an approximately northeast-to-southwest route across Inglewood just north of and often paralleling Florence Avenue. While the width of the right-of-way varies slightly west of La Brea Avenue, it is fifty feet wide along most of its length.

The MTA is studying possible alternative future uses for this right-of-way including the development of a regional light rail transit line and possible mixed commercial and/or residential uses around proposed transit stations. Portions of the right-of-way not used for transit purposes may be retained as open space. A half mile length of the right-of-way abuts Centinela Park and could easily be incorporated into the park. Regardless of the various possible uses, the MTA is proposing to develop a bikeway along the entire right-of-way within and outside of Inglewood.

I. EARTHQUAKE FAULT ZONES. There are various areas in Inglewood that are known earthquake fault zones as shown in the Safety Element of the Inglewood General Plan. Generally, these areas were not set aside for their higher seismic risk nor excluded from being built upon. However, one of these areas known as the Potrero site has been utilized only as an oil field for the past decades, and it is still relatively vacant.

The trace of the Potrero Fault (part of the Newport-Inglewood

past decade, the City of Inglewood increased residential front and side yard setback requirements and began requiring an individual outdoor patio or balcony for each new dwelling unit, which further adds to the amount of on-site open space. It is important how these required open space allocations are developed, whether they are empty, paved and/or inaccessible or whether they are landscaped, visible and accessible. Assurance that residential and nonresidential setback open space is well utilized and improved for the community's benefit can be accomplished through the appropriate review of plans by the City of Inglewood and through the continued enforcement of property maintenance laws and regulations.

F. PARKING LOTS. Within the foreseeable future, parking lots will continue to be a necessary component of personal transportation needs so they are not an endangered source of urban open space. What is critical for the community is the quality of visual open space they offer, particularly regarding the provision and maintenance of landscaping. Through the appropriate review of plans by the City of Inglewood and its redevelopment agency, parking lots can be designed to accommodate substantial quantities of low-maintenance trees and shrubs without adversely affecting the utilization of the lots for parking vehicles.

G. PUBLIC STREETS. Public streets will easily remain the source of most public open space within Inglewood. Therefore, the incremental enhancement of streets with parkway trees, median landscaping and the removal of visual clutter including utility poles, obsolete building signs, billboards, etc. can be implemented as part of municipal capital improvement projects and/or required

as part of individual private property developments when they are approved by the City. The improvement of city streetscapes is further addressed in the Circulation Element of the Inglewood General Plan.

H. RAILROAD RIGHT-OF-WAY. The Metropolitan Transportation Authority (MTA) has jurisdiction over the future utilization of the railroad right-of-way that crosses Inglewood. The primary responsibility of the MTA is to develop a regional public transportation system throughout Los Angeles County and, for this purpose, the MTA acquired the right-of-way from Santa Fe Railroad. However, the MTA also acknowledges there are other possible uses for this unique linear strip of land that runs uninterrupted for approximately fourteen miles from south Los Angeles through Inglewood to the South Bay area.

The MTA plans to construct a bikeway along the right-of-way regardless of alternative uses. This will assure that those portions of the right-of-way not used for transit purposes cannot be fully sold off for private development and lost as potential open space. Since the MTA is also encouraging intense commercial and residential development centered around proposed light rail station sites, the maintenance of any remaining right-of-way as open space will be particularly valuable where there will be increased urban density.

The City of Inglewood has established specific zoning regulations for the right-of-way whereby the City can review and regulate any non-transit uses of the right-of-way. In this manner, the City can ensure the optimal utilization of the right-of-way as an open

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**PROOF OF SERVICE**

**STATE OF CALIFORNIA, COUNTY OF LOS ANGELES**

At the time of service, I was over 18 years of age and not a party to this action. I am employed in the County of Los Angeles, State of California. My business address is 2121 Avenue of the Stars, Suite 2600, Los Angeles, CA 90067.

On April 10, 2026, I served true copies of the following document(s) described as:

**FIRST AMENDED COMPLAINT FOR DECLARATORY RELIEF (Code Civ. Proc. § 1060); PRIORITY ELECTION MATTER (Code Civ. Proc. §§ 35, 1062.3; Elec. Code § 13314)**

on the interested parties in this action as follows:


**SEE ATTACHED SERVICE LIST**

**BY E-MAIL OR ELECTRONIC TRANSMISSION:** Based on a court order or an agreement of the parties to accept service by e-mail or electronic transmission, I caused the document(s) to be sent from e-mail address lemge@millerbarondess.com to the persons at the e-mail addresses listed in the Service List. I did not receive, within a reasonable time after the transmission, any electronic message or other indication that the transmission was unsuccessful.

**BY ELECTRONIC SERVICE:** I electronically filed the document(s) with the Clerk of the Court by using the One Legal system. Participants in the case were served electronically by the One Legal system. I did not receive, within a reasonable time after the transmission, any electronic message or other indication that the transmission was unsuccessful.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on April 10, 2026, at Los Angeles, California.

  
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**SERVICE LIST**  
*City of Inglewood v. Shannon Roberts*  
**LASC Case No. 26TRCV00789**

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