Inglewood Basketball and Entertainment Center Project

STATE CLEARINGHOUSE NO. 2018021056

Draft Environmental Impact Report

DECEMBER 2019

Lead Agency:

City of Inglewood, Economic and Community Development Department, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301

ESA

FEHR & PEERS

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SUMMARY

Inglewood Basketball and Entertainment Center Draft EIR

Introduction

This Environmental Impact Report (EIR) has been prepared by the City of Inglewood pursuant to the requirements of the California Environmental Quality Act (CEQA) to inform the public and decision-makers about the environmental consequences of the proposed Inglewood Basketball and Entertainment Center (IBEC, or the Proposed Project).

The EIR describes the existing environmental resources in the vicinity of the Project Site, analyzes potential impacts on those resources as a result of construction and operation of the Proposed Project, as well as other reasonably anticipated baseline projects and related cumulative development. Where significant impacts could occur the EIR describes mitigation measures that could avoid or reduce the magnitude of those significant impacts. The environmental impacts evaluated in the EIR address environmental resources areas subject to evaluation under CEQA, including aesthetics; air quality; biological resources; cultural and tribal cultural resources; energy demand and conservation; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; noise and vibration; population, employment, and housing; public services; transportation and circulation; utilities and service systems; and the potential for growth and urban decay effects.

The EIR also evaluates a range of alternatives to the Proposed Project. These alternatives include a reduced amount of development at the Project Site, as well as different locations for the proposed IBEC within and outside of the City of Inglewood. The EIR also identifies alternatives considered, but not carried forward for detailed analysis in this Draft EIR.

This EIR is being published as a Draft EIR. The Draft EIR will be subject to review and comment by the public, as well as responsible agencies, federal agencies, and other interested jurisdictions, agencies, and organizations for a period beginning December 27, 2019, and concluding at 5:00 PM on February 10, 2020. During the public review period, the public may comment on the EIR by providing written comments at any time during the public review period.

The Draft EIR can be accessed at the following locations:

City of Inglewood Website
https://www.cityofinglewood.org/1036/Murphys-Bowl-Proposed-NBA-Arena

Project Website
www.IBECProject.com

Printed copies of the Draft EIR will be available at the following locations:

City of Inglewood Main Library
101 West Manchester Boulevard, Inglewood, CA 90301

Inglewood Crenshaw-Imperial Branch Library
11141 South Crenshaw Boulevard, Inglewood, CA 90303

City of Inglewood Economic and Community Development Department
One West Manchester Boulevard, 4th Floor, Inglewood, CA 90301

During the review and comment period, written comments (including email) regarding the Draft EIR may be submitted to the City at the address below.

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
E-Mail: ibecproject@cityofinglewood.org

Following the public review period, written responses will be prepared to all comments received on the Draft EIR raising significant environmental issues. Those written responses, and any other changes to the EIR, will be included in a Final EIR that, along with the Draft EIR, will be provided to the City of Inglewood City Council for its consideration as part of the certification action on this EIR. If the City Council decides to certify the EIR and to approve the Proposed Project, the Council would also consider adoption of CEQA Findings pertaining to this EIR, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Plan.

Project Description

As required under CEQA Guidelines section 15124, the Project Description (Chapter 2) presents information regarding the respective objectives established by the City and the project applicant for the Proposed Project, the site where the Proposed Project would be located (Project Site), the physical and operational components and characteristics of the Proposed Project, and the discretionary approvals from the City and other agencies that would be required for its implementation.

The Project Site is comprised of approximately 28.1 acres of land encompassing four distinct subareas (see **Figure S-1**):

- *Arena Site*: The approximately 17-acre Arena Site is the central part of the Project Site and is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South

Doty Avenue on the east, and an imaginary straight line extending east from West 103rd Street to South Doty Avenue to the south. The Arena Site includes an approximately 900-foot portion of West 102nd Street;

- *West Parking Garage Site*: The approximately 5-acre West Parking Garage Site is located across South Prairie Avenue from the Arena Site, bounded by West Century Boulevard to the north, hotel and residential uses to the west, South Prairie Avenue to the east, and West 102nd Street to the south. The West Parking Garage Site includes an approximately 300-foot portion of West 101st Street;
- *East Transportation and Hotel Site*: The approximately 5-acre East Transportation and Hotel Site is located 650 feet east of the Arena Site and is bounded by West Century Boulevard to the north, industrial and commercial uses to the east and west, and West 102nd Street to the south; and
- *Well Relocation Site*: The approximately 0.7-acre Well Relocation Site is located on the south side of West 102nd Street, approximately 100 feet east of the Arena Site, and is bounded by vacant land to the west and south and residential uses to the east.

All but six of the parcels (approximately 23 acres) that make up the Project Site are currently vacant or undeveloped. The vacant or undeveloped parcels were acquired and cleared by the City between the mid-1980s and the early 2000s with the support of grants issued by the Federal Aviation Administration (FAA) to the City of Inglewood as part of the Noise Control/Land Use Compatibility Program for Los Angeles Airport (LAX).

The six developed parcels, approximately 54,098 square feet (sf) (2.9 acres) all within the Arena Site, include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facilities (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel). Another 1.5 acres consists of street segments to be vacated and incorporated into the Project Site.

The Proposed Project would develop the following key elements (see **Table S-1** and **Figure S-2**):

- An 18,000-fixed-seat arena (Arena Structure or Arena) suitable for National Basketball Association (NBA) games, with up to 500 additional temporary seats for other sports or entertainment events, comprised of approximately 915,000 sf of space including the main performance and seating bowl, food service and retail space, and concourse areas. The Arena Structure would include an integrated approximately 85,000 sf team practice and training facility, an approximately 25,000 sf sports medicine clinic, and approximately 71,000 sf of space that would accommodate the Los Angeles (LA) Clippers team offices.

  Contiguous to the Arena Structure would be a 650-space parking garage for premium ticket holders, VIPs, and certain team personnel.

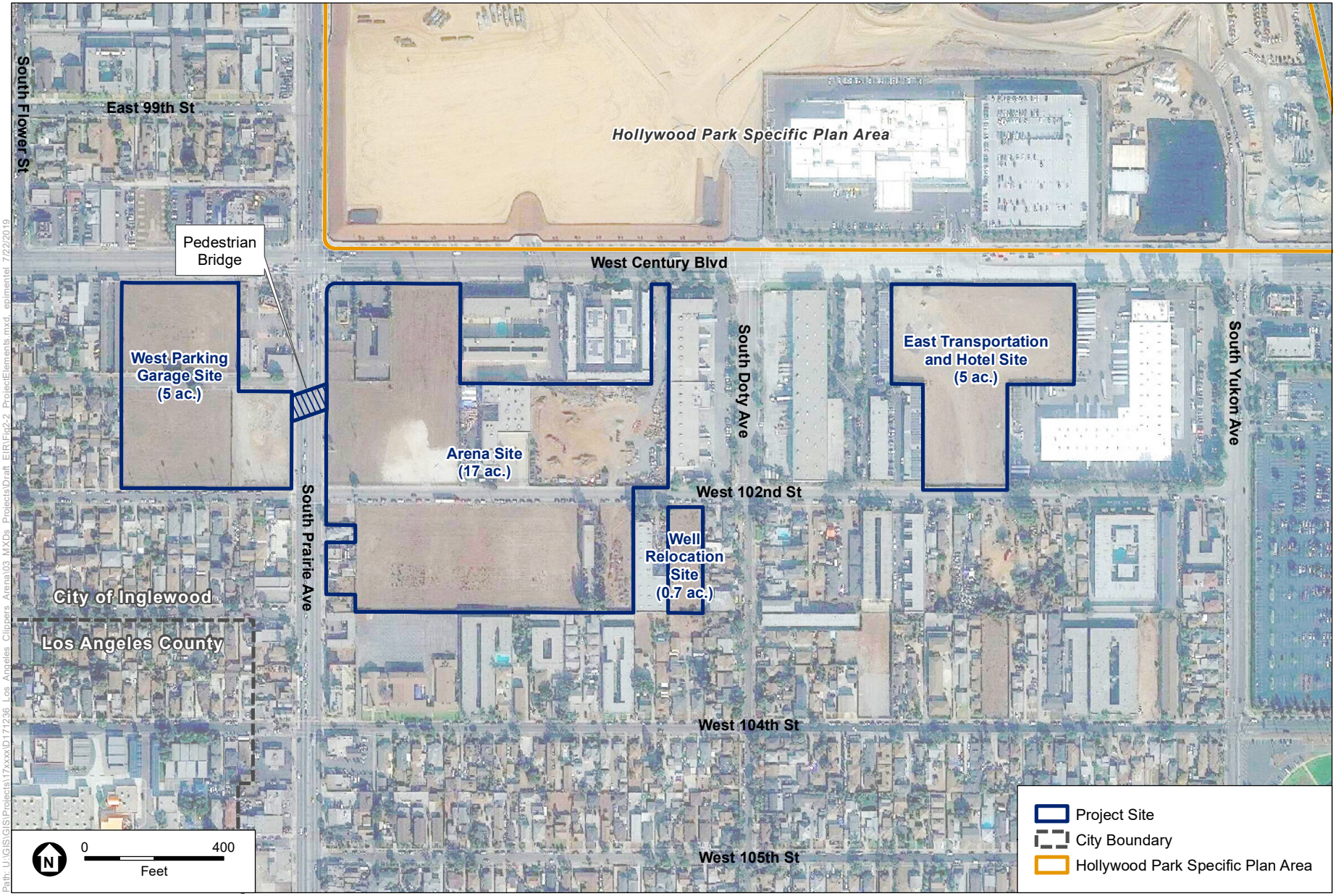
TABLE S-1
IBEC PROPOSED USES

Project Component	Proposed Uses	Size
Arena Site		
Arena	Premium and general seating, concessions	18,000 fixed seats with 500 temporary floor seats (approximately 915,000 square feet [sf])
LA Clippers Office Space	Offices, conference areas, kitchens, maintenance, and janitorial storage	71,000 sf
LA Clippers Team Practice and Training Facility	Team locker room, showers, and support spaces; video room; training and treatment; auxiliary locker rooms, basketball support and security, administrative offices	85,000 sf
Sports Medicine Clinic	Medical offices, medical treatment and rehabilitation areas, waiting areas, maintenance, and janitorial storage for team and potential general public use	25,000 sf
Community Space	Exhibition, educational, and event space for community and youth-oriented uses	up to 15,000 sf
Commercial Uses	Retail shops, full service and quick service restaurants, kitchens, bars, and food service	48,000 sf
Full-Service Restaurant/Bar[a]		*15,000 sf*
Coffee Shop		*5,000 sf*
Quick Service Restaurant		*4,000 sf*
LA Clippers Team Store		*7,000 sf*
Other LA Clippers Experience/General Retail		*17,000 sf*
Outdoor Plaza	Outdoor community gathering space and landscaping	80,000 sf (surface area)
Parking Garage	Parking for premium ticket holders, VIPs, and certain team personnel	650 spaces
West Parking Garage Site		
Parking Garage	Parking for arena and retail visitors and employees	3,110 spaces
East Transportation and Hotel Site		
Parking Garage	Parking for arena and retail visitors and employees	365 spaces
Bus Staging and Transportation Network Company Drop-Off	Private and charter bus staging, taxi queuing, and rideshare pick-up/drop off	182 car (TNC) spaces 20 coach/bus spaces 23 mini bus spaces
Hotel	Hotel rooms, lobby area, administration offices, support areas, and parking	Up to 150 guest rooms
Well Relocation Site		
Water Well	City of Inglewood Groundwater Well #8	n/a

NOTE:

[a] This use may be developed as two or more spaces on the Arena Site. Uses could include indoor, outdoor, patio, and/or rooftop restaurant, bar, or lounge space, totaling not more than 15,000 sf.

SOURCE: Murphy's Bowl LLC, September 27, 2018.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure S-1
Project Elements

ESA

The Arena Structure would be a multi-faceted, ellipsoid structure that would rise no higher than 150 feet above ground level. The exterior of the building would be comprised of a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage. The façade and roof would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels that would reduce event day peak loads.

The Arena Structure would open onto an approximately 1.8-acre plaza that would serve as a gathering and pedestrian area for arena attendees. The plaza would include a number of two-story structures that would provide 48,000 sf of commercial uses including retail shops, and food and drink establishments, and up to 15,000 sf of flexible community space for educational and youth-oriented uses. The plaza and plaza structures would be directly connected to the West Parking Garage by an elevated pedestrian bridge that would span South Prairie Avenue at an elevation of approximately 17 feet from roadway surface to bottom of the pedestrian bridge.

- The West Parking Garage Site includes development of a six-story, 3,110-space parking garage with entrances and exits on West Century Boulevard and South Prairie Avenue. The West Parking Garage would include a new publicly accessible access road that would connect West 101st Street and West Century Boulevard on the western property boundary of the West Parking Garage Site.

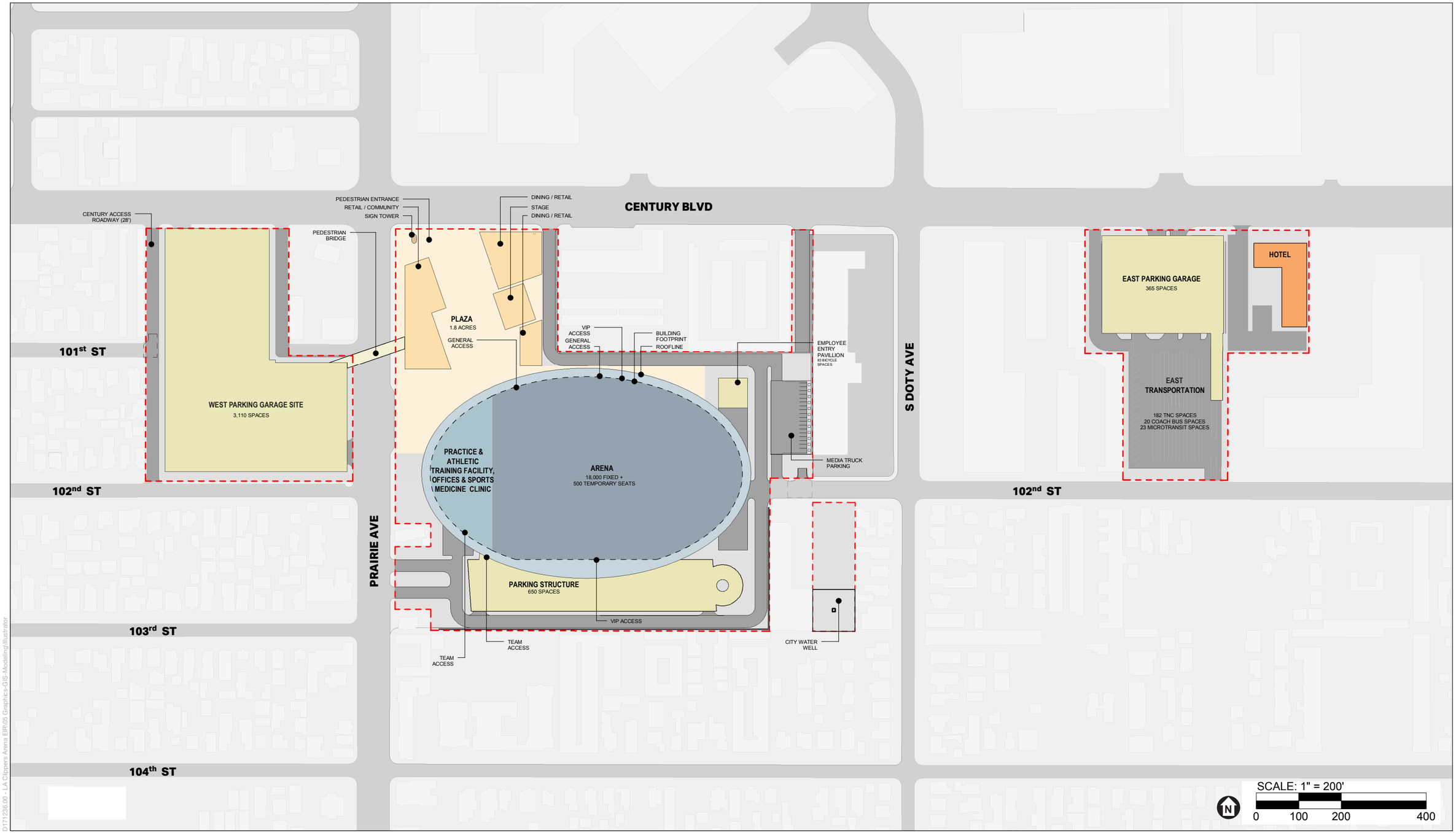
- The East Transportation and Hotel Site includes development of a three-story structure on the south side of West Century Boulevard, east of the Arena Site. The first level of this structure would serve as a transportation hub, with bus staging for 20 coach/buses, 23 mini buses, and 182 car spaces for Transportation Network Company (TNC) drop-off/pick-up and queuing. The second and third levels of the structure would provide 365 parking spaces for arena and retail visitors and employees. An up to 150-room limited service hotel and associated parking would be developed east of the Parking and Transportation Hub Structure.[1]

- The Well Relocation Site includes the existing Inglewood Water Well #6, which would be removed and replaced with a new Water Well #8 within the Project Site, on a separate parcel further to the east along the south side of West 102nd Street. A City-owned and -operated potable water well would be developed on this site and would replace the City-owned well that currently exists on the Arena Site and would be demolished in order to accommodate the development of the Arena Structure.

It is projected that the proposed Arena would accommodate as many as 243 event days each year. Of these events, it is estimated that 62 of them would attract 10,000 or more attendees, and the remainder would be smaller events, with 100 events with attendance of 2,000 or less.

The Proposed Project would be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED®) Gold certification requirements. Some of the sustainable characteristics would be related to the Project Site, and others would be related to the project design and construction methods.

[1] The East Transportation and Hotel Site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, microtransit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.



D:\171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure S-2
Conceptual Site Plan

ESA

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Adjusted Baseline

CEQA Guidelines section 15125 provides that an EIR must include a description of the physical environmental conditions in the project vicinity. It also allows for a lead agency to define existing conditions as those conditions expected when the project becomes operational, when supported by substantial evidence. The Proposed Project is expected to be complete and operational in mid-2024. As described in Section 3.0, Introduction to the Analysis, the City of Inglewood has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan (HPSP), referred to as the HPSP Adjusted Baseline projects, located immediately north of the Project Site. The HPSP Adjusted Baseline projects include the 70,000-seat NFL Stadium, a 6,000-seat performance venue, nearly 1 million sf of office and retail development, 314 residential units, and the approximately 12-acre Lake Park. According to the HPSP construction schedule, the HPSP Adjusted Baseline projects will be built and operational by 2021 when construction of the Proposed Project is expected to be initiated, and prior to 2024 when operation of the Proposed Project would start.

Construction and operation of the HPSP Adjusted Baseline projects will change the physical conditions that currently exist in the vicinity of the Proposed Project for many of the environmental topics addressed in this EIR. Because of current and anticipated construction schedules, the City is reasonably certain that the HPSP Adjusted Baseline projects will be built and operational between summer 2020 and September 2021 when construction of the Proposed Project is expected to be underway, and prior to 2024 when operation of the Proposed Project would start. Thus, the City has determined that assuming the HPSP Adjusted Baseline projects as part of the baseline conditions provides the most accurate picture of the Proposed Project's impacts, and that it would be misleading to disregard the HPSP Adjusted Baseline projects in the environmental baseline. Accordingly, the changes associated with HPSP Adjusted Baseline projects are considered as the baseline against which the Proposed Project's potential impacts are measured. How these changes affect the environmental setting is further described in each topical section under the heading Adjusted Baseline Environmental Setting.

Cumulative Conditions

As required under CEQA, the EIR evaluates the potential for the Proposed Project to contribute to significant cumulative impacts. The cumulative analysis varies for each impact depending on the relevant cumulative context for that impact. For cumulative impacts that are regional in nature, the cumulative analyses account for regional growth projections from the Southern California Association of Governments (SCAG), Metro, and other regional agencies. For cumulative impacts that are more local in nature, the City, in consultation with other surrounding jurisdictions, assembled a list of 145 known past, present, and reasonably foreseeable cumulative projects in the vicinity of the Project Site. Projects on the list consist of development projects within the City or other identified surrounding jurisdictions that have a pending development application, are approved, or are under construction, and transit and related infrastructure improvement projects that have been approved or proposed and under review. In total the 145

projects account for anticipated development of 1,903,815 sf of retail/commercial space, 8,675,487 sf of office space, 2,070,210 sf of industrial/warehouse/data center space, 9,315 residential units or beds, approximately 2,430 hotel rooms, and new or expanded schools to accommodate 6,401 students.

Project Variants

The Proposed Project includes two variants to circulation infrastructure; the West Century Boulevard Pedestrian Bridge Variant and the Alternate Prairie Access Variant. These Project Variants are proposed in order to provide flexibility to allow the City to approve them as part of the Proposed Project, if desired.

Each Project Variant would include the same land use program, parking/loading, mechanical equipment, vehicular circulation, streetscape improvements, and sustainability features as the Proposed Project. The variants are not mutually exclusive – the City potentially could approve either or both. The Project Variants are summarized below.

West Century Boulevard Pedestrian Bridge Variant

The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a pedestrian bridge across West Century Boulevard, connecting a retail portion of the Arena Site to the HPSP area to the north. The pedestrian bridge would provide a vertical clearance of approximately 17 feet over West Century Boulevard. The pedestrian bridge would connect the retail building with retail uses on the north side of West Century Boulevard. The pedestrian bridge would be constructed of materials similar to the Proposed Project's retail building in the plaza or the Arena Structure. The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project or the Alternate Prairie Access Variant.

Alternate Prairie Access Variant

The Alternate Prairie Access Variant would expand the boundary of the Arena Site portion of the Project Site by adding two additional properties to the Proposed Project: 10204 South Prairie Avenue and 10226 South Prairie Avenue. These two properties currently contain a residential triplex and a single-family home, respectively. Under this variant, the properties would be acquired through voluntary sales by the property owners to the project applicant. If this variant were implemented, the residential uses on these two properties would be acquired and removed, allowing for a different configuration of the access to the Arena Site from South Prairie Avenue. As part of the Alternate Prairie Access Variant, the vehicular access to/from South Prairie Avenue would be moved 75 feet to the south, and this shift would result in a straight east–west alignment for the southernmost access road with West 103rd Street. The pickup/drop-off area would be reconfigured, and two new driveways to/from South Prairie Avenue to the pickup/drop-off area would be provided. However, the overall circulation plan for the Project Site would not change.

Assembly Bill 987/Public Resources Code 21168.6.8

Assembly Bill (AB) 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added section 21168.6.8 to the Public Resources Code (PRC section 21168.6.8) and provides for expedited judicial review in the event that the certification of this EIR or the granting of project approvals are challenged, so long as certain requirements are met. The provisions of PRC section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), which established expedited judicial review of certified Environmental Leadership Development Projects.

In order to qualify for expedited judicial review under AB 987, the Proposed Project must (1) receive LEED Gold certification, (2) implement a Transportation Demand Management (TDM) program that will achieve a reduction in vehicle trips (7.5 percent reduction by the end of the first NBA season for which an NBA team has played at the arena, and 15 percent reduction by 2030) as compared to operations absent implementation of the TDM program, (3) be located on an infill site, and (4) be consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In addition, the Proposed Project is required to have a construction cost of at least $100 million, create high-skilled jobs that pay prevailing and living wages, not result in any net additional greenhouse gas emissions, comply with the State's solid waste and recycling requirements, include all mitigation measures and AB 987 requirements as conditions of approval that are enforceable by the City of Inglewood, pay all costs of preparing the CEQA record of proceedings, and pay any additional costs incurred by the courts in any case subject to AB 987. Additionally, as a condition of approval of the Proposed Project, the City must require the project applicant to implement measures that will achieve reductions of specified amounts of certain criteria pollutants (NOx and PM2.5) and toxic air contaminants.[2]

Pursuant to PRC section 21168.6.8, on the date of the release of this Draft EIR, the City must make the Draft EIR and all other documents submitted to or relied upon by the City in preparing the Draft EIR readily accessible in electronic format. Further, any document that is prepared by or submitted to the City that will be part of the record of proceedings must be made available in a readily accessible electronic format within 5 days of release or receipt by the City. Comments on the project that are received by the City must be made available in an electronic format within 5 days if received electronically, and within 14 business days if received in a non-electronic format. Finally, if the project is approved, the City must certify the final record of proceedings within 5 days of filing a Notice of Determination.

Issues Raised by Agencies and the Public

Pursuant to CEQA Guidelines section 15123, an EIR Summary must include areas of controversy known to the lead agency, including issues raised by agencies and the public, as well as issues to be resolved including the choice among alternatives and whether or how to mitigate the

[2] Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30. A copy of PRC section 21168.6.8 is contained in Appendix N of this Draft EIR.

significant impacts. During the public comment period on the Notice of Preparation (NOP), February 20, 2018, through March 22, 2018, the City of Inglewood received 76 written comment letters regarding the Proposed Project (see Appendix B for the NOP and Comment Letters). The City also held a Scoping Meeting on March 12, 2018, at which is provided information about the Proposed Project and the EIR process, and received comments on the EIR scope. The comment letters and Scoping Meeting comments addressed a number of issues pertaining to the Proposed Project and the scope of the EIR. The comments requested that the EIR address:

- Vehicular traffic management, particularly along freeways and local streets, and the effects of increased traffic congestion on those streets, intersections, and cumulative traffic with surrounding venues, events, and land uses;
- Use of Vehicle Miles Traveled (VMT), TDM, site access, and Intelligent Transportation System (ITS) when evaluating transportation impacts;
- Compliance with AB 52 and Senate Bill 18 Tribal Consultation requirements, including consideration of potential impacts to previously undiscovered archeological and/or Native American artifacts on the Project Site;
- Supply and availability of on-site and/or off-site parking;
- Potential for air quality degradation and increase in greenhouse gases as a result of the Proposed Project's construction activities and operational activities;
- The effect on existing, increased use of and/or demand for light rail and bus transit services and facilities, pedestrian connections, and bicycle facilities;
- Change in demand for public utilities services and/or infrastructure including potential impacts to electricity demand, potential need for additional or relocated electrical infrastructure, and potential impacts to water, storm drainage, and wastewater collection and treatment facilities,
- Potential economic stimulation and/or urban decay impacts on the surrounding area that could occur from the Proposed Project's provision of entertainment, retail, office, residential, and hotel uses, as well as indirect economic effects as a result of loss of parking or increased congestion;
- Proximity to Inglewood-Newport Earthquake Fault;
- Consistency of the Proposed Project with the City's affordable housing needs, impacts to housing stock, and displacement of people and housing;
- Employment generation and employment opportunities for the local community;
- Noise impacts as a result of the Proposed Project's construction and operational activities;
- Potential light impacts of proposed on-site signage on surrounding areas;
- Existing hazards and hazardous materials transportation;
- Demand for public services including law enforcement, fire protection, emergency response, and solid waste services; and

- Alternative site locations for the proposed development.

The issues raised in these comments are addressed as appropriate in the EIR under the applicable environmental topic.

Environmental Effects of the Proposed Project

This Draft EIR considers and discloses effects of the Proposed Project on a wide range of environmental resources and topics. The issues addressed include the effects on natural resources, like biology, geology, water quality and hydrology, hazards and hazardous materials; on transportation and a range of effects that result largely from transportation sources, such as air pollutant emissions, greenhouse gas emissions, noise, and emergency response considerations; on cultural resources, including archaeological, historic, and tribal cultural resources; on the provision of public services and utilities, including police and fire protection services, public parks and schools; on the provision of public infrastructure for water supply, wastewater conveyance and treatment, stormwater drainage, and solid waste management; and on a range of planning issues, including land use, aesthetics, population and housing, growth inducement and socioeconomic effects.

The following discussion provides an overview of the key environmental effects of the Proposed Project. This overview does not constitute a summary of every project-specific or cumulative effect of the Proposed Project described in the EIR, but rather it contains a description of those impacts that the City considers the principal environmental impacts of the Proposed Project. At the end of this chapter, **Table S-2**, Summary Table, includes a complete summary of all of the impacts and mitigation measures, including significance before and after implementation of mitigation measures, described in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of the EIR.

Aesthetics

The Arena Structure would be an ellipsoid-shaped structure that would rise no higher than 150 feet, with a grid-like, multi-faceted façade and roof that would be a distinctive, highly visible, iconic building instantly recognizable due to a design and scale unique in the City. The Arena Structure would be especially visible at night when it would be accentuated by distinctive lighting and signage. The visual character of the Project Site would undergo a transformation as existing vacant parcels and lower, smaller scale development would be redeveloped into a large sports and mixed-use entertainment center with distinctive buildings and open spaces. The addition of the Arena Structure, plaza and retail, restaurant, community, and commercial buildings, parking structures, surface parking and hotel uses would change the visual nature of the Project Site, as the site would become higher density in scale. The changes in visual character caused by the Proposed Project would be prominent in views along West Century Boulevard, South Prairie Avenue, and West 102nd Street.

The Proposed Project would result in a material change in the existing visual character and quality of public views of and to the Project Site and its surroundings. The Proposed Project would increase the visual density of a part of Inglewood that currently has the visual character of an underutilized light industrial/commercial district. In light of the already urbanized character of the project area, including the intense level of development occurring to the north in the HPSP Adjusted Baseline projects, the impact of the Proposed Project on views would be less than significant.

Lighting during construction, as well as new lighting of buildings and plazas, along with signage around the Project Site during project operations, would increase the amount of ambient nighttime light and could create light spillover that could adversely affect nearby residential uses. Lighting from the Project Site would be visible during construction. Once the Proposed Project is built and in operations, the majority of the intense lighting would be focused internally on the plaza and arena entrances. Nevertheless, lighting and signage from the Proposed Project could exceed thresholds for nighttime light at sensitive receptors near the arena along South Prairie Avenue, and at homes north of West 101st Street immediately west of the West Parking Garage.

Under both construction and operational conditions, the potential exists for significant levels of light to spill over to adjacent properties. A range of mitigation measures would be required to offset such potential spillover light. During construction, contractors would be required to shield lights or to direct them away from nearby light-sensitive uses. Over the long-term, operational spillover light impacts would be mitigated by implementing a range of measures that would ensure that lighting would be reduced at any residential property to no more than 2 foot-candles, an amount that would typically not disturb sleep or other interior activities.

Air Quality

The analysis of air quality impacts addresses the emission of air pollutants during construction and operation of the Proposed Project. It considers emissions of criteria pollutants, those pollutants regulated under federal and State laws intended to protect public health, including ozone and ozone precursors (nitrogen oxides, or NOx, and volatile organic compounds, or VOCs), particulate matter, carbon monoxide and others. The analysis also addresses the potential health risks and other effects of human exposure to these criteria pollutants and toxic air contaminants that would be emitted during project operations and construction. The analysis considers both air pollutant emissions at the Project Site, and project-generated air pollutant emission in the region as a result of vehicles traveling to and from the Project Site.

Emissions Thresholds

Because of its size, the fact that the arena would attract over one million event attendees each year, and based on the distances that people drive in the Los Angeles region, construction and operation of the Proposed Project would generate emissions of ozone precursors (VOCs and NOx), carbon monoxide (CO), and fine and ultrafine particulate matter (PM10 and PM2.5, respectively) that would exceed the mass emissions thresholds of significance established by the South Coast Air Quality Management District (SCAQMD). The exceedance of mass emissions

thresholds is common on large projects because the SCAQMD thresholds are set at low levels to ensure that all projects of substantial size implement feasible air quality mitigation.

Construction of the Proposed Project has the potential to temporarily emit air pollutants through the use of heavy-duty construction equipment, through vehicle trips generated from workers and haul trucks traveling to and from the Project Site, from demolition and various soil-handling activities, and from the use of diesel powered on-and off-road vehicles and equipment. In addition, fugitive dust emissions would result. Because of the size and number of overlapping construction activities, even with implementation of construction project design features, such as use of off-road diesel-powered construction equipment that meets or exceeds Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 horsepower or greater, dust control measures, and maximizing the use of electric-powered construction equipment, construction-related daily emissions would exceed the SCAQMD significance threshold for NOx.

The type and magnitude of the significance threshold exceedances as a result of project operations would depend on the type of event-day at the Proposed Project. On event days when a plaza event or a civic or corporate event takes place at the Project Site, there would be no exceedances of regional daily significance thresholds. Similarly, there would be no exceedances of these thresholds on non-event days, with the exception of two non-event days per month when the Proposed Project backup generators would be tested. The testing of these generators, in combination with the Proposed Project emissions associated with a non-event day, would result in an exceedance of the threshold for NOx, an ozone and nitrogen dioxide (NO_2) precursor. On the less frequent days with larger events additional thresholds would be exceeded; on days with NBA basketball games or major concerts (approximately 62 per year), the thresholds for VOC, NOx, CO, PM10, and PM2.5 would be exceeded.

A detailed analysis of the health effects of the increases in ozone precursors and PM2.5 was undertaken using the best available tools designed to predict the health effects of changes in air basin-wide emissions. On a percentage basis, the increased emissions from the Proposed Project would be extremely small in the context of the South Coast Air Basin. The analysis finds that no statistically significant changes in health conditions would occur, and that no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the Proposed Project.

The vast majority of air pollutant emissions are generated by the operation of vehicles and off-road equipment, including passenger cars and light trucks, delivery trucks and service vehicles, and construction equipment in varying degrees throughout the construction and operational phases. As proposed, the Proposed Project would implement all feasible construction emissions reduction measures, including use of off-road diesel-powered construction equipment that meets or exceeds Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 horsepower or greater, use of electric and alternative-fueled construction equipment where possible, regular application of water to areas where soil is disturbed or on roads, and stoppage of emission generating construction activity during State 2 smog alerts. Mitigation of operational

emissions is focused on decreasing use of private vehicles for travel to and from the Proposed Project. As described in further detail below, under Transportation, the mitigation measure for operational emissions requires a comprehensive TDM program that support increased use of transit, carpool and vanpool, and other alternative modes of transportation, thereby reducing the motor vehicle emissions associated with the Proposed Project.

Exposure to Pollutants

Health concerns are raised when people are exposed to substantial concentrations of some air pollutants. The analysis in the EIR evaluated the exposure of people to a range of specific pollutants, including CO and NO_2, both of which can contribute to breathing disorders and compromised lung function. In all cases, the concentrations of these pollutants, even when combined with existing ambient concentrations and the effects of increased activity in the vicinity from future off-site projects, are below the State and federal health-based thresholds. In addition, concentrations of small particulate matter would be less than the allowable incremental increase thresholds established by the SCAQMD.

The analysis also examined the potential for sensitive receptors (residents, workers, school children, and day-care children) in the vicinity of the Project Site to be exposed to toxic air contaminants which are known to cause health risks, including cancer. The analyses concluded that there would be no exposures of any receptors to contaminants that would increase cancer or non-carcinogenic risks above established thresholds.

Biological Resources

The Project Site is either currently developed, or was developed in the past and cleared in response to aircraft noise. No native or original habitats exist on the Project Site. Biological resources that would be affected by development at the Project Site are limited to a number of trees that are on the site. None of the trees are native or considered to be rare, endangered, or sensitive species, but 72 are protected trees in accordance with the City of Inglewood Tree Protection Ordinance (Inglewood Municipal Code Chapter 12, Article 32), and these or others could serve as nesting habitat for migratory or other protected bird species. The removal of these trees could create impacts, especially if the trees are removed during the bird nesting season. These impacts would be mitigated to a less-than-significant level through the conduct of preconstruction surveys prior to any nesting season tree removal, protection of trees with active nest sites during construction, through obtaining necessary City permits to remove existing trees, and through protection or replacement of removed trees at a ratio to be determined by the City.

Cultural and Tribal Cultural Resources

The Project Site is located in an historically urbanized part of the City of Inglewood, and much of the Project Site was cleared of prior development between the 1980s and 2000s in order to mitigate effects of aviation noise that resulted from LAX aircraft operations. The Project Site is located in a part of Inglewood known to contain historic-age buildings, which include the Rodeway Inn & Suites (formerly the Turf and Sky Motel) located at 3940 West Century

Boulevard, and other buildings at 10212 South Prairie Avenue. Both of these buildings were constructed more than 45 years ago and therefore meet the general age threshold to potentially qualify as historical resources. The criteria for buildings to be considered historical resources are set in federal and State laws and regulations. The buildings were evaluated and were found to not to be historical resources eligible for inclusion in either the National Register of Historic Places and the California Register of Historical Resources.

During archaeological surveys of the Project Site, two artifacts were identified: one historic-period isolate (EAN-1) and one shell of undetermined age (WSN-1). The artifacts were isolated from any other historical materials and lack clear cultural context, and thus EAN-1 and WSN-1 are not eligible for listing in the California Register and do not otherwise qualify as historical or unique archaeological resources pursuant to CEQA.

Off site, but in the vicinity of the Project Site, The Forum is the nearest register-listed historic resource, having been listed on both the National Register and the California Register. As a result of the distance between the Project Site and The Forum, the Proposed Project would not materially impair any of the character-defining features of The Forum, and The Forum would continue to retain all aspects of integrity and would remain eligible for listing in the National and California registers.

Based on literature research and site surveys, the overall sensitivity of the Project Site with respect to archaeological resources is considered to be low. However, the potential remains for an unexpected discovery of historic or pre-historic archaeological resources, including human remains, during site grading and excavation. Such a discovery would be mitigated through the implementation of a program involving cultural resources sensitivity training of construction personnel and monitoring by a qualified archaeologist and/or county coroner. Additionally, Native American monitors would be required to be present during grading or excavation of previously undisturbed soils. In the event of discovery, construction activity would be required to cease in the vicinity of the discovery, and the project applicant would be required to undertake evaluation and recovery of any important resources.

The City engaged in consultations with Native American Tribes, specifically the Gabrieleño Band of Mission Indians Kizh Nation, pursuant to AB 52. Maps provided by the Tribe reflect the historical presence of a Native American village site several miles to the north, but do not indicate the presence of any known Tribal cultural resources within the Project Site or the immediate vicinity. As a result of consultation through the AB 52 process, the City has included a requirement that the applicant retain a Native American monitor during excavation or grading of previously undisturbed soils.

Energy Demand and Conservation

As required under CEQA, the Draft EIR includes an analysis of the potential demand for energy created by construction and operation of the Proposed Project. The analysis addresses increased

demand for electricity, natural gas, and fuels for transportation and operation of construction equipment.

The analysis in the EIR describes that during construction, the Proposed Project would generate a demand for 671 megawatt hours of electricity, 396,836 gallons of gasoline, 294,173 gallons of diesel fuel, and a decrease of 1,405 million British thermal units of natural gas each year during construction taking into account the removal of the existing on-site uses. The Energy analysis examines two different assumptions regarding the number of events at other existing venues that would replace events relocated or market-shifted to the Proposed Project: a Partial Backfill Scenario and a Full Backfill Scenario. Average annual energy demand from project operations would be 14,317 megawatt hours of electricity, 18,392 million British thermal units of natural gas, 1,011,301 gallons of gasoline, and 66,983 gallons of diesel fuel. These amounts would range from 0.002 percent to 0.028 percent of LA County energy consumption. Because the Proposed Project would be designed and constructed to meet LEED Gold certification requirements, support statewide efforts to improve transportation efficiency, comply with the CALGreen building code, and comply with other State and local plans and policies, the energy consumption from the Proposed Project would not be wasteful, inefficient or unnecessary, and would thus be less than significant.

Geology and Soils

The analysis of impacts related to geology, soils, and paleontological resources as a result of construction and operation of the Proposed Project were based on a thorough review of the existing conditions and geotechnical and paleontological resources assessment reports prepared for the Project Site, and data from the US Geological Survey, California Geological Survey, and Southern California Earthquake Data Center.

The Proposed Project would be constructed consistent with the requirements of the California Building Code. The Project Site is in a relatively level area with soils made up of artificial fill overlying native alluvial and older alluvial deposits, is not on or adjacent to an active fault, liquefaction zone area, or within areas designated as having the potential for seismically induced landslides, and is not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project. For these reasons, there would be no impacts related to these issues.

Construction of the Proposed Project would involve substantial grading and excavation that could leave soils exposed for periods of time and susceptible to erosion. This potential impact would be mitigated through the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would describe best management practices (BMPs) to ensure the Proposed Project would not result in substantial erosion or loss of topsoil.

As mentioned above, the Project Site is known to be underlain by artificial fill atop undisturbed alluvial soils and geological formations in which Ice Age fossils have been found within several miles of the Project Site and that are considered paleontologically sensitive. Thus, it is possible

that previously unknown buried paleontological resources within the Project Site could be impacted during construction. To mitigate this impact to insignificance, a qualified paleontologist would be required to develop a program for monitoring of certain ground disturbing activities, and for handling of paleontological materials if discovered.

Greenhouse Gas Emissions

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Greenhouse gases (GHGs) are compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. Global climate change attributable to anthropogenic (human-caused) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. In California, a range of State laws, Governors' executive orders, and regional and local plans have established short- and long-term goals for the reduction of GHGs from existing and future activities, including development projects, with an aim to limit year 2050 GHG emissions in the State to a level 80 percent below GHG emissions in 1990.

Development projects, like the Proposed Project, have the potential to generate GHG emissions through a variety of direct and indirect activities, including travel of people (employees and patrons) to and from the Project Site, and emissions from construction and building operations. GHG emissions and global climate change are a result of cumulative impacts from human activities and development projects locally, regionally, statewide, nationally, and worldwide. GHG emissions from all of these sources cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects around the world have contributed and will continue to contribute to global climate change and its associated environmental impacts. Because of the cumulative nature of GHG emissions leading to global climate change, and in light of the State's goals for reductions in GHG emissions, for this EIR the City has established that a significant impact would occur if the Proposed Project would generate net new GHG emissions over the 30-year anticipated life of the building.

The GHG analysis examines two different assumptions regarding the number of events at other existing venues that would replace events relocated or market-shifted to the Proposed Project: a Partial Backfill Scenario and a Full Backfill Scenario. The analysis presents that the Project, as Proposed and without implementation of feasible mitigation, would generate over a 30-year period a net increase ranging from approximately 496,745 $MTCO_2e$ of GHG under the Full Backfill Scenario to 357,635 $MTCO_2e$ of GHG under the Partial Backfill Scenario. The analysis concludes, however, that under either scenario, the emissions from the Proposed Project can be reduced to "no net new" through the implementation of a range of feasible mitigation measures, including enhanced TDM; energy, water, solid waste, and other related conservation measures necessary to achieve LEED Gold certification; and other on-site and off-site GHG reduction

measures, including the purchase of carbon offsets, if necessary. The mitigation measures would be implemented over the 30-year life of the Proposed Project, and would include annual monitoring and verification. The analysis also concludes that these same mitigation measures would avoid any inconsistencies with State and local plans and policies to achieve Statewide goals for GHG reduction, including Governor's Executive Order S-3-05, the California Air Resources Board 2017 Scoping Plan, SCAG's 2016 RTP/SCS, and the City's Energy and Climate Action Plan.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials section addresses potential effects of the Proposed Project that could result in exposure of people to hazards or hazardous materials that may be present in or on the Project Site or as a result of construction or operation of the Proposed Project. Based on searches of environmental database and collection of on-site soil and soil gas samples, the Project Site is located in an area that includes a number of former land uses with a history of hazardous materials uses and some instances of unauthorized releases. Soil sampling undertaken for this Draft EIR confirms the potential for encountering contaminants of concern that could result in adverse health effects if not handled appropriately. In addition, structures on the Project Site that would be demolished prior to construction of the Proposed Project could contain hazardous building materials that would require appropriate identification, handling and disposal. The potential exposure of construction workers or nearby residents and workers to these existing hazards would be mitigated through compliance with existing State and federal laws and regulations, and through implementation of a Soil Management Plan approved by the Los Angeles County Health Hazardous Materials Division prior to initiating any demolition or ground disturbing activities on the Project Site.

The Project Site is located within the planning boundary/Airport Influence Area for LAX, but not for Hawthorne Municipal Airport. The exceptions that the height of the Arena Structure (up to 150 feet above grade) and the arena construction cranes (up to approximately 290 feet above mean sea level) would penetrate imaginary surfaces that are used by the FAA to ensure the safety of aircraft operations at the two airports. The EIR includes mitigation that would require the applicant to submit a Notice of Proposed Construction or Alteration to the FAA, after which the FAA would conduct an aeronautical study to determine whether the Proposed Project would include obstructions to the airspace that would constitute a hazard to air navigation. The Proposed Project would be required to implement all FAA requirements, and to provide the City with a copy of the FAA "Determination of No Hazard to Air Navigation", and a consistency determination by the Airport Land Use Commission prior to the issuance of building permits. Because the Proposed Project would be constructed to be consistent with the requirements of the FAA, the impact on aviation hazards would be less than significant.

Hydrology and Water Quality

The Hydrology and Water Quality section describes impacts of the Proposed Project on flooding and ground- and surface-water quality. The existing storm drainage facilities in the vicinity of the

Project Site lead to the Los Angeles River and do not flood during intense storms. The Proposed Project's drainage systems have not yet been designed, and it is possible that the Proposed Project could exacerbate existing conditions. Mitigation measures requiring the Proposed Project stormwater systems to be designed consistent with local regulations and ensuring that runoff from the Project Site entering the City's drainage systems would not exceed current peak flows would reduce this potential impact to insignificance.

During construction of the Proposed Project, the use of construction equipment and vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. The Proposed Project would be required to comply with federal, State and local regulations designed to reduce or eliminate construction-related water quality effects, including the National Pollutant Discharge Elimination System General Construction Permit and the City's Municipal Code section 10-208 (Low Impact Development Requirements). Before the onset of any construction activities, an application for coverage under the General Construction Permit would be submitted to the Los Angeles Regional Water Quality Control Board (RWQCB). In addition, in compliance with Municipal Code section 10-208, the project applicant would be required to prepare and submit to the City a Low Impact Development Plan. These mitigation measures would reduce this impact to less than significant.

The existing condition of the Project Site is either developed with impervious surfaces or has low infiltration and groundwater recharge, therefore the net change of groundwater recharge at the Project Site would be negligible. The Proposed Project, including the new municipal water well that would replace the existing Municipal Well #6 that would be removed to accommodate the proposed Arena, would be designed and operated pursuant to State and local requirements and managed pursuant to the Water Replenishment District's Groundwater Management Program so as to protect aquifers and water sources through the bio-filtration treatment of runoff, preventing the contamination or overdrafting of groundwater.

Land Use and Planning

The Land Use and Planning section of the Draft EIR focuses on the potential for the Proposed Project to physically divide an existing community, and consistency of the Proposed Project with land use plans and policies that were adopted for the purposes of avoiding or mitigating environmental impacts. The majority of the 28-acre Project Site is vacant and underutilized within an existing, surrounding urbanized area that contains a mix of uses including low to medium-density residential, commercial, entertainment, industrial, office and parking uses.

Previously developed with residential and other commercial uses, the currently vacant parcels were acquired and cleared between the mid-1980s and early 2000s as part of the noise mitigation program funded by the FAA. They are currently secured with fencing and do not permit public access. Thus, under existing conditions, vacant parcels located within the Project Site do not allow for the connectivity of people in the existing community.

The design of the Proposed Project would not include additional physical barriers or obstacles to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. The Proposed Project would involve the vacation of sections of West 102nd Street, east of South Prairie Avenue, and West 101st Street, west of South Prairie Avenue, and would alter the location of crosswalks at South Prairie Avenue and West 102nd Street. While the Proposed Project would somewhat increase the distance to travel between the neighborhoods east and west of South Prairie Avenue, it would not physically divide the existing community because numerous nearby alternative routes are available.

The goals and policies of land use plans adopted by SCAG, LAX, and the City of Inglewood were reviewed; no potential inconsistencies with plans and policies that were adopted for the purposes of avoiding or mitigating environmental impacts were identified. Therefore, the Proposed Project would not conflict with goals, objectives, or policies adopted for the purpose of mitigating environmental impacts.

Noise and Vibration

The Noise and Vibration section of the Draft EIR describes potential impacts of the Proposed Project on the existing noise environment. The analysis identifies receptors that are sensitive to noise and vibration, and addresses noise and vibration created during construction and operation of the Proposed Project. Due to the nature of the Proposed Project, the analysis addresses noise that would occur during construction. The analysis also addresses noise generated during operations, including noise due to traffic travelling to and from the site, amplified sound that would emanate from the Arena Structure, and amplified sound from public events in the plaza areas.

Construction Noise

The Proposed Project would generate noise during construction, primarily as a result of the use of construction equipment on the Project Site. Over the course of the construction schedule, construction activities are anticipated to occur during both daytime hours (7:00 AM to 8:00 PM) as well as during nighttime hours (8:00 PM to 7:00 AM) during certain phases of construction activities. Construction activity during nighttime hours is expected to occur at the Arena Site and the Well Relocation Site during certain phases of construction, such as foundation concrete pours and delivery and erection of major components of the Arena Structure, and drilling the new water well. Nighttime construction is not anticipated at the West Parking Garage Site or the East Transportation and Hotel Site.

Daytime construction would generate considerable noise on the Project Site at various points throughout the construction period, especially at the Arena Site where major activity like deep excavation, steel building erection, and related construction activities would take place. Like in many cities, daytime construction noise is not regulated by the City of Inglewood. In this case, because of the unique size and scale of construction activities and the proximity of a number of noise sensitive receptors to the Project Site, the Draft EIR studied daytime construction noise levels in relation to a project-specific noise construction threshold, and determined that project

construction would result in significant daytime construction noise impacts to noise sensitive receptors near the Project Site.

The Proposed Project also would involve periodic nighttime construction, and because construction at night is prohibited in the City unless allowed subject to a special permit, nighttime noise effects were also studied and compared to the project-specific construction noise threshold. The area around the Project Site is subject to considerable nighttime noise, largely due to truck traffic on major arterials and overflights of aircraft attributable to LAX. Despite this already noisy nighttime environment, the additional periodic noise from the Proposed Project's nighttime construction activities was determined to be significant.

Finally, the Draft EIR studied the potential increase in road noise caused by heavy-duty construction vehicles traveling along potential haul routes associated with construction of the Proposed Project, and determined that, depending on the haul routes selected, the construction truck trip traffic noise from the Proposed Project could cause a significant impact to noise-sensitive receptors along those haul routes.

In order to mitigate the Proposed Project daytime and nighttime construction noise and heavy-duty construction vehicle noise, the Draft EIR establishes the mitigation requirement for a Construction Noise Reduction Plan that could include, but would not be limited to, such actions as establishment of minimum buffers between certain noisy equipment and noise sensitive receptors, use of haul routes that limit exposure to Proposed Project construction trucks, use of construction equipment with best available noise control technologies, use of hydraulic or electric impact tools with external noise jackets, construction of permanent and temporary noise barriers (already proposed as project design features of the Proposed Project), use of quiet pile driving technology, and designation of a Community Affairs Liaison responsible for responding to local complaints about construction. This mitigation program would include feasible measures to reduce construction noise exposures, but the impact would remain significant.

Operational Noise

In the vicinity of the Project Site, increased noise from operation of the Proposed Project would occur largely within the Arena Site, including amplified sound and crowd noise escaping the Arena Structure when doors are open, amplified sound from live performances in the plaza area, crowd noise in the plaza and on sidewalks in the vicinity, truck loading and unloading, testing of emergency generators, and the like. The Proposed Project would include sound barriers and buildings that would shield adjacent uses from significant increases in noise levels. This increased noise associated with a major event in the Proposed Project arena and a plaza event using amplified sound in the pre-event or post-event hours would exceed the applicable threshold and result in significant impacts to noise sensitive receptors located immediately northwest and southwest of the Arena plaza. The EIR has identified a range of measures to reduce significant noise increases, including enclosing mechanical equipment and placing it as far away from receptors as possible and designing the outdoor stage and sound amplification system to limit amplified sound levels leaving the Project Site. However, because it is uncertain whether these

measures could fully mitigate noise levels at nearby sensitive receptors, this impact is considered significant and unavoidable.

While noise generated by non-event day traffic would be less than significant, operation of the Proposed Project would result in significant noise increases generated by project traffic on roads carrying event traffic. The Draft EIR identifies a feasible mitigation measure for operational traffic noise that requires implementation of a TDM Program that would reduce vehicle trips on roads in the area studied in the analysis. The TDM Program is described further under Transportation and Circulation, below. While these measures would result in material reductions in noise levels at sensitive receptors, these operational noise impacts would be significant and unavoidable.

Vibration

Groundborne vibration can be generated by trucks and buses on rough roads, and construction activities that involve the use of heavy equipment. The effects of groundborne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration can cause annoyance to affected residences and businesses, and in extreme cases, can cause damage to buildings. There are a number of vibration sensitive receptors around the Project Site and along construction haul truck routes, including residences, commercial buildings, hotels, and a church and pre-school.

Construction of the Proposed Project would potentially create significant vibration impacts at buildings and uses adjacent to the Arena Site, the West Parking Garage Site, the East Transportation Hub site, and the Well Relocation Site. Further, operation of construction haul trucks would be well below the thresholds for building damage, but could create annoyance to residents and businesses along the designated haul routes. Construction of the hotel would not create significant vibration impacts.

The EIR recommends a comprehensive program of setbacks and other measures to reduce the potential for human annoyance and building damage, and to ensure that any damage to adjacent buildings would be monitored and repaired by the project applicant, reducing impacts to buildings to less than significant. However, there are no feasible measures to eliminate the potential for vibration-caused human annoyance at levels above established thresholds, and thus these impacts would remain significant at sensitive receptors around the Project Site and along construction truck haul routes.

Population, Employment, and Housing

The assessment of effects on existing population, employment, and housing is based on existing documented estimates of the City's population, employment, and housing stock compared to future growth projections of applicable local and regional plans. Sources of population, employment, and housing data and related planning documents include the United States Census,

the California Department of Finance, SCAG RTP/SCS and Regional Housing Needs Assessment, and the City of Inglewood General Plan Housing Element.

The Proposed Project would generate temporary employment opportunities for construction workers during the Proposed Project's construction phase and permanent employment associated with the operations of the Arena and other uses included in the Proposed Project. Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Employment associated with the operations of the Proposed Project would not result in substantial population growth in the City that would exceed projected or planned growth. SCAG's employment projections were developed in consideration of the very slow economic period in 2012 and by 2017 the City's level of employment had already exceeded SCAG's employment projections through 2040. While the Proposed Project's anticipated employment generation of 768 non-event jobs and up to 1,200 event-related jobs (319 full time equivalents) would contribute to employment growth in the City beyond that projected by SCAG, the additional jobs would not in and of themselves cause physical environmental impacts that are not otherwise addressed in the Draft EIR.

The Project Site is currently developed with a fast-food restaurant, a motel, a light manufacturing/ warehouse facility, a warehouse, and a groundwater well and related facilities. The Project Site does not contain any residences and or existing residential population. Thus the Proposed Project would not directly displace substantial numbers of existing people or housing units necessitating the construction of new housing elsewhere.

Further, in response to comments on the NOP, the City undertook a study to determine the potential for the Proposed Project to stimulate economic activity and increase land values and housing costs in a way that could indirectly result in the displacement of substantial numbers of people or housing units necessitating construction of new housing elsewhere. Based on an extensive review of the literature on the subject of the economic effects of construction of new sports and entertainment venues, there is no evidence to support a conclusion that such indirect effects would be caused by the Proposed Project. In the cumulative context, while the City's study documented increases in housing costs in Inglewood over recent years, the City remains among the more affordable housing markets in Los Angeles County and the evidence does not support a conclusion that the Proposed Project would contribute to indirect displacement of a substantial number of housing units or residents in a way that would result in the construction of new housing units. These impacts were determined to be less than significant.

Public Services

The evaluation of public services effects of the Proposed Project considers the physical environmental impacts related to the provision of fire and police protection services, potential adverse effects on local parks and recreation facilities, and impacts resulting from increased enrollment in public schools.

Fire Protection

Fire protection would be provided by the Los Angeles County Fire Department which provides fire protection services on a regional basis from a multitude of fire stations, the closest of which are Stations 170, 18, and 173. While the Proposed Project would increase call volumes to the Los Angeles County Fire Department, sufficient capacity exists among the stations in the vicinity to meet the increased demand. The construction and operation of a new fire station, or other improvements that would result in physical environmental effects, would not be required to meet demands for fire protection created by the Proposed Project.

Police Protection

The City of Inglewood Police Department would provide police protection at the Project Site. According to the Inglewood Police Department, because of the Department's long history of providing service to major entertainment and sports events in Inglewood, no new facilities or personnel would be required to provide service to the Proposed Project; because there would be no need for new facilities, there would be no significant adverse physical impacts on the environment.

Parks and Recreation Facilities

The Proposed Project would include an outdoor plaza, new pedestrian networks, landscaping and edge treatment, and other sidewalk and pavement improvements that would be designed to facilitate pedestrian movement and activities. While the Proposed Project could generate some increase in the use of City parks and recreational facilities, this increase would be limited and short-term in the hours prior to events. Most of the events would occur during evening hours when most City and other publicly accessible parks are closed for operation, including Center Park and the future Lake Park in the Hollywood Park Specific Plan area. As such, event attendees, project customers, hotel patrons, and/or project employees would not create a substantial demand on local parks or recreation facilities, and would not contribute to substantial deterioration of existing parks and/or recreational facilities in the City.

Public Schools

The Project Site is served by four Inglewood Unified School District (IUSD) schools: Worthington Elementary School, Woodworth (Clyde) Elementary School, and Monroe (Albert F.) Middle School, and Morningside High School. The Proposed Project does not include residential uses and would not increase the residential population served by the IUSD. There could be a very limited number of new students as a result of project employees exercising their right to request to enroll their children in IUSD schools. The IUSD has been experiencing a decrease in school enrollment, which is predicted to continue in the coming years. Under baseline and cumulative conditions, these schools have adequate capacity to serve the limited enrollment that could be generated as a result of the Proposed Project.

Transportation and Circulation

Study Scope and Breadth

The analysis of Transportation and Circulation describes the Proposed Project's anticipated travel characteristics, and presents the impacts of the Proposed Project on the roadway, bicycle, pedestrian, and transit systems in the study area under Adjusted Baseline and Cumulative conditions. The traffic analysis evaluated a total of 114 study intersections and 28 neighborhood street segments within an approximately 20-square-mile study area that includes the corridors connecting to the major freeways that would provide regional access to the Proposed Project, and extends generally westerly to Interstate 405 (I-405), southerly to I-105, easterly to I-110, and northerly to Centinela Avenue and Florence Avenue, but with several outlying intersections even further north.

The traffic analysis also studied 53 discrete mainline segments and collector roads of the three nearby freeways: I-405 between La Tijera Boulevard and I-105, I-105 between Vermont Avenue and I-405, and I-110 between 76th Street and I-105. In addition to the freeways themselves, the analysis evaluated operations of 10 freeway off-ramps anticipated to be used to a significant degree by project trips, including the I-405 southbound off-ramps at La Cienega Boulevard (north and south of West Century Boulevard) and West Century Boulevard (northbound); and the I-105 off-ramps at Hawthorne Boulevard (westbound), South Prairie Avenue (east and westbound off-ramp), Crenshaw Avenue (westbound), and 120th Street (eastbound); and the I-110 off-ramps at West Century Boulevard (southbound) and Manchester Boulevard (north and southbound).

For traffic impacts, the analysis studied 65 different permutations of type of event or non-event conditions (NBA basketball games, concerts, and other types of events presented in Table 2-3 in the Project Description), days of the week (weekday and weekend), peak hours (traditional AM and PM peaks, as well as pre- and post-event peak hours), background conditions (existing, Adjusted Baseline and cumulative), as well as concurrent or overlapping events between those at the Proposed Project and events that may occur nearby at The Forum (up to 17,500 seats) and/or NFL Stadium (up to 70,240 seats).

Travel Characteristics

Evaluation of a project that includes a combination of ancillary uses that would operate on a daily basis and a special event venue that has unique operational schedules and peaking characteristics, such as the Proposed Project, requires calculation of trip generation under a variety of scenarios. At the Proposed Project, the ancillary land uses that would operate on a daily basis would generate approximately 4,706 net new daily vehicle trips, with 294 occurring during the AM peak hour and 409 occurring during the PM peak hour. The analysis is customized to reflect the arrival and departure patterns of attendees to events. In most cases, attendees arrive at events more gradually than they depart, with 68 percent of basketball fans arriving in the pre-event peak hour, and approximately 88 percent leaving in the first hour after the event. For days in which the Proposed Project would host a major event like a sold-out NBA basketball game or major concert at the Proposed Project, there would be from about 18,840 to 19,960 daily inbound and outbound vehicle

trips, including from about 16,334 to 17,822 for event attendees, approximately 6,000 vehicle trips during the pre-event peak hours, and over 8,000 vehicle trips during post-event peak hours.

While there are some minor variations in mode split depending on the day and time of the event, between approximately 83 and 85 percent of people attending major events would travel to and from the event in a private vehicle, and another 10 percent are predicted to arrive via a TNC (e.g., Uber, Lyft, etc.). Based on surveys of travel patterns of LA Clippers game attendees at Staples Center but considering the differences in transit service levels at the new site, it is estimated that approximately 5 percent of NBA basketball attendees would take rail transit and another 1 percent would take buses to and from events at the Proposed Project.

Based on LA Clippers game attendees survey data, private vehicles traveling to and from events are predicted to carry an average of 2.27 persons. As a result, parking demand for major events at the Proposed Project would range from approximately 7,700 spaces for a basketball game to approximately 8,100 spaces for a major concert. To accommodate the day-to-day parking needs and much of the event day demand, the Proposed Project would provide 3,110 parking spaces in the West Parking Garage, 365 spaces in the East Parking Garage, and 650 spaces in the South Parking Garage (with 100 of those spaces being reserved for players and key team employees). To accommodate the remaining parking demand for major events, between 3,700 and 4,100 vehicles would park in lots or structures within the Hollywood Park Specific Plan area including new parking lots or structures to be constructed for the NFL Stadium and the Hollywood Park Casino garage (located north of West Century Boulevard and east of South Prairie Avenue).

Impact Analysis

As noted above, the analysis in the Transportation and Circulation section analyzed 65 different permutations of types of events, days of the week, and times of the day. For each event-related analysis, the maximum anticipated attendance was evaluated.

Ancillary Uses

The most common scenario involves the daily operation of the ancillary uses, without an event in the proposed Arena. The traffic from these uses would occur on a daily basis. Under this scenario, the Adjusted Baseline analysis revealed that there would be significant impacts at three local intersections in the PM peak hour, and one neighborhood street segment; there would be no significant intersection impacts in the AM peak hour. Further, the daily operation of the ancillary uses would not result in significant impacts on freeway mainline segments or off-ramps.

Under cumulative conditions, the analysis of daily operation of the ancillary uses revealed that there would be significant impacts at one additional local intersection in the AM peak hour and one additional local intersection in the PM peak hour, and two additional neighborhood street segments. Further, the daily operation of the ancillary uses in the cumulative condition would not result in significant impacts on freeway mainline segments or off-ramps.

There would be no significant impacts on the local transit system or pedestrian system as a result of daily operation of the ancillary uses.

Key conclusions regarding the transportation impacts of the Ancillary Uses can be found in Tables 3.14-15 through 3.14-18 for the Adjusted Baseline scenarios, and Tables 3.14-44 through 3.14-47 for the Cumulative scenarios.

Daytime Events

The next most frequent scenario would involve the operation of the ancillary uses and the conduct of a corporate or civic event at the Proposed Project. This scenario is anticipated to occur up to 100 times per year. These types of events could be attended by up to 2,000 people (average of 300 attendees). The next most frequent type of smaller events that could occur during the day would be Other Sporting Events or Gatherings. These types of events are expected to occur about 35 times per year, and only some of those would be weekday matinees, and could be attended by up to 7,500 persons. Thus, in total, smaller daytime arena events could occur approximately 135 times per year. Corporate or civic events could start as early as 8:00 AM or 9:00 AM, thus those events were evaluated for impacts in the AM peak hour; family show matinees typically start in the early-to-mid afternoon and end in the late afternoon, and thus those events were studied for impacts in the PM peak hour. Because the daytime events that were studied for the PM peak hour were assumed to be more than four times larger than morning-starting events, the analysis tends to reflect more impacts of daytime events in the PM peak hour.

Based on the Adjusted Baseline analysis, daytime events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 9 intersections during the AM peak hour, and at 46 intersections in the PM peak hour. The daytime events would also result in significant impacts to two neighborhood street segments. Daytime events at the proposed Arena were also predicted to result in significant impacts on up to 15 freeway mainline segments in a single peak hour on I-405, I-105, and I-110.

Under cumulative conditions, daytime events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 17 intersections during the AM peak hour, and at 59 intersections in the PM peak hour. The daytime events would also result in significant impacts to three neighborhood street segments and up to 14 freeway components in a single peak hour on I-405, I-105, and I-110.

There would be no significant impacts on the local transit system or pedestrian system as a result of daytime events at the Proposed Project.

Key conclusions regarding the transportation impacts of the daytime events can be found in Tables 3.14-22A through 3.14-25 for the Adjusted Baseline scenarios, and Tables 3.14-48A through 3.14-51 for the Cumulative scenarios.

Major Events

Major events at the Proposed Project would include LA Clippers basketball games along with highly attended concerts. As shown on Table 2-3, in Chapter 2, Project Description, the combination of 49 LA Clippers games and 13 concerts over 10,000 in size means that major events would take place at the Proposed Project up to 62 times each year. The most frequent time for major events would be in the weekday and weekend evenings, with LA Clippers games occurring throughout the week, and major concerts primarily occurring on weekend evenings. Thus, the analysis evaluates weekday and weekend pre-event peak hour conditions for a sold-out (18,000 persons) NBA basketball game, and weekday post-event condition for a sold-out (18,500 persons) concert. These periods were selected for evaluation because they represent the most concentrated estimated arrival and departure patterns for major events at the Proposed Project.

Based on the analysis under the Adjusted Baseline scenario, major events at the Proposed Project, added onto the traffic from ancillary uses, would result in significant impacts at 42 intersections during the weekday pre-event peak hour, 11 intersections in the weekday post-event peak hour, and 26 intersections in the weekend pre-event peak hour. The major events would also result in significant impacts to four neighborhood street segments. Major events at the proposed arena were also predicted to result in significant impacts on up to six freeway components in a single peak hour on I-405 and on I-105, and queuing impacts on three freeway off-ramps.

Under the cumulative conditions the number of impacts of major events at the Proposed Project, added onto the traffic from ancillary uses, would increase, resulting in significant impacts at 61 intersections during the weekday pre-event peak hour, 21 intersections in the weekday post-event peak hour, and 40 intersections in the weekend pre-event peak hour. The major events under cumulative conditions would also result in significant impacts to six neighborhood street segments. Major events at the Proposed Project were also predicted to result in significant impacts on up to eight freeway components in a single peak hour on I-405 and I-105, and queuing impacts on three freeway off-ramps.

Traffic congestion from major events could significantly impact the on-time performance of local buses during pre- and post-event periods. However, while the capacity of local bus routes and the Green Line could be exceeded in the post-event period, because the effects would be limited to increased wait time and not involve safety or operational issues, those would not be considered to be significant impacts.

The local pedestrian system, made up of sidewalks and crosswalks that would connect the proposed arena and plaza to nearby parking and other businesses would be heavily used before and after a major event at the Proposed Project. Based on the analysis, all aspects of the pedestrian system would operate acceptably, except for where there could be substantial crowding on the West Century Boulevard south sidewalk, between the proposed arena plaza and South Doty Avenue, as well as on the east leg crosswalk at West Century Boulevard and South Prairie Avenue, and the south leg crosswalk at West Century Boulevard and South Doty Avenue.

Crowding on the east leg crosswalk at West Century Boulevard and South Prairie Avenue would be considered a significant impact.

Traffic congestion from major events could have a significant impact on emergency access by resulting in slower travel times for emergency vehicles and other persons in private vehicles to access the emergency room at the Centinela Hospital Medical Center during pre- and post-event periods. The EIR includes a mitigation measure requiring the Proposed Project to develop and implement a Local Hospital Access Plan, and specific components thereof, to ensure that safe and timely routes to the hospital are provided in all pre- and post-event scenarios. These include, but are not limited to, a system of wayfinding signs and other communications to direct drivers to alternative routes to Centinela Hospital, and ongoing coordination between the City, Centinela Hospital, and the Proposed Project arena operator.

Key conclusions regarding the transportation impacts of major events can be found in Tables 3.14-31 through 3.14-34 for the Adjusted Baseline scenarios, and Tables 3.14-52 through 3.14-55 for the Cumulative scenarios.

Concurrent Events

One of the unique aspects of the Proposed Project is the proximity of the Project Site to other major sports and entertainment venues: the NFL Stadium being constructed in the HPSP area, and The Forum located near the intersection of South Prairie Avenue and Manchester Boulevard. In other cities, where NBA arenas are located in close proximity to NFL stadiums, the NBA and NFL avoid scheduling basketball games on the same day as NFL games. However, it cannot be assumed that such coordination would take place between concert promoters and at other times circumstances could result in overlapping or concurrent events. While the overlap of NBA and NFL games would occur extremely rarely, if ever, in order to account for the possibility of such conditions, the Draft EIR analyzes the Proposed Project assuming that one or more events at the nearby NFL Stadium and/or the Forum would occur on the same day as a major event at the proposed Arena.

The analysis addresses five concurrent or overlapping event scenarios, including a major event at the Proposed Project and (1) a sold out concert at The Forum on a weekday or weekend evening; (2) a sold out NFL football game at the NFL Stadium on a weekend day; (3) a 25,000 attendee event at the NFL Stadium on a weekday evening; (4) a sold out concert at The Forum and a 25,000 attendee event at the NFL Stadium on a weekday evening; and (5) a sold out concert at The Forum and a sold out NFL football game at the NFL Stadium on a weekend day.

The results of analyses of each of these concurrent and overlapping event scenarios are presented in the Transportation section. Key findings from the study of the Proposed Project effects when combined with other major events at the NFL Stadium and/or The Forum include:

With respect to intersections:

- Proposed Project significant intersection impacts would be more frequent during the weekday pre-event peak hour than during the other two study periods regardless of other types of events or conditions.
- The number of intersections significantly impacted by the Proposed Project would increase substantially (from 42 to 61 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the background condition includes an event at The Forum.
- The number of intersections significantly impacted by the Proposed Project during the weekday pre-event and post-event peak hours would be less when the background condition consists of a mid-sized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium would utilize all of the surrounding parking in the HPSP area. The result would be that a greater number of project attendees would be required to park remotely and be shuttled to the Proposed Project, thereby adding fewer trips in the immediate vicinity of the Project Site and the NFL Stadium and causing fewer impacts.
- The overall operation of the street system in the study area would be substantially worse under each concurrent event scenario than for the Proposed Project alone.

With respect to freeway facilities:

- Generally, the Proposed Project would generate more extensive significant impacts on freeway segments during the weekday pre-event peak hour than during either the weekday post-event or weekend pre-event peak hour, regardless of which concurrent event condition is being studied (the exception being the weekday post-event hour with concurrent events at both The Forum and the NFL Stadium).

With respect to freeway off-ramp queuing:

- Off-ramp queues longer than the applicable standard are expected at three off-ramps during the weekday pre-event hour and at two off-ramps during the weekend pre-event hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

Key conclusions regarding the transportation impacts related to concurrent events can be found in Tables 3.14-31 through 3.14-34 for the Adjusted Baseline scenarios, and Tables 3.14-64 through 3.14-69 for the Cumulative scenarios.

Vehicle Miles Traveled

VMT is a measure of the total miles traveled by all of the trips associated with a particular project, measured as travel distance from the origin of the trip to the Proposed Project, and back again. It can be measured in total miles or in miles per capita (resident, employee, attendee, etc.). In recent years, VMT has been recognized as an important metric to understand the environmental consequences of driving, because often a longer trip has greater environmental impact than a shorter trip.

VMT impacts of the office, practice facility, and sports medicine clinic components of the Proposed Project would be considered less than significant because the daily work VMT per employee is estimated at 15.0, less than the 15.8 threshold (15 percent less than the regional daily work VMT value of 18.6). Since the regional patronage associated with events is considered as part of the event VMT impacts, the VMT from restaurant uses are considered to be less than significant. However, VMT from the proposed hotel would be considered significant as it would generate a net increase in daily VMT.

For NBA games at the Proposed Project there would be a net increase of 4.4 to 4.9 VMT per attendee compared to the per attendee VMT for games at Staples Center, and for major concerts at the Proposed Project there would be a net increase of VMT of 4.8 to 5.3 miles per attendee compared to a similar concert elsewhere in the region. For sold out events, this would result in an increase of approximately 80,000 to 90,000 VMT per NBA game, and 90,000 to 100,000 VMT per major concert. These impacts are considered significant.

Key conclusions regarding the VMT impacts of the Proposed Project can be found in Tables 3.14-40 through 3.14-43.

Mitigation Measures

The evaluation in the Draft EIR identifies a broad number of significant impacts at intersections, on neighborhood streets, on freeways, and on freeway off-ramps. It also identifies a limited number of significant impacts on transit systems, and pedestrian sidewalk and crosswalk facilities. Further, it identifies impacts related to increases in total and per attendee VMT. As required under CEQA, where significant impacts are identified, the EIR must describe potentially feasible mitigation measures that can substantially lessen or avoid those impacts.

The Draft EIR describes a variety of feasible mitigation measures, each of which falls into one of the following four categories:

- Physical Improvements – The majority of the study area is developed, which limits the locations, magnitude, and type of physical improvements that could be constructed on surface streets. However, in some instances, minor improvements are possible through restriping, converting medians to turn lanes, and widening (particularly on freeway off-ramps). Where such improvements are being proposed, the mitigation measure discusses the extent to which additional right-of-way may be necessary and the agency responsible for approving the physical improvement.

- Signal Timing Improvements – Some, but not all, of the signalized intersections along study corridors currently feature coordinated operations that enable large platoons of vehicles to progress from one intersection to the next with minimal stopping. Further, few, if any, signals operate with special event signal timings, which provide increased green time to high-volume movements. The preferred means for accomplishing signal timing improvements is through the Citywide ITS program versus an isolated, intersection by intersection approach. ITS would provide a fully responsive traffic signal system based on real time traffic conditions that can provide instantaneous traffic information and predictive time information to users

along access corridors. Additionally, this would enable the City to better accommodate event-related traffic.

- TDM Strategies – Another form of mitigation is to implement a comprehensive TDM program that includes strategies to reduce vehicle trips and encourage other modes of travel (see Mitigation Measure 3.14-2(b)).

  Key elements of the TDM Program include:

  – Programs to encourage use of alternative modes of transportation, such as integrated event and transit tickets, bus facility improvements employee transit or vanpool subsidies, etc.

  – Event-day dedicated shuttle services to provide connections with short wait-times from the Proposed Project to existing and future LA Metro Green Line and Crenshaw Line stations.

  – Programs to encourage use of carpools and vanpools, including incentives like preferential parking, reduced parking cost, variable parking pricing based on vehicle occupancy, and an employee vanpool program and vanpool subsidy benefit for employees.

  – Programs to encourage active transportation, such as biking and walking, including bicycle parking, showers and lockers for employees, bike valet, and improved sidewalks and pathways to create safe routes throughout the Project Site.

  – A Park-n-Ride program that would use charter buses to connect the Proposed Project to park-n-ride parking lots at key locations around the region.

  – Information services to inform the public about alternative ways to travel to and from the Proposed Project, including wayfinding, changeable message signs, social media, information kiosks, and the like.

  – Event-day local microtransit service for a limited number of employees and attendees that would provide a microbus with a service range of 6 miles around the Project Site.

- Event Transportation Management Plan (TMP) – In order to manage high levels of traffic on streets in the vicinity of the Proposed Project, and other area parking garages and key travel corridors, an Event TMP would be required. The TMP would implement a series of temporary transportation management strategies to better accommodate all modes of travel. It includes specific elements for vehicles (both private and TNCs), transit/shuttles, pedestrians, bicyclists, paratransit, parking, etc. (see Mitigation Measure 3.14-2(a)).

  A Draft Event TMP has been prepared and is included in Appendix K.4 of this Draft EIR. Key elements of the TMP include the use of Traffic Control Officers to manage vehicle flow on City streets; pedestrian flow management; a comprehensive parking plan that includes use of tools to minimize unnecessary vehicular circulation while looking for parking; an adequate supply of bicycle parking; provision for shuttle buses to connect the Project Site to LA Metro rail transit stations and/or remote parking; provisions for Paratransit access on the street frontage; management of ride-hailing vehicles (Uber, Lyft, etc.); development and implementation of a Neighborhood Transportation Management Plan to address impacts on neighborhood streets; development and implementation of a Local Hospital Access Plan to facilitate access to Centinela Hospital Medical Center during pre- and post-event periods; and truck staging plans to accommodate the needs of delivery vehicles but avoiding their parking or idling on street. For concurrent events, the TMP provides for off-site parking and associated shuttles to the Project Site. The Draft Event TMP also includes performance criteria and requirements for ongoing monitoring.

Although these measures, individually and collectively, would provide improved circulation and operation of the local and regional street system, and would reduce Proposed Project travel demand, trip making, and VMT to the extent feasible, the Proposed Project would result in a large number of significant and unavoidable transportation impacts.

Utilities and Service Systems

Water Demand and Supply

Water for drinking, irrigation, and other municipal and industrial purposes is supplied to the City of Inglewood by the City of Inglewood, Golden State Water Company (GSWC) and Cal-America Water Company. The Project Site is located in the northern portion of the GSWC Southwest System. In total, GSWC currently serves an area with more than 50,000 customers and a population of over 275,000 people in southwest Los Angeles County. The GSWC Southwest System meets a demand for over 27,000 acre-feet per year (AFY) and obtains its water supply from three sources: treated imported surface water, local groundwater via GSWC-operated groundwater wells, and recycled water. Imported surface water from the State Water Project and the Colorado River Aqueduct is provided to GSWC from the Metropolitan Water District of Southern California through wholesalers West Basin Municipal Water District and Central Basin Municipal Water District.

Pursuant to the California Water Code (sections 10910–10915), a Water Supply Assessment (WSA) was prepared and reviewed by GSWC. The WSA evaluated the availability of water supplies necessary to meet the demand generated by the Proposed Project, as well as the cumulative demand for in the GSWC Southwest System over the next 20 years, under a range of water conditions including normal, dry and multiple dry year conditions. The WSA estimated annual operational water demand from the Proposed Project to be approximately 103 AFY, and further estimated that with implementation of water conservation measures to achieve LEED Gold certification the demand would decrease by about 40 percent, to 63 AFY. During construction, water demand is conservatively estimated to be approximately 42 AFY.

Between 2015 and 2040 total annual water demand from uses in the GSWC Southwest System is projected to increase by about 7,458 AFY, to a projected 2040 use of 34,789 AFY. Because of its ability to tap different water sources in different types of water years, supply is expected to meet demand each year through 2040. Further, because the future demand projections already incorporate conservation and water use efficiency, the demand estimates for single and multiple-dry year scenarios are the same as for the normal year, and GSWC is not expected to rely on water use cutbacks to meet demand in dry years. Thus, GSWC would have sufficient planned water supplies available to serve the Proposed Project along with other reasonably foreseeable development within the service area in normal, dry, and multiple dry year scenarios during both the construction period and long-term operation.

Wastewater Conveyance and Treatment

Wastewater from the Proposed Project would be conveyed to Los Angeles County Sanitation District (LACSD) facilities through two LACSD trunk sewers and the City of Inglewood local collector sewer lines to the LACSD's Joint Water Pollution Control Plant (JWPCP) in Carson. The Proposed Project would improve existing infrastructure by upsizing the existing West 103rd Street 8-inch sewer line to a 12-inch line extended to the Project Site.

The Proposed Project would contribute sewage flows to the Prairie Avenue Trunk Sewer, the City collector sewer line at South Prairie Avenue and West 102nd Street, the West 102nd Street east sewer line, and the Orange Avenue Trunk Sewer; none of these sewer lines would exceed existing peak flow. According to the LACSD, the JWPCP would have sufficient capacity to treat all wastewater generated from the Proposed Project. All effluent would comply with the wastewater treatment standards of the RWQCB, as wastewater would be transferred to the JWPCP and treated before being discharged to the ocean, avoiding adverse impacts to receiving waters.

Storm Drainage

Storm drainage from the Project Site would be conveyed to adjacent off-site storm drain facilities and ultimately into the City maintained storm drain mains located along all streets surrounding the Project Site. Construction activities and materials would alter the drainage pattern of the Project Site, potentially increasing water flow into the existing drainage system. However, with implementation of BMPs as required in a site-specific SWPPP prepared consistent with the requirements of the City and the RWQCB, runoff discharged from the Project Site would be reduced to levels that would not adversely affect the existing drainage system.

Although operation of the Proposed Project could have the potential to increase flows to the existing system by incrementally increasing the amount of impervious surface, the Proposed Project would include on-site drainage features and infrastructure improvements, such as new stormwater pipelines, storm drains, and storm drain overflow pipes, that would connect to existing storm drains within surrounding streets and would be designed to discharge stormwater at a rate that would be equal to or less than pre-project conditions. As such, the Proposed Project would not increase stormwater flows or contribute to increased flows in the storm drainage system serving the project area.

Solid Waste Disposal

Solid waste from the Project Site and City of Inglewood is served by Consolidated Disposal Services, which transfers solid waste to the Sunshine Canyon Landfill in Sylmar, California. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials would be diverted to recycling facilities. Operational wastes of the Proposed Project would include retail/commercial, office, hotel, and entertainment and sports center-related wastes. The Sunshine Canyon Landfill currently receives an average of 3 million tons of waste per year, and is permitted to receive a maximum of 4.4 million tons of waste per year. The Proposed Project would comply with federal, State, and local statutes and regulations related to handling

and diversion of solid waste, and would be designed and operated to meet the requirements of LEED Gold certification, which includes higher rates of waste diversion than required under existing regulations. Based on projected solid waste generation from the Proposed Project, there is sufficient landfill capacity to serve the Proposed Project's solid waste disposal needs during construction and operation without materially decreasing the planned life of the landfill.

Growth Inducement and Urban Decay

Growth Inducement

Pursuant to CEQA, the analysis of growth inducement considers the potential for the Proposed Project to remove obstacles to growth or to stimulate additional growth in the region through secondary economic linkages commonly referred to as the multiplier effect. The Proposed Project would be served by transportation and circulation infrastructure and utility systems that already exist or would be subject to improvements to accommodate the Proposed Project demands. The Proposed Project would not provide any additional infrastructure capacity or remove other existing obstacles to growth.

Direct employment includes the employees of the uses in the Proposed Project; indirect employment includes those employees that work in jobs that support the Proposed Project (e.g., vendors or contractors); and induced employment are those jobs that are created by Project employees or businesses spending money in the local economy. It is expected that the Proposed Project's direct net new employment growth of approximately 833 jobs would generate indirect and induced employment growth associated of approximately 550 jobs in the Los Angeles metropolitan regional economy, bringing the total increase in jobs associated with the proposed mixed use development to 1,383 jobs. These additional jobs would occur throughout Los Angeles metropolitan region, and would not be expected to stimulate growth that would have environmental consequences beyond that already addressed in local general plans.

Urban Decay

Under CEQA "urban decay" is defined as physical deterioration of properties or structures that is so prevalent, substantial, and lasting a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community. The urban decay analysis presented in the Draft EIR considers the supply and demand effects of the arena operations and retail and restaurant uses of the Proposed Project, and further considers the potential of the introduction of the Proposed Project to adversely affect venues and businesses of the Los Angeles area market.

The analysis concludes that there is sufficient supply and demand from the local market area so that event, retail, and restaurant space in the Proposed Project alone would not be projected to result in closure of venues, retail stores, or restaurants. While there could be some decrease in events at other venues during the initial years after opening of the Proposed Project, the City does not anticipate that addition of the Proposed Project to the Los Angeles area market would result in

conditions that would contribute to or cause urban decay of other major sports and entertainment venues in the region.

Further, it is not anticipated that addition of approximately 48,000 sf of commercial space in the Proposed Project would have a substantial impact on market area retailers to the extent that addition of the proposed uses would result in the prolonged closure of market-area businesses. Any closures and ensuing commercial vacancies that may result from competitive market pressures would be anticipated to be temporary and would eventually be filled by other retail or restaurant uses, or by other commercial uses that would be compatible with available space. Further, these uses would be supported by event attendees attracted to the Inglewood area as a result of the Proposed Project. Therefore, the City does not anticipate that the Proposed Project would result in conditions that would contribute to or cause urban decay.

Significant and Unavoidable Environmental Effects

Throughout this EIR, significant environmental impacts have been identified where appropriate, and feasible mitigation measures are described that would eliminate the impacts or decrease them to a less-than-significant level. Similarly, a number of impacts are identified that would be less-than-significant without the need for additional mitigation measures. There are, however, a number of impacts that are identified that cannot be eliminated or cannot be decreased to a level of insignificance even with the implementation of feasible mitigation measures. The key Project-specific unavoidable significant environmental impacts include those listed below.

Project-specific and cumulative impacts that cannot be avoided if the Proposed Project is approved as proposed include:

Project-Specific Significant and Unavoidable Impacts

Impact 3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.

Impact 3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.

Impact 3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.

Impact 3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions**.**

Impact 3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.

Impact 3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14-15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.

Impact 3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.

Cumulative Significant and Unavoidable Impacts

Impact 3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.

Impact 3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.

Impact 3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.

Impact 3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.

Impact 3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.

Impact 3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.

Impact 3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.

Environmental Effects of the Project Variants

West Century Pedestrian Bridge Variant

Implementation of the Century Pedestrian Bridge Variant would result in the same or similar significant impacts as those described for the Proposed Project. No new significant impacts would be generated under this Variant. While there would be some minor increases in construction-related impacts because construction would occur about 50 feet closer to sensitive receptors northwest of the Project Site, the Century Pedestrian Bridge Variant would generate beneficial effects related to pedestrian access and vehicular circulation.

Alternate Prairie Access Variant

Implementation of the Alternate Prairie Access Variant would result in the same or similar significant impacts as those described for the Proposed Project. No new significant impacts would be generated under this Variant. Although this variant would result in removal of four existing residential units in commercial zones along South Prairie Avenue, the loss of these units is not considered a significant environmental effect. In addition, the Alternate Prairie Access Variant would generate beneficial effects and avoid significant impacts related to light spillover on the affected housing units and would improve circulation to and from the Project Site from South Prairie Avenue.

Alternatives to the Proposed Project

As required under CEQA, in addition to the analysis of the Proposed Project, the EIR also presents a discussion of a reasonable range of alternatives to the Proposed Project. The alternatives evaluated must be potentially feasible and capable of achieving most of the basic

objectives of the Proposed Project while avoiding or substantially lessening one or more of the significant impacts of the Proposed Project.

Some alternatives initially considered by the City for evaluation in the EIR were eliminated from further consideration because they were either infeasible, would not meet most of the basic objectives of the Proposed Project, or would not avoid or substantially lessen one or more of the significant impacts of the Proposed Project. As a result, such alternatives as an entertainment venue, a substantially reduced arena, housing, and employment center/business park were eliminated from further consideration.

A total of seven alternatives, including five alternative locations, were evaluated in the EIR, as summarized below. The focus of the alternative locations was to identify the impacts that would occur if the arena and as much of the other elements of the Proposed Project as feasible were to be developed at another site, including several that are not as proximate to The Forum and the NFL Stadium, as a means of avoiding or lessening the traffic and related impacts of concurrent events at these facilities.

Alternative 1: No Project

Under CEQA, the No Project Alternative must consider the effects of foregoing the Proposed Project. Alternative 1, the No Project Alternative, describes the environmental conditions that exist at the time that the environmental analysis commences (CEQA Guidelines section 15126.6(e)(2)). In the case of the Proposed Project, the Project Site is already in a developed state, so continuation of existing conditions (the "no development" alternative) would involve continued operation of existing land uses and businesses on the Project Site. It is assumed that the LA Clippers would remain playing at the Staples Center in Downtown Los Angeles, and the LA Clippers' team offices would continue to be located on Flower Street, within two blocks of Staples Center. In addition, the LA Clippers would continue to use its practice and training facility in the Playa Vista neighborhood within Los Angeles. In light of the stated commitment of the LA Clippers ownership to have the team remain in Los Angeles, it is reasonable to assume that LA Clippers ownership and the City would seek an alternate location for the development of a new IBEC in Los Angeles.

Because no new development would occur at the Project Site, the effects of the No Project Alternative would be a continuation of the existing conditions, and none of the impacts identified for the Proposed Project would occur. The effects of continued use of Staples Center for LA Clippers games would continue to create a range of environmental effects in and around downtown Los Angeles and the region, including the generation of Vehicle Miles Travel (VMT) and associated congestion during pre- and post-event hours, and generation of criteria air pollutants including ozone precursors and small particulate matter. Because these effects are ongoing, they are considered part of the regional environmental setting and would not be subject to mitigation through the CEQA process.

The No Project Alternative would achieve none of the City's or applicant's objectives for the Proposed Project.

Alternative 2: Reduced Project Size

Alternative 2 assumes that only the arena, pedestrian plaza, and southern parking garage would be constructed on the Arena Site. None of the other proposed facilities (i.e., hotel, retail shops, outdoor stage, team practice facility, medical clinic, and team offices) would be constructed. The LA Clippers' team offices would continue to be located on Flower Street within two blocks of Staples Center, while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. The arena would be reduced by approximately 3 percent to approximately 17,500 seats, equal in size to the smallest recently constructed NBA arena, and 3,775 on-site parking spaces. The West Parking Garage would be constructed as well as the pedestrian bridge linking the multi-level parking structure on the West Parking Garage Site to the pedestrian plaza on the Arena Site. Additionally, another parking structure would be located to the south of the arena on the Arena Site and the Transportation Hub Site would only serve buses, TNC vehicles and taxis via a surface parking and pickup/drop-off lot.

Although under Alternative 2 a number of uses would be removed from the Proposed Project, many of the impacts of the Proposed Project on environmental resources affected by the size and location of the Project Site would be either the same, or nearly so. The primary significant impacts of the Proposed Project that would be lessened in magnitude under Alternative 2 would include the emission of criteria air pollutants and GHGs, construction noise, and demand for public utility services. Conversely, compared to the Proposed Project, Alternative 2 would increase the magnitude of operational noise impacts due to the removal of structures that would attenuate noise generated from the arena and plaza areas.

Under Alternative 2, the slightly reduced capacity of the arena would reduce vehicle trip generation in the pre-event and post-event peak hours for major events in the weekday and weekend evenings by approximately 3 percent. This slight reduction in trips would not materially reduce the significant impacts found for the Proposed Project on intersections, neighborhood streets, and freeway facilities. The slight reduction in venue capacity would reduce the significant VMT impacts identified for events at the venue, however, by eliminating the potential to consolidate LA Clippers team uses, including the arena, practice facility, sports medicine and treatment facilities, and team offices in a single location, Alternative 2 would likely increase the amount of travel between these uses that are currently located disparately throughout the region. The result of this would be increased trip-making and increased VMT.

The reduced size of Alternative 2 means that it would meet some, but not all of the objectives of the City and the applicant. In particular, this alternative would be less responsive than the Proposed Project to the City's objectives to promote economic health of the City, provision of public and youth-oriented space, and increasing employment opportunities; it would fail to achieve the applicant's objective of consolidating team facilities and providing complementary retail, public benefits, and increasing City revenues.

Alternative 3: City Services Center Alternative Site

Alternative 3 assumes that a new entertainment and sports center would be built near downtown Inglewood, approximately 1.5 miles northwest of the Project Site. Alternative 3 would involve the demolition of the facilities that presently occupy the City Services Center Alternative Site and adjacent firefighter training academy, and the construction of an arena and parking structure separated by a pedestrian plaza that would include an outdoor stage. The proposed parking structure would include approximately 2,520 parking spaces, which represents a 30 percent reduction in parking compared to the Proposed Project. Additional off-site parking for events at the arena would be provided by an existing parking structure owned and operated by the Faith Central Bible Church. In addition, approximately 30,000 sf of ground floor retail oriented towards the pedestrian plaza would be provided on the lower level of the parking structure. Other team facilities, hotel, or a new potable water well would not be constructed as the site is not large enough to accommodate the additional square footage.

Under Alternative 3 all of the uses that presently occupy the City Services Center Alternative Site and adjacent firefighter training academy would be relocated to the Project Site along West Century Boulevard. Unlike the Proposed Project, the relocation of these uses would not require the vacation of either West 101st Street or West 102nd Street.

Although the City Services Center Alternative Site is about 65 percent smaller than the Project Site, Alternative 3 also involves relocation of uses from the City Services Center Alternative Site to the Project Site, and thus impacts such as effects on biological and cultural resources, exposure to existing soil-borne hazards, drainage and water quality effects, and impacts on public services would be similarly likely to occur despite the reduced size of the site for the construction of the Proposed Project. The primary significant impacts of the Proposed Project that would be lessened in magnitude under the City Services Center Alternative would include the emission of criteria air pollutants and GHGs due to less construction and smaller overall development, and construction and operational noise as a result of the smaller size of the site and relatively fewer sensitive receptors in proximity to the site. Conversely, compared to the Proposed Project, Alternative 3 would increase potential for spillover lighting and shadow effects due to the location and orientation of residences to the site.

Under Alternative 3, the ability to walk to the Crenshaw/LAX light rail line Downtown Inglewood Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since only one rail line would be thus accessible. Although this alternative would have fewer effects on non-event days due to the reduced amount of ancillary uses, for major events it would be expected to have intersection, neighborhood street, and freeway facility impacts at a similar level as the Proposed Project, although distributed across the transportation system differently. Further, the location of the Alternative 3 site relative to The Forum and the NFL Stadium, would mean that Proposed Project impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium would be shifted and somewhat lessened from those for the Proposed Project during concurrent events.

Because Alternative 3 would not consolidate LA Clippers facilities on a single site, it would be less responsive to City and applicant objectives for the Proposed Project. In addition, reduction in the amount of development and separating the new arena from complementary uses in the HPSP would be less responsive to both the City and applicant objectives to increase economic activity in and revenues to the City, and to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City. Further, although Alternative 3 would include relocation of current City Services Center and the firefighter training academy uses to the Arena Site portion of the Project Site, it would result in a less intensive use of the Project Site than the Proposed Project, and thus would be less responsive to City Objective 5 than the Proposed Project.

Finally, constructing the arena and related uses on the City Services Center Alternative site would require, as an initial matter, designing and constructing replacement facilities for those uses that are currently located on the Project Site, and, thus, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season, and thus could be unable to meet project applicant Objective 1a.

Alternative 4: Baldwin Hills Alternative Site

Under Alternative 4, the Proposed Project would be constructed on a portion of the existing Baldwin Hills Crenshaw Plaza mall, located approximately 4.5 miles north of the Project Site in the City of Los Angeles community of Baldwin Hills. Alternative 4 would be constructed exclusively on the southern parcel of the existing mall site and would involve the demolition of the Sears store, the east parking structure along Crenshaw Boulevard, and smaller commercial and retail buildings along Stocker Street, Santa Rosalia Drive, and Marlton Avenue. The Baldwin Hills Alternative would be similar in size, function and character as the Proposed Project; however, this alternative would not include a hotel or a new potable water well.

Because the size of the arena and the amount of development would be essentially the same as the development in the Proposed Project, many of the impacts of the Proposed Project that are affected by the intensity of development would remain the same or very similar at the Baldwin Hills Alternative Site, but would occur in a location different from the Proposed Project. The impacts that would be similar include changes to visual character and shadow impacts, effects on biological resources, drainage and water quality, construction vibration, as well as demands on public services and utilities.

The Baldwin Hills Alternative would tend to marginally reduce construction air pollutant and GHG emissions and noise impacts due to the elimination of construction of the hotel and water well. Other impacts that would be reduced at this site include loss of protected trees, exposure to aircraft noise, and transportation effects during concurrent events at The Forum and/or NFL Stadium.

Conversely, several environmental impacts would be more severe at the Baldwin Hills Alternative site. Because two known archaeological sites are located on the Baldwin Hills site, impacts of the Baldwin Hills Alternative on archaeological resources, paleontological resources, and human remains would be greater than at the Project Site. The Baldwin Hills site area is

generally quieter than the Project Site vicinity, and thus the Proposed Project at this location would result in more severe noise impacts with Alternative 4 than under the Proposed Project. There are limitations in the sewer systems serving the Baldwin Hills site, resulting in the need for infrastructure improvements that could result in significant environmental impacts.

Under Alternative 4, the ability to walk to the Crenshaw/LAX light rail line Martin Luther King Jr. Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since there would be access to only one rail line. The removal of a portion of the retail uses at Baldwin Hills Crenshaw Plaza shopping mall to accommodate the Proposed Project at the Baldwin Hills Alternative Site would reduce the net vehicle trip increase generated by the Proposed Project at this site. Although the net new trips generated by major events at the arena would be reduced somewhat, a substantial reduction in the level of intersection, neighborhood street, or freeway facility impacts would not be expected.

Average trip lengths for attendees of events at the Alternative 4 site would likely be shorter than those for events at the Proposed Project given the site's location closer to the regional center, reducing the significant VMT impacts identified for events at the Proposed Project, but not to a level that is less than significant. Given that the location of the Alternative 4 site is over 3 miles from The Forum and NFL Stadium, the level of additional project-related impact on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or NFL Stadium would be substantially reduced from that for the Proposed Project during concurrent events.

Because the Baldwin Hills Alternative Site is located in the City of Los Angeles and not in the City of Inglewood, none of the City of Inglewood's objectives for the Proposed Project would be met under Alternative 4. Because the Baldwin Hills Alternative site would first require acquiring the site, and then designing and approving the project through the City of Los Angeles, it is uncertain whether this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season; thus, this alternative could be unable to meet project applicant Objective 1a. While some of the applicant's other objectives could potentially be achieved at the Baldwin Hills site, this alternative would not combine with the future NFL Stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of Inglewood.

Alternative 5: The District at South Bay Alternative Site

Under Alternative 5, the Proposed Project would be relocated to a site in the City of Carson approximately 8 miles southeast of the Project Site on a 157-acre site that is a former Class II landfill that is currently undergoing remediation, and which was previously considered as a site for an NFL stadium that could have served as the home for the Chargers and Raiders franchises. Alternative 5 would involve the construction of an arena with 18,500 seats along with a pedestrian plaza, retail shops, outdoor stage, team practice facility, medical clinic, and team offices. Approximately 9,000 surface parking spaces would be provided on the site. This alternative would not include a hotel or a new potable water well.

Although located at a site 11 miles south of Inglewood, many of the impacts of Alternative 5 would be similar in magnitude as those of the Proposed Project. Such impacts include effects on scenic resources, shadows on residences and sensitive uses, geologic and seismic effects, exposure to accidental spills of hazardous materials, and effects on public services and utilities. Impacts that would be reduced under the District at South Bay Alternative compared to the Proposed Project would include effects related to biological resources, cultural resources, proximity to airports, surface drainage and water quality, and operational and construction noise.

Compared to the Proposed Project, the District at South Bay Alternative Site is located 11 miles further south from Staples Center and further from access to the LA Metro light rail system, trip making and VMT would be higher at this site. As a result, impacts related to VMT, criteria air pollutant and GHG emissions, and transportation energy would be greater than under the Proposed Project. Because the District at South Bay Alternative Site is a former landfill that is currently under remediation, development of this alternative has the potential to have impacts related to on-site contamination that would be more severe than those described for the Proposed Project.

Because Silver Line express bus service can be readily increased if needed and the Silver Line provides one-seat service to the Metro Red/Purple Lines and Union Station in downtown Los Angeles, it is anticipated that vehicle trip generation for events in the arena at the Alternative 5 site would be similar to that for the Proposed Project. As noted above, average trip lengths for attendees of events at the District at South Bay Alternative Site would likely be longer than those for events at the Proposed Project given the site's location farther from the regional center, increasing the level of the significant VMT impacts identified for events at the Proposed Project. Because of the immediate proximity of the Alternative 5 site to the I-110, I-405, and I-710 and local arterials, locating the Proposed Project on the District at South Bay Alternative Site would likely impact a lesser number of intersections and neighborhood streets than the Proposed Project. Because the location of the District at South Bay Alternative Site is over 8 miles from The Forum and the NFL Stadium, and thus the Proposed Project at this site would not be likely to have additional significant impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium.

Because The District at South Bay Alternative is located in the City of Carson and not in the City of Inglewood, none of the City of Inglewood's objectives for the Proposed Project would be met under Alternative 5. Because the District at South Bay Alternative site would first require acquiring the site, and then designing and approving the project through the City of Carson, it is uncertain whether this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season; thus, this alternative could be unable to meet Project applicant Objective 1a. While this alternative could achieve some of the applicant's other objectives, it would not combine with the future NFL Stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City of Inglewood, and because of its distance from downtown Los Angeles, it may not meet the applicant's objective to develop on a site that is considered geographically desirable and accessible to the LA Clippers current and anticipated fan base.

Alternative 6: Hollywood Park Specific Plan Alternative Site

Under Alternative 6, elements of the Proposed Project would be developed on an approximately 12-acre site south of the NFL Stadium currently under construction within the HPSP area to the north of the Project Site across West Century Boulevard. As with the Proposed Project, Alternative 6 would involve the construction of a new multi-purpose arena to serve as the home of the LA Clippers NBA basketball team in the City of Inglewood and all of the related development included in the Proposed Project, including the relocation of the LA Clippers team offices and team practice and athletic training facility, but not including the proposed hotel or replacement potable water well.

The development of an arena under Alternative 6 would include an agreement between the operators of the NBA arena and the NFL Stadium to coordinate events and shared parking. A total of 1,045 additional parking spaces would be developed within surface parking areas and subterranean parking structures located within the Alternative 6 site, with the remainder of the parking need for this alternative being provided through the parking facilities within the HPSP area through coordination between the NFL Stadium, parking facility operators and the operator of the arena.

Most of the impacts of the HPSP Alternative would be equal to or less than the impacts of the Proposed Project. Because the HPSP Alternative site is located near the Project Site, impacts such as Aesthetics, Cultural Resources, Hazardous Materials, Hydrology and Water Quality, Land Use and Public Services would be similar to or the same as those described for the Proposed Project.

Because Alternative 6 would not include the development of a hotel and replacement water well, the emissions of criteria pollutants and GHG emissions would be somewhat reduced compared to the Proposed Project. Because the Alternative 6 site has been previously graded and prepared for development, it is devoid of trees and other biological resources, and thus would avoid the impacts of the Proposed Project on nesting bird habitat and loss of protected trees. As a result of the increased distance from the Alternative 6 site to nearby noise, vibration, and light sensitive receptors, impacts related to noise generated by construction and operation of the project, vibration related to on-site construction activities, and spillover light from project operations that would occur with the Proposed Project would be avoided with this alternative.

Alternative 6 would be of similar size to the Proposed Project, with similar access to transit, and would have similar vehicle trip generation for arena events and ancillary uses as the Proposed Project. Due to the proximity of the Alternative 6 site to restaurant and retail uses in the HPSP area, arrival and departure times would be less concentrated in time, but a material reduction in the level of intersection or freeway facility impacts would not be expected. Further, like the Proposed Project, because of pre- and post-event congestion Alternative 6 could adversely impact on-time performance for buses operating in the vicinity, and would have similar impacts on access to Centinela Hospital as the Proposed Project. The same mitigation measures for impacts on transit operations and emergency access that are required for the Proposed Project would be required for Alternative 6.

Impacts related to effects on neighborhood streets south and east of the Project Site would be diminished with Alternative 6 due to the lack of connectivity in the local roadway network near the HPSP site. In addition, because Alternative 6 would not include a hotel, it would not have a significant impact as a result of hotel-related VMT.

Because this alternative would be developed on the HPSP site and would include an agreement between the operators of the Alternative 6 arena and the NFL Stadium to coordinate events and shared parking, the potential for some concurrent event scenarios would be much less likely, including concurrent events at NFL Stadium and the Alternative 6 arena, as well as concurrent events at The Forum, the NFL Stadium, and the Alternative 6 arena.

While Alternative 6 would meet most of the City's objectives for the Proposed Project, the HPSP area is not underutilized to the same degree as the Project Site, and thus it would not be as responsive to City Objective 5 as the Proposed Project. The HPSP Alternative site is a privately owned property subject to a detailed specific plan (the Hollywood Park Specific Plan), as well as a Development Agreement between the City and the HPSP developer. These plans and agreements are currently being implemented. There is, therefore, substantial uncertainty regarding site control and the feasibility of this alternative. The development of Alternative 6 would potentially require amendments to the HPSP, which would require the consent of the landowner and approval of the City pursuant to the terms of the Development Agreement between the City and the property owner. As a result, it is uncertain whether this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season. For this reason, this alternative could be unable to meet Project applicant Objective 1a.

Alternative 7: The Forum Alternative Site

Under Alternative 7, elements of the Proposed Project would be developed on an approximately 28-acre site currently occupied by the approximately 350,000 sf historic Forum concert and event venue (the Forum Alternative site), located approximately 0.8 miles north of the Project Site in the City of Inglewood. Similar to the Proposed Project, development under Alternative 7 would be include the Arena Structure, including an approximately 915,000 sf arena to host LA Clippers NBA games and other events, the LA Clippers team offices (71,000 sf), the LA Clippers practice and training facilities (85,000 sf) and a sports medicine clinic (25,000 sf). Seating capacity of the arena under Alternative 7 would remain at 18,000 attendees for LA Clippers basketball games and a maximum capacity of up to 18,500 attendees for concert events.

The Forum Alternative site is currently developed with an historic concert venue known as The Forum, which has hosted sporting and entertainment events in the City since 1967 and is listed on both the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register). The development of a modern arena that meets NBA standards on the Forum Alternative site would require the acquisition of the site by the project applicant, and the demolition of the existing Forum building in order to provide sufficient land to potentially accommodate the uses included in the Proposed Project.

The event-related environmental characteristics of the Forum Alternative are similar to the conditions that exist today during events at The Forum. However, the estimated number of events (approximately 243 per year) would be increased compared to recent activity levels at The Forum (approximately 115 per year). Non-event day impacts would be similar to those described for the Proposed Project, and would be greater than exist today because the existing Forum building and site do not include any of the ancillary uses that would be included in this alternative. Impacts related to views and shadows, biological and cultural resources, hazardous materials and airport hazards, noise and vibration, and public services would be similar to those of the Proposed Project.

Construction air emissions would be somewhat increased under this alternative due to the increased demolition associated with the removal of the existing Forum building. Because this alternative would not include a hotel, the operational air pollutant and GHG emissions, water demand, wastewater generation, and energy demand would be reduced under the Forum Alternative. It is expected that lighting impacts of Alternative 7 would be less than those described for the Proposed Project, but with mitigation the effects would be similar.

Because the Forum Alternative arena and ancillary uses would be of similar size and in a similar setting as the Proposed Project, the trip generation and related impacts on intersections, local roadways, and freeways, as well as impacts related to emergency access to Centinela Hospital would be similar to those described for the Proposed Project. Since the on-site parking development in Alternative 7 is similar to the Proposed Project, a similar number of employees and event attendees would park off site, resulting in similar impacts related to pedestrian flows to and from the Alternative 7 site. Mitigation measures that would be the same or similar as the Proposed Project would be required to lessen the significant traffic impacts of the Forum, with a similar number of significant and unavoidable impacts.

Impacts related to effects on neighborhood streets south and east of the Project Site would be diminished with Alternative 7 due to the lack of connectivity in the local roadway network near the Forum site. In addition, because Alternative 7 would not include a hotel, it would not have a significant impact as a result of hotel-related VMT. Because this alternative involves the demolition of the historic Forum building, it would eliminate the potential for some concurrent event scenarios, including concurrent events at The Forum and the Proposed Project, as well as concurrent events at The Forum, the NFL Stadium, and the Proposed Project.

The Forum Alternative would result in a significant impact on aesthetics and historic resources as a result of the demolition of the National Register and California Register listed Forum building, an impact that would not occur with the Proposed Project. As explained above, the demolition of the historic Forum building would be a necessary element of this alternative because (1) there is no feasible method of adaptively reusing the historic structure to accommodate the construction of a modern NBA arena, and (2) there is insufficient land on the Forum Alternative site for the development of such an arena without demolition of the existing Forum building. Required mitigation measures would include documentation under the Historic American Building Survey, development and implementation of a salvage plan, and development of displays that tell the

history of The Forum. Even with these mitigation measures, the demolition of the historic Forum building would be significant and unavoidable impact.

Alternative 7 would meet most of the City's objectives for the Proposed Project, but because the Forum site is a viable business and key existing part of the City's entertainment district, it would fail to meet the City Objective 5 to transform vacant and underutilized land to the same extent as the Proposed Project. The Forum is a privately owned property subject to a Development Agreement between the City and The Forum property owner. There is, therefore, substantial uncertainty regarding site control and the feasibility of this alternative. Constructing the arena and related uses on the Forum Alternative site would first require that the site would become feasibly available and could be acquired by the project applicant, and then would require design and entitlement of Alternative 7 by the City of Inglewood. Thus, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024-2025 season. For this reason, Alternative 7 could be unable to meet project applicant Objective 1a.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. If the No Project Alternative is considered environmentally superior, the EIR must identify which among the others is environmentally superior. It should be noted that environmental considerations are one set of the factors that must be considered by the public and the decision makers in deliberations on the Proposed Project. Other factors of importance include but are not limited to urban design, economics, social factors, and fiscal considerations.

From the alternatives evaluated in this EIR, the environmentally superior alternative would be Alternative 1 – the No Project Alternative. This alternative would avoid all significant impacts associated with the Proposed Project.

As discussed above, when the No Project Alternative is identified as the Environmentally Superior Alternative, CEQA requires the Lead Agency to select the Environmentally Superior Alternative from among the other alternatives considered in the EIR. The other alternatives would either not avoid most of the impacts of the Proposed Project (Alternative 2), or would result in many similar impacts but also result in additional material significant impacts that would not occur under the Proposed Project. The selection of an alternative that is considered environmentally superior often involves trade-offs between alternatives. For example, one alternative may have greater transportation impacts, while another may have lesser transportation impacts but greater cultural resources impacts. For these reasons, the identification of the Environmentally Superior Alternative is to a considerable degree inherently subjective and value based.

Among the other alternatives considered in this EIR, the City has determined that the Environmentally Superior Alternative would be Alternative 3 – the City Services Center Alternative. This alternative would (1) lessen impacts related to intensity of development by eliminating some of the ancillary uses and by developing on a smaller site than the Proposed

Project; (2) move some of the most intense vehicular activity associated with arena events further away from the most congested part of the City's arterial network; (3) move this vehicular activity to an area that is further away from The Forum and the NFL Stadium, and thereby lessen transportation impacts occurring during concurrent events at those venues, and (4) maximize the opportunity for arena patrons to use transit because of its proximity to the LA Metro Crenshaw/LAX line Downtown Inglewood station.

Summary Table

Table S-2 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").
2. Level of significance without mitigation ("Significance Before Mitigation").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Significance After Mitigation").

If an impact is determined to be significant or potentially significant, feasible mitigation measures are identified, where appropriate. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Inglewood. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.1 Aesthetics			
3.1-1: Construction and operation of the Proposed Project could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or could conflict with the City's zoning and regulations governing scenic quality.	LS	None required.	NA
3.1-2: Construction and operation of the Proposed Project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	PS	**Mitigation Measure 3.1-2(a)** Construction Lighting. The project applicant shall implement the following measures to avoid or minimize disturbances related to construction lighting: • Require construction contractors use construction-related lighting only where and when necessary for completion of the specific construction activity. • Require construction contractors to ensure that all temporary lighting related to construction activities or security of the Project Site is shielded or directed to avoid or minimize any direct illumination onto light-sensitive properties located outside of the Project Site. • Designate a Community Affairs Liaison and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding to any local complaints about disturbances related to construction or security lighting. The Community Affairs Liaison shall receive all public complaints and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall coordinate with a designated construction contractor representative for the purpose of investigating the complaint and undertaking all feasible measures to protect public health and safety. • Adjacent residents within 500 feet of the Project Site shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.	LS
		Mitigation Measure 3.1-2(b) Lighting Design Plan. Prior to issuance of a building permit, the project applicant shall submit to the City a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other project lighting onto the light-sensitive receptor properties identified as SR 1, SR 2, and SR 4 in the LDA lighting analysis report would not result in more than 2 foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are occupied by light-sensitive receptor uses, or that an illuminated sign from the Project would produce a light intensity of greater than 3 foot-candles above ambient lighting on residentially zoned property. Where existing conditions exceed these levels, the Lighting Design Plan shall avoid exacerbating existing conditions, but need not further reduce light levels on light-sensitive receptor properties. Measures to ensure that the lighting and illuminated signage from the Project would not exceed the identified thresholds may include but are not limited to relocating and or/shielding pole- or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs; and/or providing structural and/or vegetative screening from sensitive uses.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.1 Aesthetics (cont.)			
3.1-2 (cont.)		**Mitigation Measure 3.1-2(c)** **Hotel Design.** The design of the proposed hotel shall be prohibited from using (1) reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) mirrored glass, (3) black glass that exceeds 25 percent of any surface of any building, and (4) metal building materials that exceed 50 percent of any street-facing surface of a building.	
3.1-3: Construction and operation of the Proposed Project could cast shadows on shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM PST on either the summer or winter solstice.	LS	None required.	NA
3.1-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with the City's zoning and regulations governing scenic quality.	LS	None required.	NA
3.1-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	PS	**Mitigation Measure 3.1-5** Implement Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c) Construction Lighting, Lighting Design Plan, and Hotel Design.	LS
3.2 Air Quality			
3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.	PS	**Mitigation Measure 3.2-1(a)** Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program. **Mitigation Measure 3.2-1(b)** Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing. **Mitigation Measure 3.2-1(c)** Implement Mitigation Measure 3.2-2(c). Construction Emissions Minimization Plan. **Mitigation Measure 3.2-1(d)** Implement Mitigation Measure 3.2-2(d). Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.2 Air Quality (cont.)			
3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.	PS	**Mitigation Measure 3.2-2(a)** Implement Mitigation Measure 3.14-2(b). **Mitigation Measure 3.2-2(b)** Emergency Generator and Fire Pump Generator Maintenance & Testing. The Applicant shall conduct maintenance and/or testing of the emergency generators or fire pump generators on three separate non-event days. Each emergency generator shall be tested on a separate non-event day and the two fire pump generators may be tested together on a separate non-event day.	SU
		Mitigation Measure 3.2-2(c) The project applicant shall prepare and implement a Construction Emissions Minimization Plan. Before a construction permit is issued, the project applicant shall submit this plan to the City Department of Public Works for review and approval. The plan shall detail compliance with the following requirements: 1) The Plan shall set forth in detail how the project applicant will implement Project Design Feature 3.2-1. 2) The Plan shall require construction contractor(s) to use off-ro ad diesel-powered construction equipment that meets or exceeds California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters. This requirement shall be included in applicable bid documents, and the successful contractor(s) shall be required to demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. The City shall require quarterly reporting and provision of written documentation by contractors to ensure compliance, and shall conduct regular inspections to ensure compliance with these requirements. 3) The project applicant shall require, at a minimum, that operators of heavy-duty haul trucks visiting the Project during construction commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions or newer, cleaner trucks. In addition, the project applicant shall strive to use zero-emission (ZE) or near-zero-emission (NZE) heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NO_X emissions standard of 0.02 g/bhp-hr. Contractors shall be required to maintain records of all trucks visiting the Project, and such records shall be made available to the City upon request. 4) The project applicant shall ensure all construction equipment and vehicles are in compliance with the manufacturer's recommended maintenance schedule. The project applicant shall maintain maintenance records for the construction phase of the Project and all maintenance records shall remain on site for a period of at least 2 years from completion of construction.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.2 Air Quality (cont.)			
3.2-2 (cont.)		5) The project applicant shall enter into a contract that notifies all construction vendors and contractors that vehicle idling time will be limited to no longer than 5 minutes or another timeframe as allowed by California Code of Regulations Title 13, section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, unless exempted by this regulation. For any vehicle that is expected to idle longer than 5 minutes, the project applicant shall require the vehicle's operator to shut off the engine. Signs shall be posted at the entrance and throughout the site stating that idling longer than 5 minutes is not permitted. **Mitigation Measure 3.2-2(d)** The project applicant shall provide incentives for vendors and material delivery trucks that would be visiting the Project to encourage the use of ZE or NZE trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year delivery trucks.	
3.2-3: Construction and operation of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations.	LS	None required.	NA
3.2-4: Construction and operation of the Proposed Project could result in other emissions (such as those leading to odors).	LS	None required.	NA
3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.	PS	**Mitigation Measure 3.2-5(a)** Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program. **Mitigation Measure 3.2-5(b)** Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing. **Mitigation Measure 3.2-5(c)** Implement Mitigation Measure 3.2-2(c). Construction Emissions Minimization Plan. **Mitigation Measure 3.2-5(d)** Implement Mitigation Measure 3.2-2(d). Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation.	SU
3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.	PS	**Mitigation Measure 3.2-6(a)** Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program. **Mitigation Measure 3.2-6(b)** Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.2 Air Quality (cont.)			
3.2-6 (cont.)		**Mitigation Measure 3.2-6(c)** Implement Mitigation Measure 3.2-2(c). Prepare and implement a Construction Emissions Minimization Plan. **Mitigation Measure 3.2-6(d)** Implement Mitigation Measure 3.2-2(d). Incentivize use of ZE or NZE trucks.	
3.2-7: Construction and operation Proposed Project, in conjunction with other cumulative development, could contribute to a cumulative exposure of sensitive receptors to substantial pollutant concentrations.	LS	None required.	NA
3.2-8: Construction and operation Proposed Project, in conjunction with other cumulative development, could result in cumulative increases of other emissions (such as those leading to odors).	LS	None required.	NA
3.3 Biological Resources			
3.3-1: Construction and operation of the Proposed Project would not 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 Wildlife or US Fish and Wildlife Service.	NI	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.3 Biological Resources (cont.)			
3.3-2: Construction of the Proposed Project could have the potential to 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.	PS	**Mitigation Measure 3.3-2** The project applicant shall conduct tree removal activities required for construction of the Project outside of the resident or migratory bird and raptor breeding season (February 1 through August 31) where feasible. For construction activities or ground disturbing activities such as demolition, tree and vegetation removal, or grading that would occur between February 1 through August 31, the project applicant shall retain a qualified biologist to conduct preconstruction surveys not more than one week prior to the commencement of construction activities in suitable nesting habitat within the Project Site for nesting birds and raptors. This survey shall include areas located within 100 feet from construction to avoid indirect impacts to nesting birds. During the preconstruction survey, nests detected shall be mapped using global positioning system software, and species confirmed to be nesting or likely nesting will be determined. If active nests for avian species protected under the Migratory Bird Treaty Act or California Fish and Game Code are found during the survey, the qualified biologist shall determine an appropriate buffer for avoiding the nest (where no work will occur) until the biologist is able to determine that the nest is no longer active. A minimum 100-foot no-work buffer shall be established around any active bird nest; however, the buffer distance may be adjusted by a qualified biologist depending on the nature of the work that is occurring in the vicinity of the nest, the known tolerance of the species to noises and vibrations, and/or the location of the nest. If, in the professional opinion of the qualified biologist, the Project would impact a nest, the biologist shall immediately inform the construction manager and work activities shall stop until the biologist delineates a suitable buffer distance and/or determines that the nest is no longer active.	LS
3.3-3: Construction of the Proposed Project could have the potential to conflict with local policies or ordinances protecting biological resource, such as a tree preservation policy or ordinance.	PS	**Mitigation Measure 3.3-3** a) To ensure that all new trees planted at a 1:1 ratio as required by the City's Tree Preservation Ordinance are of sufficient size, quantity, and quality, the following shall be implemented: • Prior to any on-site tree disturbance or removal of any protected tree, a tree permit shall be obtained from the City of Inglewood in accordance with the City of Inglewood Tree Preservation Ordinance (Inglewood Municipal Code Chapter 12, Article 32). The tree permit shall identify the appropriate size of tree to be replaced (i.e., 36-inch box tree). • All replacement mitigation trees shall be monitored by a certified arborist annually for minimum of 3 years following the completion of construction and planting, respectively. Monitoring shall verify that all encroached and replacement trees are in good health at the end of the 3-year monitoring period. Any encroached or replacement tree that dies within the 3-year monitoring period shall be replaced, and the replacement tree shall be monitored annually for 3 years. Annual monitoring reports shall be prepared by a certified arborist and submitted to the City. The monitoring report shall depict the location of each encroachment and replacement mitigation tree, including a description of the health of each tree based on a visual assessment.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.3 Biological Resources (cont.)			
3.3-3 (cont.)		b) To ensure proper protection of trees to remain during project construction, the following shall be implemented. • The Tree Protective Zone (TPZ) of protected trees to be retained and that are located within 25 feet from the grading limits, shall be enclosed with temporary fencing (e.g., free-standing chain-link, orange mesh drift fencing, post and wire, or equivalent). A smaller TPZ may be established in consultation with a certified arborist. The fencing shall be located at the limits of the TPZ and shall remain in place for the duration of construction activities in the area, or as determined by the City. • Prune selected trees to provide necessary clearance during construction and to remove any defective limbs or other parts that may pose a failure risk. All pruning shall be completed (or supervised) by a certified arborist and adhere to the Tree Pruning Guidelines of the International Society of Arboriculture. Trenching shall be routed so as to minimize damage to roots of protected trees roots if feasible. Any required trenching within the TPZ should be accomplished by the use of hand tools, to the extent feasible, while under the direct supervision of a certified arborist. If roots larger than 2 inches in diameter are encountered, the arborist shall provide recommendations for pruning or avoidance. Any major roots encountered should be conserved if feasible and treated as recommended by the arborist. If extensive disturbance to tree roots would occur such that tree health would be impacted as determined by the certified arborist, the tree shall be replaced at 1:1 per Mitigation Measure 3.3-3(a) above. • Any work conducted within the TPZ of a protected tree shall be monitored by a certified arborist. The monitoring arborist shall prescribe measures for minimizing or avoiding long-term impacts to the tree, such as selective pruning to minimize construction impacts. • No storage of equipment, supplies, vehicles, or debris should be allowed within the TPZ of a protected tree. No dumping of construction wastewater, paint, stucco, concrete, or any other clean-up waste should occur within the TPZ. No temporary structures should be placed within the TPZ.	
3.3-4: Construction and operation of the Proposed Project, in combination with other cumulative development, could 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.	LS	None required.	NA
3.3-5: Construction and operation of the Proposed Project, in combination with other cumulative projects, could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	LS	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4 Cultural and Tribal Cultural Resources			
3.4-1: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5.	PS	**Mitigation Measure 3.4-1** Retention of Qualified Archaeologist. Prior to the start of ground-disturbing activities associated with the Project, including demolition, trenching, grading, and utility installation, the project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources. a) Monitoring and Mitigation Plan. Prepare, design, and implement a monitoring and mitigation program for the Project. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. The Plan shall be prepared and approved prior to the issuance of the first grading permit. b) Cultural Resources Sensitivity Training. The qualified archaeologist and Native American Monitor shall conduct construction worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (i), for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training. c) Archaeological and Native American Monitoring. The qualified archaeologist will oversee archaeological and Native American monitors who shall be retained to be present and work in tandem, monitoring during construction excavations such as grading, trenching, or any other excavation activity associated with the Project and as defined in the Monitoring and Mitigation Plan. If, after advanced notice, the Tribe declines, is unable, or does not respond to the notice, construction can proceed under supervision of the qualified archaeologist. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the quantity and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist and the Native American monitor. d) In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s).	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4 Cultural and Tribal Cultural Resources (cont.)			
3.4-1 (cont.)		e) If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. f) In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the project applicant, and appropriate Native American representatives (if the find is of Native American origin). The Cultural Resources Treatment Plan shall provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource through laboratory processing and analysis of the artifacts. The Treatment Plan will further make recommendations for the ultimate curation of any archaeological materials, which shall be curated at a public, non-profit curation facility, university or museum with a research interest in the materials, if such an institution agrees to accept them. If resources are determined to be Native American in origin, they will first be offered to the Tribe for permanent curation, repatriation, or reburial, as directed by the Tribe. If no institution or Tribe accepts the archaeological material, then the material shall be donated to a local school or historical society in the area for educational purposes. g) If the resource is identified as a Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered, to the extent feasible. h) Prepare a final monitoring and mitigation report for submittal to the applicant, and the South Central Coastal Information Center (SCCIC), in order to document the results of the archaeological and Native American monitoring. If there are significant discoveries, artifact and feature analysis and final disposition shall be included with the final report, which will be submitted to the SCCIC and the applicant. The final monitoring report shall be submitted to the applicant within 90 days of completion of excavation and other ground disturbing activities that require monitoring.	
3.4-2: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5.	PS	**Mitigation Measure 3.4-2** Implement Mitigation Measure 3.4-1.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4 Cultural and Tribal Cultural Resources (cont.)			
3.4-3: Construction of the Proposed Project could have the potential to 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: i) 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). ii) 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 section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	PS	**Mitigation Measure 3.4-3** Implement Mitigation Measure 3.4-1.	LS
3.4-4: Construction of the Proposed Project could have the potential to disturb human remains including those interred outside of dedicated cemeteries.	PS	**Mitigation Measure 3.4-4** **Inadvertent Discovery of Human Remains.** In the event of the unanticipated discovery of human remains during excavation or other ground disturbance related to the Project, all work shall immediately cease within 100 feet of the discovery and the County Coroner shall be contacted in accordance with PRC section 5097.98 and Health and Safety Code section 7050.5. The project applicant shall also be notified. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) shall be notified in accordance with Health and Safety Code section 7050.5, subdivision (c), and PRC section 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendant (MLD) for the remains per PRC section 5097.98. Until the landowner has conferred with the MLD, the project applicant shall ensure that a 50-foot radius around where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4 Cultural and Tribal Cultural Resources (cont.)			
3.4-5: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to result in cumulatively considerable impacts to historical resources.	PS	**Mitigation Measure 3.4-5** Implement Mitigation Measure 3.4-1.	LS
3.4-6: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on archaeological resources.	PS	**Mitigation Measure 3.4-6** Implement Mitigation Measure 3.4-1.	LS
3.4-7: Construction of the Proposed Project, in conjunction with construction of other cumulative development, could have the potential to contribute to cumulative impacts on the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074.	PS	**Mitigation Measure 3.4-7** Implement Mitigation Measure 3.4-1.	LS
3.4-8: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on human remains including those interred outside of dedicated cemeteries.	PS	**Mitigation Measure 3.4-8** Implement Mitigation Measure 3.4-4.	LS
3.5 Energy Demand and Conservation			
3.5-1: Construction and operation of the Proposed Project could cause wasteful, inefficient, or unnecessary consumption of energy resources.	LS	None required.	NA
3.5-2: Construction and operation of the Proposed Project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	LS	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.5 Energy Demand and Conservation (cont.)			
3.5-3: Construction and operation of the Proposed Project could result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.	LS	None required.	NA
3.5-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cause wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation of the Proposed Project.	LS	None required.	NA
3.5-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	LS	None required.	NA
3.5-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.	LS	None required.	NA
3.6 Geology and Soils			
3.6-1: Construction and operation of the Proposed Project could have the potential to result in the substantial erosion or the loss of topsoil.	PS	**Mitigation Measure 3.6-1** Implement Mitigation Measure 3.9-1(a). Comply with Applicable Regulations as Approved by the City and the Los Angeles Regional Water Quality Control Board (RWQCB).	LS
3.6-2: Construction of the Proposed Project could have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	**Mitigation Measure 3.6-2** A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) shall be retained by the project applicant and approved by the City prior to the approval of grading permits. The qualified paleontologist shall:	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.6 Geology and Soils			
3.6-2 (cont.)		a) Prepare, design, and implement a monitoring and mitigation program for the Project consistent with Society of Vertebrate Paleontology Guidelines. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that fossil remains can be salvaged in a timely manner), fossil treatment, procurement, and reporting. The Plan monitoring and mitigation program shall be prepared and approved by the City prior to the issuance of the first grading permit. If the qualified paleontologist determines that the Project-related grading and excavation activity will not affect Older Quaternary Alluvium, then no further mitigation is required. b) Conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (a). In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. The training session shall provide instruction on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the qualified paleontologist demonstrating that the appropriate construction personnel attended the training.	
		c) Direct the performance of paleontological resources monitoring by a qualified paleontological monitor (meeting the standards of the SVP, 2010). Paleontological resources monitoring shall be conducted pursuant to the monitoring and mitigation program developed under (a), above. Monitoring activities may be altered or ceased if determined adequate by the qualified paleontologist. Monitors shall have the authority to, and shall temporarily halt or divert work away from exposed fossils or potential fossils, and establish a 50-foot radius temporarily halting work around the find. Monitors shall prepare daily logs detailing the types of ground disturbing activities and soils observed, and any discoveries. d) If fossils are encountered, determine their significance, and, if significant, supervise their collection for curation. Any fossils collected during Project-related excavations, and determined to be significant by the qualified paleontologist, shall be prepared to the point of identification and curated into an accredited repository with retrievable storage. e) Prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the paleontological monitoring. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report which will be submitted to the appropriate repository and the City. The final monitoring report shall be submitted to the City within 90 days of completion of excavation and other ground disturbing activities that could affect Older Quaternary Alluvium.	
3.6-3: Construction and operation of the Proposed Project in conjunction with other cumulative development, could have the potential to result in substantial erosion or loss of topsoil.	PS	**Mitigation Measure 3.6-3** Implement Mitigation Measure 3.9-1(a). Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB.	LS
3.6-4: Construction of the Proposed Project, in conjunction with other cumulative development, could have the potential to contribute to cumulative impacts on paleontological resources.	PS	**Mitigation Measure 3.6-4** Implement Mitigation Measure 3.6-2.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Greenhouse Gas Emissions			
3.7-1: Construction and operation of the Proposed Project could generate "net new" GHG emissions, either directly or indirectly, that could have a significant impact on the environment.	S	**Mitigation Measure 3.7-1(a)** 1) Project GHG Emissions. Estimate the Project's net new GHG emissions over the 30-year operational life of the Project. The estimate shall be based on final design, project-specific traffic generation, actual energy use estimates, equipment to be used on site, and other emission factors appropriate for the Project, using the best available emissions factors for electricity, transportation engines, and other GHG emission sources commonly used at the time the GHG Reduction Plan is completed, reflecting existing vehicle emission standards and building energy standards. Net operational (incremental) emissions shall be derived by adding the annual operational emissions and backfill emissions and then subtracting from that total existing emissions and emissions from relocated LA Clippers games and market shifted non-NBA events, as illustrated in Table 3.7-9a and Table 3.7-9b. The estimate shall include the Project's construction GHG emissions, which shall be amortized over the 30-year operational life of the Project, shown in Table 3.7-7 to be 603 metric tons of carbon dioxide equivalent (MTCO2e)/year. 2) GHG Mitigation. Include reduction measures that are sufficient to reduce or offset incremental emissions over the net neutral threshold, are verifiable, and are feasible to implement over project life. At a minimum, the GHG Reduction Plan shall include: (i) implementation of all measures set forth under Section A. below; and (ii) emissions reductions associated with implementation of Project Design Features 3.2-1 and 3.2-2 and Mitigation Measures 3.2-2(b) and 3.14-2(b) regarding the reduction of NOx and PM2.5 emissions, to the extent these features and measures have co-benefits in the form of quantifiable GHG emissions reductions. The project applicant shall be required to implement a combination of measures identified in Section B below, or co-benefits of NOx and PM2.5 emissions reduction measures required under AB 987, to achieve any remaining GHG emission reductions beyond those identified in (i) and (ii) above necessary to meet the no net new GHG emissions threshold over the 30-year operational life of the Project. A. Required GHG Reduction Measures. a. Minimize energy demand, including electricity and natural gas demand through implementation of LEED Gold certification design features. b. Implement a transportation demand management (TDM) program that includes the following, subject to further refinement and revision through coordination between the City and the project applicant at the time of project approval: i. TDM 1 – Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool). The IBEC Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as, but not limited to: • Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates. • Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method). • Giveaways for transit users (goods for attendees, free tickets for employees, etc.).	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Greenhouse Gas Emissions (cont.)			
3.7-1 (cont.)		• Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices. • Bus stop facilities improvements: the IBEC Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the IBEC Project. • Transit and/or Multi-Modal Subsidy: the IBEC Project shall provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This shall provide pre-tax commuter benefits for employees. • Marketing and outreach campaign to event attendees and employees for transit usage.	
		ii. TDM 2 – Event-day Dedicated Shuttle Services The following shall be provided to ensure sufficient connectivity to existing and planned Metro Rail Stations: • The IBEC Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/LAX Line at La Brea/Florence (Downtown Inglewood) Stations for Arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees. • The IBEC Project shall provide no less than 27 shuttles with a capacity of no less than 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to and after the attendees, respectively, the same shuttles shall be utilized for the employees. Shuttle service shall begin no less than two hours before the event and extend to at least 30 minutes after the start of the event. After the event, shuttle service shall begin no less than 30 minutes before the end of the event and shall continue for at least one hour after the end of the event. • The IBEC Project shall implement Mitigation Measure 3.14-2(b), requiring the IBEC operator to provide enough shuttles to ensure that there is successful and convenient connectivity with short wait times to these light rail stations. To this end, the IBEC operator will monitor the number of people using shuttles to travel between the above light rail stations and the IBEC. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the IBEC operator must add enough additional shuttle runs to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit. • The IBEC Project shall provide a convenient and safe location on site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the Arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the Arena. The IBEC Project shall implement Mitigation Measure 3.14-3(f), which requires constructing a dedicated northbound right-turn lane that would extend from the bus pull-out on the east side of South Prairie Avenue to West Century Boulevard.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Greenhouse Gas Emissions (cont.)			
3.7-1 (cont.)		iii. TDM 3 – Encourage Carpools and Zero-Emission Vehicles The IBEC Project shall provide incentives to encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site. The incentives shall include: • Incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other, similar benefits) to incentivize sharing/pooling for attendees using transportation network company (TNC) rides to or from an event, or other discounts/benefits. • Variable parking price based on car occupancy - structured to encourage carpooling. • 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent (i.e., a minimum of three hundred and thirty (330) electric vehicle charging stations (EVCS) shall be installed within the three proposed on-site parking garages serving the Project for use by employees, visitors, event attendees, and the public).	
		iv. TDM 4 – Encourage Active Transportation The IBEC Project shall include features that would enhance the access for bicyclists and pedestrians, including the following: • Bicycle parking in excess of applicable code requirements as follows: 60 employee bike parking spaces and 23 attendee bike parking spaces. • Showers and lockers for employees. • A bike valet service if needed to accommodate bike parking space needs. • A bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Coordination of bike pools and walk pools. • Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development. v. TDM 5 – Employee Vanpool Program The IBEC Project shall provide an employee vanpool program to accommodate up to 66 employees utilizing the vanpool service. Each vanpool shall have a capacity of at least 15 persons per vehicle. The vanpool program shall be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1. vi. TDM 6 – Park-n-Ride Program The IBEC Project shall provide a regional park-n-ride program that utilizes charter coach buses with a capacity of no less than 45 persons per bus. Parking lot locations shall correspond to zip code ticket purchase data, and the site circulation shall be designed to account for the charter coaches.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Greenhouse Gas Emissions (cont.)			
3.7-1 (cont.)		vii. TDM 7 – Information Services The IBEC Project shall provide services to inform the public about activities at the IBEC, including the following: • Strategic Multi-modal Signage/Wayfinding • Real-time travel information; Changeable Message Sign (CMS) and social media • Welcome packets for new employees and ongoing marketing • Commercials/Advertisement - Television, Website, Social Media, Radio, etc. • Information kiosk or bulletin board providing information about public transportation options. viii. TDM 8 – Reduce On-Site Parking Demand The IBEC Project shall include features that reduce on-site parking demand. These features shall include: • Provide coach bus/minibus/microtransit staging and parking areas: the IBEC Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit shall be no less than 10 persons per vehicle. • Allocate sufficient TNC staging spaces: the IBEC Project shall be designed to accommodate approximately 160 spaces for TNC staging. ix. TDM 9 – Event Day Local Microtransit Service The IBEC Project shall provide a local minibus/microtransit[3] service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees. x. Monitoring The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis. c. A monitoring report shall be prepared not less than once each year. The report shall evaluate the extent to which the TDM Program encourages employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and the State of California Office of Planning and Research (through 2030).	

[3] A minibus is a physically smaller bus and/or shuttle (i.e., with capacity for 20 or fewer people). Microtransit refers to short-distance (i.e., approximately 6 miles or less) shuttle service.

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Greenhouse Gas Emissions (cont.)			
3.7-1 (cont.)		d. The TDM Program shall be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in addressing the issues set forth above. e. Install "smart parking" systems in the on-site parking garages serving the Project to reduce vehicle circulation and idle time within the structures by more efficiently directing vehicles to available parking spaces.	
		B. Potential Additional GHG Reduction Measures The GHG Reduction Plan shall identify and quantify any additional GHG reduction measures proposed by the project applicant to reduce incremental emissions to below the net zero threshold. These additional measures may include one or more of the following: a. Potential on-site measures: i. Installation of additional photovoltaic systems as carports on the Eastern Parking Garage. ii. Purchase of energy for on-site consumption through the Southern California Edison (SCE) Green Rate, which facilitates SCE's purchase of renewable energy to meet the needs of Green rate participants from solar renewable developers within the SCE service territory or similar opportunities for renewable electricity that may arise in the future. iii. If available after approval by applicable regulatory agencies, on-site use of renewable natural gas.[4] iv. Implementation of a waste diversion program with a goal of reducing landfill waste to zero. b. Potential off-site measures: i. Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an "offset project registry" to help administer parts of the Compliance Offset Program under CARB's Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, and enforceable. ii. Transit and City Fleet Vehicles Replacement. The project applicant may enter into an agreement to cover replacement costs of existing City municipal fleet and transit vehicles with Zero Emissions Vehicles (ZEVs) and install related Electric Vehicle Charging Stations (EVCS). iii. Local EV Charging Stations. The project applicant may enter into agreements to install EVCS locations in the City for use by the public. iv. The project applicant may develop or enter into partnership with other organizations to develop a tree planting program in the City.	

4 Renewable natural gas is a biogas which has been upgraded to a quality similar to fossil natural gas and having a methane concentration of 90% or greater. A biogas is a gaseous form of methane obtained from biomass. By upgrading the quality to that of natural gas, it becomes possible to distribute the gas to customers via the existing gas grid within existing appliances.

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		v. EV Home Charger Program. The project applicant may implement a program to cover 100 percent of the costs of purchasing and installing EV chargers for residential use in local communities near the Project Site.	
3.7 Greenhouse Gas Emissions (cont.)			
3.7-1 (cont.)		The GHG Reduction Plan may include different, substitute GHG reduction measures that are equally effective or superior to those proposed above, as new technology and/or other feasible measures become available during construction or the operational life of the Project. The GHG Reduction Plan shall identify such different, substitute GHG reduction measures, and shall provide enough information to assess the feasibility of these measures. The project applicant may rely on such measures only if they are reviewed by the City Chief Building Official, are quantified, are found to be feasible, and are found to be at least as effective as those measures listed above. The Plan shall identify and quantify any other GHG reduction measures needed to reduce the Project incremental GHG emissions to no net new GHG emissions, or better.	
		Mitigation Measure 3.7-1(b) Annual GHG Verification Report. The project operator shall prepare an Annual GHG Verification Report, which shall be submitted to the City, with a copy provided to CARB, in the first quarter of each year following the commencement of project operations. The Annual GHG Verification Report shall estimate the Project's emissions for the previous year based on operational data and methods, and using appropriate emissions factors for that year, as set forth in the GHG Reduction Plan, and determine whether additional offset credits, or other measures, are needed for the Project to result in net zero GHG emissions. It shall include a process for verifying the actual number and attendance of net new, market-shifted, and backfill events. If an Annual GHG Verification Report determines that the Project's emissions for the previous year were lower than necessary to achieve net zero GHG emissions, credit for any emissions reductions achieved below net zero shall be applied to the next year in the following Annual GHG Verification Report. The Annual GHG Verification Report shall be verified by a qualified, independent expert entity retained at the project applicant's expense. GHG offset credits to achieve net zero GHG emissions for the previous year, if necessary, shall have been purchased by the end of each reporting year. Following completion and verification of the Annual GHG Verification Report, the GHG Reduction Plan shall be refined as may be needed in order to maintain emissions below net zero over the next reporting year. Any such revisions shall be prepared by the qualified expert retained by the project applicant and shall be subject to review and approval by the City. In reviewing the GHG Reduction Plan, any revisions to that plan, or other reports related to implementation of the Plan, the City may retain a qualified expert to assist with this review. The selection of such an expert shall be at the City's discretion. Any expenses incurred by the City in retaining this expert shall be borne by the project applicant. The provisions of this Mitigation Measure 3.7-1(b) may be consolidated with the reporting obligations pursuant to AB 987, as memorialized in the conditions of approval to the Project, into a single GHG reduction monitoring and verification report.	
3.7-2: Construction and operation of the Proposed Project could be inconsistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs.	LS	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8 Hazards and Hazardous Materials			
3.8-1: Construction and operation of the Proposed Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LS	None required.	NA
3.8-2: Construction and operation of the Proposed Project could 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.	LS	None required.	NA
3.8-3: Construction and operation of the Proposed Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	NA
3.8-4: Construction and operation of 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 and, as a result, could have the potential to create a significant hazard to the public or the environment.	PS	**Mitigation Measure 3.8-4** Prior to initiating any ground disturbing activities on the Project Site, the project applicant shall prepare a Soil Management Plan (SMP) that is submitted and approved by the Los Angeles County Health Hazardous Materials Division (HHMD). The SMP shall be prepared by a Registered Environmental Assessor (REA) or other qualified expert, and shall address the findings of the two EKI technical memoranda dated June 28, 2019, and/or subsequent relevant studies. During construction, the contractor shall implement the SMP. If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities on any portion of the Project Site, work shall stop in the excavation area of potential contamination. Upon discovery of suspect soils or groundwater, the contractor shall notify the HHMD and retain an REA or qualified professional to collect soil samples to confirm the type and extent of contamination that may be present. If contamination is confirmed to be present, any further ground disturbing activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. The contractor shall follow all procedural direction given by HHMD and in accordance with the SMP to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with transport laws and the requirements of the licensed receiving facility. If contaminated soil or groundwater is encountered and identified constituents exceed human health risk levels, ground disturbing activities shall not recommence within the contaminated areas until remediation is complete and a “no further action” letter is obtained from the appropriate regulatory agency or direction is otherwise given that construction can commence. The project applicant shall submit the “no further action” letter or equivalent notification to the City prior to resumption of any ground disturbing activity on the relevant portion of the Project Site.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8 Hazards and Hazardous Materials (cont.)			
3.8-5: Construction and operation of the Proposed Project would be located within an airport land use plan area and could result in a safety hazard or excessive noise for people residing or working in the project area or could create a hazard to navigable airspace and/or operations at a public airport.	PS	**Mitigation Measure 3.8-5** The project applicant shall submit an application to the Airport Land Use Commission (ALUC) for a determination that that the Project is consistent with the Airport Land Use Plan. The project applicant shall submit Form 7460-1, "Notice of Proposed Construction or Alteration," to the Federal Aviation Administration (FAA) or notify the FAA through the Obstacle Evaluation/Airport Airspace Analysis system, consistent with the requirements of 14 Code of Federal Regulations (CFR) Part 77, prompting completion of an aeronautical study to determine whether the Project would constitute a hazard to air navigation. A copy of the 14 CFR Part 77 notification shall be included in the compatibility review application for the Project. Prior to the issuance of building permits, the project applicant shall provide the City with a copy of the ALUC-issued consistency determination, and the FAA-issued "Determination of No Hazard to Air Navigation." The project applicant shall implement all recommendations made by the FAA, including those for marking and lighting of project components that are determined to constitute obstructions in federal airspace, and any requirements set forth in the ALUC consistency determination regarding height restrictions.	LS
3.8-6: Construction and operation of the Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	None required.	NA
3.8-7: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LS	None required.	NA
3.8-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could 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.	LS	None required.	NA
3.8-9: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8 Hazards and Hazardous Materials (cont.)			
3.8-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could be located on sites that are included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, could create a significant hazard to the public or the environment.	LS	None required.	NA
3.8-11: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would be located within an airport land use plan area and could cumulatively result in a safety hazard or excessive noise for people residing or working in the project area, or could create a hazard to navigable airspace and/or operations at a public airport	LS	None required.	NA
3.8-12: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	None required.	NA
3.9 Hydrology and Water Quality			
3.9-1: Construction and operation of the Proposed Project could have the potential to violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan.	PS	**Mitigation Measure 3.9-1(a)** Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB. The project applicant shall comply with the MS4 permit regulations, NPDES General Construction Permit, Inglewood Municipal Code regulations, the County's LID Standards Manual, and the USGBC's LEED program. A LID Report and SWPPP shall be prepared to the satisfaction of the City and Los Angeles RWQCB to ensure the prevention of substantial water quality degradation during construction and operation of the Project. These plans shall be approved by the City and Los Angeles RWQCB to confirm that these permit and regulatory requirements have been satisfied before construction commences on the site. **Mitigation Measure 3.9-1(b)** Sweeping. Operation of the Project shall include periodic sweeping to remove oil, grease, and debris from parking lots of 25 spaces or more. Such sweeping shall occur not less than weekly.	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.9 Hydrology and Water Quality (cont.)			
3.9-2: Construction and operation of the Proposed Project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of sustainable groundwater management plan.	LS	None required.	NA
3.9-3: Construction and operation of the Proposed Project could have the potential to substantially alter the existing drainage patterns 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 has the potential to: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.	PS	**Mitigation Measure 3.9-3** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	LS
3.9-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the Dominguez Channel Watershed, could have the potential to cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or conflict with or obstruct implementation of a water quality control plan.	PS	**Mitigation Measure 3.9-4** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.9 Hydrology and Water Quality (cont.)			
3.9-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development within areas served by the WCGB and Central Basin groundwater basins, could cumulatively decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of sustainable groundwater management plan.	LS	None required.	NA
3.9-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development in the Dominquez Channel Watershed, could have the potential to cumulatively alter the 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 result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.	PS	**Mitigation Measure 3.9-6** Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.10 Land Use and Planning			
3.10-1: Construction and operation of the Proposed Project could physically divide an established community.	LS	None required.	NA
3.10-2: Construction and operation of the Proposed Project could conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LS	None required.	NA
3.10-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could physically divide an established community.	LS	None required.	NA
3.10-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LS	None required.	NA
3.11 Noise and Vibration			
3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PS	**Mitigation Measure 3.11-1** Construction Noise Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, the project applicant shall develop a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors. The plan shall be developed in coordination with an acoustical consultant and the project construction contractor, and shall be approved by the City Chief Building Official. The Plan shall include the following elements: • A sound barrier plan that includes the design and construction schedule of the temporary and permanent sound barriers included as project design features for the Project, or sound barriers that achieve an equivalent or better reduction in noise levels to noise-sensitive receptors. • Buffer distances and types of equipment selected to minimize noise impacts. • Haul routes subject to preapproval by the City. • Construction contractors shall utilize equipment and trucks equipped with the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible.	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11 Noise and Vibration (cont.)			
3.11-1 (cont.)		• Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Stationary noise sources (e.g., generators) shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. Pole power shall be utilized at the earliest feasible point in time, and to the maximum extent feasible in lieu of generators. If stationary construction equipment such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible. • Use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions. • Designate a Community Affairs Liaison and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction activities. This Community Affairs Liaison shall receive all public complaints about construction noise disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall coordinate with a designated construction contractor representative for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety. • Adjacent noise-sensitive residents and commercial uses (i.e., educational, religious, transient lodging) within 500 feet of demolition and pile driving activity shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.	
3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PS	**Mitigation Measure 3.11-2(a)** Noise Reduction Plan. The project applicant shall prepare a Noise Reduction Plan for Major event pre- and post-event conditions that results in composite noise levels from amplified sound and mechanical equipment of no more than 3 dBA over ambient conditions at any noise-sensitive receptor. The level of noise reduction shall be documented by a qualified noise consultant and submitted to the City. The Noise Reduction Plan shall be submitted to and approved by the City prior to the first Major Event at the Arena. Noise reduction strategies could include, but are not limited, the following. • Construction of the permanent sound barriers included in the Project as project design features, or construction of permanent sound barriers that achieve an equivalent or better noise reduction as the permanent sound barriers proposed as project design features. • Equip noise generating mechanical equipment, including emergency generators, transformers, and HVAC units with sound enclosures. • Locate noise generating mechanical equipment at the furthest distance from sensitive receptors as feasible.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11 Noise and Vibration (cont.)			
3.11-2 (cont.)		• Design the outdoor stage and sound amplification system (placement and/or number of speakers, and maximum volume) so as to limit noise levels near noise-sensitive receptors. • Utilize sound-absorbing materials on the exterior of Plaza buildings. • Enclose the rooftop restaurant space with a material that would serve as a noise barrier such as glass. **Mitigation Measure 3.11-2(b)** Implement Mitigation Measure 3.14-2(b) (Implementation of a comprehensive Transportation Demand Management (TDM) program).	
3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.	PS	**Mitigation Measure 3.11-3(a)** Minimize Construction Equipment Vibration. To address potential structural damage impacts, the operation of construction equipment that generates high levels of vibration, such as vibratory rollers, large bulldozers/drill rigs and loaded trucks, shall occur no nearer than 20 feet from neighboring structures, if feasible.	SU
		Mitigation Measure 3.11-3(b) Vibration, Crack, and Line and Grade Monitoring Program. If vibratory rollers, large bulldozers or loaded trucks are required to operate within 20 feet of existing structures, implement a vibration, crack, and line and grade monitoring program at existing buildings located within 20 feet of demolition/construction activities. The following elements shall be included in this program: a) Pre-Demolition and Construction: i. Photos of current conditions shall be included as part of the crack survey that the construction contractor will undertake. This includes photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labeled in detail and dated. ii. The construction contractors shall identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities. Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the project. iii. The construction contractor shall determine the number and placement of vibration receptors at the affected buildings in consultation with a qualified architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold. iv. A line and grade pre-construction survey at the affected buildings shall be conducted. b) During Demolition and Construction: i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11 Noise and Vibration (cont.)			
3.11-3 (cont.)		ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold. c) Post-Construction i. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project did not cause physical damage to the buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report. ii. The project applicant (and its construction contractor) shall be responsible for repairs from damage to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.	
		Mitigation Measure 3.11-3(c) Designate Community Affairs Liaison. Designate a Community Affairs Liaison and conspicuously post this person's contact information around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaints about construction activities. This Community Affairs Liaison shall receive all public complaints about construction vibration disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall have the authority to coordinate with a designated construction contractor representative for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety, and shall ensure that steps be taken to reduce construction vibration levels as deemed appropriate and safe by the designated construction contractor representative. Such steps could include the application of vibration absorbing barriers, substitution of lower vibration generating equipment or activity, rescheduling of vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration impacts at the adjacent vibration-sensitive receptors.	
3.11-4: The Proposed Project is located within the Planning Boundary/Airport Influence Area for LAX as designated within the airport land use plan and could expose people residing or working in the region surrounding the Project Site to excessive noise levels.	LS	None required.	NA

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11 Noise and Vibration (cont.)			
3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.	PS	**Mitigation Measure 3.11-5** Implement Mitigation Measure 3.11-1. (Construction Noise Reduction Plan).	SU
3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.	PS	**Mitigation Measure 3.11-6(a)** Implement Mitigation Measure 3.11-2(a). (Noise Reduction Plan). **Mitigation Measure 3.11-6(b)** Implement Mitigation Measure 3.14-2(b) (Implementation of a comprehensive Transportation Demand Management (TDM) program).	SU
3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.	PS	**Mitigation Measure 3.11-7** Implement Mitigation Measures 3.11-3(a), 3.11-3(b), 3.11-3(c). (Minimize Construction Equipment Vibration; Vibration, Crack, and Line and Grade Monitoring Program; and Designate Community Affairs Liaison).	SU
3.11-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could expose people residing or working in the region surrounding the Project Site to excessive noise levels from airport noise.	LS	None required.	NA
3.12 Population, Employment, and Housing			
3.12-1: Construction and operation of the Proposed Project could 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).	LS	None required.	NA
3.12-2: Construction and operation of the Proposed Project could displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere.	LS	None required.	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.12 Population, Employment, and Housing (cont.)			
3.12-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative 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 and other infrastructure).	LS	None required.	NA
3.12-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere.	LS	None required.	NA
3.13 Public Services			
3.13-1: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the provision of new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	LS	None required.	NA
3.13-2: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.13 Public Services (cont.)			
3.13-3: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for police protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times or other performance objectives for police protection.	LS	None required.	NA
3.13-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for police protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times or other performance objectives for police protection.	LS	None required.	NA
3.13-5: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the need for or provision of new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks or recreational facilities.	LS	None required.	NA
3.13-6: Construction and operation of the Proposed Project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.13 Public Services (cont.)			
3.13-7: Construction and operation of the Proposed Project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LS	None required.	NA
3.13-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the need for or provision of new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks or recreational facilities.	LS	None required.	NA
3.13-9: Construction and operation of the Proposed Project, in conjunction with related cumulative development, could contribute to the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	LS	None required.	NA
3.13-10: Construction and operation of the Proposed Project, in conjunction with related cumulative projects, could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.13 Public Services (cont.)			
3.13-11: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the need for or provision of new or physically altered schools, the construction of which could cause significant environmental impacts.	LS	None required.	NA
3.13-12: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the need for or provision of new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	LS	None required.	NA
3.14 Transportation and Circulation			
3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-1(a)** The project applicant shall implement elements of the Transportation Demand Management (TDM) Program described in Mitigation Measure 3.14-2(b) including strategies, incentives and tools to provide opportunities for daytime and non-event employees to reduce single-occupancy vehicle trips and use other modes besides automobile to travel to and from the Project Site. These elements include: a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as: • Bus stop facilities improvements: The Project would provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project. • Transit and/or Multi-Modal Subsidy: The Project would provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This would provide pre-tax commuter benefits for employees. • Marketing and outreach campaign for transit usage. b) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following: • Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, or other discounts/benefits.	SU

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-1 (cont.)		c) TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following: • Bicycle parking: provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces. • Provide showers and lockers for employees. • Bicycle fix-it station: provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development. d) TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.	
		e) TDM 7/Information Services – The Project shall provide services to inform employees about transportation options including the following: • Welcome packets for new employees and ongoing marketing. • Information kiosk or bulletin board providing information about public transportation options.	
		Mitigation Measure 3.14-1(b) Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and Overlap Phase on South Prairie Avenue at West Century Boulevard). **Mitigation Measure 3.14-1(c)** Implement Mitigation Measure 3.14-3(l) (Implement protected or protected/permissive left-turn phasing on South Prairie Avenue at West 104th Street).	
3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-2(a)** The project applicant shall prepare and implement an Event Transportation Management Plan (TMP). The Event TMP shall address the issues set forth below, and shall achieve the identified standards for each of these issues*:* a) Vehicle Queuing on City Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to the upstream locations listed below during more than 5 percent of a pre-event peak hour (assuming no other concurrent events)*:* • Northbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to I-105, causing vehicle queues on the South Prairie Avenue off-ramp to exceed their available storage. • Southbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to beyond Manchester Boulevard. • Eastbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to I-405, causing vehicle queues on the West Century Boulevard off-ramps to exceed their available storage.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		• Westbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to beyond Crenshaw Boulevard.	
		b) Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along portions of West Century Boulevard and South Prairie Avenue adjacent to the Project.	
		c) Vehicular Parking: A comprehensive parking plan is implemented that could include strategies such as a reservation system A comprehensive parking plan is implemented to minimize unnecessary vehicular circulation (while looking for parking) within and adjacent to the Project. The Plan could include strategies such as a reservation system, smartphone parking app, directional signage, and real-time parking garage occupancy.	
		d) Bicycle Parking: Signage is clearly visible to direct bicyclists to on-site event bicycle parking. The on-site bicycle parking shall have an adequate supply to accommodate a typical major event. If monitoring shows that there is demand for on-site bicycle parking that is not being met, then additional supply (such as a bicycle valet) shall be identified.	
		e) Shuttle Bus Loading: An adequate amount of curb space (accompanied by appropriate traffic management strategies) is provided along South Prairie Avenue to efficiently accommodate shuttle buses that transport attendees to/from light rail stations.	
		f) Shuttle Bus Capacity and Wait Times: An adequate supply of shuttle buses is provided such that peak wait times for attendees before and after major events do not exceed 15 minutes.	
		g) Paratransit: Specific suitable locations are provided to accommodate paratransit vehicle stops.	
		h) Ridehailing: Traffic management strategies (including active enforcement, wayfinding, signage, etc.) are implemented to minimize pre-event passenger drop-offs in travel lanes or at curbs along the project frontage, and to provide orderly vehicle staging, passenger loading, and traffic flow of ridehailing vehicles after events. For post-event conditions, the arena is placed within a 'geofenced area' in which attendees requesting a TNC are directed to meet the TNC vehicle at the East Parking Garage. If monitoring shows that ridehailing vehicles are using travel lanes or curbs along the project frontage to drop off passengers during the pre-event period, then TCOs and/or barricades shall be stationed at locations where unauthorized drop-offs are occurring.	
		i) Neighborhood Streets: Reduce traffic volumes on local and collector street segments identified in the Draft EIR as having a significant impact without causing a significant impact on other local and collector street segments. Discourage and reduce event-related cut-through traffic while maintaining access for residents and their guests.	
		j) Truck Staging: Large trucks associated with concerts or other special events do not park or idle along South Prairie Avenue, West Century Boulevard, or any local/collector street in the project vicinity, with the exception of Doty Avenue between West Century Boulevard and West 102nd Street.	
		k) Parking Garage/Lot Operations: Through effective garage/lot operations, vehicles do not spill back onto public streets and adversely affect the roadway network prior to events while waiting to enter garages/lots.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		**Mitigation Measure 3.14-2(b)** The project applicant shall implement a TDM Program. The TDM Program shall include strategies, incentives, and tools to provide opportunities for non-event employees and patrons as well as event attendees and employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The TDM Program shall include: a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as: • Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates. • Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method). • Giveaways for transit users (goods for attendees, free tickets for employees, etc.). • Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices. • Bus stop facilities improvements: The Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project. • Transit and/or Multi-Modal Subsidy: The Project would provide pre-tax commuter benefits for employees. • Vanpool Subsidy: This would provide pre-tax commuter benefits for employees. • Marketing and outreach campaign for transit usage. b) TDM 2/Event-day Dedicated Shuttle Services – The Project shall provide connectivity to the existing and future Metro Rail Stations and would take advantage of the transportation resources in the area. The Project shall ensure that enough shuttles would be provided for successful and convenient connectivity with short wait times. The following shall be provided: • The Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/ LAX Line at AMC/96th Station, and Crenshaw/LAX Line at Downtown Inglewood station for arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees. • The Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the game and extend to 30 minutes after the start. After the game, shuttle service would begin 30 minutes before the end, and continues one hour after.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		• The Project shall provide a convenient and safe location on site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the arena. • The project applicant shall monitor the number of people using shuttles to travel between the above light rail stations and the Project. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the project applicant shall add sufficient additional shuttle capacity to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit. c) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following: • Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing TNC rides to or from the event, or other discounts/benefits. • Provide variable parking price based on car occupancy – structured to encourage carpooling. • The Project would provide 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent.	
		d) TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following: • Bicycle parking: Provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces. • Provide showers and lockers for employees. • A bike valet service would be implemented if needed to accommodate bike parking space needs. • Bicycle fix-it station: Provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition. • Coordinate bike pools and walk pools. • Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.	
		e) TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		f) TDM 6/Park-n-Ride Program – The Project shall provide a regional park-n-ride program that would utilize charter coach buses with a capacity of up to 45 persons per bus to accommodate up to 1,980 attendees. Parking lot locations would correspond to zip code ticket purchase data, and the site circulation would be designed to account for the charter coaches. The operation of this park-n-ride would be similar to the currently operating park-n-ride program from the Hollywood Bowl venue located in the Hollywood Hills within the County of Los Angeles. g) TDM 7/Information– The Project shall provide information services to inform the public about activities at the Project including the following: • Strategic multi-modal signage/wayfinding. • Real-time travel information; changeable message sign (CMS) and social media. • Welcome packets for new employees and ongoing marketing. • Commercials/advertisement – television, website, social media, radio, etc. • Information kiosk or bulletin board providing information about public transportation options. h) TDM 8/Reduce On-Site Parking Demand – The Project shall include features that reduce on-site parking demand such as: • Provide coach bus/minibus/microtransit staging and parking areas: The Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit is 10 persons per vehicle and 45 persons per bus for the charter coach bus. • Allocated sufficient TNC staging spaces: The Project is designed to accommodate approximately 160 spaces for TNC staging. i) TDM 9/Event-Day Local Microtransit Service – The Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus is assumed to have a capacity of 10 persons per vehicle, and the service would accommodate up to 66 employees and up to 180 attendees on all event days. j) Monitoring – The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy, and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation, and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis. A monitoring report shall be prepared not less than once each year. The report shall evaluate whether the TDM Program is achieving the reductions in vehicle trips set forth above. The monitoring report shall be provided to the City Traffic Engineer and the State of California Office of Planning and Research. The TDM Program will be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project's transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in addressing the issues set forth above.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		**Mitigation Measure 3.14-2(c)** The project applicant shall work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the West Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements: a) Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX Landside Modernization Program improvements planned for this location. b) Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction. **Mitigation Measure 3.14-2(d)** The project applicant shall construct (via restriping and conversion of median) second left-turn lanes on the northbound and southbound approaches to the West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase. **Mitigation Measure 3.14-2(e)** Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on South Prairie Avenue at West Century Boulevard). **Mitigation Measure 3.14-2(f)** The project applicant shall restripe the westbound West 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane. **Mitigation Measure 3.14-2(g)** The project applicant shall work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to South Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated right-turn lane. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc. **Mitigation Measure 3.14-2(h)** The project applicant shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane. **Mitigation Measure 3.14-2(i)** The project applicant shall restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-2 (cont.)		**Mitigation Measure 3.14-2(j)** The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc. **Mitigation Measure 3.14-2(k)** The project applicant shall work with the City of Hawthorne to remove the median island and restripe the southbound approach of South Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane. **Mitigation Measure 3.14-2(l)** The project applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street. **Mitigation Measure 3.14-2(m)** Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Mitigation Measure 3.14-2(a) (Implement Event TMP).Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-2(n)** The project applicant shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches. **Mitigation Measure 3.14-2(o)** The project applicant shall make a funding contribution to the City of Inglewood Public Works Traffic Division to help fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified.	
3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-3(a)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-3(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program). **Mitigation Measure 3.14-3(c)** The project applicant shall work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 NB Off-Ramp at West Century Boulevard to permit both left and right-turn movements. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-3 (cont.)		**Mitigation Measure 3.14-3(d)** Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements). **Mitigation Measure 3.14-3(e)** The project applicant shall convert the signal control system at the intersection of South Prairie Avenue and Pincay Drive to provide protected or protected-permissive westbound and eastbound left-turn phasing. **Mitigation Measure 3.14-3(f)** The project applicant shall widen the east side of South Prairie Avenue to extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the intersection to serve as an exclusive right-turn lane. Additionally, implement a northbound right-turn signal overlap phase. During pre-event and post-event periods, TCOs shall be positioned at this location as part of the Event TMP to manage the interaction of northbound right-turning traffic and pedestrians in the east leg crosswalk and to permit the lane to also operate as a bus queue jumper for shuttle buses departing the shuttle bus pull-out and traveling north through the intersection. **Mitigation Measure 3.14-3(g)** Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-3(h)** Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-Ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-3(i)** Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements). **Mitigation Measure 3.14-3(j)** The project applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. **Mitigation Measure 3.14-3(k)** Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements). **Mitigation Measure 3.14-3(l)** The project applicant shall implement protected or protected/permissive left-turn phasing on northbound and southbound South Prairie Avenue at West 104th Street. **Mitigation Measure 3.14-3(m)** Implement Mitigation Measure 3.14-2(e) (Restripe the westbound West 104th Street approach to Yukon Avenue to consist of a left/through lane and a dedicated right-turn lane). **Mitigation Measure 3.14-3(n)** Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements).	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-3 (cont.)		**Mitigation Measure 3.14-3(o)** The project applicant shall work with the City of Inglewood to coordinate traffic signals and optimize traffic signal timings to accommodate major event traffic flows (see Figure 3.14-17 for locations). **Mitigation Measure 3.14-3(p)** Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).	
3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-4(a)** Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a). **Mitigation Measure 3.14-4(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	SU
3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14 5** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	SU
3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14 6** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	SU
3.14-7: Operation of the Proposed Project ancillary land uses could have the potential to cause significant impacts on freeway facilities under Adjusted Baseline conditions.	LS	None required.	NA
3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-8(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-8(b)** The project applicant shall work with Caltrans to implement the following traffic management system improvements along the I-105 corridor: a) Changeable message sign (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound South Prairie Avenue off-ramp. b) CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp. c) Closed circuit television cameras on the westbound Crenshaw Boulevard off-ramp, the South Prairie Avenue off-ramp, the westbound Hawthorne Boulevard off-ramp, and the eastbound 120th Street off-ramp to I-105.	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-9(a)** Implement mitigation measure 3.14-3(h) ((I-105 Westbound Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-9(b)** Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard). **Mitigation Measure 3.14-9(c)** Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets).	SU
		Mitigation Measure 3.14-9(d) Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-9(e)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-9(f)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-9(g)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	
3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.	S	**Mitigation Measure 3.14-10(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-10(b)** The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport, if warranted by demand.	SU
3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-11(a)** Implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of intersection improvements identified in Mitigation Measures 3.14-2 and 3.14-3. **Mitigation Measure 3.14-11(b)** Implement Mitigation Measure 3.14-3(f), to extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the South Prairie Avenue/West Century Boulevard intersection.	SU
3.14-12: The Proposed Project could have the potential to adversely affect existing or planned bicycle facilities; or fail to adequately provide for access by bicycle.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-13: The Proposed Project could have the potential to adversely affect existing or planned pedestrian facilities, or fail to adequately provide for access by pedestrians.	S	**Mitigation Measure 3.14-13** The project applicant shall widen the east leg crosswalk across West Century Boulevard at South Prairie Avenue to 20 feet.	LS
3.14-14: The Proposed Project could have the potential to result in inadequate emergency access under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-14** The project applicant shall work with the City and the Centinela Hospital Medical Center (CHMC) to develop and implement a Local Hospital Access Plan that would maintain reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan could include, but may not be limited to, the following:	LS
		a) Development of a wayfinding program that consists of the following: Placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events. This program would benefit from the project financial contribution to the City's ITS program (see Mitigation Measure 3.14-2(o)) by including cameras, vehicle queue spillback detection loops on eastbound West Century Boulevard, and other technologies which, if implemented, could enable the wayfinding signs to be automatically illuminated when necessary. b) Coordination with CHMC regarding updates to their website and any mobile apps so that employees, visitors, and patients visiting those sites are provided with advanced information of when events are scheduled. c) Provide direction to TCOs regarding best practices for accommodating emergency vehicles present in congested conditions during pre-event and post-event conditions.	
		The Local Hospital Access Plan shall consider, develop, and implement solutions to address potential access restrictions caused by construction activity at the Project (see Impact 3.14-15). The Plan shall have a monitoring and coordination component including observations of accessibility to the Emergency Department during periods when events are and are not being held at the Project. Coordination would include participation by the project applicant in quarterly working group meetings with hospital administrators to identify and address circulation concerns. The Local Hospital Access Plan shall be reviewed by the City, the Police Department, Los Angeles County Fire Department, and approved by the City prior to the first event at the Project arena.	

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-15** Before issuance of grading permits for any phase of the Project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include: a) Identification of haul routes and truck circulation patterns; not permitting trucks to travel on residential streets. b) Time of day of arrival and departure of trucks. c) Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting; not permitting trucks to park or stage on residential streets. d) Preparation of worksite traffic control plan(s) for lane and/or sidewalk closures. e) Identification of detour routes and signing plan for street/lane closures. f) Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas). g) Maintain safe and efficient access routes for emergency vehicles and transit. h) Manual traffic control when necessary. i) Provisions for pedestrian and bicycle safety. j) Identification of locations for construction worker parking; not permitting construction worker parking on residential streets. k) Strategies to reduce the proportion of employee and delivery trips made during weekday AM and PM peak hours through employee shift and construction material delivery scheduling. l) Strategies to be undertaken (e.g., alternate routing/parking of employees and deliveries, etc.) to reduce the adverse effects during events at The Forum or NFL Stadium of construction-related closures of travel lanes along the project frontage. A copy of the construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.	SU
3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.	S	**Mitigation Measure 3.14-16(a)** Implement Mitigation Measure 3.14-1(a) (Elements of the TDM Program for daytime and non-event employees). **Mitigation Measure 3.14-16(b)** Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on South Prairie Avenue at West Century Boulevard). **Mitigation Measure 3.14-16(c)** Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).	SU

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	S	**Mitigation Measure 3.14-17a** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-17(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program). **Mitigation Measure 3.14-17(c)** Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements). **Mitigation Measure 3.14-17(d)** Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements). **Mitigation Measure 3.14-17(e)** Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).	SU
		Mitigation Measure 3.14-17(f) Implement Mitigation Measure 3.14-2(f) (West 104th Street/Yukon Avenue Improvements). **Mitigation Measure 3.14-17(g)** Implement Mitigation Measure 3.14-2(g) (I-105 Off-ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-17(h)** Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard/La Brea Avenue Improvements). **Mitigation Measure 3.14-17(i)** Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Avenue Improvements). **Mitigation Measure 3.14-17(j)** Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-17(k)** Implement Mitigation Measure 3.14-2(k) (South Prairie Avenue/120th Street Improvements). **Mitigation Measure 3.14-17(l)** Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements). **Mitigation Measure 3.14-17(m)** Implement Mitigation Measure 3.14-2(m) (Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Event TMP). **Mitigation Measure 3.14-17(n)** Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-17 (cont.)		**Mitigation Measure 3.14-17(o)** Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS Program). **Mitigation Measure 3.14-17(p)** Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard). **Mitigation Measure 3.14-17(q)** The project applicant shall restripe the northbound approach of Felton Avenue at West Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane.	
3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	S	**Mitigation Measure 3.14-18a** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-18(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program). **Mitigation Measure 3.14-18(c)** Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard). **Mitigation Measure 3.14-18(d)** Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements). **Mitigation Measure 3.14-18(e)** Implement Mitigation Measure 3.14-3(e) (Protected or protected/permissive eastbound/westbound left turns at South Prairie Avenue/Pincay Drive). **Mitigation Measure 3.14-18(f)** Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and TCO support at South Prairie Avenue/West Century Boulevard).	SU
		Mitigation Measure 3.14-18(g) Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-18(h)** Implement Mitigation Measure 3.14-2(j) (I-105 Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-18(i)** Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements). **Mitigation Measure 3.14-18(j)** Implement Mitigation Measure 3.14-3(j) (La Cienega Boulevard/Centinela Avenue Improvements). **Mitigation Measure 3.14-18(k)** Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-18 (cont.)		**Mitigation Measure 3.14-18(l)** Implement Mitigation Measure 3.14-3(l) (South Prairie Avenue/West 104th Street Improvements). **Mitigation Measure 3.14-18(m)** Implement Mitigation Measure 3.14-2(e) (West 104th Street/Yukon Avenue Improvements). **Mitigation Measure 3.14-18(n)** Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements). **Mitigation Measure 3.14-18(o)** Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals). **Mitigation Measure 3.14-18(p)** Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program). **Mitigation Measure 3.14-18(q)** Implement Mitigation Measure 3.14-17(q) (Felton Avenue/West Century Boulevard Improvements). **Mitigation Measure 3.14-18(r)** Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard La Brea Avenue Improvements).	
3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.	S	**Mitigation Measure 3.14-19(a)** Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a)**.** **Mitigation Measure 3.14-19(b)** Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).	SU
3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	S	**Mitigation Measure 3.14-20** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	SU
3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	S	**Mitigation Measure 3.14-21** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	SU
3.14-22: Operation of the Proposed Project ancillary land uses could have the potential to cause significant impacts on freeway facilities under cumulative conditions.	LS	None required.	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	S	**Mitigation Measure 3.14-23(a)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-23(b)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	SU
3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	S	**Mitigation Measure 3.14-24(a)** Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-24(b)** Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard). **Mitigation Measure 3.14-24(c)** Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets). **Mitigation Measure 3.14-24(d)** Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-24(e)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-24(f)** Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-24(g)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor.	SU
3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	S	**Mitigation Measure 3.14-25(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3. **Mitigation Measure 3.14-25(b)** The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.	SU
3.14-26: The Proposed Project could have the potential to result in inadequate emergency access under cumulative conditions	PS	**Mitigation Measure 3.14 26** Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).	LS

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.	S	**Mitigation Measure 3.14-27** The project applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.	SU
3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-28(a)** Implement Mitigation Measures 3.14-3(a) through 3.14-3(o). **Mitigation Measure 3.14-28(b)** The project applicant shall make a funding contribution to the City of Inglewood Public Works Traffic Division to help fund and implement ITS improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified. **Mitigation Measure 3.14-28(c)** On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows: • At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic. • At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.	SU
		Mitigation Measure 3.14-28(d) On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).	
		Mitigation Measure 3.14-28(e) Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements). **Mitigation Measure 3.14-28(f)** The City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages.	

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TABLE S-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-29(a)** Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-29(b)** Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard). **Mitigation Measure 3.14-29(c)** Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets). **Mitigation Measure 3.14-29(d)** Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-29(e)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP). **Mitigation Measure 3.14-29(f)** Implement the trip reduction measures included in the Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-29(g)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	SU
3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14-30(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (Transportation Demand Management Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3. **Mitigation Measure 3.14-30(b)** The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out. **Mitigation Measure 3.14-30(c)** The project applicant shall coordinate with the City and NFL Stadium operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.	SU
3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14 31** Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.	S	**Mitigation Measure 3.14 32** The project applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.	SU
3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.	S	**Mitigation Measure 3.14-33(a)** Implement Mitigation Measures 3.14-18a through 3.14-18(r). **Mitigation Measure 3.14-33(b)** Implement Mitigation Measure 3.14-28(b) (Additional TCO placement and temporary lane changes at select intersections). **Mitigation Measure 3.14-33(c)** Implement Mitigation Measure 3.14-28(f) (City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages).	SU
3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.	S	**Mitigation Measure 3.14-34(a)** Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard). **Mitigation Measure 3.14-34(b)** Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard). **Mitigation Measure 3.14-34(c)** Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets). **Mitigation Measure 3.14-34(d)** Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue). **Mitigation Measure 3.14-34(e)** Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).	SU
3.14-34 (cont.)		**Mitigation Measure 3.14-34(f)** Implement the trip reduction measures included in the Project Transportation Demand Management Program described in Mitigation Measure 3.14-2(b). **Mitigation Measure 3.14-34(g)** Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).	

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Circulation (cont.)			
3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	S	**Mitigation Measure 3.14-35(a)** The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3. **Mitigation Measure 3.14-35(b)** The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out. **Mitigation Measure 3.14-35(c)** The project applicant shall coordinate with the City and NFL Stadium TMOP operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.	SU
3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.	S	**Mitigation Measure 3.14 36** Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).	SU
3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.	S	**Mitigation Measure 3.14-37** The project applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.	SU
3.15 Utilities and Service Systems			
3.15-1: Construction and operation of the Proposed Project could require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects.	LS	None required.	NA
3.15-2: Construction and operation of the Proposed Project could result in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	LS	None required.	NA

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.15 Utilities and Service Systems (cont.)			
3.15-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the GSWC Southwest System, could require or result in the relocation or construction of new or expanded water treatment facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects.	LS	None required.	NA
3.15-4: Operation of the Proposed Project, in conjunction with other cumulative development and future water demands within GSWC's Southwest System, could result in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	LS	None required.	NA
3.15-5: Operation of the Proposed Project could result in a determination by LACSD, which would serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to LACSD's existing commitments.	LS	None required.	NA
3.15-6: Operation of the Proposed Project could require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.	LS	None required.	NA
3.15-7: Operation of the Proposed Project, in conjunction with other cumulative development that would be served by the JWPCP, could cumulatively result in a determination by LACSD that it does not have adequate capacity to serve the project's projected demand in addition to LACSD's existing commitments.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.15 Utilities and Service Systems (cont.)			
3.15-8: Operation of the Proposed Project, in conjunction with other cumulative development, could require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.	LS	None required.	NA
3.15-9: Construction and operation of the Proposed Project could have the potential to require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	PS	**Mitigation Measure 3.15-9** Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	LS
3.15-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in the relocation or construction of new storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	PS	**Mitigation Measure 3.15-10** Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).	LS
3.15-11: Construction and operation of the Proposed Project could generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and could otherwise impair the attainment of solid waste reduction goals.	LS	None required.	NA
3.15-12: Construction and operation of the Proposed Project could conflict with federal, State, and local management and reduction statutes and regulations related to management and reduction of solid waste.	LS	None required.	NA

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.15 Utilities and Service Systems (cont.)			
3.15-13: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and could otherwise cumulatively impair the attainment of solid waste reduction goal.	LS	None required.	NA
3.15-14: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with federal, State, and local statues and regulations related to management and reduction of solid waste.	LS	None required.	NA

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CHAPTER 1
Introduction

Murphy's Bowl LLC (the project applicant) in conjunction with the City of Inglewood proposes entitlement, construction and operation of the proposed Inglewood Basketball and Entertainment Center (IBEC), which would include an approximately 915,000-square-foot (sf), 18,000-fixed-seat arena (Arena Structure or Arena) suitable for National Basketball Association (NBA) games, with up to 500 additional temporary seats for other sports or entertainment events; an approximately 85,000-sf team practice and athletic training facility; approximately 71,000 sf of Los Angeles (LA) Clippers team office space; an approximately 25,000 sf sports medicine clinic for team and potential general public use; approximately 48,000 sf of commercial uses; a hotel with up to 150 guest rooms; up to 15,000 sf of community uses; an outdoor plaza with landscaped areas, and community gathering space; removal and relocation of an existing City of Inglewood (City)-owned water well; and surface- and structured-parking facilities to serve the proposed development. These activities are referred to collectively as the Proposed Project. For a detailed description and exhibits of the Proposed Project, please see Chapter 2, Project Description.

This Environmental Impact Report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) section 21000 et seq.) and CEQA Guidelines (Title 14, section 15000 et seq. of the California Code of Regulations) (CEQA Guidelines) in order to disclose the potential environmental consequences of implementing the Proposed Project (State Clearinghouse Number 2018021056). As required under CEQA, the EIR evaluates and describes potentially significant environmental impacts, identifies potentially feasible mitigation measures to avoid or reduce the significance of potential impacts, and evaluates the comparative effects of potentially feasible alternatives to the Proposed Project.

1.1 Background

The Project Site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown Los Angeles. The main portion of the Project Site, referred to as the Arena Site, is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and a straight line extending east from West 103rd Street to South Doty Avenue to the south. The Arena Site is approximately 16.71 acres. Chapter 2, Project Description, presents exhibits of the Project Site, the surrounding area, and surrounding land uses.

The Project Site encompasses four, specific locations where different features of the Proposed Project would be located:

- *Arena Site*: The central part of the Project Site. The features located on the Arena Site include the Arena, outdoor plaza, community space, practice facility, sports medicine clinic, team offices, retail/restaurants, a parking structure, and related development;
- *West Parking Garage Site*: The part of the Project Site west of the Arena Site. The features located on the West Parking Garage Site include a multi-level parking structure to serve patrons of the Arena Site;
- *East Transportation and Hotel Site*: The portion of the Project Site east of the Arena Site, across South Doty Avenue. The East Transportation and Hotel Site includes a three story parking garage located on a portion of the site fronting West Century Boulevard, along with a paved surface lot area on a portion of the site fronting West 102nd Street. The ground floor of the parking garage and the surface lot area will serve as a transportation hub. The transportation hub includes a staging and parking area for coach buses and microtransit vehicles, a passenger loading area, and a staging/queuing area for transportation network company (TNC) vehicles such as Uber and Lyft vehicles, and taxis serving the Arena Site.[1] The second and third floors of the garage would provide parking for patrons of the Arena Site. The east side of the East Transportation and Hotel Site would include a limited service hotel and associated parking facilities; and
- *Well Relocation Site*: The portion of the Project Site immediately east of the Arena Site. The Well Location Site would contain a City-owned and -operated potable water well.

A portion of West 101st Street, west of South Prairie Avenue, would be vacated and replaced by the first floor of the parking garage. A portion of West 102nd Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with the Arena Structure and related development.

All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The six developed parcels, approximately 2.9 acres all within the Arena Site, include a fast food restaurant (on a privately-owned parcel), a motel (on a privately-owned parcel), a warehouse and light manufacturing facility (on two privately-owned parcels), a commercial catering business (on a privately-owned parcel), and a groundwater well and related facilities (on a City-owned parcel).

The Project Site is located approximately 2 miles east of Los Angeles International Airport (LAX) and approximately 1.5 miles north of Jack Northrop Field/Hawthorne Municipal Airport (HHR). This places a portion of the Project Site within the Planning Boundary/Airport Influence Area for LAX as designated in the Airport Land Use Plan (ALUP). The Project Site's location within the ALUP limits the nature and type of development that can occur. Additionally, the Aircraft Noise Mitigation Program (ANMP), which arises from federal and state regulations, established two strategies to manage the impacts of aircraft noise, including (1) sound insulation of structures, and (2) property acquisition followed by the conversion of an incompatible land use

[1] The East Transportation and Hotel Site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, microtransit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.

to compatible land uses. In the 1990s, pursuant to the ANMP and the Federal Aviation Regulation (FAR) Part 150, the Los Angeles World Airports implemented a comprehensive program to provide residential sound proofing to homes that are impacted by an average noise level of 65 dB or more and also relocated hundreds of residential homes east of LAX, including homes east of LAX in the Manchester Square and Airport/Belford areas near LAX. LAX has also adopted a Federal Aviation Administration (FAA)-approved Noise Control/Land Use Compatibility Program, which makes certain residential areas in the City of Inglewood and other surrounding jurisdictions near LAX eligible for FAA funding.

Beginning in the mid-1980s, the FAA issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of recycling incompatible land uses to land uses which are compatible with the noise levels of airport operations. Under that program, the FAA and the City of Inglewood approved the acquisition of a number of parcels on the Project Site. In compliance with FAA grant agreements, the City must dispose of the land purchased under the grant at the earliest practicable time for fair market value, and use its best efforts to dispose of such land subject to the retention or reservation of any interest or right therein necessary to ensure that such land is used only for purposes which are compatible with the noise levels of operation of the airport. The FAA has stated that the Proposed Project appears to be a compatible use of the properties acquired in compliance with the FAA grant program, and that residential development of these noise-impacted properties is "inherently inconsistent with the intent of the City's land acquisition/noise mitigation program, approved and funded by the FAA," and that residential use of the properties "may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land."[2]

The City of Inglewood Redevelopment Agency was established in 1969. On January 10, 2012, the City elected to become the Successor Agency of the former Inglewood Redevelopment Agency. All but 10 of the 41 parcels within the Arena Site are owned by the City or the Successor Agency. The remaining parcels within the Arena Site are privately-owned. Future uses on all parcels within the Arena Site are subject to review pursuant to the ALUP. The Well Relocation Site is owned by the City. All but one of the parcels within the West Parking Garage Site are owned by the City, with one owned by the Successor Agency. The East Transportation and Hotel Site is entirely owned by the Successor Agency.

The City has been working diligently for years to try to redevelop the vacant parcels that comprise the Project Site into commercial or industrial uses. Despite these efforts, redevelopment of this site has not occurred. The blighted conditions of the surrounding environment, perceptions of public safety problems, and broader economic instability in the market (among other challenges) have made it difficult to attract investors and developers to the Project Site.

In 1984, the LA Clippers relocated from San Diego to Los Angeles and played in the downtown Los Angeles Sports Arena for 15 years. In 1999, the LA Clippers moved to the nearby Staples

[2] David F. Cushing, Manager, Los Angeles Airports District Office, U.S. Department of Transportation, Federal Aviation Administration, August 26, 2019.

Center which the team shares with the NBA's Los Angeles Lakers, the National Hockey League's Los Angeles Kings, and the Women's National Basketball Association's Los Angeles Sparks.[3] Sharing the Staples Center with other organizations has created scheduling conflicts in the past. The LA Clippers' team offices and practice and athletic training facilities are currently located in downtown Los Angeles and in Playa Vista, respectively. The LA Clippers organization has stated its desire to consolidate its operations and facilities in a single location, along with a state-of-the-art, multi-purpose sports and entertainment center. Additionally, the LA Clippers organization seeks an opportunity to play home games in its own arena, where it has scheduling priority to maximize fan attendance and interest.

Initially approved on June 15, 2017, the City of Inglewood, the Successor Agency, the Inglewood Parking Authority, and Murphy's Bowl LLC entered into an Exclusive Negotiating Agreement (ENA) regarding the purchase of various parcels within the Project Site to allow the project applicant to propose and for the City to review and consider approval of the development of an NBA basketball arena complex that would become the new home of the LA Clippers.[4] The ENA was amended and restated on August 15, 2017. The ENA contemplates the potential use of eminent domain for the Project Site. In the event that private parcels are acquired by eminent domain, adequate controls will be imposed to ensure that the public purpose and use for which they were acquired are protected.

1.2 Purpose and Use of this EIR

As described in CEQA Guidelines section 15121(a), an EIR is a public information document that assesses potential environmental effects of a proposed project, as well as identifies mitigation measures and alternatives to a proposed project that could reduce or avoid adverse environmental impacts. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. The Proposed Project, as defined in Chapter 2, Project Description, would require a discretionary action under CEQA and is the subject of this EIR. The EIR is an informational document used in the planning and decision-making process. The purpose of an EIR is not to advocate or recommend either approval or denial of a proposed project.

1.3 Recent Relevant Legislation

Assembly Bill 987 (AB 987)

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added section 21168.6.8 to the Public Resources Code (PRC section 21168.6.8) and provides for expedited judicial review in the event that the certification of this EIR or the granting of project approvals are challenged, so long as certain requirements are met. The provisions of PRC

[3] Los Angeles Times, 1998. Clippers to Join Kings, Lakers in New Arena. Available: http://articles.latimes.com/1998/apr/17/local/me-40174. Accessed October 15, 2018.

[4] City of Inglewood Office of the City Manager, 2017. Exclusive Negotiating Agreement with Murphy's Bowl LLC, a Delaware Limited Liability Corporation. Available: https://www.cityofinglewood.org/AgendaCenter/ViewFile/Item/782?fileID=748. Published June 15, 2017. Accessed October 3, 2018.

section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), which established expedited judicial review of certified Environmental Leadership Development Projects. In order to qualify for expedited judicial review under AB 987, the Proposed Project must implement a transportation demand management program that will achieve a 15 percent reduction in vehicle trips, and must not result in any net additional greenhouse gas emissions. Additionally, as a condition of approval of the Proposed Project, the City must require the project applicant to implement measures that will achieve reductions of specified amounts of certain criteria pollutants and toxic air contaminants.[5] The Governor has certified the project as complying with the provisions of AB 987.

The Proposed Project must:

A. Receive Leadership in Energy and Environmental Design (LEED) gold certification for new construction within one year of the completion of the first NBA season.

B. Implement trip reduction measures including the following:

   i. Implementation of a transportation demand management plan that, upon full implementation, will achieve and maintain a 15 percent reduction in the number of vehicle trips, collectively, by attendees, employees, visitors, and customers as compared to operations absent the transportation demand management program;

   ii. To accelerate and maximize vehicle trip reduction, each measure in the transportation demand management program shall be implemented as soon as feasible, so that no less than a 7.5 percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the arena;

   iii. A 15 percent reduction in vehicle trips shall be achieved and maintained as soon as feasible, but not later than January 1, 2030. The applicant shall verify achievement to the lead agency and the Office of Planning and Research; and

   iv. If the applicant fails to verify achievement of the reduction required by clause (iii), the lead agency shall impose additional feasible measures to reduce vehicle trips by 17 percent, or, if there is a rail transit line with a stop within one-quarter mile of the arena, 20 percent, by January 1, 2035.

C. Be located on an infill site.

D. Be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

[5] Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30. A copy of PRC section 21168.6.8 is contained in Appendix N of this Draft EIR.

AB 987 also requires that the Governor certify that the following conditions are met in order for the Proposed Project to qualify for expedited judicial review:

> (1) The Proposed Project will result in a minimum investment of one hundred million dollars ($100,000,000) in California upon completion of construction.
>
> (2) The Proposed Project creates high-wage, highly skilled jobs that pay prevailing wages and living wages, employs a skilled and trained workforce, as defined in subdivision (d) of Section 2601 of the Public Contract Code, provides construction jobs and permanent jobs for Californians, and helps reduce unemployment.
>
> (3) Compliance with AB 987 would require the Proposed Project to result in no net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code. Not less than 50 percent of the greenhouse gas emissions reductions necessary to achieve this requirement must be from local, direct greenhouse gas emissions reduction measures, and the project applicant may obtain offset credits for up to 50 percent of the greenhouse gas emissions reductions necessary to achieve it.
>
> (4) The project applicant demonstrates compliance with the solid waste and recycling requirements of Chapters 12.8 (commencing with Section 42649) and 12.9 (commencing with Section 42649.8) of Part 3 of Division 30, as applicable.
>
> (5) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to CEQA and any other environmental measures required by AB 987 to certify the Proposed Project under AB 987 shall be conditions of approval of the Proposed Project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency.
>
> (6) The project applicant agrees to pay any additional costs incurred by the courts in hearing and deciding any case subject to AB 987.
>
> (7) The project applicant agrees to pay the costs of preparing the record of proceedings for the Proposed Project concurrent with review and consideration of the Proposed Project pursuant to CEQA.

AB 987 also requires that, as a condition of approval of the project, the lead agency shall require the project applicant, in consultation with the South Coast Air Quality Management District, to implement measures that will achieve criteria pollutant and toxic air contaminant reductions over and above any emission reductions required by other laws or regulations in communities surrounding the project. At a minimum, these measures must achieve reductions of a minimum of 400 tons of NOx and 10 tons of PM2.5 over the 10 years following the commencement of construction of the Proposed Project. Of these amounts, a minimum of 130 tons of NOx and 3 tons of PM2.5 would be achieved within the first year following commencement of construction of the Proposed Project. If the project applicant can demonstrate and verify to the South Coast Air Quality Management District that it has invested at least thirty million dollars ($30,000,000) to achieve the requirements of this subdivision, the requirements of this subdivision shall be deemed met, so long as one-half of the reductions described above are met. Greenhouse gas emissions reductions achieved through these NOx and PM2.5 reduction measures shall count toward the applicant's obligations to achieve 50 percent of the greenhouse gas reductions through local, direct greenhouse gas reduction measures.

In accordance with PRC section 21168.6.8(g), the City has prepared the record of proceedings concurrently with the preparation of the Draft EIR, is making the Draft EIR and all other documents submitted to or relied upon by the City in preparing the Draft EIR readily accessible in electronic format on the date of release of the Draft EIR. Further, as required, the City will make any documents prepared by the City or submitted to the City by the applicant after the release of the Draft EIR available to the public in a readily accessible electronic format within 5 days of release or receipt. Comments on the project received by the City in an electronic format will be made available within 5 days of receipt, and any comments not in electronic format will be converted and made available in electronic format within 14 business days. These documents may be accessed from www.IBECProject.com. The Draft EIR will be circulated for a public review and comment period beginning on December 27, 2019, and ending on February 10, 2020. A copy of PRC section 21168.6.8 is contained in Appendix N of this Draft EIR.

Finally, if the project is approved, the City must certify the final record of proceedings within 5 days of filing a Notice of Determination.

1.4 Environmental Review

1.4.1 Preliminary Project Evaluation

In its preliminary review of the application for the Proposed Project, the City, as the Lead Agency under CEQA, determined that the Proposed Project is subject to CEQA and determined that an EIR pursuant to CEQA Guidelines section 15161 is the appropriate environmental document. Having determined an EIR is required to evaluate changes in the environment that would result from construction and operation of the Proposed Project, the City elected not to prepare an Initial Study Checklist, as permitted by CEQA Guidelines section 15060(d).

1.4.2 EIR Scoping

On February 20, 2018, the City issued a Notice of Preparation (NOP) (included in Appendix A). The NOP public comment period ended on March 22, 2018. The NOP was distributed to governmental agencies, organizations, and persons interested in the Proposed Project. The City sent the NOP to agencies with statutory responsibilities in connection with the Proposed Project and requested their input on the scope and content of the environmental information that should be addressed in the EIR. The City Economic and Community Development Department's Planning Division held a Scoping Meeting on March 12, 2018, at Inglewood City Hall to provide information about the Proposed Project and the anticipated CEQA process, and to receive comments regarding the scope of the EIR.

Pursuant to PRC section 21099.4, the City consulted with identified responsible and trustee agencies throughout the preparation of this EIR. This includes meetings with those agencies identified in **Table 1-1**. In addition, the City conducted multiple meetings with other stakeholders to gather input.

In response to the NOP, the City of Inglewood received 75 written comment letters regarding the Proposed Project. All of the comment letters received by the City are provided in Appendix B. Comments pertaining to environmental issues analyzed in this EIR were considered in each technical section of Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. The scope of this EIR includes environmental issues determined to be potentially significant as determined through preparation of the NOP, responses to the NOP, scoping meetings, and discussions with the public, consulting staff, and the City of Inglewood.

TABLE 1-1
RESPONSIBLE AND TRUSTEE AGENCIES CONTACTED DURING PREPARATION OF THE DRAFT EIR

Agency	Role
Responsible Agencies	
Federal Aviation Administration (FAA) / Airport Land Use Commission (ALUC)	Review and approval of Form 7460-1.
California Department of Transportation (Caltrans)	Review and consider impact analysis and mitigation measures for Caltrans maintained and operated facilities including freeways and on- and off-ramps.
California Department of Water Resources (DWR)	Approvals related to decommissioning and relocation of water well.
Los Angeles County Metropolitan Transportation Authority (Metro)	Review and consider impact analysis and mitigation measures for Metro-maintained and operated facilities including bus and light-rail facilities.
Los Angeles County Department of Environmental Health	Decommissioning and removal of existing well; remediation of onsite contamination.
Los Angeles Department of Health Services, Division of Drinking Water	Approvals related to decommissioning and relocation of water well.
Los Angeles County Sanitation District	Approvals related to decommissioning and relocation of water well.
Los Angeles County Flood Control District/ Dominguez Channel Watershed Group	Compliance with National Pollution Discharge Elimination System (NPDES) MS4 Permit.
South Coast Air Quality Management District (SCAQMD)	Review and consider impact analysis and mitigation measures related to air quality and potential related health risks.
Trustee Agencies	
California Department of Fish and Wildlife	Review and consider impact analysis and mitigation measures related to protected species, including those protected under the Migratory Bird Treaty Act (MBTA).
Federal Agencies	
Federal Aviation Administration	Review and approval of Form 7460-1.

This process identified potentially significant impacts associated with the construction and/or operation of the Proposed Project in the following issue areas:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural and Tribal Cultural Resources;

- Energy Demand and Conservation;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise and Vibration;
- Population, Employment, and Housing;
- Public Services (Fire Protection and Emergency Medical Services and Facilities, Police Protection, Parks or Recreation Services, and Schools);
- Transportation and Circulation; and
- Utilities and Service Systems (Water Supply, Wastewater, Stormwater, and Solid Waste).

1.4.3 Project Variants

The environmental analysis in this EIR includes two Project Variants: the West Century Boulevard Pedestrian Bridge Variant and the Alternate Prairie Access Variant. These Project Variants are analyzed in Chapter 5, Project Variants, and are briefly described in Chapter 2, Project Description. These Project Variants are not proposed as part of the Proposed Project as there is uncertainty about the feasibility of the Project Variants. They are identified and analyzed in this EIR, however, to provide the flexibility to allow the City to approve them as part of the Proposed Project, if desired, and if the uncertainty around the implementation of one or both of the Project Variants can be overcome.

1.4.4 Public Review

The Draft EIR is available for public review and comment beginning December 27, 2019, and concluding at 5:00 PM on February 10, 2020. The Draft EIR can be accessed at the following locations:

City of Inglewood Website: https://www.cityofinglewood.org/1036/Murphys-Bowl-Proposed-NBA-Arena

Project Website: www.IBECProject.com

Printed copies of the Draft EIR will be available at the following locations:

City of Inglewood Main Library: 101 West Manchester Boulevard, Inglewood CA 90301

Inglewood Crenshaw-Imperial Branch Library: 11141 South Crenshaw Boulevard, Inglewood CA 90303

City of Inglewood Economic and Community Development Department: One West Manchester Boulevard, 4th Floor, Inglewood CA 90301

During the review and comment period, written comments (including email) regarding the Draft EIR may be submitted to the City at the address below.

Mindy Wilcox, AICP, Planning Manager
City of Inglewood, Planning Division
One West Manchester Boulevard, 4th Floor
Inglewood, CA 90301
E-Mail: ibecproject@cityofinglewood.org

1.4.5 Final EIR and EIR Certification

Following the public review and comment period for the Draft EIR, the City will prepare responses that address all substantive written and oral comments on the Draft EIR's environmental analyses received within the specified review period. The responses and any revisions to the Draft EIR will be provided in a Response to Comments document. The Draft EIR and its Appendices, together with the Response to Comments document, will constitute the Final EIR (commonly referred to collectively as the EIR) for the Proposed Project.

1.4.6 Mitigation Monitoring and Reporting Program

Throughout this EIR, mitigation measures have been clearly identified and presented in language that will facilitate establishment of a mitigation monitoring and reporting program. As required under CEQA, a mitigation monitoring and reporting program (MMRP) will be prepared at the time of certification of the Final EIR for the Proposed Project and will identify the specific timing and roles and responsibilities for implementation of adopted mitigation measures.

1.5 Document Organization

This Draft EIR document is organized as follows:

- **Summary** – This chapter provides a summary of the Proposed Project. This chapter includes an overview of the project description, identified areas of controversy, a discussion of key environmental effects, a discussion of significant and unavoidable impacts, a discussion of cumulative effects, an overview of alternatives, and a summary table that includes each environmental impact, level of impact, and all applicable mitigation measures.
- **Chapter 1, Introduction** – This chapter describes the Proposed Project background, other applicable legislation (AB 987), and the purpose and organization of the EIR.
- **Chapter 2, Project Description** – This chapter describes in detail all elements of the Proposed Project. The description includes, with text and graphics, the location and boundaries of the Proposed Project, statements of objectives from the project applicant and the City, and a description of the Proposed Project components and characteristics.
- **Chapter 3, Environmental Setting, Impacts, and Mitigation Measures** – For each environmental issue, this chapter discusses the environmental and regulatory setting, the methodology used, the detailed analysis of potential impacts (including direct, indirect, and cumulative impacts), and, if necessary, a discussion of potentially feasible mitigation measures.
- **Chapter 4, Other CEQA Required Considerations** – This chapter discusses several issues required to be included in an EIR, including effects not found to be significant, significant

and unavoidable impacts, significant irreversible environmental changes, and any potential socioeconomic/urban decay-related impacts.

- **Chapter 5, Project Variants** – This chapter discusses and analyzes the potential impacts of the two variants of the Proposed Project.
- **Chapter 6, Alternatives** – This chapter describes potentially feasible alternatives to the Proposed Project that may avoid or substantially reduce one or more significant impacts while attaining most of the basic objectives of the Proposed Project, and evaluates the comparative environmental effects of the alternatives. It also discloses those alternatives that were considered but rejected from detailed analysis.
- **Chapter 7, List of Preparers and Persons Consulted** – This chapter identifies the agency staff and consultants who prepared the EIR, and agencies or individuals consulted during preparation of the EIR.
- **Appendices** – The appendices include environmental scoping information and technical reports and data used in the preparation of the Draft EIR. These documents are included in electronic format at the back of the Draft EIR and printed copies are available for review at the City offices.

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CHAPTER 2
Project Description

2.1 Introduction

This chapter presents information regarding the components and characteristics of the proposed Inglewood Basketball and Entertainment Center (IBEC, or Proposed Project) and the discretionary approvals required for its implementation. This chapter describes the site where the Proposed Project would be located (Project Site). The Project Site encompasses four, specific locations where different features of the Proposed Project would be located, which are each described in more detail below:

- *Arena Site*: The central part of the Project Site. The features located on the Arena Site would include the Arena Structure, practice facility, sports medicine clinic, team offices, outdoor plaza, community space, retail/restaurants, a parking structure, and related development;
- *West Parking Garage Site*: The part of the Project Site west of the Arena Site, across South Prairie Avenue. The features located on the West Parking Garage Site would include a multi-level parking structure to serve patrons of the Arena Site;
- *East Transportation and Hotel Site*: The portion of the Project Site east of the Arena Site, across South Doty Avenue. The East Transportation and Hotel Site would include a three-story parking garage located on a portion of the site fronting West Century Boulevard, along with a paved surface lot area on a portion of the site fronting West 102nd Street. The ground floor of the parking garage and the surface lot area would serve as a transportation hub. The transportation hub would include a staging and parking area for coach buses and micro-transit vehicles, a passenger loading area, and a staging/queuing area for transportation network company (TNC) vehicles such as Uber and Lyft vehicles, and taxis serving the Arena Site.[1] The second and third floors of the garage would provide parking for patrons of the Arena Site. The east side of the East Transportation and Hotel Site would include a limited service 150-room hotel and associated parking facilities; and
- *Well Relocation Site*: The portion of the Project Site immediately east of the Arena Site. The Well Location Site would contain a relocated City-owned and -operated potable water well.

2.2 Project Location

As presented in **Figure 2-1**, the Project Site is located in the southwestern portion of the City of Inglewood within Los Angeles County, approximately 10 miles south/southwest of downtown

[1] The East Transportation and Hotel Site could accommodate pick-ups and drop-offs of employees and attendees using private buses, charter buses, micro-transit, TNCs, taxis, or other private vehicles. It would not be used as a connection point for public transportation options such as Metro buses.

Los Angeles. The Project Site is located immediately to the south of the Hollywood Park Specific Plan (HPSP) area, across West Century Boulevard. Within the HPSP area, a new National Football League stadium (NFL Stadium),[2] the future home of the Los Angeles Rams and Los Angeles Chargers teams, is under construction. The HPSP also authorizes development of retail, office, residential, special events venue, and parking development. The Forum, an approximately 17,500-seat entertainment venue, is located approximately 0.75 miles north of the Project Site, near the intersection of South Prairie Avenue and Manchester Boulevard. The Project Site is located approximately 1.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.5 miles north of the Hawthorne Municipal Airport. The areas surrounding the four locations within the Project Site are generally comprised of industrial, commercial, and residential uses, along with other uses such as religious and educational facilities.

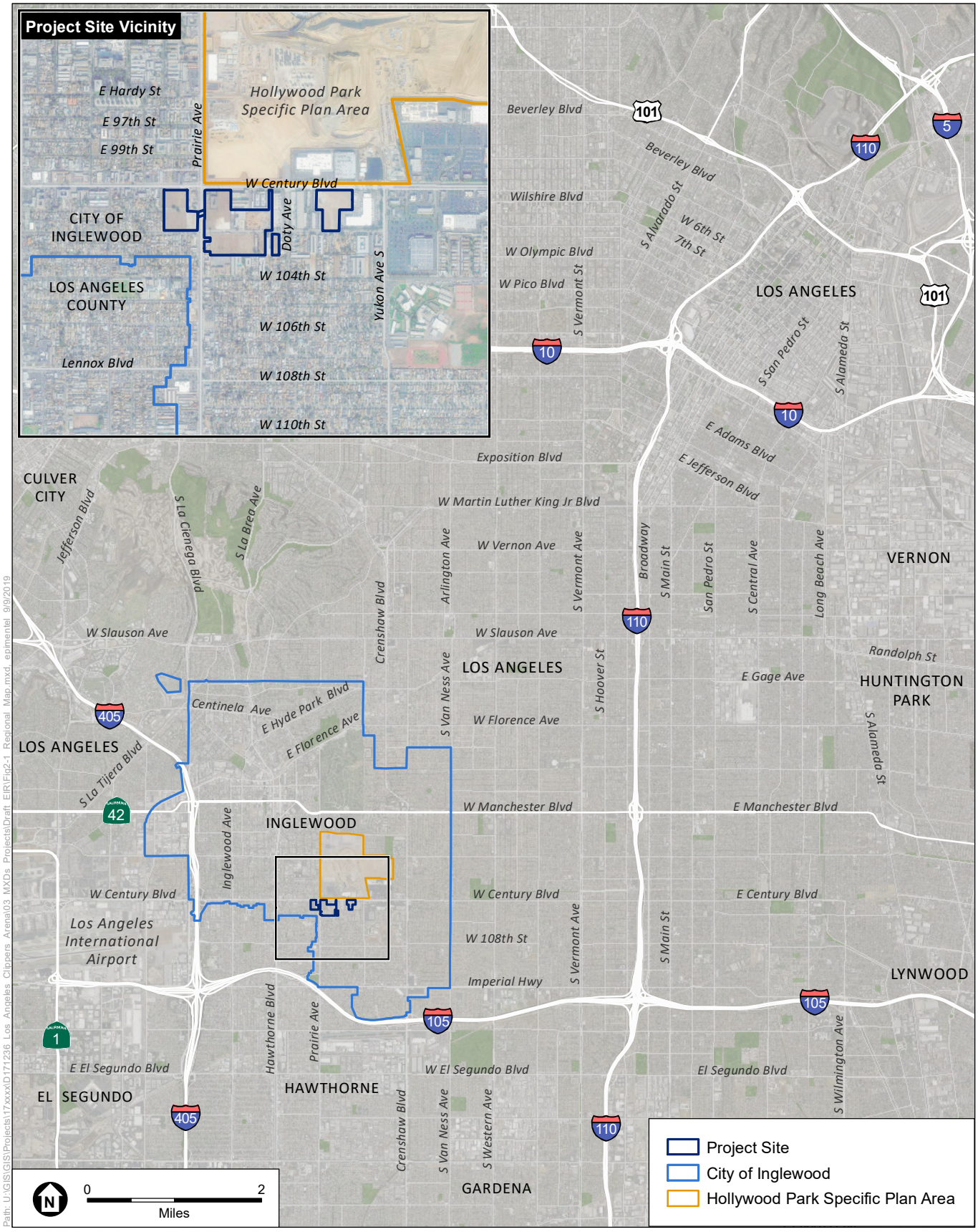
The Project Site is served by a network of transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the San Diego Freeway (I-405) located approximately 1.5 miles to the west; the Glenn Anderson Freeway, also known as the Century Freeway (I-105), located approximately 1 mile to the south; and the Harbor Freeway (I-110) located approximately 3.5 miles to the east.

Local access is provided by West Century Boulevard that borders the Project Site on the north and is a commercial corridor that runs east–west through the City of Inglewood. South Prairie Avenue is also a major commercial corridor which passes through the Project Site between the Arena Site to the east and the West Parking Garage Site to the west, and provides north–south access through the City of Inglewood and beyond.

The Project Site is less than 1 mile from the Los Angeles County Metropolitan Transportation Authority (Metro) Green Line's Hawthorne/Lennox Station (see Figure 3.14-4 in the Transportation and Circulation section). The Metro Green Line provides light rail service between Redondo Beach and Norwalk. The route also serves the communities of El Segundo, Hawthorne, South Los Angeles, Lynwood, and Downey.

Currently under construction, the Metro Crenshaw/LAX Line will provide a new light rail connection between the existing Metro Exposition Line and the Metro Green Line. The Crenshaw/LAX Line will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Crenshaw/LAX Line will also provide light rail service to LAX.[3] Three stations associated with the Metro Crenshaw/LAX

[2] This stadium is currently referred to the Los Angeles Stadium and Entertainment District at Hollywood Park.
[3] Metro Crenshaw/LAX Transit Project. Available: https://www.metro.net/projects/crenshaw_corridor/. Accessed June 25, 2018.



SOURCE: Esri, 2016; USDA, 2016; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-1
Regional Map

ESA

Line are planned in the City of Inglewood: the Downtown Inglewood Station located approximately 1.6 miles to the north of the Project Site, the Westchester/Veterans Station located approximately 2 miles northwest of the Project Site, and the Fairview Heights station located approximately 2 miles north of the Project Site. Construction of the Metro Crenshaw/LAX Line is currently underway, and is estimated to be completed in 2019.[4] The Project Site is also served by multiple Metro bus lines including bus lines 117 and 212/312.

2.3 Project Objectives

CEQA Guidelines section 15124(b) establishes that the Project Description must include a statement of the objectives to be achieved by the Proposed Project. The Proposed Project constitutes a Public/Private partnership between Murphy's Bowl LLC and the City as the Proposed Project would involve the disposition of property owned by the City of Inglewood and the City of Inglewood as Successor Agency to the City Inglewood Redevelopment Agency, the vacation of portions of City-owned streets, potential condemnation actions to acquire privately owned, non-residential parcels as well as acquisition of public and potential acquisition of privately-owned parcels, by the project applicant for the development of the Project that is designed to maximize the public benefits. The project objectives for the Proposed Project include both the stated objectives of the City of Inglewood, as well as the stated objectives of the project applicant, Murphy's Bowl LLC. The following are the City's stated objectives for the Proposed Project:

1. Support the revitalization of the City of Inglewood, promote the City as a premiere regional sports and entertainment center recognized at the local, regional, national, and international levels, and support its City of Champions identity by bringing back a National Basketball Association (NBA) franchise to the City.
2. Facilitate a project that promotes the City's objectives related to economic development, and that enhances the general economic health and welfare of the City by encouraging viable development, stimulates new business and economic activity, and increases City revenue (property, sales, admissions and transient occupancy taxes).
3. Expand the opportunities for the City's residents and visitors to participate in a wide range of sporting, cultural, civic and business events.
4. Strengthen the community by providing public and youth-oriented space, outdoor community gathering space, and outdoor plazas.
5. Transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City.
6. Encourage sustainable, modern, integrated development that includes coordinated traffic event management strategies, encourages public transit opportunities to the Project Site, provides safe and adequate pedestrian circulation, and reflects a high level of architectural design quality and landscape amenities.
7. Create employment and construction-related employment opportunities in the City of Inglewood.

[4] United States Department of Transportation. Crenshaw/LAX Transit Corridor. Available: https://www.transportation.gov/tifia/financed-projects/crenshaw-lax-transit-corridor. Accessed June 25, 2018.

8. Cause the construction (with private funds) of a public assembly and related uses that are geographically desirable and accessible to the general public to host sporting, cultural, business, and community events along with myriad youth- and community- oriented programs.

9. Cause the construction (with private funds) of a project that provides substantial public benefits, including jobs, property and sales taxes, admissions taxes, and transient occupancy taxes.

10. Achieve the objectives described above in an expeditious and environmentally conscious manner.

The following are the project applicant's stated objectives for the Proposed Project:

1. Build the long-term home of the LA Clippers NBA basketball team.

a. Construct a state-of-the-art multi-purpose basketball and entertainment center with a capacity of up to 18,000 fixed seats to host LA Clippers home games beginning in the 2024–2025 NBA season.

b. Locate a basketball and entertainment center on a site that is geographically desirable and accessible to the LA Clippers' current and anticipated fan base.

c. Consolidate LA Clippers team operations and facilities in a single location that includes practice facilities, team executive and management offices, a sports medicine clinic, and adequate parking for both events and daily operations.

d. Design and develop the basketball and entertainment center to accommodate up to 18,500 attendees for other entertainment, cultural, sporting, business and community events when not in use for LA Clippers home games.

e. Create a lively, visitor- and community-serving environment year-round for patrons, employees, community members, and visitors to the surrounding neighborhood and nearby sports and entertainment venues by providing complementary on-site retail, dining, and/or community spaces.

f. Contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.

2. Develop a financially viable public/private Project that is constructed and operated from private funding sources.

a. Locate the Proposed Project on a site that can be readily assembled and entitled to enable the feasible development of the Proposed Project to host the LA Clippers home basketball games in the 2024–2025 NBA season.

b. Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems, patron amenities, and other features.

c. Enhance the future success of the Proposed Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Proposed Project.

d. Support the financial viability of the Proposed Project by developing sufficient complementary on-site uses to enhance the productive use of the site on event and non-event days, including retail, dining, and potential hotel uses.

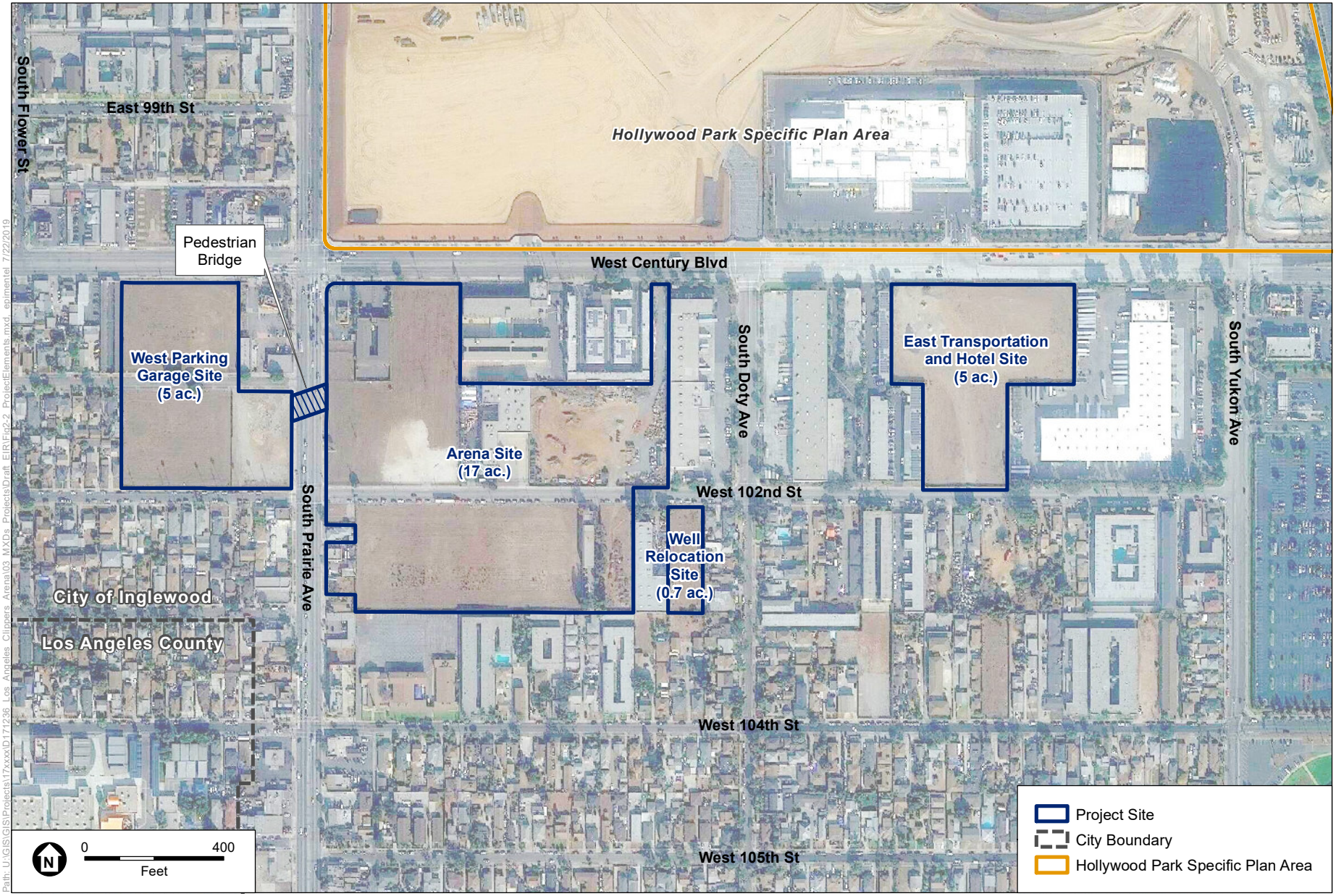
3. **Design a Project that is synergistic with nearby existing and proposed uses and incorporates state-of-the-art urban design and venue design principles.**
   a. Locate the Proposed Project on a site near other existing and planned mixed-use development to create a dynamic, year-round sports and entertainment district destination.
   b. Develop the basketball and entertainment center with features that enhance the Proposed Project sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.
   c. Create inviting and appropriately scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.
   d. Develop the Proposed Project to meet high-quality urban design and sustainability standards.
   e. Design the Proposed Project to take advantage of existing and planned public transit, and incorporate appropriate vehicular, pedestrian, and bicycle access and amenities that encourage sustainable transportation options.
   f. Increase walkability and improve the pedestrian experience on adjacent public rights of way near the Project Site, and enhance the streetscape appearance by providing perimeter and interior landscaping.

2.4 Project Site Existing Conditions

2.4.1 Location

The entire Project Site, as shown in **Figure 2-2**, is comprised of approximately 28 acres of land. The main portion of the Project Site is bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and an imaginary straight line extending east from West 103rd Street to South Doty Avenue to the south. This approximately 17-acre area is described as the Arena Site. The Project Site includes three additional components: the West Parking Garage Site is an approximately 5-acre site bounded by West Century Boulevard to the north, hotel and residential uses to the west, South Prairie Avenue to the east, and West 102nd Street to the south; the East Transportation and Hotel Site is an approximately 5-acre site bounded by West Century Boulevard to the north, industrial and commercial uses to the east and west, and West 102nd Street to the south; and the Well Relocation Site is an approximately 0.7-acre parcel located at 3812 West 102nd Street, surrounded by vacant land to the west and south and bounded by residential uses to the east.

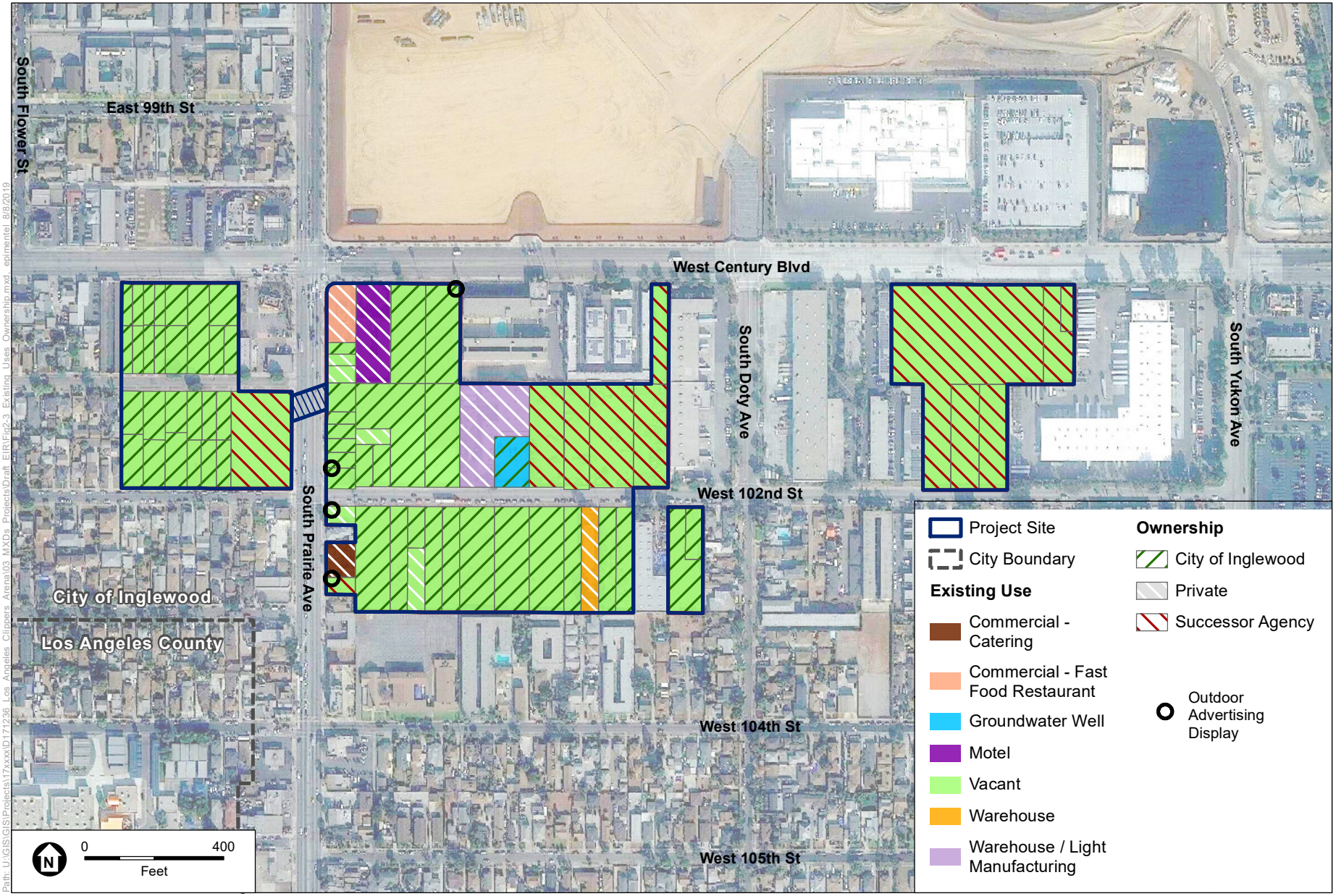
As shown in **Figure 2-3**, most of the Project Site, approximately 84 percent, consists of parcels owned by the City of Inglewood or the City of Inglewood as Successor Agency to the Inglewood Redevelopment Agency. The Project Site is partially within the Planning Boundary/Airport Influence Area for the LAX Airport as designated within the Los Angeles County Airport Land Use Plan. As depicted in **Figure 2-4**, the Project Site falls within the Airport Influence Area for LAX for the southern LAX runway.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-2
Project Elements



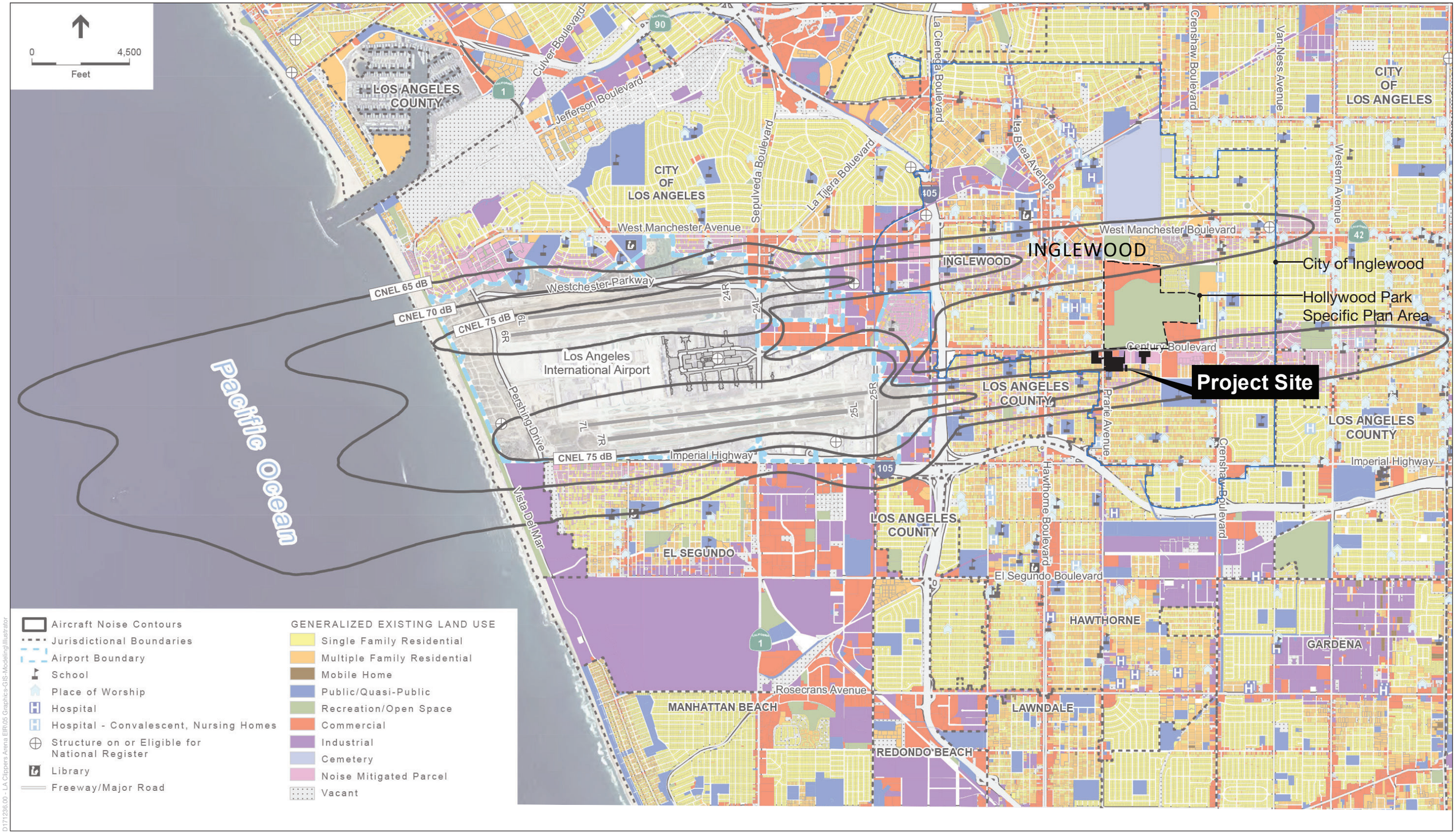
SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-3

Existing Uses and Ownership

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: LAWA, 2014; ESA Airports, 2014; ESRI ArcGIS Online, 2011; ESRI World Imagery - Aerial
NOTES: CNEL = Community Noise Equivalent Level; dB = Decibel.

Inglewood Basketball and Entertainment Center

Figure 2-4
Noise Contours Map

ESA

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2.4.2 General Plan and Zoning

As shown in **Figure 2-5**, the majority of the Project Site is designated as Industrial in the City of Inglewood General Plan Land Use Element. A small portion of the Project Site along the South Prairie Avenue corridor is designated as Commercial.

As shown in **Figure 2-6**, the Project Site has several zoning designations. The City of Inglewood Zoning Code designates the eastern half of the approximately 17-acre Arena Site, the entirety of the East Transportation and Hotel Site, and the entirety of the Well Relocation Site as M-1L, Limited Manufacturing. Approximately half of the Arena Site bordering the east side of South Prairie Avenue and the northern and eastern portions of the West Parking Garage Site are zoned C-2A, Airport Commercial. The West Parking Garage Site also contains some parcels zoned as P-1, Parking; R-2, Residential Limited Multifamily; and R-3, Residential Multiple Family.

Additional detail regarding existing zoning of the Project Site is provided in Section 3.10, Land Use and Planning.

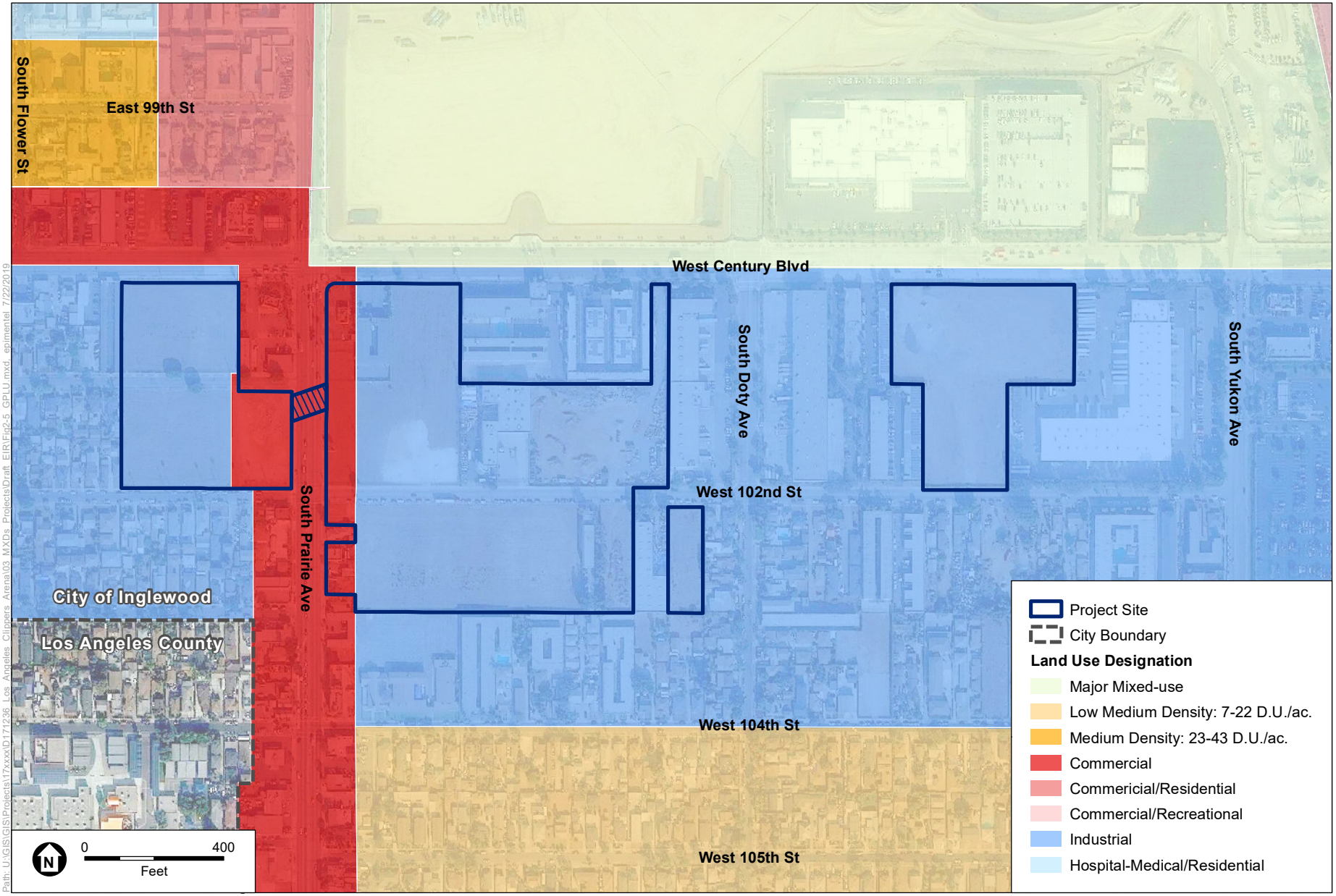
2.4.3 Existing Uses on the Project Site

All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The six developed parcels, approximately 2.9 acres all within the Arena Site, include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facilities (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel). Another 1.5 acres consists of street segments to be vacated and incorporated into the Project Site (see **Table 2-1**). The existing land uses within the Project Site are described below and shown in Figure 2-3.

Arena Site

Consisting of approximately 17 acres, the Arena Site is an irregularly shaped area formed by 41 parcels and a portion of an existing public street, generally bounded by West Century Boulevard on the north, South Prairie Avenue on the west, South Doty Avenue on the east, and a straight line extending east from West 103rd Street to South Doty Avenue to the south. Although the majority of the Arena Site consists of vacant lots, all six of the developed parcels within the Project Site are located within the Arena Site.

Developed parcels within the Arena Site with frontage along West Century Boulevard include an occupied Church's Chicken Restaurant fast-food restaurant located at the southeast corner of West Century Boulevard and South Prairie Avenue (10004 South Prairie Avenue). On the sidewalk directly to the north and east of the Church's Chicken Restaurant are two Metro bus stops. Both Metro bus stops include benches and bus shelters. The parcel immediately to the east of the Church's Chicken Restaurant along West Century Boulevard is developed with a two-story, 38-room Rodeway Inn & Suites motel (3940 West Century Boulevard). Associated surface parking is provided directly in front of the motel along West Century Boulevard with additional parking located to the rear of the motel. Vehicle access to the motel is provided from West Century Boulevard.



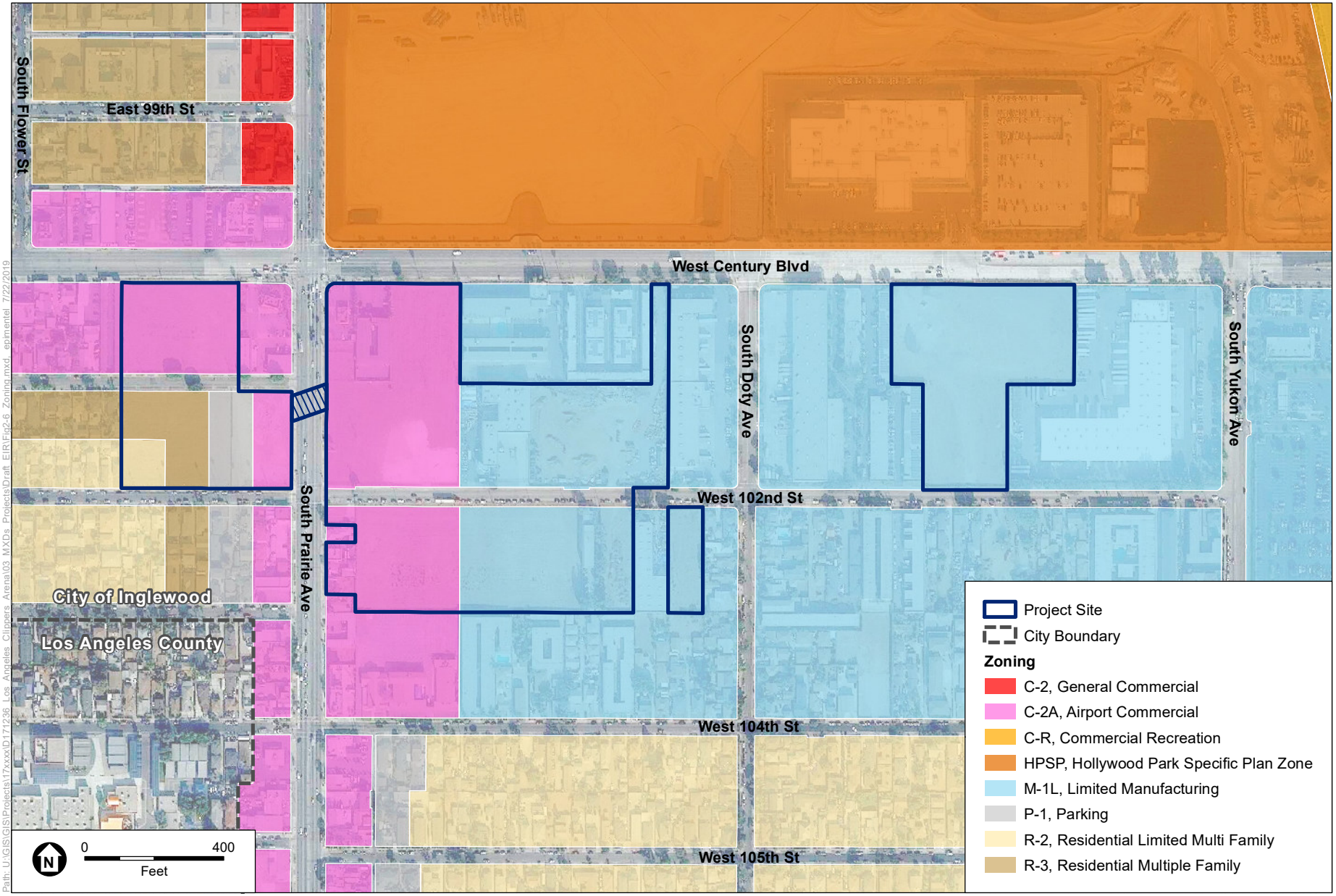
SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-5

General Plan Land Use Designations

ESA



SOURCE: TerraServer, 2018; City of Inglewood, 2017; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-6
Zoning Designations

ESA

TABLE 2-1
PROJECT SITE AND EXISTING DEVELOPMENT

Use	Name	Site Area (acres)	Existing Development (square feet)
Arena Site		**16.71**	**54,098**
Commercial (Fast-Food Restaurant)	Church's Chicken Restaurant	0.33	1,118
Commercial (Motel)	Rodeway Inn & Suites	0.66	16,806
Light Manufacturing/Warehouse	3915 West 102nd Street	1.03	28,809
Warehouse	3838 West 102nd Street	0.35	6,231
Commercial (Catering)	Let's Have a Cart Party	0.19	1,134
Water Infrastructure	Groundwater Well #6	0.34	0
Vacant Land and Existing Public Street	All vacant parcels Four outdoor advertising displays Street right-of-way	13.81	0
West Parking Garage Site		**5.55**	**0**
Vacant Land and Existing Public Street	Vacant parcels Street right-of-way	5.55	
East Transportation and Hotel Site		**5.16**	**0**
Vacant		5.16	
Well Relocation Site		**0.70**	**0**
Vacant		0.70	
Total Project Site		**28.12 acres**	**54,098 sf**

SOURCES: Los Angeles County Assessor Portal, 2018. Available: https://portal.assessor.lacounty.gov/. Accessed June 25, 2018. TerraServer, 2018.

Directly east of the Rodeway Inn & Suites motel, fronting West Century Boulevard, are two vacant parcels surrounded by chain link fencing that are included in the Arena Site. The unoccupied hotel (formerly operated as the Airport Park View Hotel) and commercial self-storage building located east of those vacant parcels along West Century Boulevard are not included in the Arena Site (and are not included in the Project Site). East of the self-storage building and lot is a narrow vacant parcel that is part of the Arena Site, currently improved with a paved access leading to other vacant parcels within the Arena Site that were previously used to support the storage and staging of construction materials associated with a street improvement project. This vacant parcel is surrounded by chain link fencing and green screening.

Developed parcels within the Arena Site with frontage along West 102nd Street include a two-story, unoccupied warehouse/light manufacturing facility located on the north side of West 102nd Street approximately 450 feet east of the intersection of South Prairie Avenue and West 102nd Street (3195 West 102nd Street). This lot is improved with a surface parking lot and access gate along West 102nd Street. Immediately to the east of the warehouse/manufacturing facility parcel is the City of Inglewood Water Well #6, which is surrounded and secured by vertical blue metal fencing and an access gate. An unoccupied one- and two-story concrete commercial

building with an access driveway and small parking area is located further east along the south side of West 102nd Street (3838 West 102nd Street).

Also within the Arena Site is a parcel located along the east side South Prairie Avenue south of West 102nd Street that is currently improved with the Let's Have A Cart Party catering business (10212 South Prairie Avenue), which includes a one-story commercial building, surface parking, and a small storage shed.

The Arena Site also includes a portion of West 102nd Street that would be vacated as part of the Proposed Project. The portion of West 102nd Street that would be vacated is approximately 900 feet long, from South Prairie Avenue on the west to 3820 West 102nd Street to the east. This portion of West 102nd Street includes narrow sidewalks on both the north and south sides of the street, a few trees and minimal landscaping on the north side of the street, and overhead utility lines and poles on the south side of the street.

The remaining parcels within the Arena Site are vacant lots surrounded by chain link fencing or chain link fencing with green screening. The vacant lots contain sparse non-native grasses and ornamental plants. These vacant lots have frontage along the south side of West Century Boulevard, the east side of South Prairie Avenue, and the north and south side of West 102nd Street. Wooden utility poles and lines carrying service to adjacent properties are located on some of the lots along West 102nd Street and South Prairie Avenue. As described below, four vacant lots within the Arena Site are improved with outdoor advertising structures.

Outdoor Advertising Displays

There are four outdoor advertising structures (billboards) on the Arena Site, as shown on Figure 2-3. The vacant parcel at 10220 South Prairie Avenue includes a dual-faced static outdoor advertising display which is lit by floodlights facing upward. This approximately 30-foot-tall outdoor advertising display is mounted on dual poles, and includes an access ladder for maintenance crews to climb to reach the outdoor advertising display faces. The outdoor advertising display faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

The vacant parcel at 10200 South Prairie Avenue (southeast corner of South Prairie Avenue and West 102nd Street) has a dual-faced, static outdoor advertising display mounted on a single pole. This outdoor advertising display is not lit on either side. This outdoor advertising display is relatively small, both in height and in surface area; the top of the outdoor advertising display is only approximately 15 feet from ground-level. The outdoor advertising display is visible to southbound drivers on South Prairie Avenue, but an existing street tree somewhat obscures the outdoor advertising display's visibility to drivers on northbound South Prairie Avenue.

The vacant parcel at the northeast corner of South Prairie Avenue and West 102nd Street contains a dual-faced, static outdoor advertising display mounted on two metal poles. Both faces of the outdoor advertising display are illuminated by floodlights that are directed upward. The outdoor

advertising display is approximately 20 feet tall and the outdoor advertising display faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

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

West Parking Garage Site

To the west of the Arena Site, the West Parking Garage Site includes 27 parcels totaling approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102nd Street to the south, and residential and motel uses to the west. The site is currently vacant and is surrounded by chain link fencing. The West Parking Garage Site also includes a portion of West 101st Street that would be vacated as part of the Proposed Project. The portion of West 101st Street that would be vacated is approximately 350 feet long, between the Airport Motel on the west and the Sunshine Coin Laundry building to the east. This portion of West 101st Street includes narrow, separated sidewalks on both the north and south sides of the street, two mature trees on the north side of the street and one mature tree on the south side of the street, streetlights on the south side of the street, and overhead utility lines and poles on the north side of the street. Portions of the West Parking Garage Site are temporarily being used for construction staging by the City of Inglewood Public Works Department.

East Transportation and Hotel Site

Approximately 650 feet to the east of the Arena Site, the East Transportation and Hotel Site is a "T-shaped" group of five parcels encompassing approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102nd Street to the south. The East Transportation and Hotel Site is vacant and surrounded by vertical metal fencing and intermittent green screening.

Well Relocation Site

The Well Relocation Site is located at 3812 West 102nd Street, approximately 100 feet east of the Arena Site. The vacant site consists of two parcels totaling approximately 0.7 acres. The site is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

2.4.4 Access

Primary access to the Project Site is provided by West Century Boulevard, which borders the Project Site to the north. West Century Boulevard is a major east–west commercial corridor

within the City of Inglewood and provides connections to LAX and I-405 to the west and the City of Los Angeles and I-110 to the east. Between the Arena Site to the east and the West Parking Garage Site to the west, South Prairie Avenue is a major commercial corridor that provides north–south access through the City of Inglewood and provides connections to the City of Los Angeles to the north and I-105 and the City of Hawthorne to the south.

Along the Arena Site eastern boundary, South Doty Avenue is a two lane a north–south collector road that provides connections to West Century Boulevard to the north and residential uses to the south. Traversing of the Arena Site and to the south of the East Transportation and Hotel Site is West 102nd Street, a two-lane road that travels east–west, connecting to South Prairie Avenue on the west and Yukon Avenue on the east.

2.5 Project Elements

The Proposed Project would include demolition of the existing on-site development and the subsequent construction of the proposed IBEC. **Table 2-2** summarizes the proposed development for the Proposed Project. A site plan showing the locations of the components of the Proposed Project within the Project Site is shown on **Figure 2-7**.

Project components would include an approximately 915,000-square foot (sf) multi-purpose arena (Arena Structure or Arena) designed to host the LA Clippers basketball team with up to 18,000 fixed seats for NBA games. The Arena could also be configured with up to 500 additional temporary seats for events such as family shows, concerts, conventions, corporate events, and other sporting events. It is proposed that with the construction of the Arena, the LA Clippers who currently play their games at the Staples Center in downtown Los Angeles, and whose team offices are currently located at 1212 South Flower Street within two blocks of Staples Center, would use the Arena as its new home for on completion of the Proposed Project, all home basketball games and team offices. The LA Clippers' existing practice and athletic training facilities are located in the Playa Vista neighborhood of Los Angeles, at 6854 South Centinela Avenue. The LA Clippers practice and athletic training facility would be relocated to the Project Site upon completion of the Proposed Project.

In order to accommodate those uses, the proposed Arena Structure would include an approximately 85,000 sf team practice and athletic training facility, an approximately 71,000 sf LA Clippers team office space, and an approximately 25,000 sf sports medicine clinic.

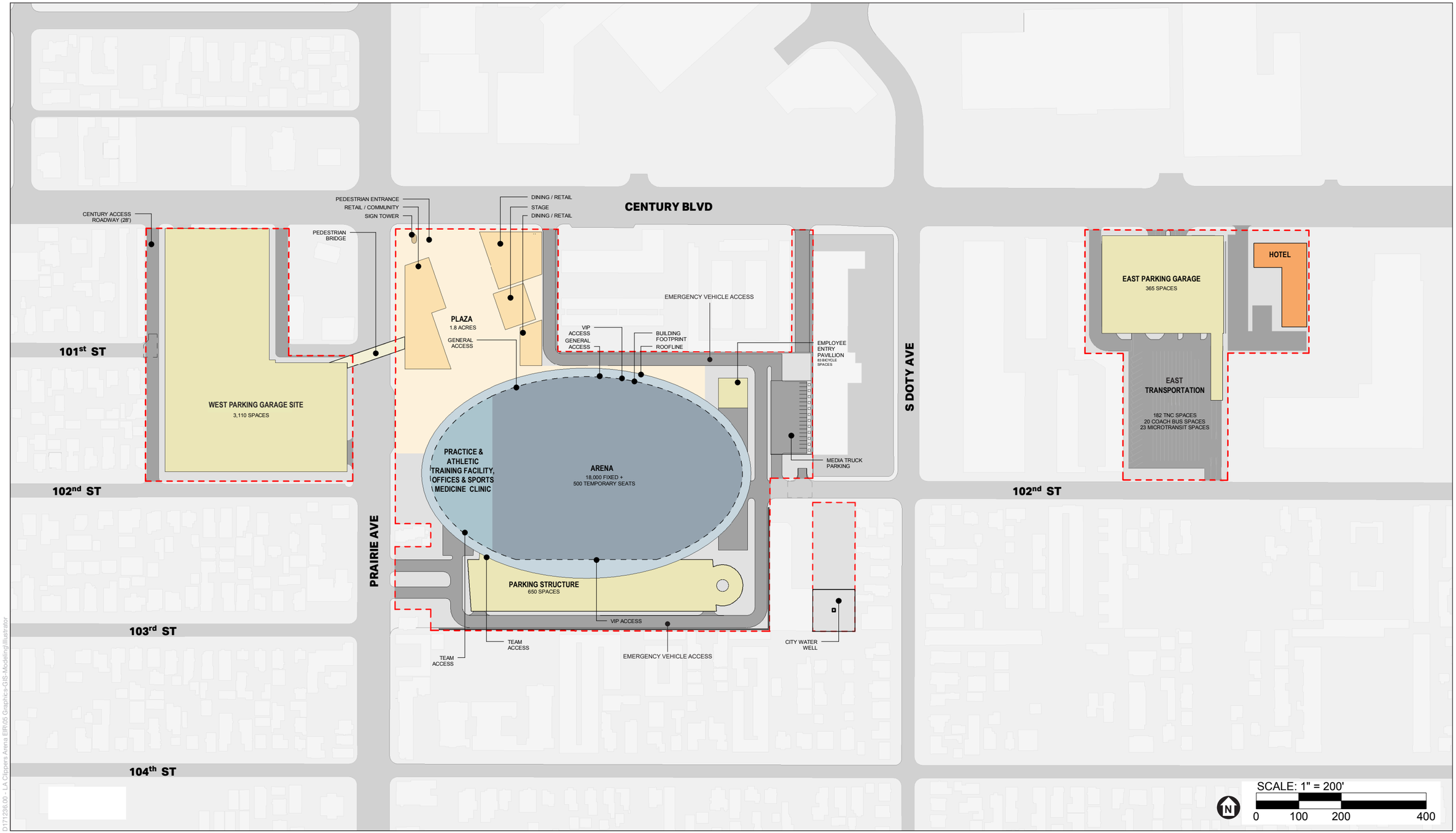
An outdoor plaza within the Arena Site would be used for pedestrian circulation, patron queueing, and gathering. The plaza would be approximately 80,000 sf of circulation and gathering space, with landscaped areas throughout. Surrounding or within the outdoor plaza would be approximately 48,000 sf of retail/restaurant uses, up to 15,000 sf of community uses that would accommodate community and youth-oriented programing, and an outdoor stage.

TABLE 2-2
PROPOSED USES

Project Component	Proposed Uses	Size
Arena Site		
Arena Structure	Premium and general seating, concessions	18,000 fixed seats with 500 temporary floor seats (approximately 915,000 sf)
LA Clippers Office Space	Offices, conference areas, kitchens, maintenance, and janitorial storage	71,000 sf
LA Clippers Team Practice and Training Facility	Team locker room, showers, and support spaces; video room; training and treatment; auxiliary locker rooms, basketball support and security, administrative offices	85,000 sf
Sports Medicine Clinic	Medical offices, medical treatment and rehabilitation areas, waiting areas, maintenance, and janitorial storage for team and potential general public use	25,000 sf
Community Space	Flexible exhibition, educational, and event space for community and youth-oriented uses	up to 15,000 sf
Commercial Uses	Retail shops, full service and quick service restaurants, kitchens, bars, and food service	48,000 sf
Full-Service Restaurant/Bar[a]		15,000 sf
Coffee Shop		5,000 sf
Quick Service Restaurant		4,000 sf
LA Clippers Team Store		7,000 sf
Other LA Clippers Experience/General Retail		17,000 sf
Outdoor Plaza	Outdoor community gathering space and landscaping	80,000 sf (surface area)
Parking Garage	Parking for premium ticket holders, VIPs, and certain team personnel	650 spaces
West Parking Garage Site		
Parking Garage	Parking for Arena and retail visitors and employees	3,110 spaces
East Transportation and Hotel Site		
Parking Garage	Parking for Arena and retail visitors and employees	365 spaces
Bus Staging and Transportation Network Company Drop-Off	Private and charter bus staging, taxi queuing, and rideshare pick-up/drop off	182 car (TNC) spaces 20 coach/bus spaces 23 mini bus spaces
Hotel	Hotel rooms, lobby area, administration offices, support areas, and parking	Up to 150 guest rooms
Well Relocation Site		
Water Well	City of Inglewood Groundwater Well #8	n/a

NOTE:
[a] This use may be developed as two or more spaces on the Arena Site. Uses could include indoor, outdoor, patio, and/or rooftop restaurant, bar, or lounge space, totaling not more than 15,000 sf.

SOURCE: Murphy's Bowl LLC, September 27, 2018.



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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-7
Conceptual Site Plan

ESA

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The Proposed Project would include parking facilities. A parking garage with 650 spaces immediately south of the Arena Structure would be located on the Arena Site. A pedestrian bridge would span South Prairie Avenue, connecting the plaza to the West Parking Garage Site. Uses on the West Parking Garage Site would include a proposed approximately 3,110-space parking garage. The East Transportation and Hotel Site, located approximately 1,300 feet east of the Arena Structure between West Century Boulevard and West 102nd Street, would include an approximately 365-space structured parking garage, with a transportation hub on the ground level of the parking garage and a surface lot on the south side of the parcel to accommodate TNCs and buses. A limited service hotel of up to 150 guest rooms and hotel parking would be developed on the East Transportation and Hotel Site, to the east of the surface parking lot.

The existing Inglewood Water Well #6 would be removed and replaced with a new Water Well #8 within the Project Site, on a separate parcel (the Well Relocation Site) further to the east along the south side of West 102nd Street.

2.5.1 Project Components/Design

Arena Site

The Arena Site is the central part of the Project Site and includes the Arena Structure, practice facility, sports medicine clinic, team offices, retail/restaurants, plaza, stage, access pavilion, community space, and some parking including media and team parking. These project components are described below.

Arena Structure

The Arena Structure would be a multi-level structure of approximately 915,000 sf, providing 18,000 fixed seats for LA Clippers home games, and up to 500 additional temporary floor seats for various events including other sporting events, concerts, and community events. Other uses programmed in the Arena Structure would include locker rooms, changing areas, premium clubs, suites, lounges, ticket and box offices, media areas, concession spaces, kitchens, restrooms, retail spaces, storage, maintenance and equipment spaces, promotional space and other visitor amenities, and loading docks (see **Figures 2-8 through 2-14** for conceptual floor plans of each level of the Arena Structure).

The primary arena entrance for event attendees would be located on the ground level on the northern portion of the Arena Structure fronting the plaza. The northeast corner of the Arena Structure would include an employee access pavilion which would serve as the main entryway for employees entering the Arena Structure. Additional entrances would be located on the southern edge of the building from the parking garage that would be available for premium ticket holders, performers, players, the general public and certain employees. Entry points are illustrated in Figure 2-7.

The Arena Structure would include an 85,000-sf team practice and training facility and a 25,000-sf sports medicine clinic. The team practice and training facility would be for LA Clippers' team use and would include a lobby area, full-sized basketball courts, and team locker and training

areas. The sports medicine clinic would house a variety of professionals, including physical therapists, nutritionists, and coaches who would work with the LA Clippers team athletes. The sports medicine clinic may also be available to provide medical services to the general public.

The Proposed Project would include development of up to 71,000 sf of office uses for LA Clippers employees that would be located within the Arena Structure. As mentioned above, currently LA Clippers' team offices are located in downtown Los Angeles. The existing team office uses and LA Clippers employees would be relocated to the new office space on the Project Site.

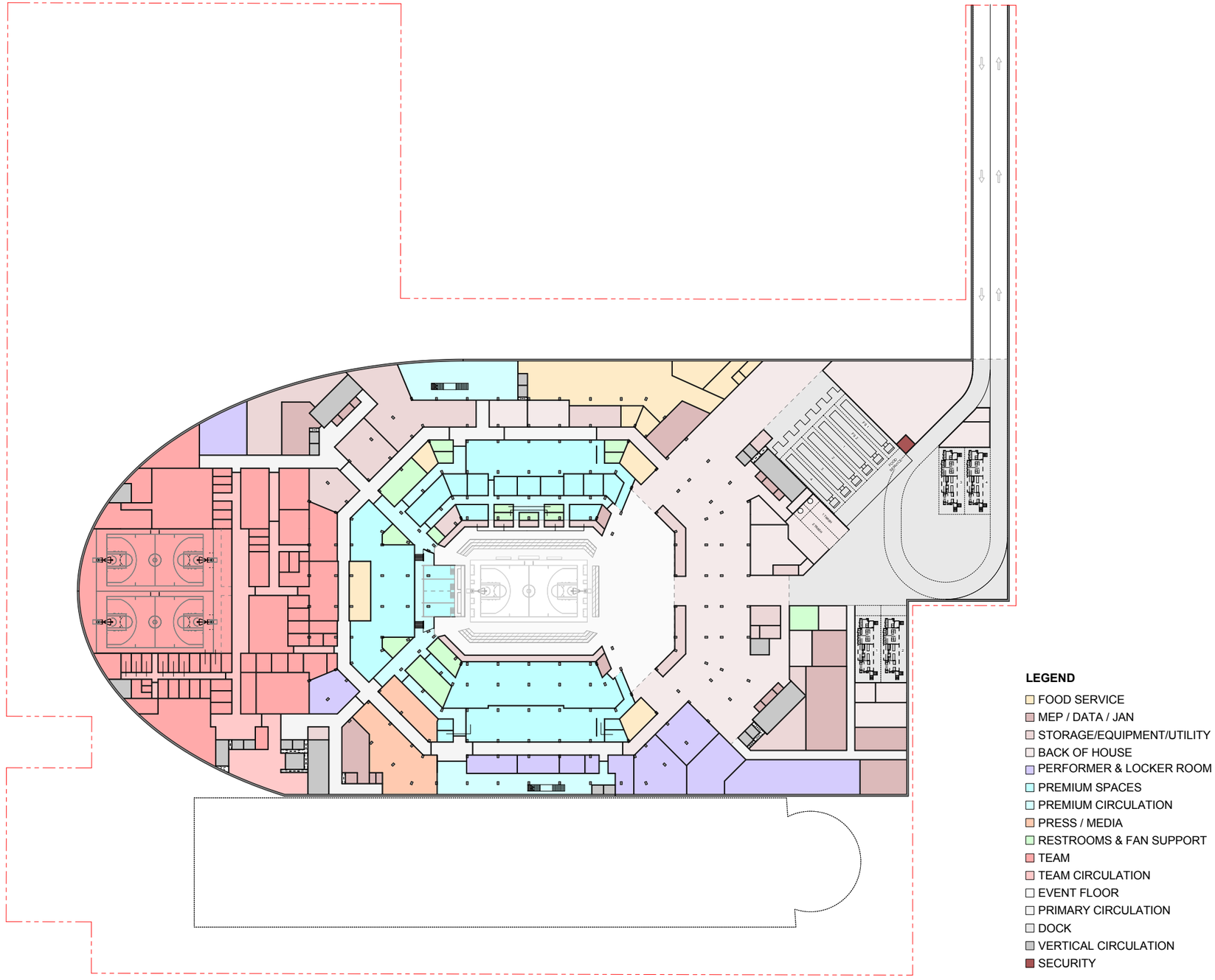
The roof of the Arena Structure and appurtenances would rise no higher than 150 feet above ground level at its highest point, where the existing ground level is approximately 90 feet above mean sea level (AMSL). Therefore, the Arena Structure and any appurtenances would be no higher than 240 feet AMSL. **Figure 2-15** shows the conceptual elevation (building height) of the Arena Structure roof level at 215.6 feet AMSL (rounded to approximately 216 feet).

The building would be an ellipsoid-shaped, multi-faceted structure with a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage. The façade and roof would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels in the most exposed locations. Distinctive lighting and signage could be positioned inside and outside the building. Satellite dishes would be integrated into the roof of the Arena Structure but would generally not be visible from the ground. **Figures 2-16** and **2-17** show conceptual renderings of the Arena Structure, and Section 3.1, Aesthetics, presents conceptual views of the Project Site from various viewpoints.

Outdoor Plaza, Commercial, and Community Uses

The outdoor plaza would serve as a pedestrian-oriented activity and gathering area and queuing area before events at the Arena Structure. The outdoor plaza would be adjacent to and partially bounded by the ancillary structures programmed for restaurant and retail uses and a community space.

The outdoor plaza would facilitate pedestrian movement to and from the Arena Structure before and after games, concerts, and private events. The outdoor plaza is anticipated to be utilized seven days per week, at varying activity levels, with pedestrian flows associated with the commercial and community uses as well as other activities independent of events hosted within the Arena Structure. Retail, commercial, and restaurant uses surrounding the plaza would be built on two levels. An escalator would connect the ground-level outdoor plaza to the upper-level ancillary uses, and ultimately to the pedestrian bridge that connects the outdoor plaza to the parking garage across South Prairie Avenue.



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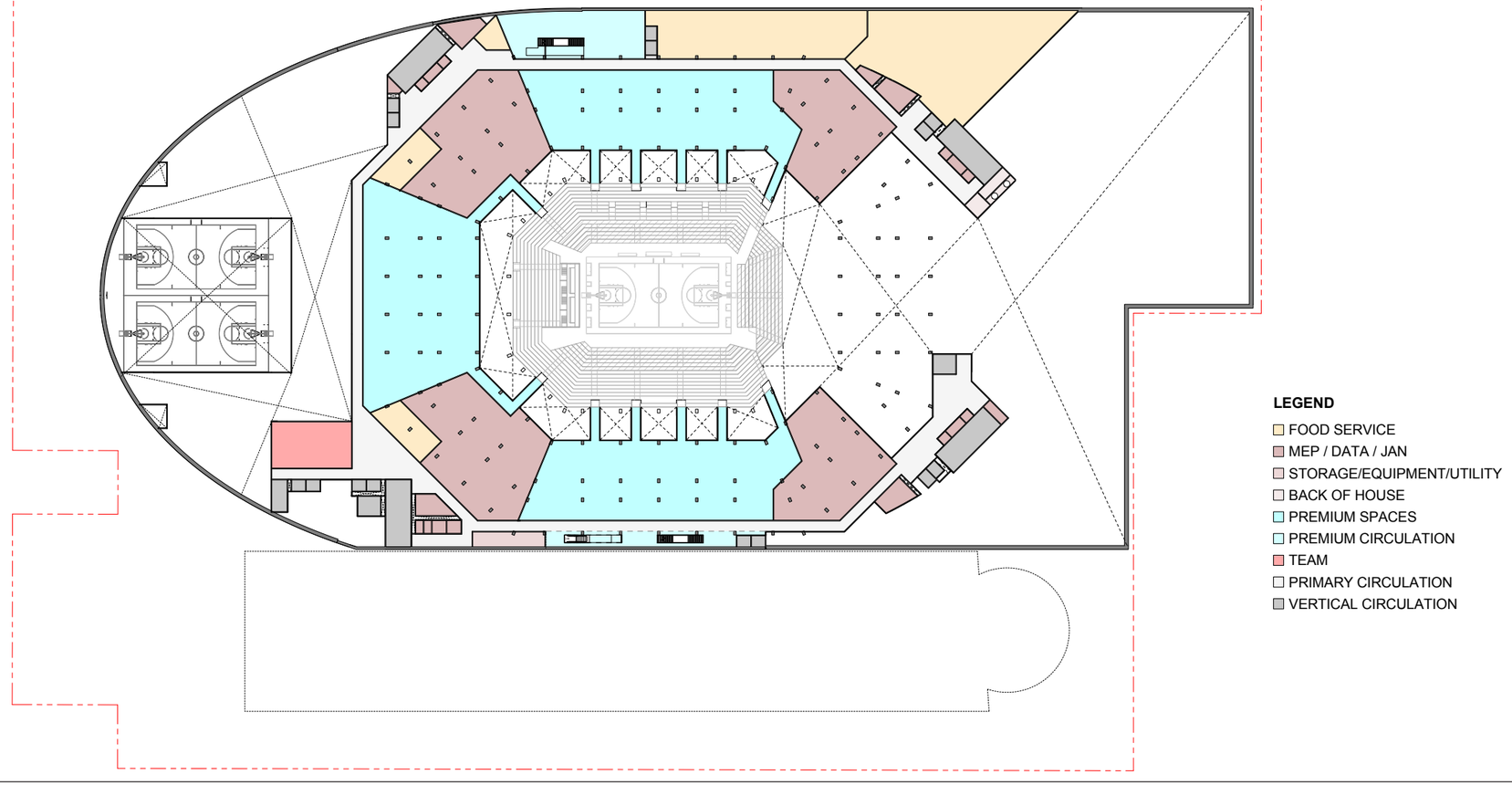
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-8
Conceptual Event Level Floor Plan

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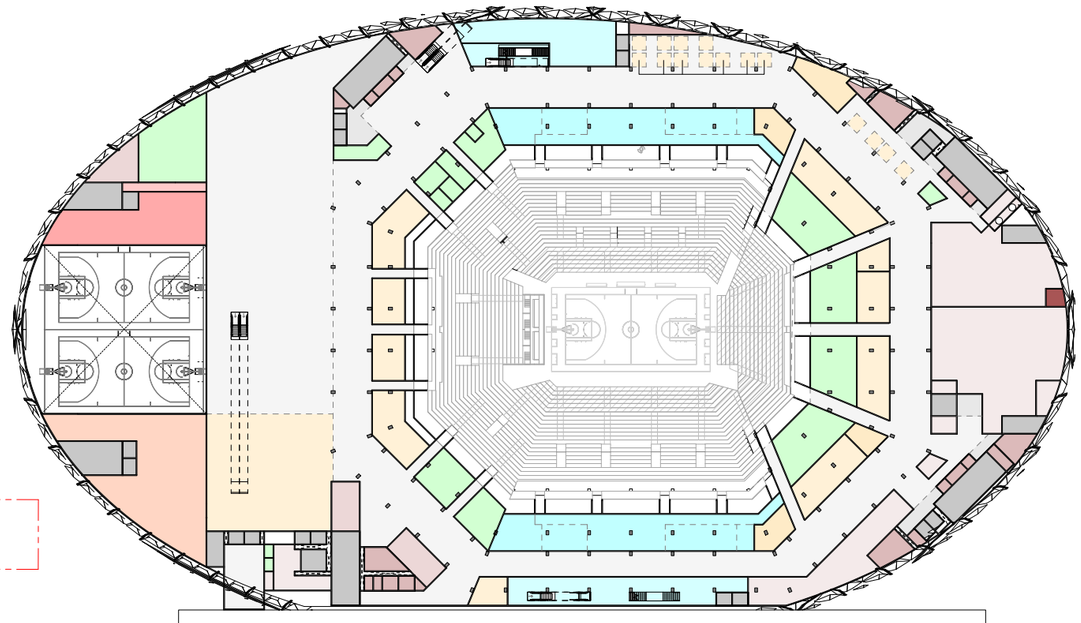
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-9
Conceptual Club Level Floor Plan

ESA

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LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- STORAGE/EQUIPMENT/UTILITY
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- TENANT
- RESTROOMS & FAN SUPPORT
- TEAM
- TEAM CIRCULATION
- PRIMARY CIRCULATION
- SECONDARY CIRCULATION
- VERTICAL CIRCULATION
- SECURITY

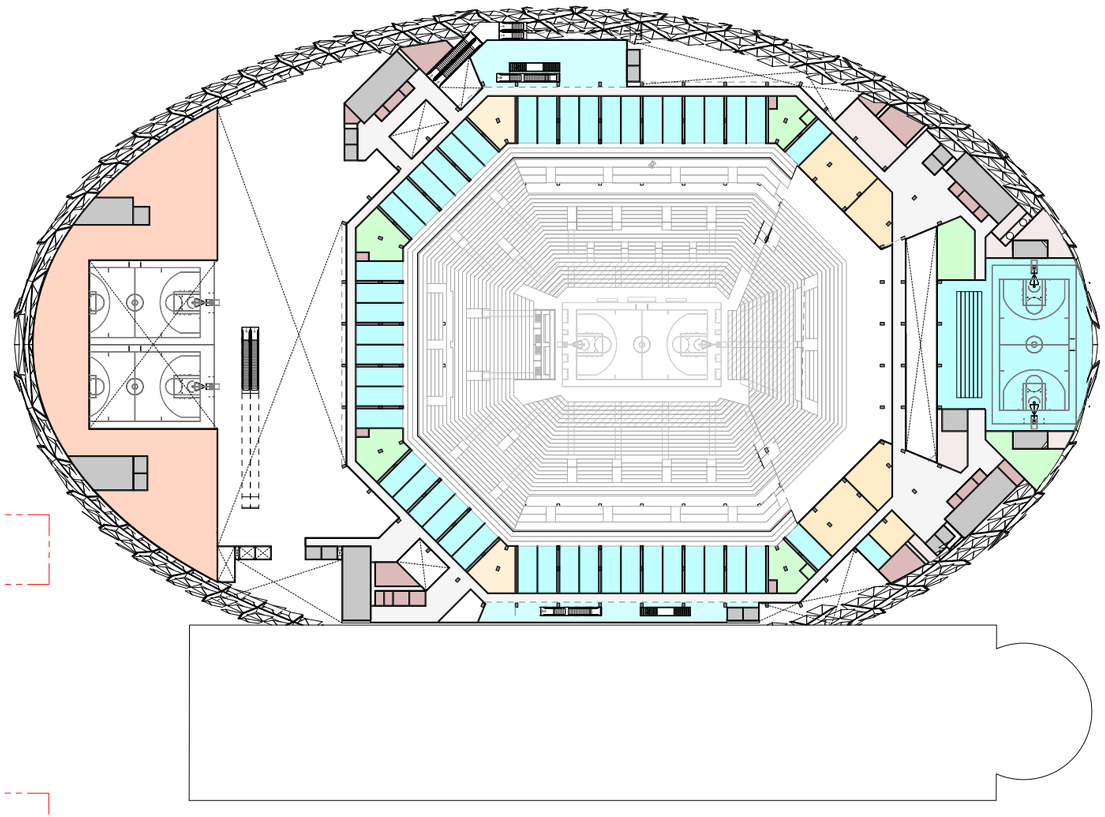
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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-10
Conceptual Plaza Level Floor Plan

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LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- TENANT
- RESTROOMS & FAN SUPPORT
- PRIMARY CIRCULATION
- VERTICAL CIRCULATION

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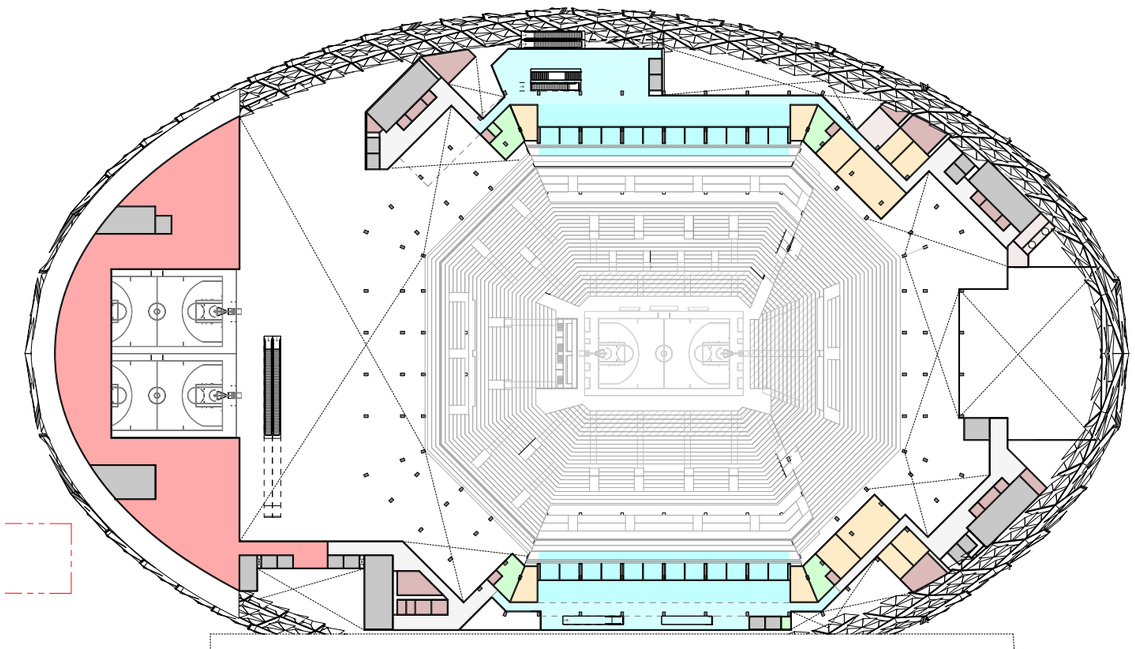
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-11
Conceptual Suite Level Floor Plan

ESA

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LEGEND

- FOOD SERVICE
- MEP / DATA / JAN
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- RESTROOMS & FAN SUPPORT
- TEAM
- PRIMARY CIRCULATION
- VERTICAL CIRCULATION

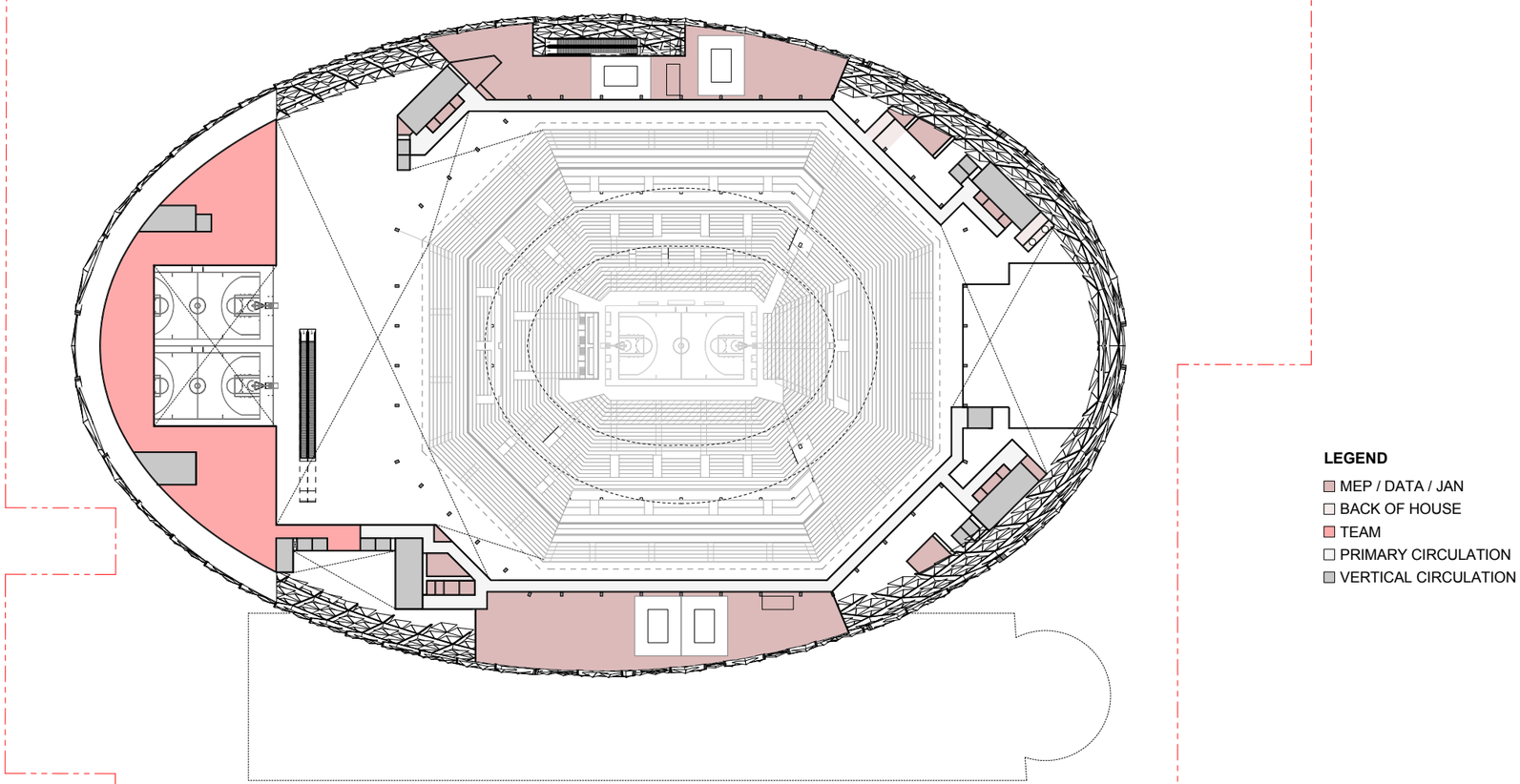
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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-12
Conceptual Premium Level Floor Plan

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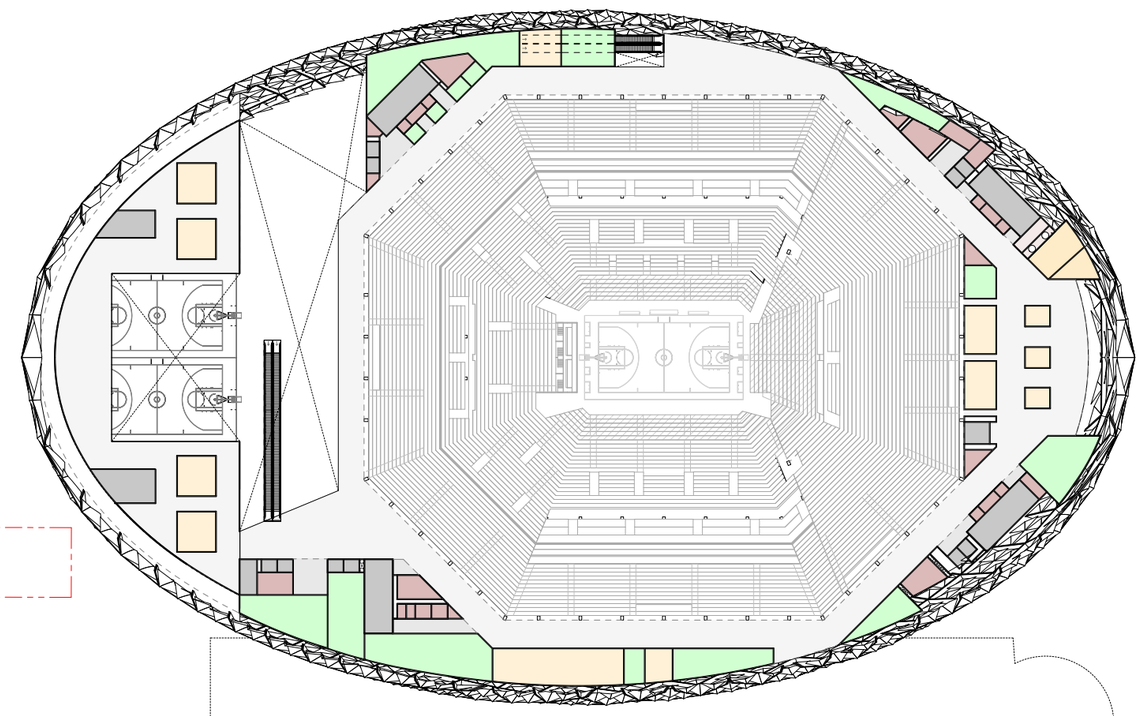
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-13
Conceptual Mechanical Level Floor Plan

ESA

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LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- BACK OF HOUSE
- RESTROOMS & FAN SUPPORT
- PRIMARY CIRCULATION
- SECONDARY CIRCULATION
- VERTICAL CIRCULATION

D1711236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

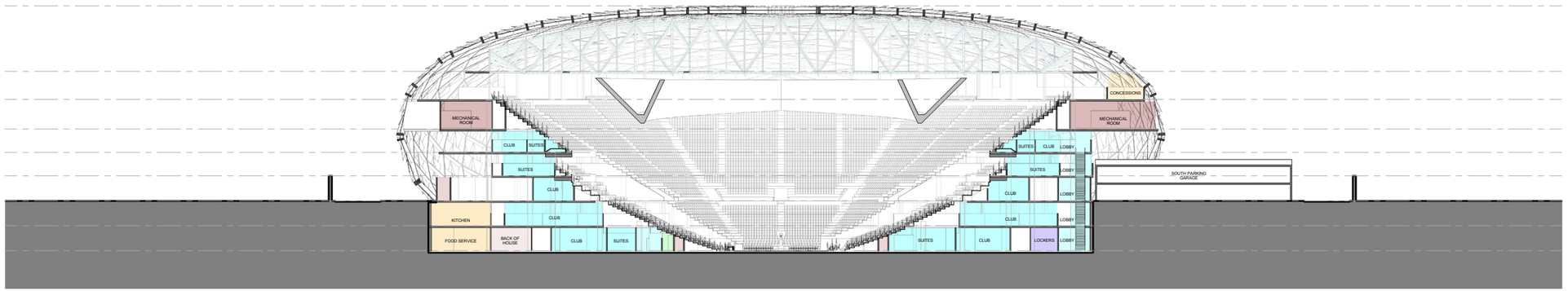
Figure 2-14
Conceptual Terrace Level Floor Plan

ESA

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LEGEND

- FOOD SERVICE
- CONCESSIONS
- MEP / DATA / JAN
- STORAGE/EQUIPMENT/UTILITY
- BACK OF HOUSE
- PERFORMERS & LOCKER ROOMS
- PREMIUM SPACES
- PREMIUM CIRCULATION
- RESTROOMS & FAN SUPPORT
- EVENT FLOOR
- PRIMARY CIRCULATION



Elevation: 215’-6”
9 Roof Level

Elevation: 173’-6”
8 Catwalk Level

Elevation: 155’-6”
7 Terrace Level

Elevation: 136’-6”
6 Mechanical Level

Elevation: 121’-6”
5 Premium Level

Elevation: 106’-6”
4 Suite Level

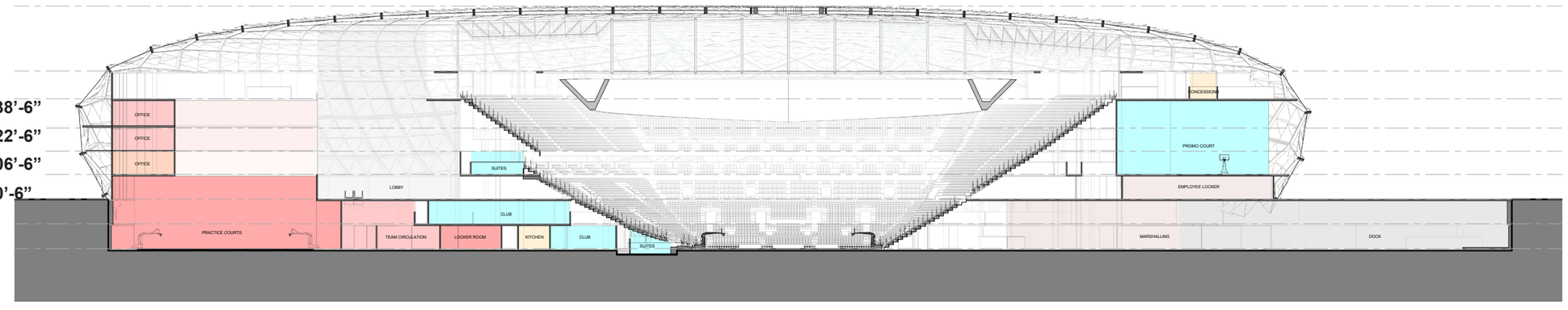
Elevation: 90’-6”
3 Plaza Level

Elevation:74’-6”
2 Club Level

Elevation: 58’-6”
1 Event Level

LEGEND

- FOOD SERVICE
- CONCESSIONS
- BACK OF HOUSE
- PREMIUM SPACES
- PREMIUM CIRCULATION
- TENANT
- TEAM
- TEAM CIRCULATION
- EVENT FLOOR
- PRIMARY CIRCULATION
- DOCK



Elevation: 215’-6”
9 Roof Level

Elevation: 173’-6”
8 Catwalk Level

Elevation: 155’-6”
7 Terrace Level

Elevation: 136’-6”
6 Mechanical Level

Elevation: 121’-6”
5 Premium Level

Elevation: 106’-6”
4 Suite Level

Elevation: 90’-6”
3 Plaza Level

Elevation:74’-6”
2 Club Level

Elevation: 58’-6”
1 Event Level

Elevation: 138’-6”
6.5 Office Level 2

Elevation: 122’-6”
5.5 Office Level 1

Elevation: 106’-6”
4 Suite Level

Elevation: 90’-6”
3 Plaza Level

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-15
Conceptual Arena Structure Sections

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D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-16
Conceptual Rendering of Arena Structure – Aerial View

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-17
Conceptual Rendering of Arena Structure – Plaza View

ESA

The outdoor plaza would include landscaping and seating areas, public art, and an outdoor stage. Landscaping would include native drought resistant plants, with a palette that is coordinated to create continuity across the Project Site (see **Figure 2-18**). The outdoor plaza would be comprised of hardscape and landscaped planters. Hardscape areas would feature the use of a variety of paving materials and colors. Public art pieces would help to define the experience of the outdoor plaza area.

The outdoor stage would have amplified sound and could be used for musical performances, LA Clippers-related events, or community events. The outdoor plaza and stage would be equipped with light-emitting diode (LED) video boards directed to the interior of the plaza, speakers, lighting signage, including internally illuminated static signage, and digital signage including static LED displays and LED video boards.

Retail shops and food and drink uses totaling 48,000 sf would be developed adjacent to the plaza. Some of these commercial uses would be associated with the LA Clippers, such as a team store selling team merchandise and other LA Clippers-related experiences. Other commercial uses would include a full-service restaurant/lounge, a full-service restaurant/bar, a quick-service restaurant, a coffee shop, and retail stores.

A pedestrian bridge would directly connect the retail uses on the west side of the outdoor plaza to the parking structure proposed west of South Prairie Avenue. Escalators would bring people from the upper level of the retail building on the west side of the plaza down to the plaza level.

The Proposed Project could include up to 15,000 sf of flexible community space within a structure located adjacent to the outdoor plaza area, within the Arena Site. This element of the Proposed Project is envisioned as a flexible space for educational purposes and community interaction. Possible activities could include exhibits, education seminars, workshops, meetings, networking events, and sporting demonstrations.

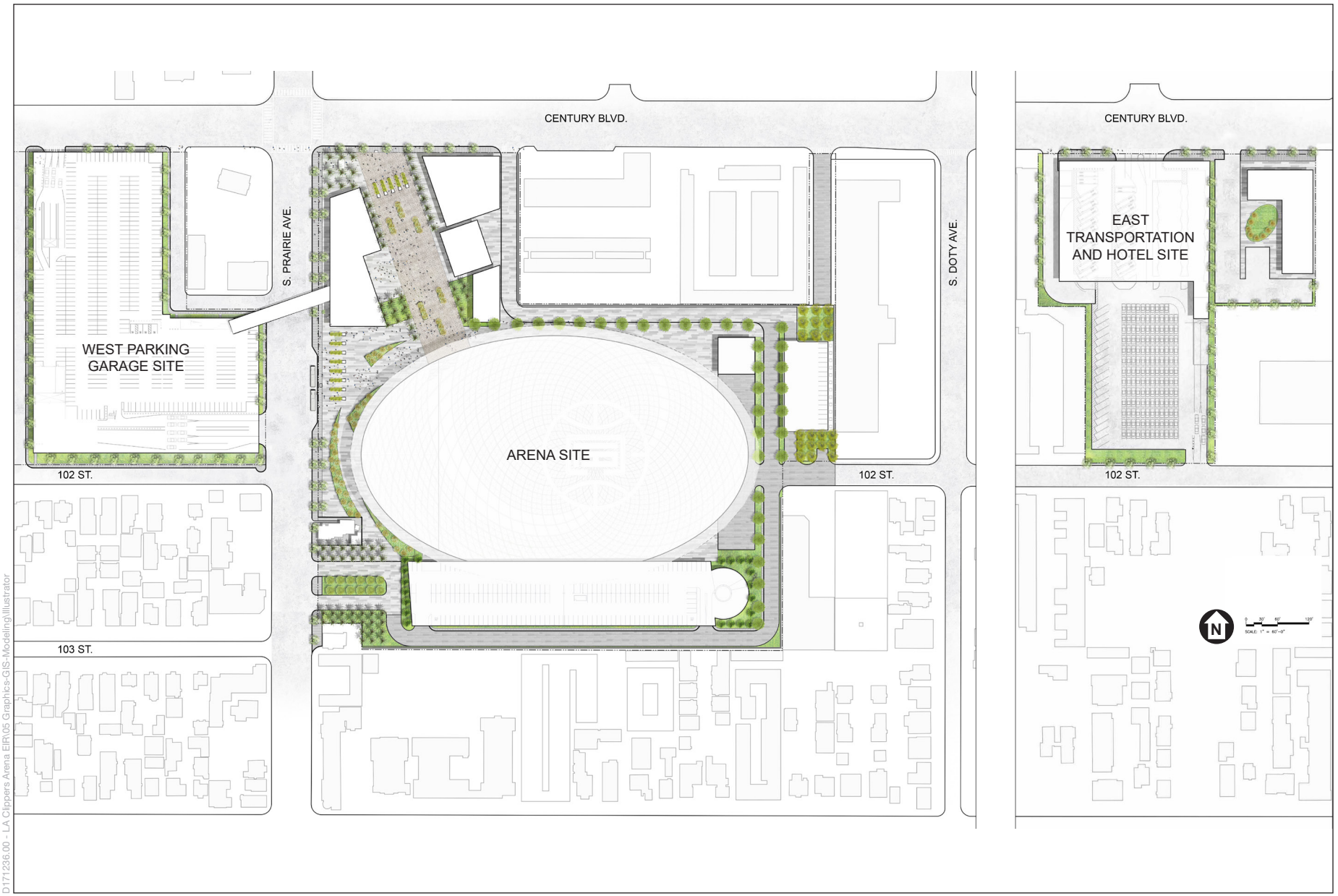
Parking and Access

Circulation and parking facilities on the Project Site are described below. The locations of these facilities are also shown on Figure 2-7.

Automobile Access and Parking

A parking garage for 650 spaces would be located immediately south of the Arena Structure within the Arena Site (the South Parking Garage). Parking for 100 LA Clippers' athletes and LA Clippers full-time employees, and 550 premium spaces for fans and other VIPs would be available in this three-story, above-ground parking garage, with a direct entrance to the Arena Structure for employees and visitors.

Vehicular access to the parking garage would be accessed from a right-turn only driveway on South Prairie Avenue between West 102nd Street and 103rd Street. The driveway would therefore be accessible by those traveling northbound on South Prairie Avenue. Movements would be restricted to inbound and outbound right-turns at all times. The South Parking Garage would also



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-18
Preliminary Landscaping Plan

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

be accessible from the east via West 102nd Street and Doty Avenue. A speed ramp on the east side of the parking structure would provide vertical access to the parking garage. A drop-off area located immediately to the south of the Arena Structure would be available for office employees during weekday hours.

The South Parking Garage would be connected to the Arena Structure and would use a combination of concrete, precast panels, and metal screening, and would have associated lighting and signage. The parking structure would be equipped to accommodate 52 electric vehicle charging parking spaces (EVCs).

Service and Delivery Access and Loading

Small service and delivery vehicles providing services or materials for retail and food service venues would enter the Arena Site via a site access road accessed from West Century Boulevard, approximately 350 feet east of South Prairie Avenue, immediately west of the existing Airport Park View hotel parcel.

Large delivery vehicles such as semi-trucks, trash collection trucks, and large food service trucks would access the Arena Site from a new, gated service ramp accessed from West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings. This service ramp would slope downward, providing access to a loading and staging area, at the below-grade event level of the Arena Structure. The Arena Structure would include six loading docks to provide easy loading and unloading of materials and supplies at the event level.

Media Truck/Broadcast Access and Parking

Media/broadcast trucks that are a feature of NBA basketball games require parking in areas that provide clear access to the southern sky for satellite connections. Media and associated truck parking would be provided on a designated media parking area located east of the Arena Structure. Certain media trucks that do not require clear sky access would be accommodated in parking areas located at the below-grade event level, accessed via the service ramp from West Century Boulevard. Electric hookups would be provided for media trucks so they would not be required to idle or use portable generators while in use before, during, or after events. Media trucks would access the Arena Site media truck surface parking area from the internal roadway accessed from West Century Boulevard.

Bicycle Parking

Approximately 60 long-term bicycle parking spaces for employees and 23 short-term bicycle parking spaces would be provided adjacent to the access pavilion on the northeast corner of the arena building.

Pedestrian Access and Transit Connections

Pedestrians would access the Arena Site via sidewalks along West Century Boulevard and South Prairie Avenue. Pedestrians coming from the West Parking Garage would use the South Prairie Avenue pedestrian bridge to access the Arena Site; and pedestrians coming from the East

Transportation and Hotel Site would access the Arena Site via sidewalks along West Century Boulevard and the north sidewalk on West 102nd Street. Pedestrian access to the Arena Structure would be provided through doorways on the north side of the building, fronting the plaza. There would be no visitor pedestrian access to the Arena Structure or the plaza from West 102nd Street east of the Arena Site. Employees would be able to enter through the plaza or through an employee pavilion accessed from West 102nd Street.

To accommodate shuttles that would transport people from nearby Metro light rail stations to the Project Site, a new shuttle drop-off cutout would be provided along the east side of South Prairie Avenue near the entrance to the arena plaza. This shuttle stop would be primarily used for shuttles between Metro light rail stations and the Arena.

West Parking Garage Site

The largest parking facility serving the Project Site would be a six-story parking structure that would include 3,110 spaces located along West Century Boulevard west of South Prairie Avenue. Access into the parking garage would be from a signalized driveway on approximate 475 feet west of South Prairie Avenue, and West Century Boulevard and a signalized driveway on South Prairie Avenue located approximately 575 feet south of West Century Boulevard. A new publicly accessible roadway would be constructed along the west side of the parking garage, connecting West Century Boulevard to West 101st and West 102nd Streets. Approximately 350 linear feet of West 101st Street would be vacated and developed as part of the parking structure. The vacated portion of West 101st Street would extend from the western boundary of the existing retail center (Starbucks/Warehouse Liquor Mart/Sunshine Coin Laundry) at the southwest corner of South Prairie Avenue and West Century Boulevard, to the alignment of the proposed new north–south public roadway along the western boundary of the site (see Figure 2-7). A “bulb out” would be developed at the northwest corner of South Prairie Avenue and West 102nd Street that would limit eastbound vehicle traffic on West 102nd to a stop sign controlled right turn out only onto South Prairie Avenue. No left turns out, and no left or right turns from South Prairie Avenue would be provided to West 102nd Street. An existing traffic signal on South Prairie Avenue and West 102nd Street would be removed. Direct access would not be provided from West 102nd Street, the remaining portion of West 101st Street (directly west of South Prairie Avenue), or the new alley/fire lane extending from West 102nd Street to West Century Boulevard.

The West Parking Garage would include 23 visitor bicycle parking spaces and potentially a bicycle valet. The parking garage would be equipped to accommodate 249 EVCs.

The main pedestrian access from the West Parking Garage Site into the Arena Site would be from an approximately 27-foot-wide second-level pedestrian bridge that would cross South Prairie Avenue. The pedestrian bridge would provide a minimum vertical clearance of 17 feet over South Prairie Avenue. The pedestrian bridge would allow for easy pedestrian access between the second floor of the parking garage to the second floor of the westernmost building in the plaza, with escalators providing access into the plaza.

The perimeter of the parking structure would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

East Transportation and Hotel Site

This approximately 5.16-acre portion of the Project Site east of the Arena Site would include a parking garage, transportation hub, and limited-service hotel. These project elements are described below. The location of these elements is shown on Figure 2-7.

Parking Garage/Transportation Hub

The parking garage/transportation hub would consist of a parking garage and surface parking lot to accommodate private vehicle parking, private or charter bus staging, and TNC staging, pick-up and drop-off.

The Proposed Project would include construction of a three-story parking garage on the northern portion of the East Transportation and Hotel Site, along West Century Boulevard. The ground level of the parking garage would accommodate private or charter bus staging and TNC pick-up and drop-off, and would connect to the surface parking lot on the southern portion of the site, which is intended to accommodate TNC staging. A driveway would be constructed as the southern leg of the West Century Boulevard/Hollywood Park Casino Drive intersection to provide ingress and egress access to the ground level of the transportation hub for bus and TNC vehicles. The bus staging and TNC drop-off area would include spaces for approximately 182 TNC vehicles, taxis, or similar vehicles), 20 charter coach buses, and 23 mini-buses, microtransit, and paratransit vehicles.

Parking for private vehicles would be provided only on the second and third floors of the parking garage. Private vehicles would enter the site from West 102nd Street and ramp up into the structure to park on the second and third floors of the parking garage. Vehicles would exit the parking structure similarly, ramping down and exiting onto West 102nd Street. The parking garage would include parking for 365 private vehicles. The parking garage would be equipped to accommodate 29 EVCs.

The perimeter of the parking garage and surface parking lot would include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

Hotel

The Proposed Project would include a limited-service hotel use with up to 150 rooms on an approximately 1.3-acre portion of the East Transportation and Hotel Site. The hotel could include amenities such as a lobby, business center, a fitness room, a guest laundry facility, a market pantry, and/or an outdoor gathering area. The hotel would not include meeting spaces or restaurant services. The hotel would be approximately six stories, with a maximum height of approximately 100 feet, consistent with the maximum allowable height in the M1-L zone and

maximum allowable under FAA rules. The hotel building would consist of ground floor parking and a ground floor lobby and guest amenity uses. The second floor would consist of structured parking, guest amenity uses, and back-of-house uses. Guest rooms would occupy floors three through six.

Vehicular access to the hotel would be from West Century Boulevard. Parking for hotel guests would be provided with ground-level and structured parking within the hotel building. Vehicles would enter the site from West Century Boulevard, then travel to the southern portion of the site to access the ground floor parking area and/or ramp up to the second floor parking Adequate parking for the hotel use would be provided solely within the hotel portion of the East Transportation and Hotel Site.

The hotel building would be anticipated to be constructed of varied materials, including but not limited to stucco, concrete, plaster, wood, masonry, glass, metal, tile, and/or stone. Outdoor gathering spaces for hotel guests may be provided through ground-level courtyards and/or upper level terraces. Landscaping and security lighting would be provided around the hotel and parking area. Building signage and directional signage may be provided on the site.

Well Relocation Site

As part of the Proposed Project, the City-owned and operated Inglewood Water Well #6 that is located within the Arena Site would be removed and relocated. A new City-owned and City-operated well, Water Well #8, would be constructed to replace the existing water well. The new City-owned and operated Water Well #8 would be located on the southern third of the two-parcel Well Relocation Site, south of West 102nd Street and west of South Doty Avenue. The location of Well #8 is shown on Figure 2-7.

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6. No buildings or lighting are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot-wide paved driveway adjacent to the western side of the proposed well location for vehicle access.

A 6-foot-tall concrete masonry unit security fence with automated sliding access gate would enclose the well site, with additional security provided via security cameras connected to the City of Inglewood via the pump station telemetry system. The well site would not include a permanent on-site backup generator.

The well would be drilled approximately 750 feet below ground surface, with a submersible pump to reduce noise to nearby residences. The Well #8 raw water discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the project site on West 102nd Street. An existing utility pole located 50 feet east of the Well Relocation Site on West 102nd Street is expected to be the connection location to provide the power for the new well facility.

The proposed well waste line discharge would also connect to the LA County Flood Control District (LACFCD) catch basin (located at the southwest corner of West 102nd Street and South Doty Avenue) that is connected to an 84-inch storm drain (located in the eastern right-of-way of South Doty Avenue). A gravity well drain line would be constructed from the site east to the LACFCD storm catch basin.

Sound Barriers

Temporary and permanent sound barriers would be constructed on the Project Site (see **Figure 2-19**). The temporary sound barriers would be placed during the initial phase of any construction activities on portions of the Project Site, and would only be present during the construction of the Proposed Project. The proposed permanent barriers would remain in place during the operational life of the Proposed Project.

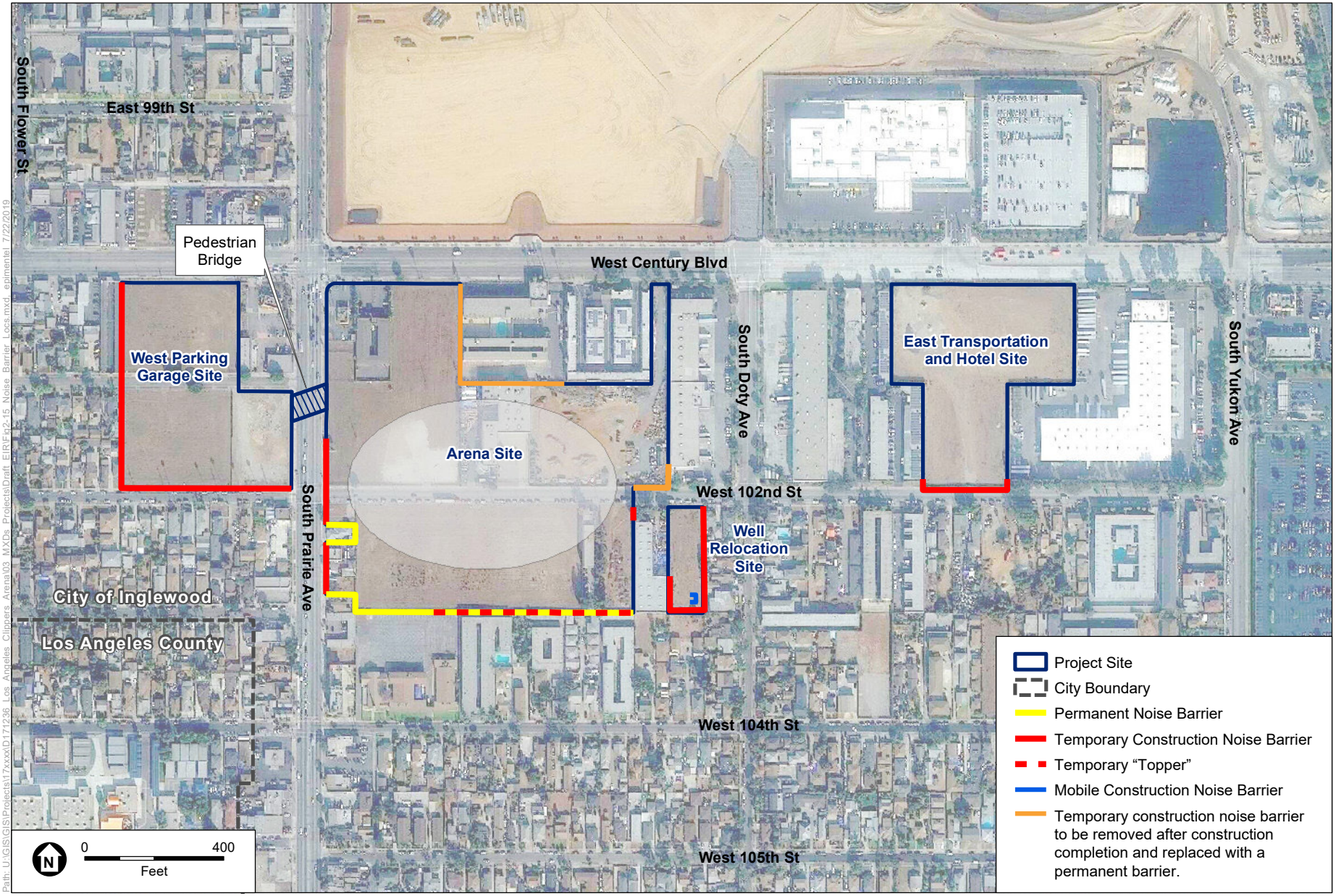
Arena Site

A proposed 15-foot-high permanent sound barrier would be constructed along the full length of the southern boundary of the Arena Site. A temporary, additional 7-foot-high sound barrier "topper" would be placed along the eastern two-thirds of this permanent wall for the duration of construction activities on the Arena Site. Permanent 12-foot-high sound barriers are proposed to be constructed along the shared boundaries of the Arena Site and the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue prior to the start of any major construction activities on the Arena Site. A temporary 12-foot-high sound barrier is proposed along the western boundary of the Arena Site from the southern boundary to approximately mid-block between West 101st Street and West 102nd Street. Barriers would not be placed in front of the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue so as to continue to allow resident access to those parcels from South Prairie Avenue.

A temporary 16-foot-high sound barrier is proposed along the shared boundary of the Arena Site and the Airport Park View Hotel, which would be replaced with a permanent 12-foot-high sound wall after the conclusion of major construction activities on the Arena Site. Similarly, the temporary 12-foot-high sound barrier proposed at the northeast corner of the Arena Site and West 102nd Street during construction would be replaced with a permanent 8-foot-high sound wall at the conclusion of major construction activities. A temporary 12-foot-high sound barrier is also proposed at the southeast corner of the Arena Site and West 102nd Street between the southern sidewalk of West 102nd Street and the northern facade of the industrial use located adjacent to the Arena Site to the east, south of West 102nd Street.

West Parking Garage Site

A proposed temporary 12-foot-high sound barrier would be placed along the western and southern boundaries of the West Parking Garage Site to remain in place during any construction activities occurring on this portion of the Project Site.



SOURCE: TerraServer, 2018; AECOM, 2019; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 2-19
Noise Barrier Locations

ESA

East Transportation and Hotel Site

A proposed temporary 8-foot-high sound barrier would be placed along the southern boundary of the East Transportation and Hotel Site during construction activities on this portion of the Project Site. Portions of this temporary sound barrier would extend along the southerly east and west boundaries of the site.

Well Relocation Site

A temporary sound barrier ranging between 15 feet and 26 feet is proposed along the length of the south and east boundaries of the Well Relocation Site and along a portion of the west boundary of the site, which would be removed after completion of construction activities on the Well Relocation Site.

2.5.2 Projected Number and Schedule of Events

The proposed Arena would primarily be used for LA Clippers home basketball games, as well as a performance venue that could be configured for other sporting events, concerts, conferences, conventions, civic events, and family-oriented shows, including a configuration to accommodate a temporary ice floor for holiday or live entertainment events.

The LA Clippers are expected to host up to five preseason games in October and 41 regular season games from October to mid-April on an annual basis. Although the current NBA playoff format could allow for a maximum of 16 home playoff games from April to June, it is anticipated that the Arena would host an average of three playoff games per year, based on NBA team averages. Other events such as concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events would take place in the Arena throughout the year, with attendance ranging from small events up to 2,000 attendees (average of 300 attendees) to full Arena capacity. It is estimated that the Arena could host approximately 178 non-LA Clippers events annually, with an additional 16 smaller outdoor events in the plaza. As detailed in **Table 2-3**, approximately 243 events per year are anticipated.

2.5.3 Employment

Future employment would include permanent employment associated with the operations of the Arena and other uses included in the Proposed Project, as well as temporary employment to support events throughout the year.

LA Clippers and IBEC Arena Employees

As shown in **Table 2-4**, the LA Clippers organization currently maintains approximately 254 FTE employees, which includes approximately 54 basketball operations employees such as players, coaches, and staff, and approximately 200 employees in executive management, business operations and various support capacities. The Proposed Project would include approximately the same number LA Clippers employees as under current conditions. It is anticipated that the Proposed Project would also require approximately 75 FTE employees to provide operations and management services for the Arena.

TABLE 2-3
ANTICIPATED ANNUAL EVENT CHARACTERISTICS

Event Type	Anticipated Annual Frequency	Average Attendance	Maximum Attendance	Event-Day Employees[a]	Season	Temporal Characteristics
LA Clippers Home Basketball Game	Up to 5 Preseason Games	12,000	18,000	1,320[b]	2 weeks in early October	Preseason Game Start Time: Variable Regular Season Game Start Time: Typically 7:30 PM[c] Postseason Game Start Time: Variable <u>Monthly Distribution</u> Approximately 7 games per month, October through April <u>Weekly Distribution</u> Monday through Friday: Approximately 5–6 games per month Saturday: Approximately 1–2 games per month Sunday: Approximately 0–1 games per month
	41 Regular Season Games	16,000	18,000	1,320[b]	Mid-October to Mid-April	
	3 Postseason Games[d]	18,000	18,000	1,320[b]	Mid-April to Mid-June	
Concerts[e]	Up to 5 per year (large)	15,000	18,500	1,120[f]	Throughout the year[g]	Typical Concert Time: 7:30 PM to 10:30 PM <u>Weekly Distribution</u> Primarily Friday and Saturday nights
	Up to 8 per year (medium)	12,000	14,500	795[f]		
	Up to 10 per year (small)	7,000	9,500	530[f]		
Family Shows[h]	Up to 20	6,000	8,500	530[f]	Throughout the year[g]	Weekly distribution and times variable
Other Events[i]	Up to 35	5,000	7,500	480[f]	Throughout the year[g]	Weekly distribution and times variable
Corporate/ Community Events[j]	Up to 100	300	2,000	25[f]	Throughout the year[g]	Weekly distribution and times variable
Plaza Events[k]	Up to 16	2,400	4,000	25	Throughout the year[g]	Weekly distribution and times variable

NOTES:
[a] Estimates do not include full-time Arena management and operations employees, LA Clippers basketball operations employees including players and coaches, LA Clippers employees that work in the management offices or related facilities during the day, or visiting event performers and their support staff at the Arena.
[b] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations; includes 1,200 non-LA Clippers employees and 120 LA Clippers employees to provide game-day operations support.
[c] The majority of LA Clippers regular season home games hosted on weekday and Saturday nights would start at 7:30 PM, with Sunday games starting at 6:30 PM, per the stated preference of the LA Clippers and within the range of other team schedules in the Pacific Standard Time zone. However, to be conservative for analytical purposes, the EIR analysis assumes 7:00 PM start times for weekday and Saturday basketball games, which are allowed under the NBA rules. This assumption is conservative because it schedules the start-time for basketball games closer to the PM peak period for traffic on weekdays (4:00 PM to 6:00 PM).
[d] The current NBA playoff format, implemented in the 2002–03 season, involves four rounds of best-of-seven series and allows for a potential maximum of 16 home games in one season. Based on an analysis of the past playoff appearances of all current NBA teams, the anticipated average annual number of home playoff games is 3 games.
[e] Annual number and size of concerts may vary according to market conditions and availability of the Arena; these estimates represent the anticipated annual average occurrences of each concert type.
[f] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations.
[g] Concerts, family shows, other events, and corporate/community events may be scheduled throughout the year, provided such events do not conflict with LA Clippers home basketball games.
[h] Examples of family shows include Disney Live, Harlem Globetrotters and Marvel Universe Live.
[i] Examples of other sporting events include college basketball, boxing, lacrosse, Arena football, or non-recurring events such as professional wrestling shows. Events could be professional, collegiate or amateur competitions. Other events could include speaking events or civic events such as local graduation ceremonies.
[j] Examples of corporate or community events include small conventions, conferences, cultural events, civic events and private events. Events could be hosted on the Arena floor or in club, locker room and concourse space throughout the Arena, or in the plaza.
[k] Examples of plaza events include outdoor exhibitions or festivals for arts, food, technology, or similar activities, fan appreciation days, holiday celebrations, and similar outdoor events.

SOURCE: Murphy's Bowl LLC, 2018.

TABLE 2-4
EXISTING AND FUTURE NON-EVENT EMPLOYEES

Description	Description	Total Employees
LA Clippers Employees (Relocating)		
Basketball Operations (includes players, coaches, staff, etc.)	Players, coaches, training staff, etc.	54
Executive Management and Business Operations	Executive management, legal, finance, human resources, media and broadcasting staff, public and community relations, hospitality services, etc.	100
Business Operations Support	Customer service, sales and marketing support, team operations support	100
Subtotal		*254*[a]
IBEC Arena Employees (Future)		
Arena Operations and Management	Management, Arena maintenance and operations, security, housekeeping	75
Subtotal		*75*[a]
Other Project Employees (Future)		
Restaurant	Staff and management for full-service restaurants	112
Shopping Center/Retail/Arena and Plaza Experience	Flagship team store, quick-service restaurant and coffee shop, and general retail/service and related employees	216
Sports Medicine Clinic	Care providers (doctors, nurses, specialists) and business operations staff	35
Community Space	Staff, management, and instructors for flexible community space, meeting rooms/classrooms, and related areas	26
Hotel	Staff and management for limited service hotel	50
Subtotal		*439*[b]
Total		**768**

NOTES:
[a] Employee totals represent full-time or full-time-equivalent employees.
[b] Employee totals represent all employees (full-time and part-time).

SOURCE: Murphy's Bowl LLC, 2018.

Event-Related Employees

Event-related employees would be required to support events hosted at the proposed Arena, including security, ushers, ticket takers, food service and hospitality staff, and other event-related staff. The number of event-related employees required, and the types of services provided, for an event hosted at the Arena would vary depending on the type and size of event. As shown in Table 2-3, the highest number of event-related employees would be required to support an LA Clippers home basketball game, approximately 1,320 employees, which includes approximately 120 LA Clippers business operations support employees who would also work at LA Clippers games. Other major full-capacity events, such as a large concert, would require approximately 1,120 event-related employees.

Events that would not utilize the capacity of the Arena would require fewer employees. Medium-sized events, including weekend family shows and other events, are anticipated to require

between 480 and 530 event-related employees. Smaller events are anticipated to require approximately 25 employees.

Depending on the nature of the event, some event-related employees would work on days leading up to the event. Event-related employees would typically begin to arrive at the Arena several hours before an event, and depending on their responsibilities, some employees would remain on site for several hours or longer after events.

Other Project Employees

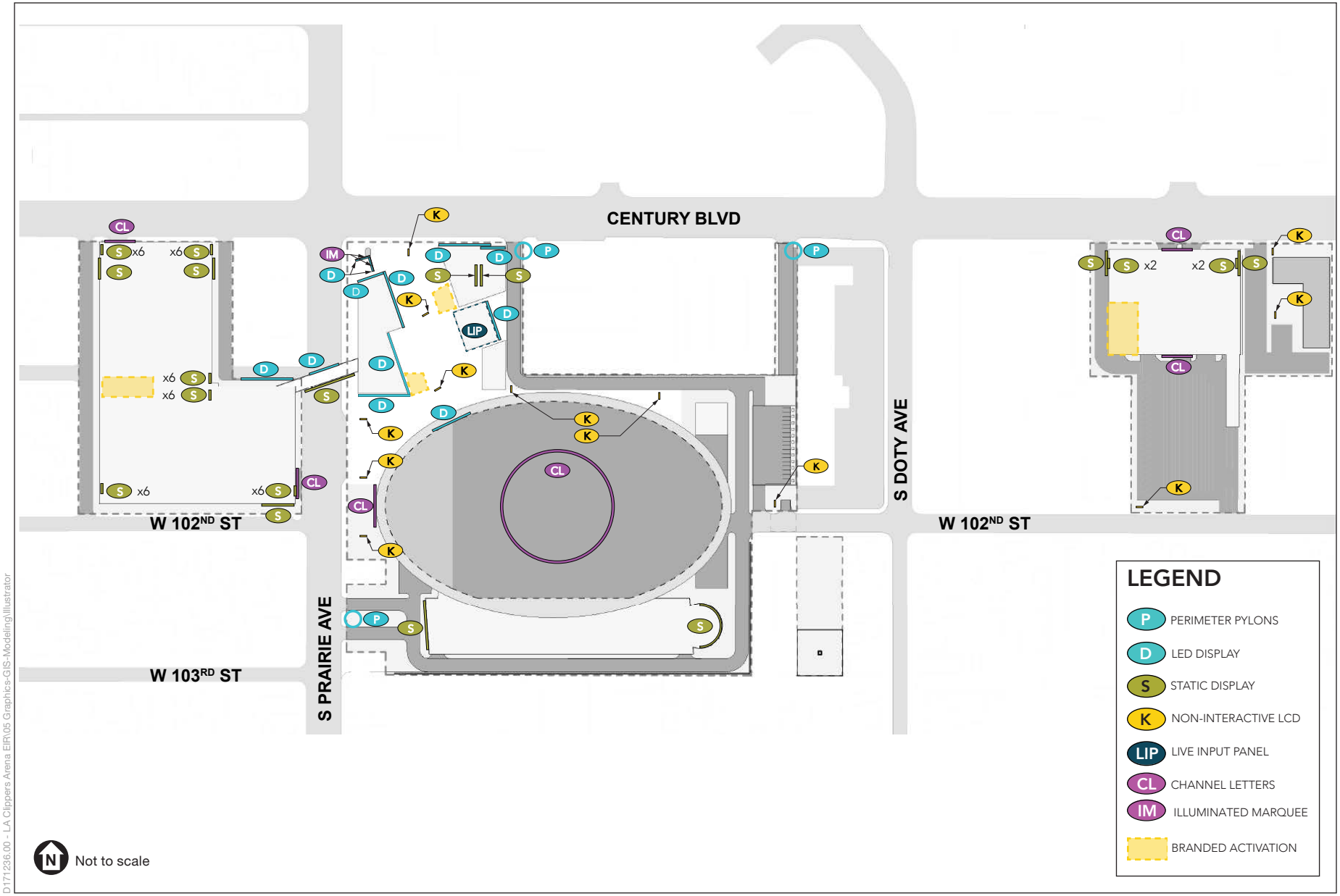
As shown in Table 2-4, above, the proposed commercial uses within the plaza buildings, including retail, dining, and similar services or experiences, are estimated to require a total of 328 employees. These uses would operate seven days per week, year round, independent of event center operations. The community space and the sports medicine clinic are anticipated to operate on weekdays, and are estimated to require 26 employees and 35 employees, respectively. It is estimated that the hotel would require 50 employees.

2.5.4 Signage and Lighting

Signage

The Proposed Project would include a variety of signs of different types and sizes placed throughout the Project Site to create a lively, interactive experience and aesthetic. The general type and potential location of signs anticipated to be included in the Proposed Project are illustrated in **Figure 2-20**. Project signage would be provided to promote the LA Clippers and the Arena, building activities and events, building and team sponsors, civic activities and events, dining and retail establishments within the Project Site, and other products and services. The Proposed Project would also include hotel, retail, and restaurant building identification signage, public parking entry and loading dock entry identification signs, pedestrian and vehicle wayfinding signage, and other informational signage. Such signs may be digital displays using LEDs or LED video boards, internally illuminated static wall signs or channel letter signs, externally illuminated supergraphic signs or banners, projections onto glass or solid surfaces, monument signs, kiosks, and pylon signs. The digital display signage may use LED technology to convey changing messages, pictures, and full motion graphics or videos, or could use other similar display technology that may emerge in the future.

As shown in Figure 2-20, signs may be mounted on the exterior of the Arena Structure or integrated into façade of the structure itself, as well as mounted on the buildings surrounding the plaza, the three parking structures, pedestrian circulation areas, and the hotel. Signage may be oriented to the major thoroughfares of West Century Boulevard and South Prairie Avenue, or to the visitors within the plaza and other pedestrian and vehicle circulation areas within the Project Site. Interior to the Arena Site, large, high-resolution LED video boards are proposed on the Arena Structure and at the rear of the plaza stage, oriented to pedestrian visitors in the plaza. Other signage throughout the Project Site could include free-standing signage and interactive LCD (liquid crystal display) kiosks within the plaza and pedestrian circulation areas, including



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-20
Conceptual Sign Locations

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the parking structures and pedestrian bridge. An up to 100-foot-tall illuminated marquee sign tower with a digital display would stand at the northwest corner of the plaza and an internally illuminated rooftop sign would be present on top of the Arena Structure.

Lighting

The type of lighting and its intensity on the Project Site would vary, depending on how the venue is being used at any given time. Exterior lighting for the Arena Site would be provided to illuminate different areas of the Arena Structure and adjacent plaza. During non-event days, adequate lighting for employees and visitors would be provided by site pedestrian pole-mounted light fixtures in the plaza and pedestrian circulation areas, as well as small floodlights for landscape and tree lighting, and lighting along the access roadway around the Arena Site. The vertical surfaces of the Arena Structure and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and street edges along West Century Boulevard and South Prairie Avenue. The parking areas, the pedestrian bridge, and the hotel would be illuminated to highlight circulation paths and landscape features, and to create a safe pedestrian experience. Additional wayfinding lighting would be provided to help orient people around the Project Site. Perimeter and architectural lighting, as well as illuminated signage, would be limited in areas adjacent to existing residential uses, and in some areas would be screened from direct view by sound or security walls. All lighting would be directed into the interior of the Project Site, and away from off-site areas.

It is anticipated that the most intense lighting on the Project Site would be within the Arena Site which would be brightly lit during major spectator events such as basketball games and concerts, and for similar events or activities. In addition to plaza lighting provided for security and to increase visibility for visitors, the interior of the Arena Site would be lit with directed theatrical lighting in the Area Structure around the stage during events, as well as light from LED video boards, other digital displays, and illuminated signage. Interior lighting within the Arena Structure itself may be seen through transparent facets (glass or perforated materials) on the Arena Structure façade.

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

Sustainability

The Proposed Project would be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED®) Gold certification requirements. Some of the sustainable characteristics would be related to the Project Site, and others would be related to the project design and construction methods. The project applicant has submitted an application to the Governor pursuant to Assembly Bill (AB) 987 confirming that the Proposed Project will be designed to meet this standard and achieve certification within one year

of the end of the first full NBA season, as required by AB 987. Assuming the first NBA season is 2024–2025, then LEED certification would be required by June 30, 2026.

The Proposed Project would apply for LEED certification of the proposed buildings and accompanying development in the Building Design + Construction (BD+C) category, and would adopt a LEED campus approach in order to capture site-wide strategies such as those related to stormwater management and provision of open space. LEED certification for the Arena Structure would be sought under LEED BD+C New Construction and Major Renovation, and certification for the other buildings surrounding the proposed plaza would be sought under LEED BD+C Core + Shell. The hotel would be LEED Gold certified under LEED BD+C Hospitality. Measures would be incorporated into the final design of each component to achieve sufficient points for LEED Gold certification. Based on prior experience with sports facilities and other major venues, the design team for the Proposed Project has identified a menu of project features that are within control of the project applicant and that could be feasibly implemented to achieve the necessary points to achieve a LEED Gold certification, consistent with the requirements of AB 987.

The relevant characteristics of the Project Site would involve its location in an urban, infill location, the density of the site and connectivity to the adjacent community, and accessibility to public transportation. Several design features are under consideration for inclusion for the Proposed Project. Features under consideration include, but are not limited to, indoor and outdoor water reduction measures, on-site renewable energy generation, optimized energy performance, and responsible construction and demolition waste management strategies, heat island reduction measures, light pollution reduction measures.

2.5.5 Implementation

The Proposed Project would include text amendments to Chapter 5 (Offenses, Miscellaneous) and Chapter 12 (Planning and Zoning) of the City of Inglewood Municipal Code and conforming changes to the City of Inglewood General Plan. These amendments would include changes to the City's noise regulations to allow for the proposed operations and events to be hosted at the Proposed Project, as well as amendments to create an overlay zone for the Project Site to establish development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, and a site plan and design review processes to ensure compliance with those development standards as well as project-specific design guidelines to be adopted by the City of Inglewood as part of the Development Agreement for the Proposed Project. The design guidelines would address certain design elements and considerations, including building orientation, massing, scale, and materials, plaza treatments, landscaping and lighting design, parking and loading design, vehicular and pedestrian access and circulation, signage and graphics, walls, fences and screening, and similar elements.

As with the City's site plan review procedures established in City of Inglewood Municipal Code Chapter 12, Article 18.1, the design and site plan review process for the Proposed Project would include a review of on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood

compatibility, landscaping and related site improvements, parking accommodations, signs, and other applicable design considerations to ensure compliance with applicable standards. While additional refinements may be made to the design of the Proposed Project prior to construction, the text changes to the Inglewood Municipal Code and the design guidelines would not permit any modification or change that would create a new significant environmental effect not fully considered and analyzed in this EIR.

2.5.6 Circulation

Vehicular

The primary vehicular access to the Project Site would be provided along the major corridors of South Prairie Avenue and West Century Boulevard.

Arena Site

An approximately 900-linear-foot section of West 102nd Street between South Prairie Avenue and South Doty Avenue would be vacated and developed with portions of the Arena Structure and related uses. A new site access road would run along the north and east perimeters of the Arena Site, connecting West Century Boulevard to West 102nd Street. This new segment of the internal access road would not be used by the general public for vehicular or pedestrian access, but would be limited to select visitors and employees, security, media, team members, entertainment talent, small delivery vehicles, and emergency personnel. This segment of the access road would also provide direct access to the media/broadcast truck parking area and utility yard/equipment area on the east side of the Arena Structure.

A new site access road would run along the south and east perimeters of the Arena Site, connecting South Prairie Avenue to West 102nd Street. This new segment of the internal access road would provide public access to the team parking, VIP parking, and public parking garage immediately south of the Arena Structure, as well as the weekday employee and visitor drop-off area. The access point on South Prairie Avenue would not be signalized, and would be a right-in, right-out vehicular movement only. Construction of this access would require the removal of the existing reversible lane gantry that spans South Prairie Avenue, approximately 100 feet north of the intersection with West 104th Street. The access road's connection with West 102nd Street would be stop-sign controlled.

West Parking Garage Site

An approximately 350-linear-foot portion of West 101st Street, west of South Prairie Avenue, would be vacated and developed with a portion of the parking garage. Access to the parking structure would be from West Century Boulevard though a signalized driveway approximately 475 feet west of South Prairie Avenue. This new driveway would be accessible from eastbound West Century Boulevard; egress at this intersection would allow vehicles to travel only westbound on West Century Boulevard during post-event periods. This driveway would be operational on event days and closed on non-event days.

A new signalized driveway would provide access to the West Parking Garage on South Prairie Avenue, approximately 575 feet south of West Century Boulevard. This driveway would be operational at all times. There would physically be only one left turn lane on northbound South Prairie Avenue and one right-turn only turn lane on southbound South Prairie Avenue. However, during pre-event times, two left turn lanes on northbound South Prairie Avenue, and the right-turn only turn lane on southbound South Prairie Avenue would provide access to the West Parking Garage. Egress at this access point would allow vehicles to travel only southbound on South Prairie Avenue after major events at the IBEC.

A proposed new, publicly accessible roadway immediately west of the parking garage would connect West Century Boulevard to West 102nd Street. Another publicly accessible roadway would be constructed between West Century Boulevard to West 101st Street on the east side of the parking structure. The access roads both on the west perimeter and along the northeast edge of the proposed parking garage are intended to maintain vehicular access around the parking garage to nearby uses including residential units on West 102nd Street and the commercial center at the southwest corner of South Prairie Avenue and West Century Boulevard (see Figure 2-7). None of the intersections created by these new access roadways would be signalized.

East Transportation and Hotel Site

Vehicle access to the ground-level transportation hub on the East Transportation and Hotel Site would be provided from West Century Boulevard, approximately 400 feet east of South Doty Avenue and aligned with the existing configuration of Hollywood Park Casino Drive, with modification of the existing traffic signal and installation of a left turn pocket. Private vehicle access to the parking structure would be provided from West 102nd Street via a non-signalized intersection. Vehicular access to the hotel would be provided from West Century Boulevard.

Delivery and Service Truck Access and Loading

Large delivery trucks and service vehicles, particularly semi-trucks, would access the Arena Site below-grade via a new, gated service ramp entrance on West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings (see Figure 2-7). The service ramp would provide direct access to the loading docks and marshaling area located within the below-grade event level of the Arena Structure. This area would include six loading docks for semi-trucks, allowing for simultaneous on- and off-loading of the types of vehicles that typically carry performance staging equipment. Adjacent to the loading docks would be parking areas for smaller vehicles that may require secure, temporary parking. Large trucks and service vehicles would exit the Arena Structure via the same service ramp and would exit to West Century Boulevard. Exiting vehicles would be prohibited from turning left onto West Century Boulevard. Entering vehicles would be permitted to enter from either eastbound or westbound West Century Boulevard.

Small service and delivery vehicles providing services or materials for retail and food service venues could enter the Arena Site via a site access road accessed from West Century Boulevard,

approximately 350 feet east of South Prairie Avenue, immediately west of the existing Airport Park View Hotel parcel, with alternate access or egress to this site access road at West 102nd Street.

Shuttle Service

Before, during, and after LA Clippers basketball games and other large events, the Proposed Project would provide shuttle service that would connect the Project Site to the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station. The shuttle service would drop off and pick up attendees at the proposed shuttle pick-up and drop-off location on the west side of the Arena Site along South Prairie Avenue (see **Figure 2-21**).

The shuttles from the Metro Green Line's Hawthorne/Lennox Station would travel north on South Prairie Avenue to the shuttle pick-up and drop-off location on the west side of South Prairie Avenue, adjacent to the proposed Arena. The shuttle would then depart the Arena Site, turn west on West Century Boulevard, then turn south on Hawthorne Boulevard to return to the Hawthorne/Lennox Station.

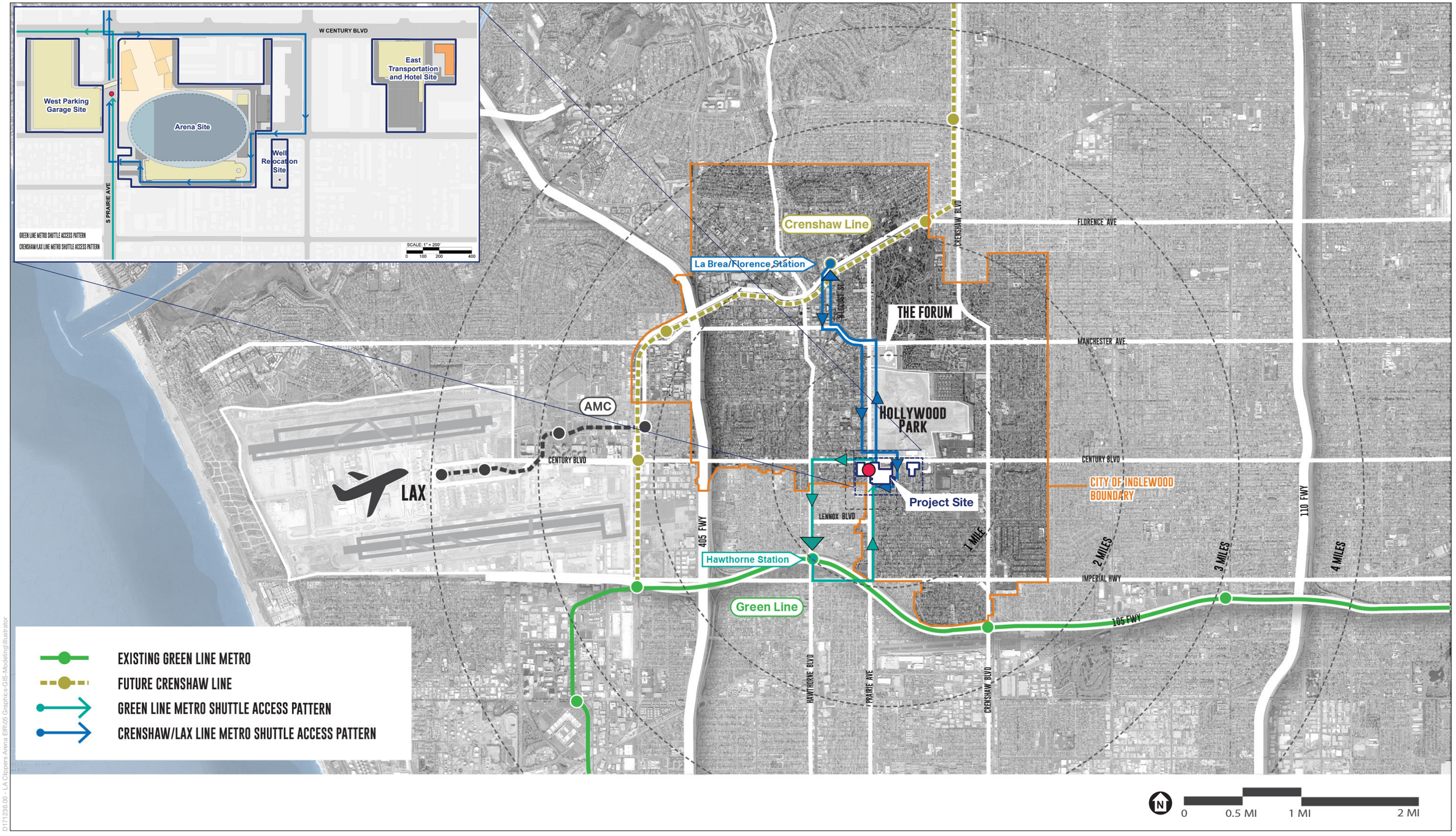
The shuttles from the Metro Crenshaw/LAX Line's La Brea/Florence Station would travel south on South Prairie Avenue, turn east on West Century Boulevard, before turning south on South Doty Avenue. The shuttles would then turn west on West 102nd Street, then south to follow the internal roadway network on the Arena Site. the shuttles would then turn north on South Prairie Avenue to access the shuttle pick-up and drop-off area on the east side of South Prairie Avenue. The shuttles would then continue north on South Prairie Avenue to return to the La Brea/Florence Station.

Public Bus Transit

There are currently eight bus stops located on streets and sidewalks adjacent to the Project Site: four on South Prairie Avenue and four on West Century Boulevard. Two of the bus stops at the southeast corner of West Century Boulevard and South Prairie Avenue would be removed and relocated as part of the Proposed Project (see **Figure 2-22**). The bus stop that serves Metro line 117, east of South Prairie Avenue, for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during Project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312, south of West Century Boulevard, for northbound traffic on South Prairie Avenue would be permanently relocated to the northeast corner of the intersection. No other bus stops are proposed to be relocated.

Pedestrians

Implementation of the Proposed Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue linking the plaza with the West Parking Garage Site. The majority of pedestrian traffic flowing between the western parking garage and the plaza are expected to use the pedestrian bridge. The pedestrian bridge would have a minimum vertical clearance of 17 feet from roadway surface to bottom of the pedestrian bridge, and would be constructed of materials that would match the parking garage, community uses/retail buildings,



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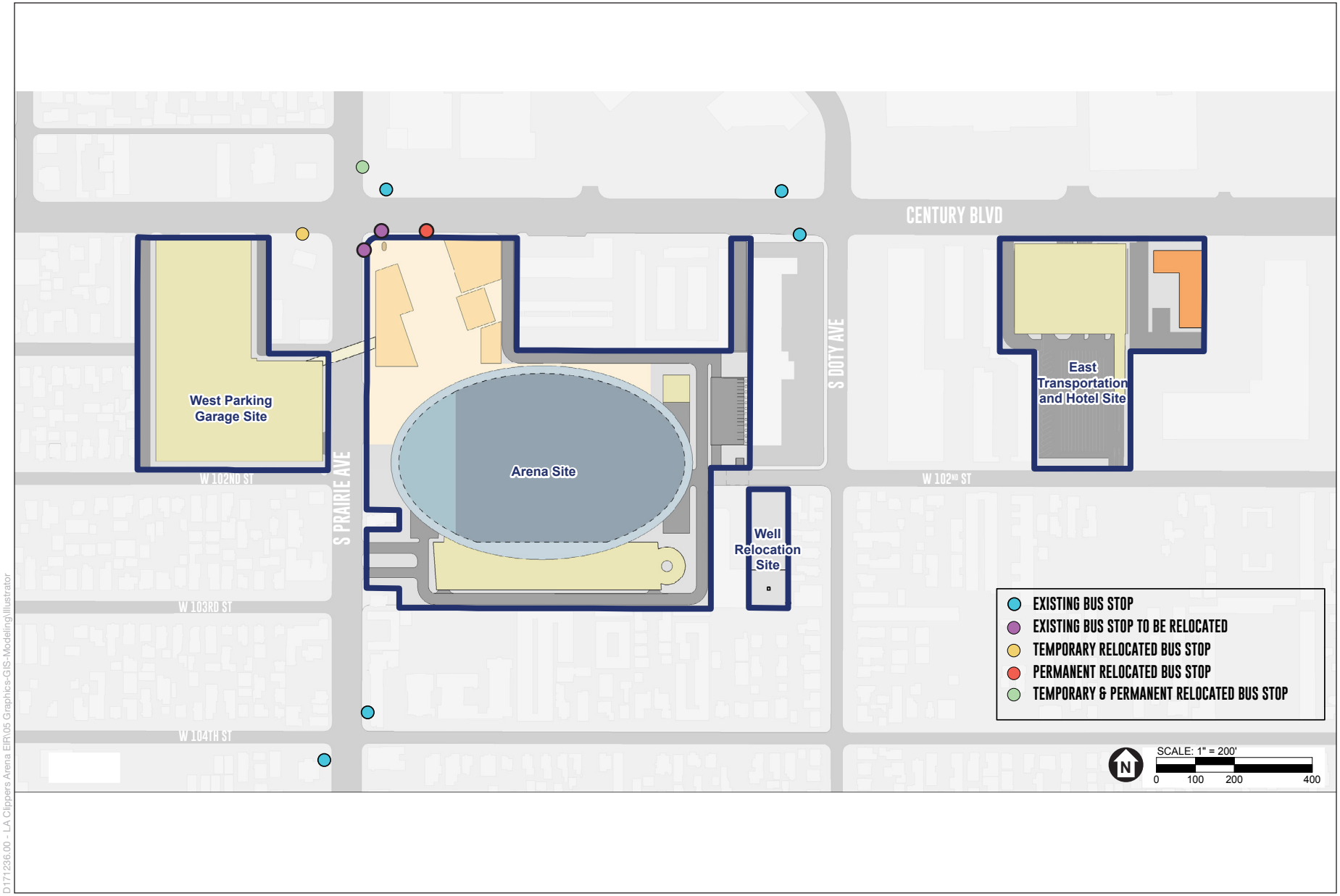
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-21
Proposed Shuttle Routes

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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-22
Temporary and Permanent Bus Stop Relocations

ESA

and/or the Arena Structure. The pedestrian bridge would connect with the second story of the retail building on the west side of the plaza, with escalators connecting to the ground level of the plaza. Pedestrians could also cross South Prairie Avenue between the West Parking Garage Site and the Arena Site via a crosswalk on the south side of the South Prairie Avenue/new West Parking Structure Site signalized intersection (see **Figure 2-23**).

Pedestrian access to and from the Arena Site from the north and south would be provided via sidewalks along South Prairie Avenue.

Pedestrian access to the Arena Site from the East Transportation and Hotel Site would be via the sidewalk along the south side of West Century Boulevard. At the end of an event at the Arena Structure, pedestrians would be able to access the East Transportation and Hotel Site via both the south-side sidewalk on West Century Boulevard and via the north-side sidewalk on West 102nd Street. Pedestrian access between the Arena Site and the proposed hotel would occur via sidewalks along West Century Boulevard.

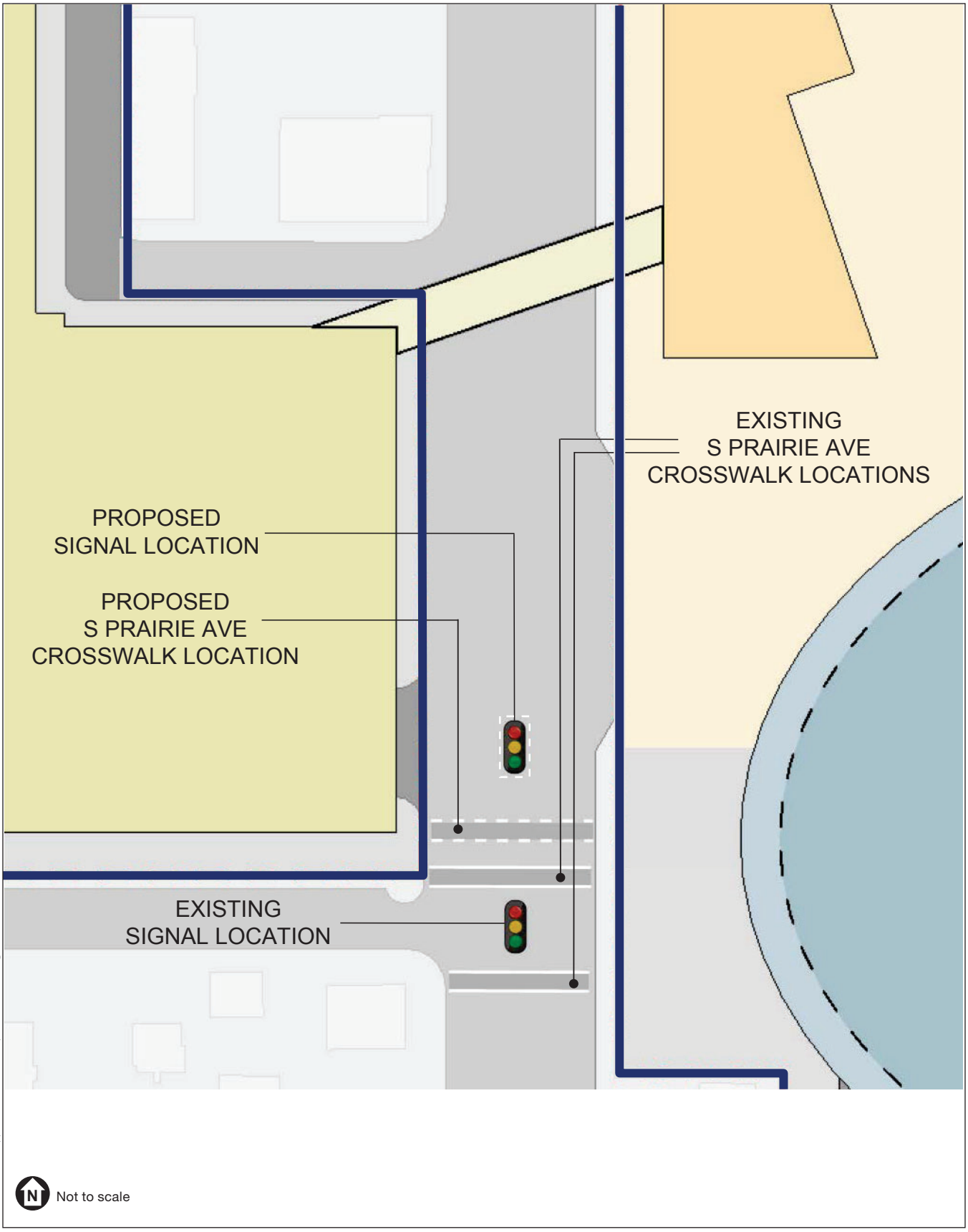
The plaza adjacent to the Arena Structure would serve as the main pedestrian gathering/ circulation entryway into the Arena Structure. The majority of attendees with general admission tickets would enter the Arena Structure from the plaza into entrances located on the northern facade of the Arena Structure. Secondary pedestrian entries would be located on the south side of the Arena Structure from the adjacent south parking garage, as well as an employee entrance on the eastern side of the Arena Structure. These secondary entrances would be used by the team, media, talent, and employees, and a limited number of attendees with access to the premium parking in the south parking structure located on the Arena Site.

Bicycles

The Proposed Project would exceed the requirements of the City of Inglewood Municipal Code for the provision of short- and long-term bicycle parking (Section 10-151, Transportation Demand and Trip Reduction Measures; Section 12-42.1, Transportation Demand Management Requirements for Carpool Parking and Bicycle Facilities). Approximately 60 bicycle parking spaces for employees would be provided in the employee access pavilion on the east side of the Arena Site and 23 short-term bike parking spaces for patrons would be provided on the West Parking Garage Site (see **Figure 2-24**). A bike valet service could also be accommodated in the west parking garage, if needed.

2.5.7 Project Variants

There are two variations of the Proposed Project that are under consideration by the project applicant and the City. These variants are briefly described in this chapter and are fully described and analyzed in Chapter 5, Project Variants. These variants are not proposed as part of the Proposed Project because there is some uncertainty about their feasibility. They are being identified and analyzed, however, to provide the flexibility to allow the City to approve them as part of the Proposed Project, if desired.



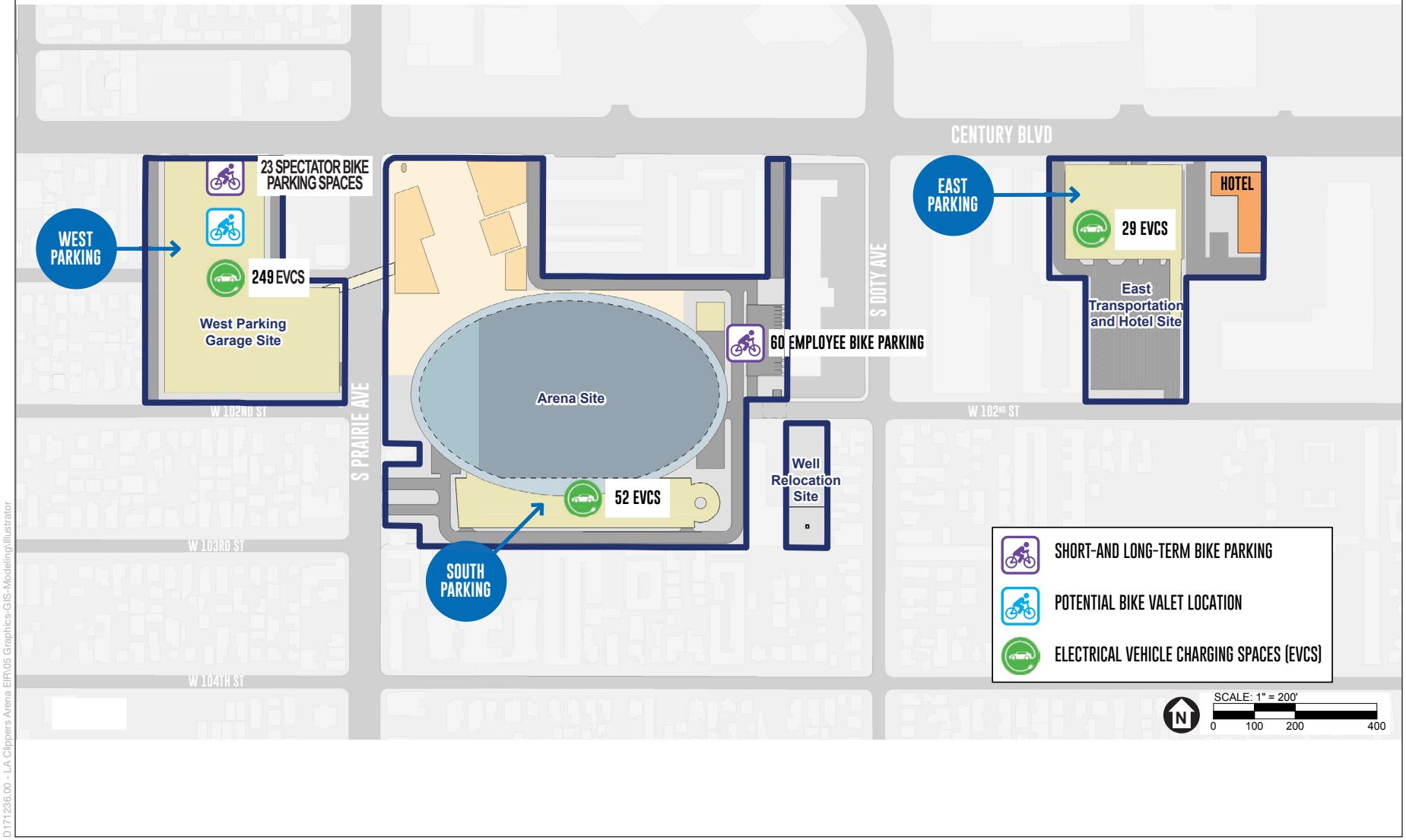
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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-23
Proposed Crosswalk Locations

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SOURCE: AECOM, 2019

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Figure 2-24
Bicycle and Electric Vehicle Parking

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Each project variant would include the same land use program, parking and loading locations, mechanical equipment types and locations, basic TDM program, streetscape improvements, and sustainability features as the Proposed Project. The variants are not mutually exclusive – the City potentially could approve neither, either or both project variants.

West Century Boulevard Pedestrian Bridge Variant

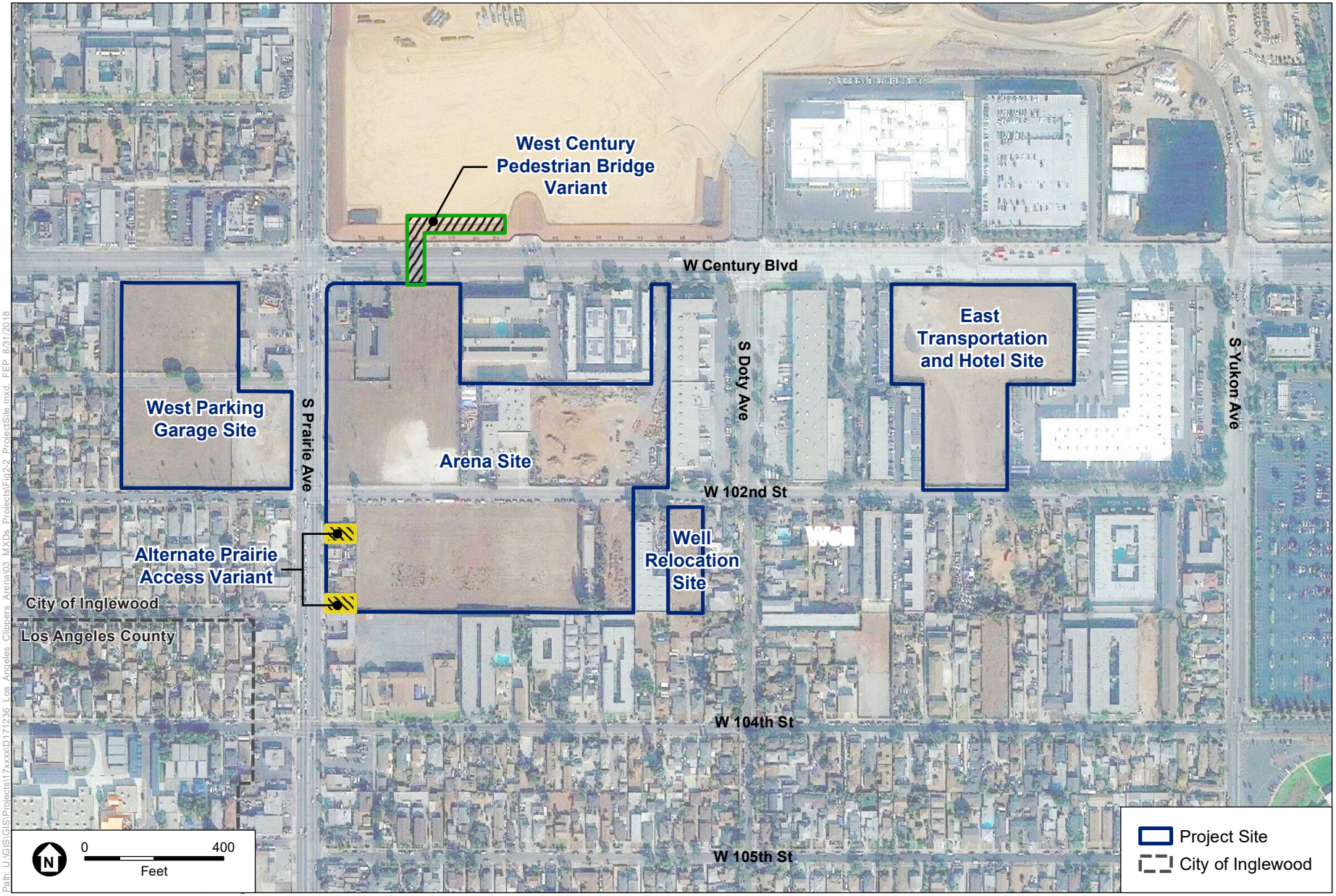
The West Century Boulevard Pedestrian Bridge Variant would result in the construction of a pedestrian bridge across West Century Boulevard (the Century Pedestrian Bridge). The West Century Boulevard Pedestrian Bridge would be designed to include an escalator from the outdoor plaza's ground level up to the second story of the retail building on the east side of the outdoor plaza on the Arena Site. The West Century Boulevard Pedestrian Bridge would connect the retail building to the HPSP area to the north of the Project Site (see **Figure 2-25**). The West Century Boulevard Pedestrian Bridge would connect with a public plaza area on the north side of West Century Boulevard. The pedestrian bridge would provide a vertical clearance of approximately 17 feet over West Century Boulevard, and would be designed similarly to the pedestrian bridge crossing South Prairie Avenue, which is included as part of the Proposed Project. The West Century Boulevard Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project or the Alternate Prairie Avenue Access Variant.

This variant is being included because it is unknown whether the property owner north of the Project Site would agree to connect a pedestrian bridge to its property on the north side of West Century Boulevard. The pedestrian bridge connection north of West Century Boulevard could tie into future retail or other uses planned on that site. Because there is uncertainty about whether a pedestrian bridge could tie into the property to the north, this element is being evaluated as a project variant.

Alternate Prairie Access Variant

This variant would expand the boundary of the Arena Site portion of the Project Site by adding two additional properties to the Proposed Project: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see Figure 2-25). These two parcels currently contain a triplex and a single-family home, respectively. Under the Alternate Prairie Access Variant, the two parcels would be acquired by the project applicant through voluntary sales, the existing structures removed, and the properties cleared and prepared for development. Under this variant, the vehicular access to/from South Prairie Avenue would be moved 75 feet to the south, and this shift would result in a straight east–west alignment for the southernmost access road with West 103rd Street. The pickup/drop-off area would be reconfigured, and two new driveways to/from South Prairie Avenue to the pickup/drop-off area would be provided. As a result, the area devoted to hardscape and landscaping along South Prairie Avenue would increase by roughly 4,200 sf.

This variant is being included because whether the owners of these residential properties will agree to sell them to the project applicant through voluntary sales is unknown at this time. For this reason, there is uncertainty about whether these parcels will be acquired.



SOURCE: TerraServer, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 2-25
Project Variants

ESA

2.5.8 Utilities

Water

Water infrastructure to support the Proposed Project would be achieved through a combination of tying into existing water lines, removing and relocating water lines, and construction of new water mains and lines (see **Figure 2-26**).

A new 27-inch water transmission line would be constructed from the intersection of South Prairie Avenue/West 102nd Street southward to the driveway to the Arena Site. The new water transmission line would wrap around the Arena Site within the new roadway right-of-way, to connect with an existing water line at the intersection of the new roadway/West 102nd Street, immediately east of the Arena Structure. Six-, 10- and 12-inch domestic water lines would be extended from existing water lines into the Project Site. Water line connections and connections would occur on the Project Site or within public rights-of-way. On the Well Relocation Site, a new 12-inch potable water transmission line would connect the new well to the existing 27-inch water transmission line in West 102nd Street (see **Figure 2-27**).

On the West Parking Garage Site, approximately 340 linear feet of water main line within West 101st Street would be abandoned and re-routed to continue serving surrounding users.

A 2-inch reclaimed water line would be installed to connect the West Parking Garage Site to the existing 36-inch reclaimed water line in South Prairie Avenue (see **Figure 2-28**). A new 3-inch reclaimed water line would also extend from the existing line in South Prairie Avenue to the plaza.

Wastewater

Wastewater infrastructure to support the Proposed Project would be achieved through a combination of tying into existing sewer lines, removing and relocating sewer lines, and construction of new sewer lines (see **Figure 2-29**).

An existing 8-inch sewer line would be removed and replaced with a new 12-inch sewer line, extending easterly along West 103rd Street from South Freeman Avenue and entering into the southwest corner of the Arena Site. That line would connect to new 8-inch sewer pipes on the Arena Site which would extend northward and wrap around the west side of the Arena, then eastward into the proposed plaza, then northward along the east side of the plaza and within the proposed access road. Another 8-inch sewer line would extend from the southwest corner of the Arena Site within the access road and northward to a new manhole just south of West 102nd Street. Six-inch sewer lines would be extended from new sewer lines into the Project Site, and connections would occur on the Project Site or within public rights-of-way.

On the West Parking Garage Site, approximately 340 linear feet of an 8-inch sewer main line within West 101st Street would be abandoned and re-routed to the east to continue serving surrounding users. A new 8-inch sewer line would be constructed from the western edge of the

new parking garage on the Arena Site and the West Parking Garage Site eastward to connect with existing sewer infrastructure in South Prairie Avenue.

Drainage

Storm drainage infrastructure to support the Proposed Project would be achieved through a combination of tying into existing drainage lines, removing and relocating storm drainage lines, and construction of new drainage lines (see **Figure 2-30**). A Low-Impact Development (LID) plan has been developed and will be implemented for the Proposed Project; strategies from the LID plan would be employed to reduce the impacts of stormwater runoff.

An underground detention basin and pretreatment system would be constructed in the new access roadway immediately west of the West Parking Garage Site, immediately north of West 101st Street. Another underground detention basin and pretreatment system would be constructed under the southern parking garage on the Arena Site.

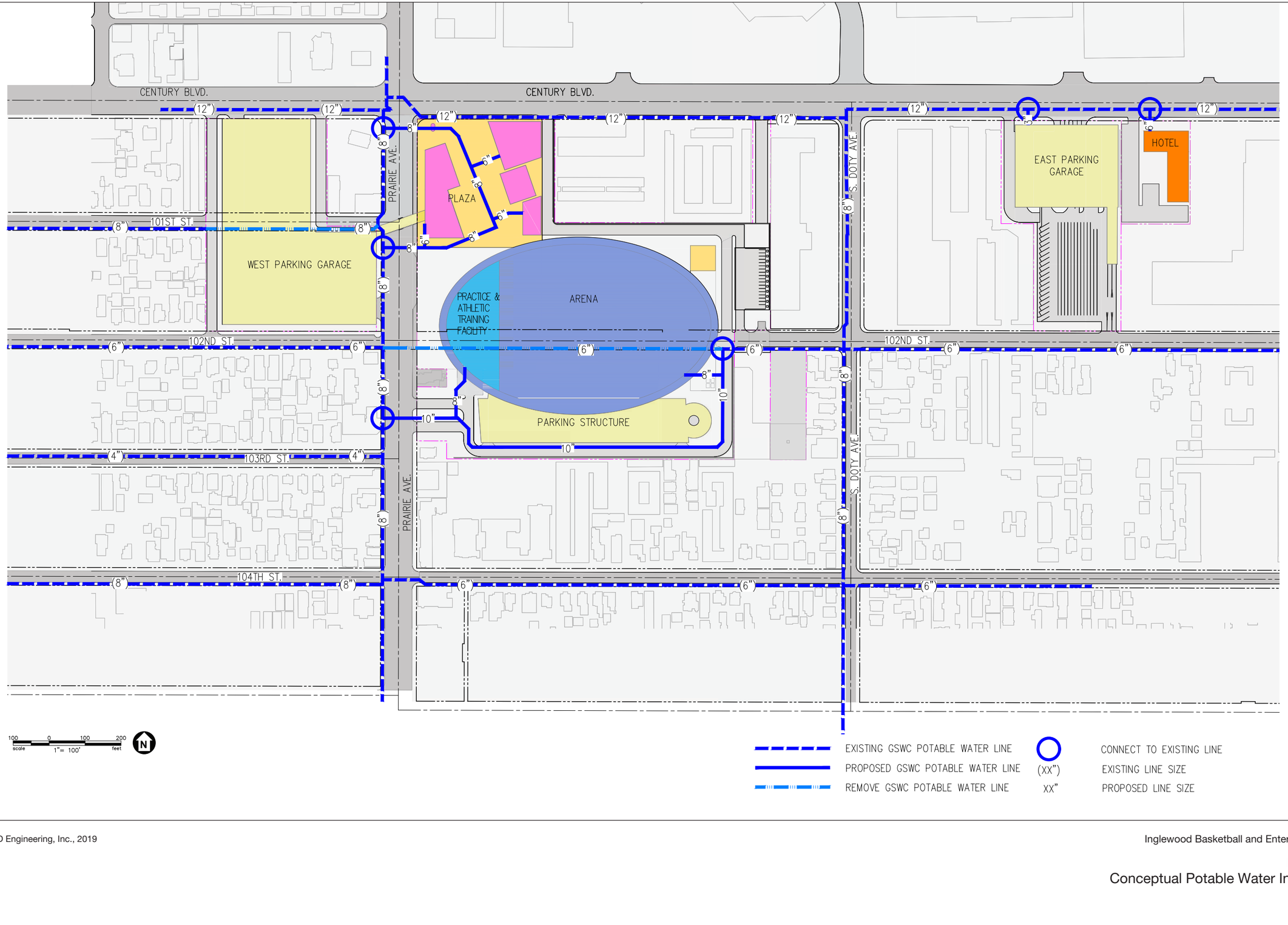
A small existing storm drainage line that enters the Arena Site near the South Prairie Avenue/ West 102nd Street intersection would be abandoned. New 12-, 18- and 24-inch storm drainage lines would be extended from existing drainage lines in South Prairie Avenue near West 103rd Street into the Project Site. Storm drainage connections would occur on the Project Site or within public rights-of-way.

A new 18-inch storm drainage line and bio-filtration system would be constructed along the western, southern, and eastern edges of the East Transportation and Hotel Site to capture stormwater runoff from the parking lot.

Bio-filtration systems would be installed in landscaped areas throughout the Project Site. Bio-filtration features would implement best management practices (BMPs) and would include features such as bio-filtration planters and bio-swales. The proposed bio-filtration systems would be designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

Electricity

To improve energy efficiency of the Proposed Project, rooftop solar photovoltaic panels would be installed on top of the Arena Structure. A photovoltaic solar panel system between 700 and 1,500 kilowatts (kW) would be installed that would have the capacity to generate more than one million kW hours per year. The panels would generate renewable energy and offset grid energy use. Battery energy storage would be integrated to optimize payback of the photovoltaic system by reducing event day peak loads and saving time-of-use charges.



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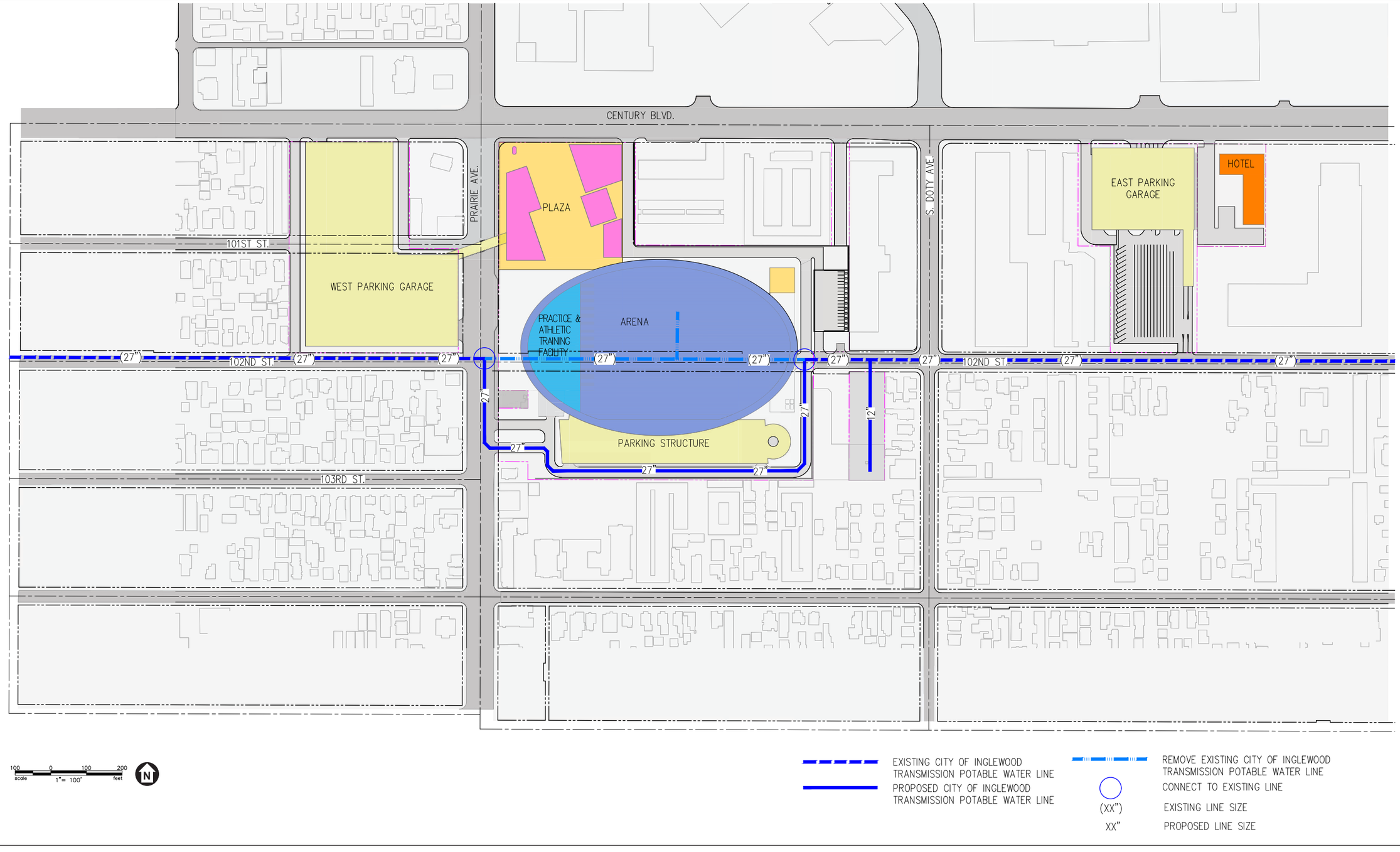
SOURCE: D & D Engineering, Inc., 2019

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Figure 2-26
Conceptual Potable Water Infrastructure

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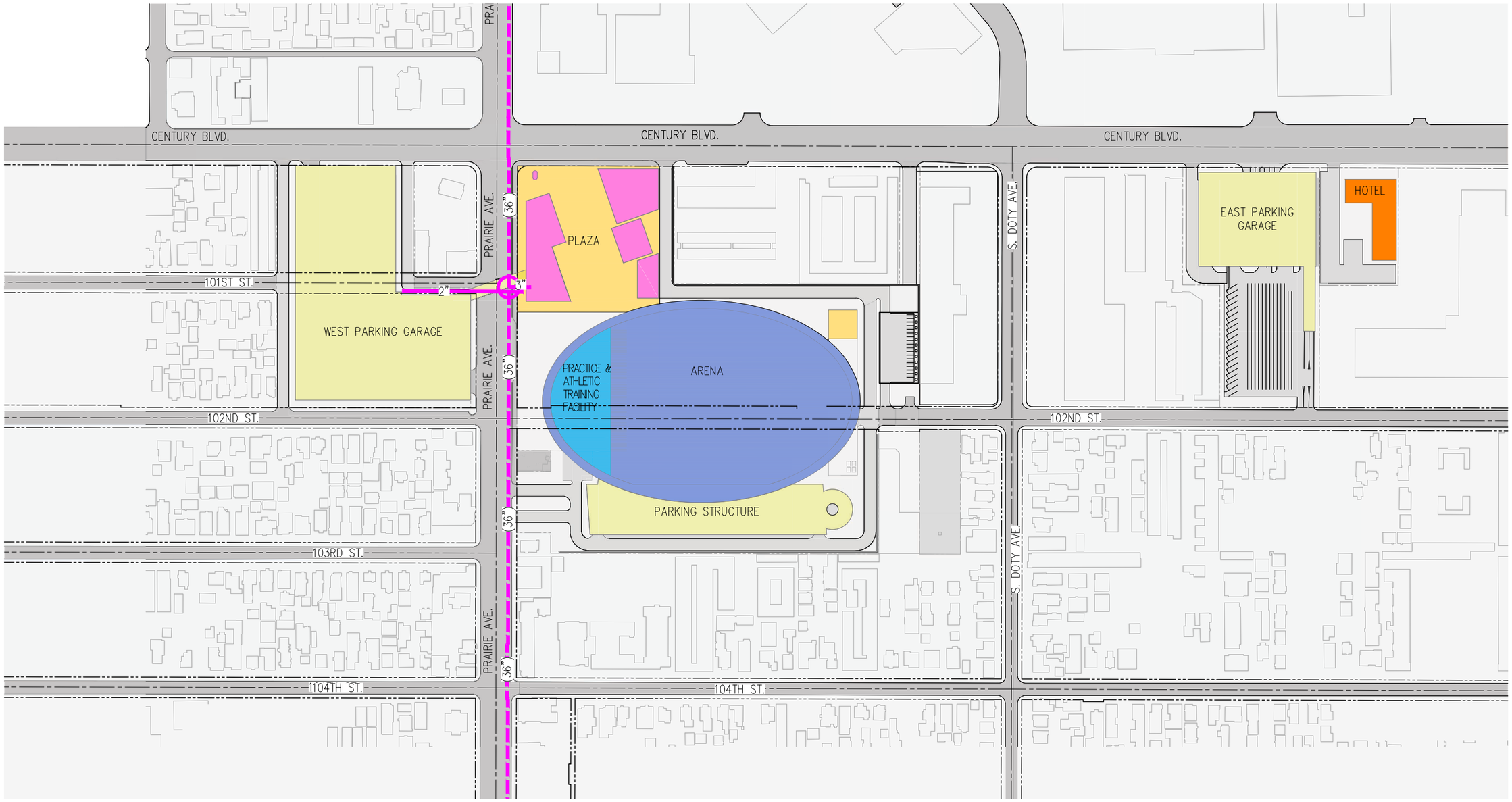
SOURCE: D & D Engineering, Inc., 2019

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Figure 2-27
Conceptual Well Transmission Infrastucture

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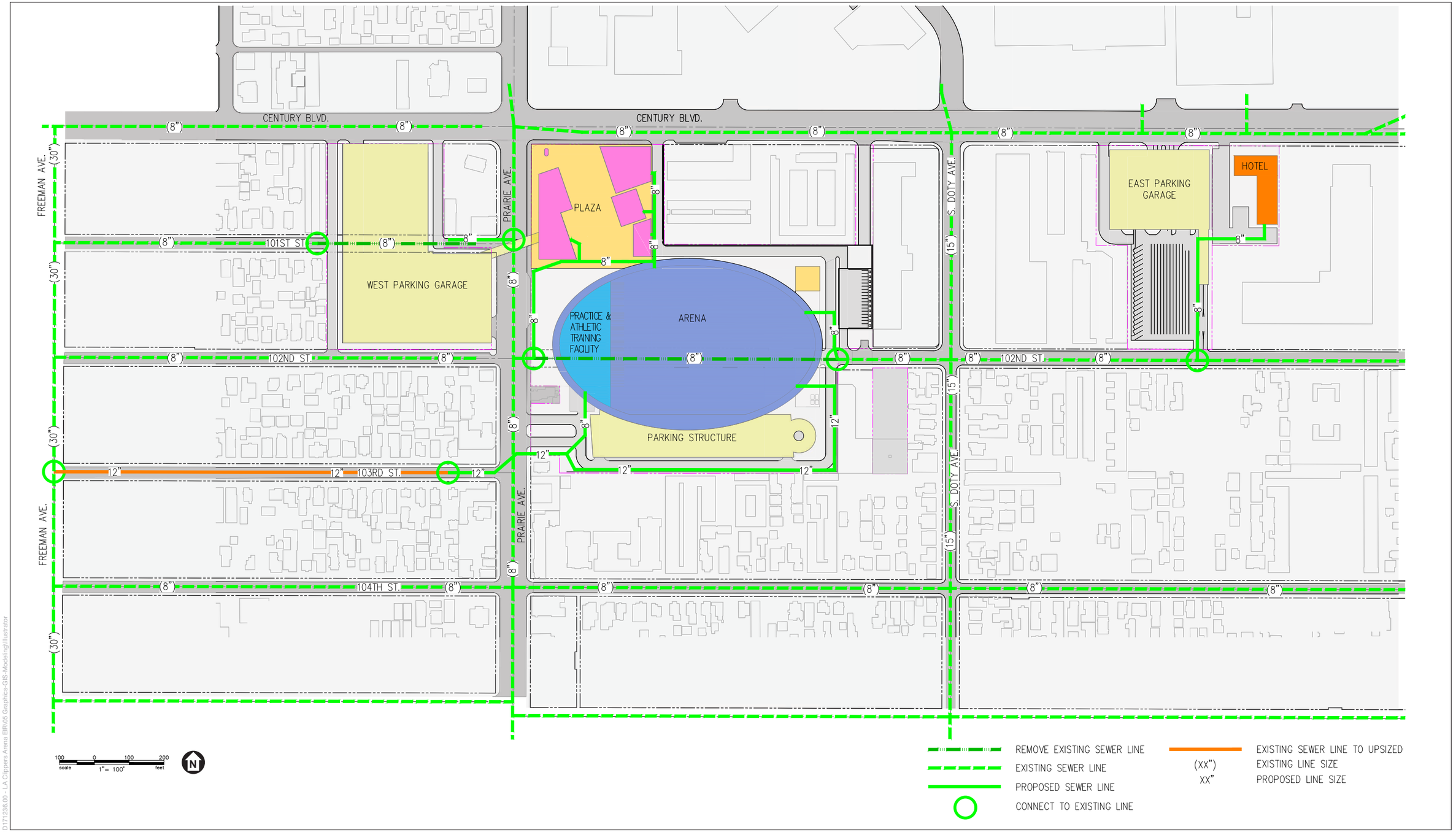
SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-28
Conceptual Reclaimed Water Infrastructure

ESA

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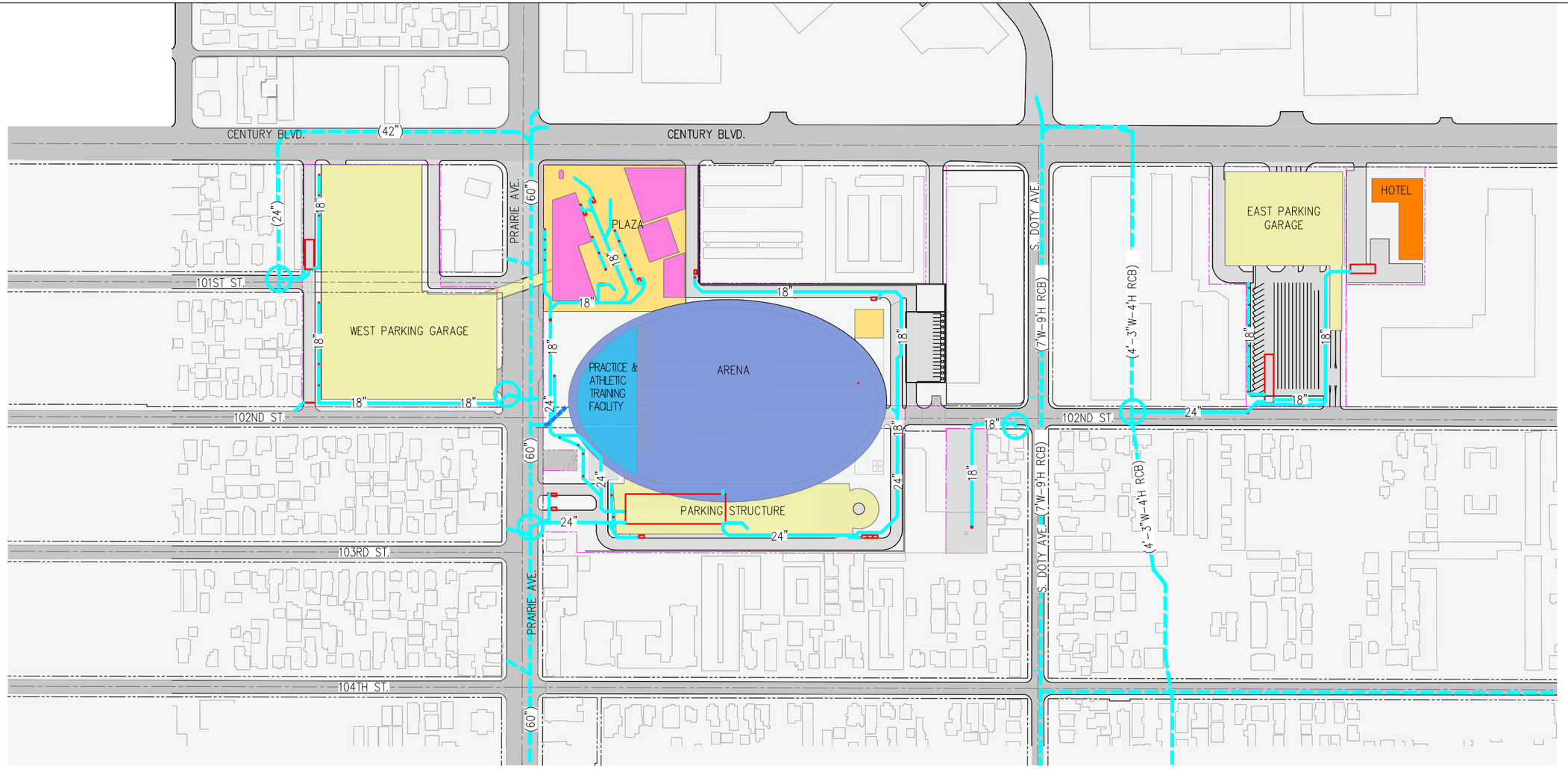
SOURCE: D & D Engineering, Inc., 2019

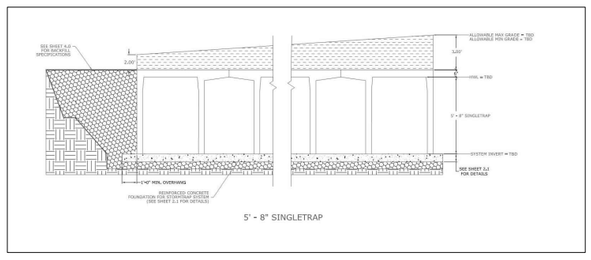
Inglewood Basketball and Entertainment Center

Figure 2-29
Conceptual Wastewater Infrastructure

ESA

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STORMTRAP UNDERGROUND PRECAST DETENTION STRUCTURE TYPICAL DETAIL

100 0 100 200 feet
scale 1" = 100'

EXISTING STORM DRAIN LINE
REMOVE EXISTING STORM DRAIN LINE
PROPOSED STORM DRAIN LINE
PROPOSED STORM DRAIN STRUCTURE
CONNECT TO EXISTING LINE
PROPOSED UNDERGROUND PRECAST DETENTION STRUCTURE
(XX") EXISTING LINE SIZE
XX" PROPOSED LINE SIZE

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SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-30
Conceptual Drainage Infrastructure

ESA

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Further, the Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site (see **Figure 2-31**). The closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16 kilovolt system. A second circuit, for redundancy, could come from the same substation, and new overhead and underground facilities would be required to complete this second tie. Existing overhead electrical lines on the Arena Site and West Parking and Transportation Site would be removed and relocated underground within the Project Site. The removal and relocation of existing overhead lines within the Project Site would be conducted to avoid any interruption of service to customers located on properties adjacent to the Project Site.

New on-site electrical facilities would be located within a utility yard near the southeast corner of the Arena Site. Structures required to serve the Project Site consist of switches, capacitor banks, multiple transformers, and metering equipment. Emergency power would be provided by means of two generators dedicated for the Arena Structure, plaza buildings, and the South Parking Garage with total capacity of up to 2,400 kW, located in the utility yard on the east side of the Arena Structure. Emergency power to support emergency lighting would be provided by a 300 kW inverter (battery storage) for the West Parking Garage and a similar 100 kW inverter for the East Transportation Hub and Parking Garage. The emergency generators would automatically start in the event of a power outage.

Several new street lights would be installed adjacent to public roadways surrounding the Project Site and near hammerhead-style turnarounds, including the areas of the parking structure and surface parking lot. Power would be provided to these light locations through localized connections within street rights-of-way.

Natural Gas

Southern California Gas Company is the natural gas provider in the area. The gas mains through the neighborhood were installed decades ago for residential use, and the existing pipes are smaller, primarily 2-inch lines, and not typically large enough to handle the necessary volume for the proposed gas demands. The Proposed Project would increase the size of the distribution main in West 102nd Street to a 4-inch line and tie into the 8-inch line on the west side of South Prairie Avenue (see Figure 2-31). An existing 2-inch line in West 102nd Street, and existing services to the east would instead be connected to an existing gas main in South Doty Avenue. A gas main in West 101st Street would be abandoned, and existing services to the commercial site at the southwest corner of West Century Boulevard and South Prairie Avenue would be connected to an existing gas main in South Prairie Avenue. Service to the Arena Site would be from the gas main in South Prairie Avenue and extended along the southern access road to a new meter location in the southeast corner of the Arena Site.

Telecommunications

Spectrum Business is the primary cable provider in the area. Spectrum has existing facilities overhead on the electrical poles along West 101st Street west of South Prairie Avenue, West 102nd Street east of South Prairie Avenue, and from south to north paralleling South Prairie Avenue to the east within the Project Site. Spectrum would need to relocate their facilities in order to accommodate the Arena Structure and the West Parking Garage Site. Telecommunications cable lines within the Project Site would be installed in the same utility trenches as undergrounded electrical service.

A distributed antenna system (DAS) will be installed at the Project Site to provide cellular and emergency communications connections. DAS systems use a series of antennas to distribute signals in dense areas. Antennas can be integrated into building facades, installed on the interiors of building spaces, or be mounted on exterior structures such as poles.

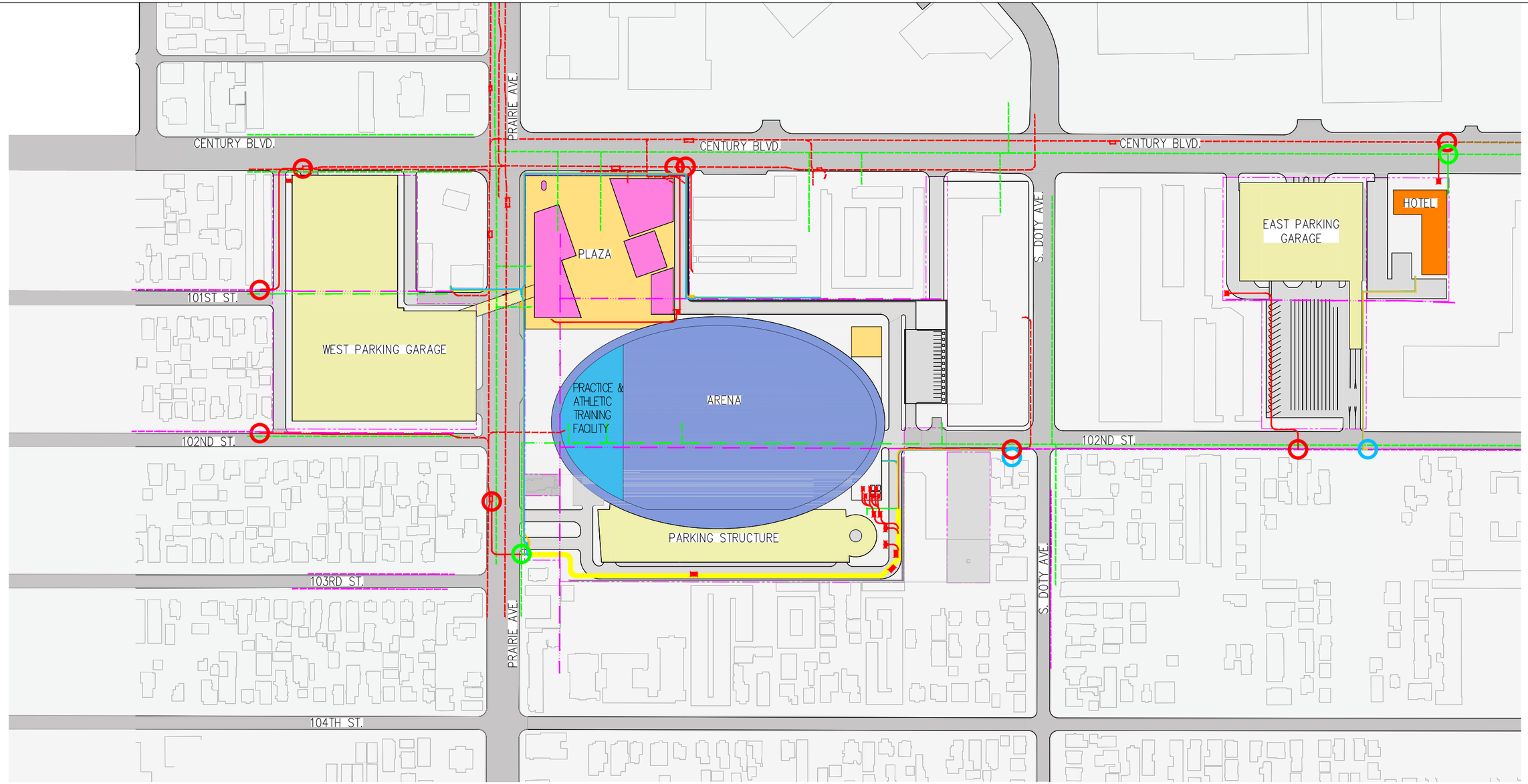
2.5.9 Construction and Phasing

Construction of the proposed Arena, practice facility, sports medicine clinic, offices, public plaza, parking garages, TNC pick-up/drop-off area, and relocated well would occur over approximately 40 months starting in 2021 and concluding in 2024. There would be numerous overlapping construction phases, as presented in **Table 2-5**.

Construction activities would include demolition of any existing structures or improvements on site, site preparation, excavation and grading, building construction and interior finishing work, structure enclosure and architectural coating, and paving and exterior landscaping. Demolition activities are anticipated to generate approximately 7,607 tons of demolition debris (asphalt and general construction debris). The Proposed Project would export approximately 296,915 cubic yards of soil during grading and excavation activities. Heavy-duty equipment, vendor supply trucks and concrete trucks would be used during construction of foundations, parking structures, and buildings.

All construction equipment staging would occur on the Project Site. The primary construction laydown yard would be on the East Parking Site from the beginning of construction through construction completion. Temporary laydown areas on the Arena Site would also be established as necessary during construction. During construction of East Parking Structure, the laydown area would only occupy southern portion of the East Parking Site that would later developed as the surface parking/TNC area.

Over the course of the construction schedule, the length of workdays would vary in range from 8 hours to 24 hours, with construction activity occurring up to 6 days per week. The 24-hour workdays would be required during a variety of activities, including but not limited to construction such as foundation concrete pours, well-drilling, and assembly of large components of steel framing of the Arena Structure. The 24-hour workdays would be required for a number of reasons, including technical requirements of certain construction techniques, worker safety, labor rules, and avoidance of conflicts on City streets and highways in the vicinity.



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SOURCE: BJ Palmer & Associates, 2019; D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 2-31
Conceptual Dry Utilities Infrastructure

ESA

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TABLE 2-5
ANTICIPATED CONSTRUCTION PHASING

Construction Phase	Approximate Construction Time Period	
	Start	Finish
Arena Site[a]		
Demolition	July 2021	October 2021
Site Preparation and Sound Walls	July 2021	September 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	November 2021	February 2022
Foundations/Concrete Pour	December 2021	January 2023
Building Construction	March 2022	June 2024
Exterior Enclosure/Architectural Coatings	July 2022	May 2024
Paving	February 2024	May 2024
West Parking Garage Site		
Site Preparation and Sound Walls	July 2021	July 2021
Drainage/Utilities/Trenching	July 2021	September 2021
Grading/Excavation	July 2021	September 2021
Foundations/Concrete Pour	September 2021	November 2021
Building Construction	October 2021	February 2023
Exterior Enclosure/Architectural Coatings	September 2021	February 2023
Paving	November 2021	February 2023
East Transportation and Hotel Site[b]		
Site Preparation and Sound Walls	July 2021	August 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	October 2023	October 2023
Foundations/Concrete Pour – Transportation Hub	February 2024	February 2024
Building Construction – Transportation Hub	March 2024	June 2024
Exterior Enclosure/Architectural Coatings – Transportation Hub	March 2024	June 2024
Paving – Transportation Hub	April 2024	June 2024
Building Construction – Hotel Site	February 2024	September 2024
Paving – Hotel Site	September 2024	October 2024
Architectural Coatings – Hotel Site	August 2024	October 2024
Well Relocation Site		
Demolition	July 2021	July 2021
Sound Walls	July 2021	July 2021
Drilling and Casing	August 2021	December 2021
Utilities	January 2022	May 2022
Paving/Fencing	June 2022	June 2022

NOTE:
[a] The Arena Site construction phase includes development of the Arena Structure, south parking garage, practice facility, sports medicine clinic, offices, sound barriers, privately owned outdoor plaza, commercial and community uses surrounding the plaza, and pedestrian bridge spanning South Prairie Avenue.
[b] The approximate construction time period for the East Transportation and Hotel Site represents the construction timeframe for the parking garage and surface parking lot. While the timing and duration of construction for the hotel component is unknown at this time, the dates and durations presented here are used as approximations, conservatively based on the earliest anticipated construction of this component.

SOURCES: Murphy's Bowl, 2019. ESA, 2019.

Arena Site

Sound Barriers/Demolition/Site Preparation/Utilities

The first phase of construction, beginning with construction of both permanent and temporary sound barriers around the Arena Site, would begin in July 2021. Demolition of the existing buildings, removal of on-site outdoor advertising displays, removal of parking lots, and removal of above- and below-ground utility infrastructure and preparation of the site would also begin in July 2021 and last approximately four months. Demolition and site preparation would involve a number of excavators, loaders, dump trucks, and water trucks. Demolition and site preparation activities would result in approximately 15 to 30 haul truck loads per day of solid/inert material.

Existing on-site and off-site utility infrastructure that is no longer needed to serve the Arena Site would be removed and new utility infrastructure would be trenched and installed. Drainage infrastructure would be installed to drain the Arena Site.

Grading/Excavation

The mass excavation phase would involve earth movement and hauling on an exposed site of approximately 16 acres during a 4-month period between November 2021 and February 2022. Excavation depths on the Arena Site would be at a maximum of 35 feet below ground surface to accommodate the Arena bowl. Excavation activities would result in up to approximately 150 haul truck trips per day.

Foundations/Building Construction/Finishing

The deep foundations/footings phase of construction would involve the pre-drilling and auger displacement of concrete foundation piles throughout the excavation area. Concrete would be delivered to the site and poured into the site and pre-drilled caissons to form the footings that would support the foundations of the structures on the Project Site. The primary work of this phase would take place over the course of approximately 6 months, from December 2021 to May 2022, with a secondary phase of approximately four months from October 2022 to January 2023.

The construction phase would involve the erection of steel, concrete and precast concrete elements. The construction phase of the Arena Site would take place over about 28 months starting in March 2022 and lasting to June 2024. This phase would include the erection of the Arena Structure, which would involve the use of numerous cranes, loaders, welders, generators, concrete pumpers, and similar construction equipment. This phase would also involve a wide variety of interior finishing and structure enclosure activities involving creating and outfitting interior spaces and completing the exterior finish of the building, including plumbing, electrical, heating and air conditioning systems, seat and other event system installation, and the like. Application of architectural coatings would occur during this phase, likely between July 2022 and May 2024.

Site paving, exterior site work, and landscaping would occur between February 2024 and May 2024.

West Parking Garage Site

Construction of the parking structure on the West Parking Garage Site would occur from July 2021 to February 2023. Site preparation, excavation, and installation of utilities would involve earth movement and hauling on an exposed site of approximately 5 acres during a 3-month period between July 2021 and September 2021. Site preparation and excavation activities would result in approximately 53 haul truck trips per day.

Construction of the West Parking Garage would include pouring of foundations, erection of support structures, concrete pours, application of architectural coatings, and site paving over approximately 18 months, from September 2021 to February 2023.

Construction of the pedestrian bridge spanning South Prairie Avenue would occur in four phases over a five-month period, and would occur concurrently with the construction of other elements constructed on the Arena Site. Stage 1 would consist of erecting the bridge, building the bridge on site, the delivery a steel structure from off site, and pouring concrete on site. Stage 2 would consist of bridge installation. Stage 3 would consist of another concrete pour while Stage 4 would consist of cladding the bridge, finishing the installation, installing the handrails, and applying the final treatment. Construction of the bridge is anticipated to require the full closure of South Prairie Avenue for three nights during Stage 1 and one night during Stage 3, and the closure of select lanes on South Prairie Avenue for three to four nights during Stages 2 and 4.

East Transportation and Hotel Site

Construction of the East Transportation and Hotel Site would include both the transportation hub (parking garage and surface parking) and the hotel. Site preparation and installation of utility infrastructure for the East Transportation and Hotel Site would occur over approximately 4 months, from July 2021 to October 2021. The site would then be used as a construction staging area while other elements of the Proposed Project are constructed. The site would be graded and any necessary excavation would occur in October 2023.

Beginning in February 2024 and lasting through June 2024, the East Parking Garage and associated surface parking area (Transportation Hub) would be constructed. Construction activities would begin with constructing the parking garage foundation and concrete pours, while architectural coatings, site paving, and landscaping would complete development of the transportation hub.

The exact timing of construction of the hotel is unknown. However, it is conservatively assumed that construction of the hotel could occur concurrent with construction of other aspects of the Proposed Project. Construction of the hotel could begin as early as February 2024 and be completed by October 2024. The construction of the hotel would include construction of building foundations, concrete pours, erection of the hotel structure including any integrated parking facilities, paving, and landscaping. Construction of the hotel would use typical construction equipment and methods for a mid-rise building. It is anticipated that construction vehicles would park on site during construction activities.

Well Relocation Site

Construction of the Well Relocation Site would last for approximately 11 months beginning in July 2021. The first phases of construction on this site would include erection of temporary sound barriers along the eastern, southern, and a portion of the western boundaries of the site. The Well Relocation Site would be graded, and a mobile construction noise barrier would be brought onto the site. Drilling and casing for the well would begin in August 2021 and end in December 2021. Utility infrastructure would be installed between January 2022 and May 2022. Final paving and fencing would conclude in June 2022.

Construction Traffic Circulation

Construction workers would park primarily on the East Transportation and Hotel Site during construction activity on the Arena Site, West Parking Garage Site, and Well Relocation Site. Spillover parking could also be accommodated on portions of the Well Relocation Site. During later stages of construction activity, when portions of the East Transportation and Hotel Site are unavailable for parking, construction workers would park in the parking structures constructed on the Arena Site and West Parking Garage Site, with spillover parking available on the Well Relocation Site.

Arena Site

During construction of the Arena Site, the easternmost travel lane of northbound South Prairie Avenue would be fenced and closed to travel from West Century Boulevard to 10204 South Prairie Avenue (see **Figure 2-32**). The sidewalk along the South Prairie Avenue frontage would also be closed to pedestrians. Driveway access to the residences at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be maintained for the duration of project construction.

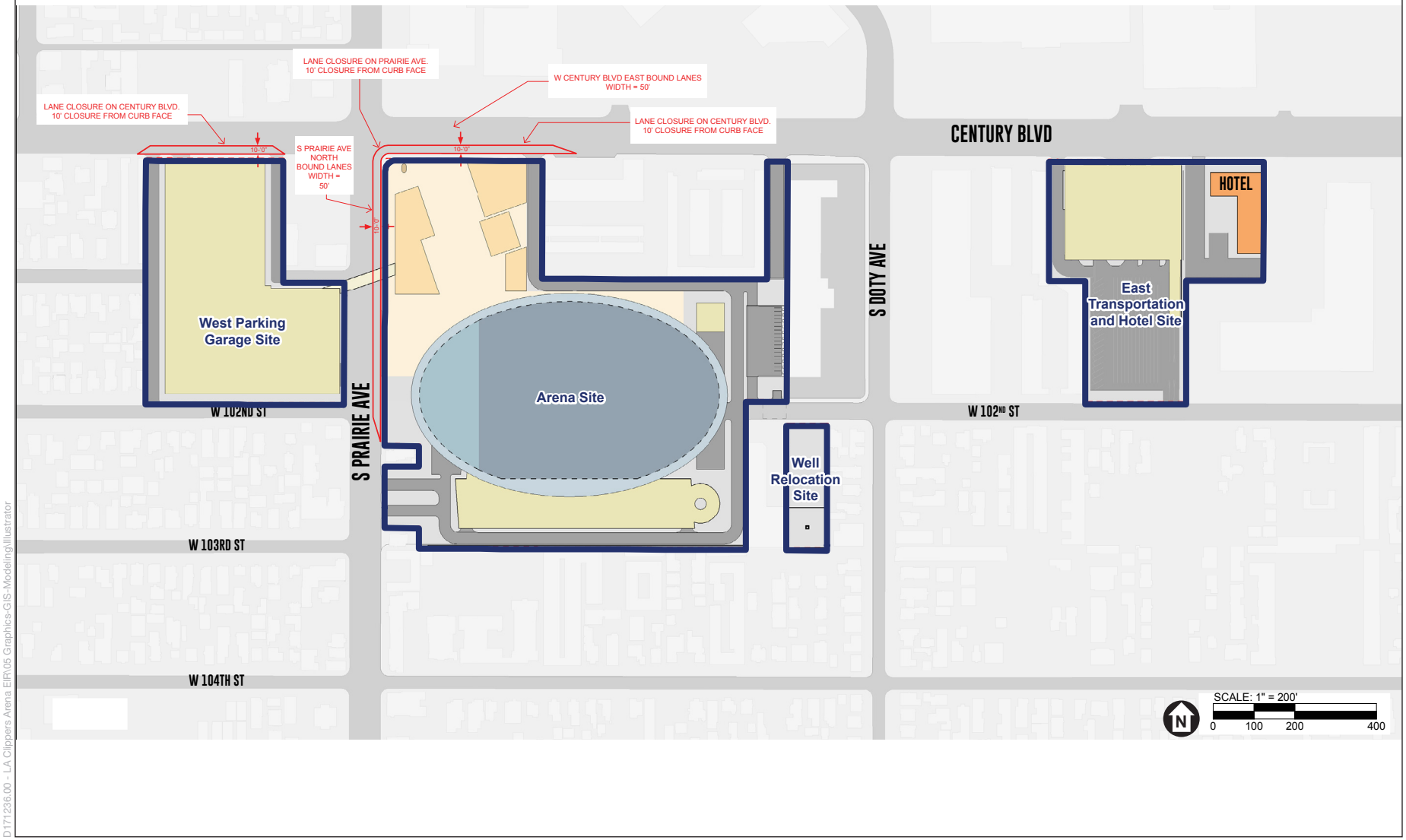
The southernmost lane on eastbound West Century Boulevard would also be closed to traffic from South Prairie Avenue to approximately 450 feet east, in front of the Airport Park View Hotel. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

West Parking Garage Site

The southernmost lane on eastbound West Century Boulevard would be closed during the construction of the West Parking Garage Site. No other travel lanes would be affected during construction of this site. The sidewalk along the West Century Boulevard frontage would also be closed to pedestrians.

Truck Routes

Construction vehicles would largely follow truck routes that would be established for the Proposed Project. Construction vehicles would use major arterials in the vicinity of the Project Site including, but not limited to, West Manchester Avenue, West Century Boulevard, Hawthorne Boulevard, South Prairie Avenue, South Doty Avenue, Yukon Avenue, and Crenshaw Boulevard. Regional freeways in the area include the Harbor Freeway and Century Freeway.



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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 2-32
Construction - Lane Closures

ESA

The direction of outbound truck trips would be determined by the destination of the truck, especially during demolition when trucks would be transporting demolition materials to recycling facilities or landfills. Outbound trucks hauling construction trash would be traveling to Gardena, metal iron and scrap would be transported to Los Angeles, and concrete and asphalt would be transported to Irwindale.

Construction Employment

Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business and many construction workers are highly specialized (i.e., crane operators, steel workers, masons, etc.). Thus, construction workers commute to job sites throughout the region that may change several times a year dictated by the demand for their specific skills. The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

During construction activities, there would be a minimum of 35 construction workers on the Project Site at any one time, with a maximum number of 1,175 construction workers on the Project Site at any one time. Throughout Project construction, the number of construction workers on site would ebb and flow to match the intensity of each stage of construction.

2.6 Actions

Implementation of the Proposed Project is anticipated to require, but may not be limited to, the following actions by the City of Inglewood:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Inglewood.
- Adoption of a Mitigation Monitoring and Reporting Plan, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the Proposed Project's significant effects on the environment.
- Adoption of CEQA findings of fact, and for any environmental impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.
- Approval of amendments to the General Plan's Land Use and Circulation Elements, with conforming map and text changes to reflect the plan for the Proposed Project, including:
  - Redesignation of certain properties in the Land Use Element from Commercial to Industrial;
  - Addition of specific reference to integrated sports and entertainment facilities and related and ancillary uses on properties in the Industrial land use designation text;
  - Updating Circulation Element maps and text to reflect vacation of portions of West 101st Street and West 102nd Street and to show the location of the Proposed Project; and

  - Updating Safety Element map to reflect the relocation of the municipal water well and related infrastructure.
- Approval of a Specific Plan Amendment to the Inglewood International Business Park Specific Plan to exclude properties within the Project Site from the Specific Plan Area.
- Approval of amendments to Chapter 12 and Chapter 5 of the Inglewood Municipal Code, including:
  - Text amendments to create an overlay zone establishing development standards including standards for height, setbacks and lot size, permitted uses, signage regulations, noise regulations, parking regulations, public art requirements, site plan and design review processes, and other land use controls; and
  - Conforming Zoning Map amendments applying the overlay zone to the Project Site or portions thereof.
- Approval of the vacation of portions of West 101st Street and West 102nd Street, and adoption of findings in connection with that approval.
- Approval of right-of-way to encroach on City streets.
- Approval of a Disposition and Development Agreement (DDA) by the City of Inglewood governing terms of disposition and development of property.
- Approval of a Development Agreement (DA) addressing community benefits, vesting entitlements for the Proposed Project, and establishing IBEC Project-specific Design Guidelines to address certain design elements, including building orientation, massing, design and materials, plaza treatments, landscaping and lighting design, parking and loading design, pedestrian circulation, signage and graphics, walls, fences and screening, and similar elements.
- Approval of subdivision map(s) or lot line adjustments to consolidate properties and/or adjust property boundaries within the Project Site.
- Approval of conditions of approval with respect to the requirements of Assembly Bill 987.
- Approval of any other conditions of approval deemed necessary and appropriate by the City.
- Any additional actions or permits deemed necessary to implement the Proposed Project, including demolition, grading, foundation, and building permits, any permits or approvals required for extended construction hours, tree removal permits, and other additional ministerial actions, permits, or approvals from the City of Inglewood that may be required.

Additionally, if the project applicant is unable to acquire privately-owned, non-residential parcels within the Project Site, the City, in its sole discretion, may consider the use of eminent domain to acquire any such parcels, subject to applicable law, and the imposition of adequate controls necessary to ensure that the public purpose and use for which they were acquired are protected.

In addition to approvals by the City of Inglewood, approvals or actions by other agencies or entities would include, but not be limited to, the following:

- Determination of consistency with the LAX Airport Land Use Plan by the Los Angeles County Airport Land Use Commission.

- Issuance of permits to allow for municipal water well relocation by the Los Angeles County Department of Public Health.
- Review of the Proposed Project by the FAA under 14 Code of Federal Regulations Part 77 for issuance of a Determination of No Hazard.

Additional approvals or permits may also be required from federal, State, regional, or local agencies, including but not limited to the following:

- Los Angeles Regional Water Quality Control Board;
- South Coast Air Quality Management District;
- Los Angeles County Fire Department;
- Los Angeles County Metro; and
- California Department of Transportation.

CHAPTER 3
Environmental Setting, Impacts, and Mitigation Measures

3.0 Introduction to the Analysis

This EIR evaluates the physical environmental effects that would potentially occur from implementation of the Proposed Project. The structure of the technical sections included in this chapter is discussed below, and definitions of key terms that are used throughout this EIR are provided. Comments that were received during the scoping period are summarized herein as well. In addition, this section includes a description of certain possible environmental impacts that are typically considered under CEQA, but are not analyzed in detail in this EIR because it was determined the Proposed Project would have no impact. This section also provides a discussion of the Adjusted Baseline Environmental Setting and the identification of other past, present, or reasonably foreseeable projects that are used in the analysis of cumulative impacts throughout this chapter.

3.0.1 Definitions of Terms Used in the EIR

This EIR uses a number of terms that have specific meaning under CEQA. Among the most important of the terms used in the EIR are those that refer to the significance of environmental impacts. The following terms describe environmental effects of the Proposed Project:

- **Significance Criteria:** A set of criteria used by the lead agency (City of Inglewood) to determine at what level or threshold an impact would be considered significant. Thresholds of significance are identifiable quantitative, qualitative, or performance levels of a particular environmental effect that are supported by substantial evidence.[1] Thresholds of significance used in this EIR include those standards provided by the City of Inglewood unless otherwise specifically defined.
- **No Impact:** No impact means that the Proposed Project would result in no direct or indirect adverse changes (or impacts) to the environment, with respect to the applicable significance criterion. A project impact with a no impact determination would also not contribute to a cumulative impact. Where the Proposed Project would not have an impact, the impact statement states this definitively.
- **Less-than-Significant Impact:** A project impact is considered less than significant when the physical change caused by the Proposed Project would not exceed the applicable significance criterion.

[1] CEQA Guidelines section 15064.7.

- **Potentially Significant Impact:** A potentially significant impact is identified where the Proposed Project may cause a substantial adverse change in the environment, depending on certain unknown conditions related to the Proposed Project or the affected environment. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact. A project impact is considered potentially significant if the Proposed Project is anticipated to exceed identified standards of significance thereby result in in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project-related physical change compared to specified significance criteria. A significant impact is defined as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."[2] In instances where potentially significant impacts are identified, the EIR must consider whether mitigation measures (as defined below) or alternatives to the Proposed Project would reduce those impacts.
- **Significant and Unavoidable Impact:** A project impact is considered significant and unavoidable if it would result in a substantial adverse physical change in the environment that cannot be feasibly mitigated to a less-than-significant level.
- **Cumulative Impact:** Under CEQA, a cumulative impact refers to "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."[3] "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts."[4] A project has "cumulatively considerable" environmental effects (i.e., is significant) when "the incremental effects of [the] project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."[5]
- **Mitigation Measure:** Where a potentially significant impact or significant and unavoidable impact is identified, feasible mitigation measures that could minimize the identified significant adverse impact are required.[6] A mitigation measure is an action that could be taken that would avoid or reduce the magnitude of a significant impact. CEQA Guidelines section 15370 defines mitigation as:

  a. Avoiding the impact altogether by not taking a certain action or parts of an action;

  b. Minimizing impacts by limiting the degree of magnitude of the action and its implementation;

  c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

  d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and

  e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

2 CEQA Guidelines section 15382.
3 CEQA Guidelines section 15355.
4 CEQA Guidelines section 15130(a)(1).
5 CEQA Guidelines sections 15065(a)(3), 15130(a), 15064(h)(1).
6 CEQA Guidelines section 15126.4.

3.0.2 Section Format

Chapter 3 is divided into technical sections (e.g., Section 3.1, Aesthetics) that present for each environmental resource issue area the physical environmental setting, the regulatory setting, standards of significance from which impacts are measured, analytical methods, an evaluation of potential impacts to the environment, and, where required, potentially feasible mitigation measures for identified significant impacts. Each section includes an analysis of project-specific and cumulative impacts for each issue area.

The technical environmental sections each begin with a description of the Proposed Project's **environmental setting** and the **regulatory setting** as it pertains to a particular issue. The environmental setting provides a point of reference for assessing the environmental impacts of the Proposed Project and its alternatives. The environmental setting describes existing conditions at the time the NOP was circulated for the Proposed Project (February 2018). An **Adjusted Baseline** is considered in this EIR (see discussion below in Section 3.0.5) to account for nearby development in the Hollywood Park Specific Plan area. The regulatory setting presents relevant information about federal, state, regional, and/or local laws, regulations, plans or policies that pertain to the environmental resources addressed in each section. Each technical environmental section includes a discussion of whether there are any inconsistencies between the Proposed Project and applicable general plans, specific plans, and regional plans.[7]

Next, each section presents **significance criteria**, which identify the standards used by the City of Inglewood to determine the significance of effects of the Proposed Project. CEQA Guidelines section 15064.7 states that "… a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

A **methodology and assumptions** description in each section presents the analytical methods and key assumptions used in the evaluation of effects of the Proposed Project, and is followed by an **impacts and mitigation measures** discussion. The impact and mitigation portion of each section includes one or more impact statements, prefaced by an impact number in bold-faced type. An explanation of each impact is followed by an analysis of its significance. The impact discussion ends with a concluding statement regarding the significance of the impact and any related need for mitigation measures (either none are required, or all potentially feasible mitigation measures are presented to reduce an identified significant effect). The description of mitigation measures concludes with a description of the significance of the impact after application of the mitigation measure(s): either implementation of the mitigation measure(s) would reduce the impact to a less-than-significant level, or the impact would remain significant and unavoidable after implementation of all potentially feasible mitigation measures.

The analysis of environmental impacts considers both the construction and operational phases associated with implementation of the Proposed Project. As required by CEQA Guidelines

7 CEQA Guidelines section 15125(d).

section 15126.2(a), direct, indirect, short-term, long-term, onsite, and/or off-site impacts are addressed, as appropriate, for the environmental issue area being analyzed. Depending on the significance criteria, the impact analysis may consist of a qualitative discussion, a quantitative analysis, or a combination of both. Detailed technical appendices are also provided for several technical sections, where appropriate, and can be located at the end of the document.

Mitigation measures pertinent to each individual impact, if necessary, appear after the impact discussion section. The magnitude of reduction of an impact and the potential effect of that reduction in magnitude on the significance of the impact is also disclosed. An example of the format is shown below.

Impacts and Mitigation Measures

Impact 3.X-1: Impact statement (significance conclusion)

In the impact statement, terminology is used to indicate the level of significance of the impact. If an impact is less than significant, then the impact statement would say that the Proposed Project "could" affect a resource. If an impact is potentially significant or significant and unavoidable, then the impact statement would say that the Proposed Project "would" affect a resource.

A discussion of the Proposed Project's impact is provided in paragraph form. A statement level of significance before application of any mitigation measures is provided in **bold**.

> **Mitigation Measure 3.X-1**
>
> *Mitigation measure presented in italics and numbered to match the impact number.*
>
> **Level of Significance After Mitigation:** This paragraph describes how the mitigation measure(s) reduces the impact and identifies the residual level of impact in **bold**.

Cumulative Impacts

CEQA Guidelines section 15130 requires that an EIR discuss cumulative impacts of a project when a project's incremental effect is cumulatively considerable. As defined in CEQA Guidelines section 15355, a cumulative impact consists of an impact that is created as a result of the combination of a project evaluated in the EIR together with other past, present, and reasonably foreseeable projects causing related impacts. CEQA Guidelines section 15130(b) requires that the discussion of cumulative impacts shall "reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."

In each topical section of the EIR, an analysis of cumulative impacts follows the project-specific impacts and mitigation measures evaluation. An introductory discussion that identifies the cumulative impact methodology and defines the cumulative context being addressed in each respective analysis (e.g., the South Coast Air Basin, or the City of Inglewood) is included at the beginning of the cumulative impact analysis in each technical section. In some instances, a

project-specific impact may be considered less than significant, but its contribution to a larger impact may be determined to be potentially significant when considered in combination with other cumulative development of the surrounding area or in combination with regional growth projections. In some instances, a potentially significant impact may result at the project level but would not result in a cumulatively considerable contribution to a significant cumulative impact. The cumulative impacts analyses are formatted the same as the project-specific impacts, as shown above in Section 3.0.2.

3.0.3 Comments Received During Scoping

In response to the Notice of Preparation (NOP), the City of Inglewood received a total of 18 comment letters regarding the Proposed Project. Additionally, 57 written comments were provided during the public scoping meeting held on March 12, 2018. A number of scoping-related comments were also received following the close of the comment period. All scoping comments received are provided in Appendix B. Although a number specific comments were raised in the NOP comments, comments generally fell into several main categories:

- Vehicular traffic management, particularly along freeways and local roadways;
- Parking supply and availability;
- Potential impacts to public transit and public transit facilities;
- Potential impacts on the surrounding area that could occur from the Proposed Project's provision of entertainment, retail, office, and hotel uses;
- Secondary economic impacts of the Proposed Project with respect to affordable housing;
- Adequate provision of public services and utilities;
- Noise and air quality impacts as a result of construction of the Proposed Project; and
- Cumulative impacts of the Proposed Project and other large venues nearby holding concurrent events.

The issues raised in these comments are addressed as appropriate in the EIR under the applicable environmental topic.

3.0.4 Effects Not Found to Be Significant

CEQA requires that the EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and therefore not discussed in detail.[8] Upon review of the Proposed Project, with consideration given to comments received during the scoping period as summarized in Appendix B, the City of Inglewood determined that, due to the physical characteristics of the Project Site and the Proposed Project, there would be no significant impact in certain specific environmental topic areas; therefore, these

[8] CEQA Guidelines section 15128.

topics need not be further considered in the Draft EIR.[9] The discussions below provide brief statements of reasons, supported by citations, for the City's determination that these issues do not warrant further consideration in the EIR.

Agricultural and Forestry Resources

A significant impact to Agricultural and Forestry Resources would occur if the Proposed Project would:

1. 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;
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract;
3. 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));
4. Result in the loss of forest land or conversion of forest land to non-forest use; or
5. 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.

The Proposed Project would not 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. (No Impact)

The area surrounding the Project Site is characterized by dense urban development, as well as vacant, undeveloped parcels that were previously developed over many years and more recently cleared for redevelopment. The Project Site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively referred to as "Farmland"), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[10] As such, the Proposed Project would not convert Farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. There would be **no project-level or cumulative impacts**.

[9] Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

[10] California Department of Conservation Division of Land Resource Protection, 2016. California Important Farmland Finder. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 24, 2018.

The Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. (No Impact)

The Project Site is not included in the most recently released map showing Williamson Act contracts within Los Angeles County[11] and no portions of the Project Site are subject to a Williamson Act contract. The Proposed Project would not conflict with existing zoning for agricultural use, and would not conflict with a Williamson Act contract. There would be **no project-level or cumulative impacts**.

The Proposed Project would not 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)). (No Impact)

The Project Site is not zoned for timberland or timberland production by the City of Inglewood. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. There would be **no project-level or cumulative impacts**.

The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. (No Impact)

The Project Site is characterized by dense, urban development. The Project Site is not located on land that is zoned as forest land, either by the County of Los Angeles or by the City of Inglewood. As discussed above, since the Project Site is not irrigated and is surrounded by urban land, it is classified as Urban Land by the Natural Resources Conservation Service.[12] Therefore, implementation of the Proposed Project would not result in the loss of forest land or the conversion of forest land to non-forest use. There would be **no project-level or cumulative impacts**.

The Proposed Project would not 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. (No Impact)

As discussed above, the Project Site is located within an urban environment characterized by dense development. The Project Site is not zoned as Farmland, and is classified as Urban Land. The Project Site is not under a Williamson Act contract. The Project Site is not zoned for agricultural use, nor is it designated for timberland, timberland production, or as forest land. Additionally, the Project Site is not currently utilized for agriculture, timberland or timberland production, or forest land. As such, the Proposed Project would not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of

[11] California Department of Conservation Division of Land Resource Protection, 2016. Los Angeles County Williamson Act FY 2015/2016 Map. Available: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf. Accessed September 24, 2018.

[12] United States Department of Agriculture, Natural Resources Conservation Service, 2018. Web Soil Survey, Farmland Classification of Los Angeles County, California, Southeastern Part. Available: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed May 15, 2018.

Farmland to non-agricultural use and would not result in the conversion of forest land to non-forest use. There would be **no project-level or cumulative impacts**.

Mineral Resources

A significant impact to Mineral Resources would occur if the Proposed Project would:

1. 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; or
2. 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.

The Proposed Project would not 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. (No Impact)

The Project Site is in a Mineral Resource Zone (MRZ) classified as MRZ-1, which covers those areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.[13,14,15,16] Although the Project Site is located within the San Gabriel Production-Consumption Region, the Project Site is not located within a MRZ-2 zone, which would indicate that significant mineral resources are present.[17] Construction and operation of the Proposed Project would not result in the loss of availability of any known mineral resource that would be of value to the region and the residents of the state. There would be **no project-level or cumulative impacts**.

The Proposed Project would not 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. (No Impact)

As discussed above, the Project Site is located within a MRZ-1 zone, which indicates that there is little likelihood that the Project Site contains significant mineral resources. The Project Site is not delineated or designated by the City of Inglewood as a locally important mineral resource recovery

[13] California Department of Conservation, 1982. California Department of Mines and Geology, Mineral Land Classification Map, Aggregate Resources Only, Inglewood Quadrangle, Special Report 143, Plate 4-15. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/. Accessed September 25, 2018.

[14] California Department of Conservation, 1982. California Department of Mines and Geology, California Geological Survey, Mineral Land Classification of the Greater Los Angeles Area, Part IV: Classification of Sand and Gravel Resource Areas, San Gabriel Valley Production-Consumption Region, Special Report 143, Part IV. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_143/PartIV/. Accessed September 25, 2018.

[15] California Department of Conservation, 2010. California Department of Mines and Geology, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, Special Report 209, Plate 1: San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/. Accessed September 25, 2018.

[16] California Department of Conservation, 2010. California Department of Mines and Geology, California Geological Survey, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, Special Report 209. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/. Accessed September 25, 2018.

[17] California Department of Conservation, 2010. California Department of Mines and Geology, Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley Production-Consumption Region, Los Angeles County, California, Special Report 209, Plate 1: San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations. Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/. Accessed: September 25, 2018.

site. Construction and operation of the Proposed Project would not 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. There would be **no project-level or cumulative impacts**.

Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, a significant impact related to wildfires would occur if the Proposed Project would:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan;
2. 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;
3. 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; or
4. 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 Project Site is not located within or near an area designated as a state responsibility area[18] nor is it classified as very high fire hazard severity zone or located near a very high fire hazard severity zone.[19] Therefore, there would be **no project-level or cumulative impact**.

3.0.5 Adjusted Baseline

CEQA Guidelines section 15125 provides that an EIR must include a description of the physical environmental conditions in the project vicinity. It also allows for a lead agency to define existing conditions by conditions expected when the project becomes operational, when supported by substantial evidence. The Proposed Project is not expected to be complete and operational until mid-2024. At this time, the City of Inglewood has approved construction plans or issued building permits for, and construction has commenced on, significant portions of the Hollywood Park Specific Plan (HPSP) located immediately north of the Project Site, including the construction of a 70,000-seat open air NFL Stadium, a 6,000-seat performance venue, 518,077 square feet (sf) of retail and restaurant uses, 466,000 sf of office space, 314 residential units, an 11.89-acre park, a 4-acre civic use, and approximately 9,900 parking spaces, collectively known as the HPSP Adjusted Baseline projects (see **Table 3.0-1**).[20]

[18] California Department of Forestry and Fire Protection, 2019. State Responsibility Area Viewer. Available: https://bofdata.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/. Accessed February 27, 2019.

[19] California Department of Forestry and Fire Protection, 2019. Wildland Hazard & Building Codes, California Fire Hazard Severity Zone Map Update Project. Available: https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed: February 27, 2019.

[20] Additional development at the remaining parts of the HPSP area is planned for the future. This additional future HPSP development is included as Cumulative Project #67 in Table 3.0-2, below.

TABLE 3.0-1
HPSP ADJUSTED BASELINE PROJECTS

Land Use	Adjusted Baseline Projects[a]	Estimated Operational Date[b]
Retail	518,077 sf	September 2021
Office	466,000 sf	September 2021
Residential	314 units	May 2021
NFL Stadium	70,000 seats (2,772,304 sf)	Summer 2020
Perform. Venue	6,000 seats	Summer 2020
Open Space	11.89 ac	Summer 2020
Civic Use	4 ac	Summer 2020

NOTES:
[a] Trifiletti Consulting, Inc., Related Project List Methodology for the Proposed Inglewood Basketball and Entertainment Center (IBEC), July 12, 2019.
[b] Operational schedules for the HPSP Adjusted Baseline projects provided by the HPSP in a project schedule dated May 8, 2019.

Because of current and anticipated construction schedules, the City is reasonably certain that the HPSP Adjusted Baseline projects will be built and operational between summer 2020 and September 2021 when construction of the Proposed Project is expected to be underway, and prior to 2024 when operation of the Proposed Project would start. The NFL Stadium and performance venue will be operational by the summer 2020. Residential units will be operational in May 2021, with retail and office elements operational by September 2021. The open space and civic uses will be operational by summer 2020.

Construction and operation of the HPSP Adjusted Baseline projects will change the physical conditions that currently exist in the vicinity of the Project Site for most of the environmental topics addressed in this EIR. Due to the reasonable certainty that the HPSP Adjusted Baseline projects will be constructed and in operation prior to construction and operation of the Proposed Project, the City has determined that assuming the HPSP Adjusted Baseline projects in the baseline provides the most accurate picture of the Proposed Project's impacts and that it would be misleading to disregard the HPSP Adjusted Baseline projects in the environmental setting. Accordingly, the changes associated with HPSP Adjusted Baseline projects are considered as part of the Adjusted Baseline Environmental Setting, which is the baseline against which the Proposed Project's potential impacts are measured. How these changes affect the environmental setting is further described in each topical section under the heading Adjusted Baseline Environmental Setting.

Adjusted Baseline Transportation Assumptions

In addition to the development projects described above, improvements in the local transportation system are reasonably certain to be undertaken and operational prior to the commencement of operations for the Proposed Project, as described further below and in Section 3.14, Transportation and Circulation.

Roadways

A number of physical improvements are required as mitigations and/or conditions of approval of the Hollywood Park Specific Plan, are related to the City's ongoing Century Boulevard Improvement Plan, or are associated with the Crenshaw/LAX LRT project. These improvements either are under construction, or are approved and funded and scheduled; the improvements will be in place under all adjusted baseline condition scenarios. The full list of improvements is described further in Section 3.14, Transportation and Circulation, and presented in Table 3.14-13.

Transit

The adjusted baseline conditions transit network will differ considerably from existing conditions due to completion of the Crenshaw/LAX LRT prior to 2024. With this completion and the potential for a future Green Line South Bay extension, Metro is evaluating multiple operating scenarios, which would affect the routing of the trains, number of train cars, and potential peak and off-peak headways. The Metro board has currently approved Alternative C-3 for a 2-year pilot program; therefore, ridership forecasts for Alternative C-3 for a 2025 condition were used to represent the Adjusted Baseline condition. Alternative C-3 recommends an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw, and a short line train between Willowbrook/Rosa Parks Station and Redondo Beach Station (Green Line).

Metro is also studying changes to its bus system through the NextGen Bus study, but future changes to bus service are not yet defined and so would be speculative to assume. Therefore, the adjusted baseline conditions analysis assumes the existing bus routes that serve the Project Site will remain in operation at opening year of the Proposed Project.

3.0.6 Cumulative Assumptions

Pursuant to CEQA Guidelines section 15130(b)(1), either of the following are necessary to an adequate discussion of significant cumulative impacts:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing the cumulative effect.

This EIR conservatively considers both approaches where appropriate in this EIR, as described further below and evaluated specifically in each environmental resource topic.

Regional Growth Projections

The Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally designated metropolitan planning organization. SCAG region includes six counties, including the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Region wide, the population grew from 14.64 million people in 1990 to 16.52 million in 2000, a growth rate of nearly 1.28 percent per year. From 2000 to 2010, while the population of Inglewood dropped at an average rate of

0.3 percent per year, the region grew at an average rate of 1.03 percent per year. From 2010 to 2019, regionwide population growth slowed to an average of 0.61 percent per year, reaching a total of 19.16 million people in 2019.[21]

The 2016 RTP/SCS forecasts regionwide population growth to nearly 22.14 million as of 2040, which would represent an average growth rate of 0.73 percent per year from 2019, similar to potential citywide growth.[22] According to SCAG's 2016 RTP/SCS growth forecast, the City is expected to see its population grow to 129,000 people in 2040, a 17 percent increase from 2017.[23]

Cumulative Project List

The City published the NOP in February 2018. Following publication of the NOP, identification of cumulative projects focused on those projects that were proposed as of May 2018. This time frame coincides with the commencement of the City's environmental review process for the Proposed Project.

Table 3.0-2 provides a list of all past, present, and reasonably foreseeable projects. **Figure 3.0-1** identifies the locations of these cumulative projects. To understand the Proposed Project's contribution to cumulative impacts, the City, in consultation with other surrounding jurisdictions, has assembled a list of other known past, present, and reasonably foreseeable cumulative projects in the vicinity of the Project Site. Projects on this list consist of development projects within the City or other identified surrounding jurisdictions that have a pending development application, are approved, or are under construction, and transit and related infrastructure improvement projects that have been approved or proposed and under review.

As shown in **Table 3.0-3**, in total the Cumulative Projects List documents 145 projects with anticipated development of 1,903,815 sf of retail/commercial space, 8,675,487 sf of office space, 2,070,210 sf of industrial/warehouse/data center space, 9,315 residential units or beds, approximately 2,430 hotel rooms, and new or expanded schools to accommodate 6,401 students.

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21 State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5.

22 As shown in SCAG's 2016-2040 RTP/SCS Demographics & Growth Forecast Appendix, Table 8, the population forecasts indicate an average annual growth for the entire SCAG region between 2000 and 2040 of 0.73%. The highest growth rates are projected to be in counties that are peripheral in the region, including Imperial, Riverside, and San Bernardino Counties. Los Angeles County, by contrast, is projected to have the lowest growth rate projected over that period of the six counties in the region, at only 0.45% per year. Further, SCAG projects population growth to be slower in the 2015 to 2040 period, 0.57% regional per year instead of 0.73% for the full 2000–2040 period.
In addition, growth within Los Angeles County also varies depending on location. The traffic growth rate of 0.23% per year used in the Transportation analysis presented in Section 3.14 is from the Los Angeles Metro Congestion Management Plan specifically for the South Bay/LAX Regional Statistical Area (RSA) in which Inglewood is located. The South Bay/LAX RSA is projected to be one of the slower growing areas in LA County. In general, the inland areas of the region (Palmdale/Lancaster/Santa Clarita, Pomona) are projected to be the fastest growing areas in Los Angeles County, resulting in an overall regional average growth rate of 0.73%.

23 Southern California Association of Governments, 2016. 2016 RTP/SCS Growth Forecast by Jurisdiction.

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
1	6161 W. Centinela Boulevard	Culver City	Office	281.209	ksf
2	12712-12718 Washington Boulevard	Culver City	Apartments	5	units
			Retail	3.414	ksf
			Commercial	2.340	ksf
3	6002 Centinela Avenue	Culver City	Service Bays	14.668	ksf
			Parts and Service	12.900	ksf
4	6201 Bristol Parkway	Culver City	Commercial	16.000	ksf
			Apartments	775	units
			Hotel	-60.000	ksf
5	888, 892, and 898 N. Sepulveda Boulevard	El Segundo	Hotel	190	rooms
6	El Segundo South Campus Specific Plan – 2000-2100 East El Segundo Boulevard	El Segundo	Office	1,751.921	ksf
			Warehouse	73.577	ksf
			Retail	148.960	ksf
7	199 Continental Boulevard	El Segundo	Hotel	152	rooms
8	2265 E. El Segundo Boulevard	El Segundo	Warehouse	-3.050	ksf
			Office	3.050	ksf
9	400 Duley Road	El Segundo	Office	73.000	ksf
10	2275 Mariposa Avenue	El Segundo	Corporate Office	52.000	ksf
			Athletic Training Facility	68.300	ksf
11	201 N. Douglas	El Segundo	High School	1,200	students
			High School	-90.000	ksf
12	2125 Campus Drive	El Segundo	Hotel	121.450	ksf
			Office	63.550	ksf
13	535 Indian Street	El Segundo	Condominiums	4	units
14	1700 E. Imperial Avenue	El Segundo	Office	96.898	ksf
15	710 N. Nash Street	El Segundo	Office	611.545	ksf
			Retail	13.660	ksf
16	1950 E. Grand Avenue	El Segundo	Office	93.569	ksf
17	445 N. Douglas Street	El Segundo	Office	106.000	ksf
			Warehouse Industrial Data Center	117.000	ksf
18	101 Continental Boulevard	El Segundo	Hotel	167	rooms
19	444 N. Nash Street	El Segundo	Data Center	180.422	ksf
20	SE Aviation Boulevard	El Segundo	Condominiums	525	units
			Office	-835.000	ksf
21	425-429 Indiana Street	El Segundo	Apartments	8	units
22	NE Sepulveda Boulevard	El Segundo	Retail	67.000	ksf

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
23	55 Continental Boulevard and 1955 E. Grand Avenue	El Segundo	Office Tower	300.000	ksf
24	1960 E. Grand Avenue	El Segundo	Hotel	150	rooms
25	525 N. Sepulveda Boulevard	El Segundo	Hotel Expansion	6.952	ksf
26	900, 950 Sepulveda Boulevard	El Segundo	Warehouse	20.819	ksf
			Office	139.558	ksf
			Manufacturing	14.025	ksf
27	600-630 N. Sepulveda Boulevard	El Segundo	Fast Food Restaurant with Drive-Through	3.714	ksf
28	2130 E. Maple Avenue	El Segundo	Office	20.955	ksf
29	555 N. Nash Street	El Segundo	Ice Skating Rink	17.315	ksf
30	14321 Van Ness Avenue	Gardena	Townhomes	40	townhomes
31	1720 W. 135th Street	Gardena	Industrial	100.438	ksf
32	13919 Normandie Avenue	Gardena	Single Room Occupancy	20	units
33	525 E. Rosecrans Avenue	Gardena	Retail	3.140	ksf
34	Aviation Boulevard/El Segundo Boulevard	Hawthorne	Condominiums	610	units
35	4500 W. 116th Street	Hawthorne	Condominiums	116	units
36	13806 Hawthorne Boulevard	Hawthorne	Apartments	171	units
			Office	32.500	ksf
37	Crenshaw Boulevard/Jack Northrop Avenue	Hawthorne	Dwelling Units	230	units
			Restaurant	3.700	ksf
38	14000 Yukon Avenue	Hawthorne	Apartments	6	units
39	4427 El Segundo Boulevard	Hawthorne	Hotel	350	rooms
40	11519 Acacia Avenue	Hawthorne	Hotel	119	rooms
41	14135 Cersie Avenue	Hawthorne	Apartments	241	units
42	664 E. Manchester Terrace	Inglewood	Condominiums	4	units
43	844 N. Centinela Avenue	Inglewood	Apartments	4	units
44	501 E. 99th Street	Inglewood	Condominiums	12	units
45	921 N. Edgewood Street	Inglewood	Apartments	38	units
46	222 W. Spruce Avenue	Inglewood	Apartments	10	units
47	961 E. 68th Street	Inglewood	Condominiums	3	units
48	417 N. Market Street	Inglewood	Condominiums	12	units
49	819 E. La Palma Drive	Inglewood	Apartments	5	units
50	814 N. Market Street	Inglewood	Congregate Living Facility	18	beds
51	411 E. Hazel Street	Inglewood	Apartments	18	units
52	329 E. Hazel Street	Inglewood	Condominiums	4	units

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
53	11111 S. Prairie Avenue	Inglewood	Hotel	120	rooms
54	3920 W. 108th Street	Inglewood	Apartments	3	units
55	125 E. Spruce Avenue	Inglewood	Apartments	7	units
56	704 N. Market Street	Inglewood	Apartments	12	units
57	408 E. Warren Lane	Inglewood	Commercial	2.542	ksf
58	508 S. Eucalyptus Avenue	Inglewood	Senior Housing	40	units
59	417-433 Centinela Avenue	Inglewood	Apartments	116	units
60	721 N. La Brea Avenue	Inglewood	Commercial	1.312	ksf
			Commercial	-1.210	ksf
61	101,125,139,140,150 Market Street	Inglewood	Retail	40.000	ksf
62	113-133 Plymouth Street	Inglewood	Townhomes	20	units
63	333 N. Prairie Avenue	Inglewood	Townhomes	310	units
64	705-715 N. Centinela Avenue	Inglewood	Self-Storage	81.613	ksf
65	3660 W. 107th Street	Inglewood	Dwelling Units	3	units
66	614 E. Hyde Park Boulevard	Inglewood	Congregate Living Facility	18	beds
67[a]	1050 S. Prairie Avenue (HPSP Remaining Development)	Inglewood	Residential	2,186	units
			Retail	371.923	ksf
			Office	3,567.314	ksf
			Hotel	300	rooms
			Open Space	13.06	acres
68	D3 SITE (La Brea Avenue/Florence Avenue)	Inglewood	Apartments	243	units
			Retail	40.000	ksf
69	101 S. La Brea	Inglewood	Philharmonic Association	25.500	ksf
70	316 Hardy Street	Inglewood	Condominiums	5	units
71	943-959 W. Hyde Park Boulevard	Inglewood	Self-Storage	159.498	ksf
72	8911 Aviation Boulevard	Inglewood	Car Rental	173.804	ksf
73[b]	3900 W. Century Boulevard	Inglewood	Hotel	4	rooms
74	Market Street/Manchester Blvd/ S. Prairie Ave	Inglewood	Inglewood Transit Connector Project		
75	5206 W. Thornburn Street	Los Angeles	Elementary to Middle Private School	50	students
76	9800 S. Sepulveda Boulevard	Los Angeles	Hotel	178	rooms
77	10701 S. La Cienega Boulevard	Los Angeles	Bus Facility	1,006.236	ksf
78	7407 S. La Tijera Boulevard	Los Angeles	Apartments	140	units
			Retail	2.600	ksf
79	8740 S. La Tijera Boulevard	Los Angeles	Apartments	137	units

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
80	8521 S. Sepulveda Boulevard	Los Angeles	Fast Food Restaurant with Drive-Through	3.399	ksf
81	6801 Center Drive	Los Angeles	Apartments	600	units
82	1 World Way	Los Angeles	Land Access Modernization Program	-	-
83	8721 S. Broadway	Los Angeles	Senior Housing	108	units
			Retail	4.000	ksf
84	5975 S. Western Avenue	Los Angeles	Industrial	225.000	ksf
85	1636 W. Manchester Avenue	Los Angeles	Office	68.250	ksf
86	8540 S. La Tijera Boulevard	Los Angeles	Middle School	525	students
87	8705 S. Western Avenue	Los Angeles	Middle School	616	students
88	8400 S. Vermont Avenue	Los Angeles	Shopping Center	740.000	ksf
89	9402 S. Broadway	Los Angeles	Senior Housing	49	units
90	8415 S. Hoover Street	Los Angeles	Condominiums	142	units
			Apartments	57	units
			Recreational Center	11.550	ksf
			Retail	7.500	ksf
			Bank	1.500	ksf
			Office	15.400	ksf
91	5816 S. Western Avenue	Los Angeles	Fueling Positions	4	positions
			Convenience Store	1.835	ksf
92	505 W. Century Boulevard	Los Angeles	Fueling Position	6	positions
93	6733 Sepulveda Boulevard	Los Angeles	Apartments	176	units
94	5208 W. Centinela Avenue	Los Angeles	Fast Food Restaurant with Drive-Through	4.642	ksf
95	6711 S. Sepulveda Boulevard	Los Angeles	Apartments	180	units
96	6855 S. La Cienega Boulevard	Los Angeles	Supermarket	22.590	ksf
97	11604 Aviation Boulevard	Los Angeles	Condominiums	281	units
			Retail/Commercial	26.500	ksf
			Apartments	112	units
98	1248 W. 105th Street	Los Angeles	Apartments	74	units
99	3816 W. 54th Street	Los Angeles	Office Expansion	1.196	ksf
100	1252 W. 105th Street	Los Angeles	Apartments	74	units
101	11814 Aviation Boulevard	Los Angeles	Hotel	128	rooms
102	11034 S. Western Avenue	Los Angeles	Laundromat	4.983	ksf
103	5550 S. La Brea Avenue	Los Angeles	Apartments	32	units
104	12000 S. Western Avenue	Los Angeles	Hotel	44	rooms
105	1743 Imperial Highway	Los Angeles	Apartments	39	units
106	10601 S. Vermont Street	Los Angeles	Laundromat	4.500	ksf

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
107	1423 W. 120th Street	Los Angeles	Condominiums	57	units
108	1509 W. 102nd Street	Los Angeles	Apartments	12	units
109	1539 W. 102nd Street	Los Angeles	Apartments	10	units
110	10501 S. Buford Avenue	Los Angeles	Townhomes	11	units
111	11824 Aviation Boulevard	Los Angeles	Apartments	36	units
112	10505 Hawthorne Boulevard	Los Angeles	Apartments	32	units
113	10609 S. Inglewood Avenue	Los Angeles	Apartments	9	units
114	10907 S. Inglewood Avenue	Los Angeles	Apartments	4	units
115	8910 S. Normandie Avenue	Los Angeles	Apartments	6	units
116	10136 Felton Avenue	Los Angeles	Apartments	19	units
117	5053 E. 109th Street	Los Angeles	Condominiums	17	units
118	9223 S. Vermont Avenue	Los Angeles	Auto Repair	2.858	ksf
119	5301 W. Centinela Avenue	Los Angeles	Restaurant	1.640	ksf
120	3838 W. Slauson Avenue	Los Angeles	Convenience Store	1.060	ksf
121	5101 Overhill Drive	Los Angeles	Condominiums	88	units
122	1240 W. 105th Street	Los Angeles	Apartments	42	units
123	6109 Overhill Drive	Los Angeles	Duplex	2	units
124	1034 W. 109th Place	Los Angeles	Apartments	9	units
125	11408-11412 S. New Hampshire Avenue	Los Angeles	Gas Station with Convenience Store	2.900	ksf
126	10335 S. Vermont Avenue	Los Angeles	Church	1.324	ksf
127	10401 S. Vermont Avenue	Los Angeles	Commercial	0.250	ksf
			Apartments	1	units
128	1023 W. 107th Street	Los Angeles	Apartments	8	units
129	LAX Northside Project Westchester Parkway between Pershing Drive and Sepulveda Boulevard	Los Angeles	Office	612.500	ksf
			Playing Fields	5	fields
			Dog Park	1	field
			Retail	270.000	ksf
			Research and Development	612.500	ksf
			Civic Site	215.000	ksf
			Park	130.680	ksf
130	Bounded by W. Century Boulevard, La Cienega Boulevard, Arbor Vitae Street, and Vicksburg Avenue	Los Angeles	Office	300.000	ksf
			Hotel	400	rooms
			Retail	200.000	ksf
			Conference Center	100.000	ksf
131	10341 Graham Avenue	Los Angeles	Theater	1,000	seats
			Education Center	12.417	ksf
132	3831 W. Stocker Street	Los Angeles	Apartments	127	units

TABLE 3.0-2
CUMULATIVE PROJECTS LIST

No.	Project Location	Jurisdiction	Land Use	Size	
133	3900 W. Martin Luther King Boulevard	Los Angeles	Office	50.00	ksf
			Condominiums	200	units
			College	3,600	students
134	4018 S. Buckingham Road	Los Angeles	Senior Housing	130	units
135	4115 W. Martin Luther King Boulevard	Los Angeles	Middle School	500	students
136	4252 S. Crenshaw Boulevard	Los Angeles	Apartments	111	units
137	5950 W. Jefferson Boulevard	Los Angeles	Office	64.000	ksf
			Retail	4.000	ksf
			Quality Restaurant	2.000	ksf
			High Turnover Restaurant	2.000	ksf
138	6024 W. Jefferson Boulevard	Los Angeles	Office	123.572	ksf
			Manufacturing	64.206	ksf
			Coffee Shop with Drive-Through	2.200	ksf
139	6100 S. Hoover Street	Los Angeles	Laundromat	6.500	ksf
			Self-Service Car Wash	2.328	ksf
140	2178 Firestone Boulevard	Los Angeles County	Residential Care	16	beds
141	905 E. El Segundo Boulevard	Los Angeles County	Community Center	1.000	ksf
			Amphitheater and Lawn	1.100	seats
			Music Center	1.000	ksf
			Nature Lab	1.000	ksf
			Museum – Gallery	1.000	ksf
			Museum – Art Storage	1.000	ksf
			Aquatic Center	1.000	ksf
			Gymnasium	1.000	ksf
			Multi-Purpose Stadium	3,000	seats
			Outdoor Athletic Fields	3	fields
			Equestrian Center	85	stables
142	1854 E. 118th Street	Los Angeles County	Apartments	100	units
143	13200 S. Avalon Boulevard	Los Angeles County	Homeless Shelter	79	rooms
144	11735 Holmes Avenue	Los Angeles County	Apartments	61	units
145	14733 S. Stanford Avenue	Los Angeles County	Apartments	85	units

NOTES:

[a] This HPSP Remaining Development (Cumulative Project #67) is in addition to HPSP Adjusted Baseline Environmental Setting projects identified in Table 3.0-1. The square footages, units, and hotel rooms presented here include the remaining uses in the HPSP, after completion of the HPSP Adjusted Baseline development, as shown above in Table 3.0-1.

[b] Cumulative Project #73 involves the renovation of an existing 178-room hotel, and would add 4 rooms to a new total of 182.

SOURCE: Trifiletti Consulting, Inc., Related Project List Methodology for the Proposed Inglewood Basketball and Entertainment Center (IBEC), July 12, 2019.



SOURCE: Open Streetmap, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.0-1
Approximate Locations of Cumulative Projects

ESA

TABLE 3.0-3
CUMULATIVE PROJECTS LIST DEVELOPMENT SUMMARY

Land Use	Cumulative Projects[a]
Retail/Commercial	1,903,815 sf
Office	8,675,487 sf
Industrial/Warehouse/Data Center	2,070,210 sf
Residential	9,315 units/beds
Hotel	2,430 rooms
Schools	6,401 students

NOTES:
[a] Hotel square footage, where provided, was translated into rooms at 1 room per 1,000 sf.

3.1 Aesthetics

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

Comments received in response to the NOP for the EIR regarding aesthetics can be found in Appendix B. Issues and concerns regarding potential impacts related to aesthetics as a result of implementation of the Proposed Project are analyzed within this section.

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

3.1.1 Environmental Setting

Regional Setting and Project Vicinity

The City of Inglewood is located in southwest Los Angeles County, along the northern edge of the subarea commonly referred to as the South Bay. The proximity of Inglewood to the historic center of Los Angeles makes it one of the older and most urbanized of all the South Bay communities, and it is generally laid out in a grid system. The City includes areas of moderately dense development along major corridors that consist of commercial, industrial, and residential uses. The City has a relatively flat topography, which limits views of adjacent areas. The street corridors provide the only long-range views, which consist of limited distant views of the Baldwin Hills to the north and other urban developed areas.

The area surrounding the Project Site is composed of a mixture of one- to three-story commercial, industrial, entertainment, office, surface parking, and residential structures interspersed with vacant properties. Commercial and industrial buildings are concentrated along West Century Boulevard, a major commercial corridor that runs east–west through the City. The Hollywood Park Casino is located immediately north of the Project Site, on the north side of West Century Boulevard, and is a modern block-shaped structure with concrete and glass exterior with landscaped areas and a three-story concrete parking garage immediately east of the casino

building. The former Hollywood Park Racetrack site is under redevelopment to become the location of the future Los Angeles Stadium and Entertainment District within the Hollywood Park Specific Plan (HPSP) area. This area occupies approximately 300 acres immediately north of the Project Site and is described in detail below.

Commercial development, including big-box and small-box retail, fast food, restaurant, fitness, and service uses are located to the east of the Project Site. These modern buildings are primarily stucco with natural stone, tile, or glass building accents. The buildings are various sizes, heights, and colors and include illuminated signage. Expansive surface parking areas with ornamental landscaping surround the shopping centers. Commercial and industrial development are located immediately south of the Project Site and gradually transition from commercial and industrial uses to low and medium density residential neighborhoods largely composed of mid-century minimal-traditional and ranch style tract homes interspersed with two-story apartment complexes.

Prominent visual landmarks in the project vicinity include The Forum, a round indoor concert venue built in 1967 and meant to emulate the Roman Forum, approximately 1 mile north of the Project Site; the Centinela Hospital Medical Center, a modern hospital and medical campus, approximately 0.5 miles northwest of the Project Site; and Inglewood's 29-acre Civic Center, which includes the City Hall building, main library, a fire station, a police facility, a parking garage, and a public health complex in a square bounded by La Brea Avenue, Florence Avenue, Manchester Boulevard, and Fir Avenue, approximately 1 mile northwest of the Project Site. The Civic Center's most distinctive buildings are its eight-story City Hall, which sits atop a wide, two-story base, and the four-level library building, both constructed in the Brutalist style.

Project Site

All but six of the parcels that make up the Project Site are currently vacant land surrounded by perimeter metal chain link fencing. The six developed parcels include a fast food restaurant, a motel, a light manufacturing/warehouse facility, a commercial catering business, and a groundwater well and related facilities. The visual character of each portion of the Project Site and nearby areas is described in more detail below:

Arena Site

On-Site Visual Character

The Arena Site is generally bounded by West Century Boulevard on the north, South Prairie Avenue on the west, the S.E.S. International Express building on the east, and a straight line extending east from West 103rd Street to South Doty Avenue to the south.

The majority of the Arena Site is vacant. These vacant parcels are surrounded by metal chain link fencing along their perimeter. Visible through the fencing, the vacant parcels are mostly barren dirt (non-vegetated) areas with portions that are developed with concrete slab or buildings. There are some portions of the Arena Site that contain sparse non-native grasses and ornamental plants.

Although primarily vacant, the Arena Site contains a limited amount of existing development. Within the Arena Site, at the southeast corner of West Century Boulevard and South Prairie Avenue, is a Church's Chicken Restaurant fast-food restaurant that is set back behind a surface parking lot and limited landscaping. The Church's Chicken Restaurant is a distinctive yellow and red one-and-a-half story building that includes an approximately 10-foot-high free-standing oval sign.

To the east of the Church's Chicken Restaurant, is the two-story Rodeway Inn & Suites motel. The Rodeway Inn & Suites motel has an "O" shaped footprint with a rectangular courtyard situated in the middle that includes a driveway providing access to the surface parking lot at the rear of the property. It is clad in stucco and is set behind a surface parking lot. Although landscaping is limited, planters are located on the east and west sides of the parking lot that includes mature palm trees and shrubbery.

Within the Arena Site fronting West 102nd Street, is the City of Inglewood Water Well #6 that is surrounded by vertical blue metal fencing and an access gate. Also within the Arena Site to the west and north of Water Well #6, is a two-story commercial warehouse building and surface parking associated with unoccupied manufacturing/warehouse uses. The unoccupied manufacturing/warehouse building is a rectangular concrete block structure, with a curved façade entry that faces West 102nd Street and is set back from the street by associated surface parking, black metal fencing and a gated access driveway.

Also on the Arena Site along South Prairie Avenue south of West 102nd Street is a commercial catering business use (Let's Have a Cart Party) in a one-story stucco building that features a faux stone façade surrounded associated surface parking, metal fencing and a gated access driveway.

There are four outdoor advertising structures (billboards) on the Arena Site, as shown on Figure 2-3 in Chapter 2, Project Description. The vacant parcel at 10220 South Prairie Avenue includes a dual-faced static outdoor advertising display which is lit by floodlights facing upward. This approximately 30-foot-tall outdoor advertising display is mounted on dual poles, and includes an access ladder for maintenance crews to climb to reach the outdoor advertising display faces. The outdoor advertising display faces are clearly visible to drivers on both northbound and southbound South Prairie Avenue.

The vacant parcel at 10200 South Prairie Avenue (southeast corner of South Prairie Avenue and West 102nd Street) has a dual-faced, static outdoor advertising display mounted on a single pole. This outdoor advertising display is not lit on either side. This outdoor advertising display is rather small, both in height and in surface area; the top of the outdoor advertising display is only approximately 15 feet from ground level. The outdoor advertising display is visible to southbound drivers on South Prairie Avenue, but an existing street tree somewhat obscures the outdoor advertising display's visibility to drivers on northbound South Prairie Avenue.

The vacant parcel at the northeast corner of South Prairie Avenue and West 102nd Street contains a dual-faced, static outdoor advertising display mounted on two metal poles. Both faces of the

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

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

As the Arena Site is largely vacant and surrounded by metal chain link fencing along the perimeter, the vacant portions of the Arena Site are not visually distinctive and have a low visual quality.

Off-Site Visual Character

To the North

West Century Boulevard is an active commercial corridor which borders the Arena Site on the north. The majority of West Century Boulevard adjacent to the Arena Site is characterized by one-to-three story commercial development that includes fast food restaurants, motels, retail, entertainment uses, and small commercial centers. Many of these uses are set behind, or adjacent to, supporting surface parking lots that front West Century Boulevard. West Century Boulevard also includes pockets of underutilized, abandoned, or vacant properties, which appear as vacant or largely vacant flat lots of land with weedy vegetation behind approximately 6-foot-high chain-link fencing along West Century Boulevard. West Century Boulevard is characterized by heavy traffic volumes, and, other than scattered street trees, is almost entirely devoid of greenery and landscaped open space.

Directly north of the Arena Site along West Century Boulevard, is the HPSP area. Within the HPSP area, the NFL Stadium (to be the home of the National Football League Los Angeles Rams and Los Angeles Chargers teams), is under construction. Currently, the HPSP area is mostly exposed dirt, with the concrete structure of the NFL Stadium visible from the Project Site and its surroundings. An approximately 12-foot-tall dirt berm fronts the north side of West Century Boulevard from South Doty Avenue to South Prairie Avenue, and along the east side of South Prairie Avenue from West Century Avenue to East Hardy Street, and further to the north from East Arbor Vitae Street to approximately East La Palma Drive. The entire HPSP area is surrounded along its perimeter by a 6-foot tall chain link fence wrapped in a black/green tarp to make the view into the site opaque. Accordingly, the visual character of much of north side of West Century Boulevard adjacent to the Arena Site largely consists of the aforementioned construction fencing. Above the fencing, various taller construction components such as mounds of soil and debris, cranes, and scaffolding are visible. The anticipated future visual character of

the north side of West Century Boulevard adjacent to the Arena Site is discussed below under the heading Adjusted Baseline Environmental Setting.

To the East

To the east of the Arena Site, along the south side of West Century Boulevard, is the three-story Airport Parkview Hotel that is set behind screened metal fencing. As the hotel is not operational, it is in a dilapidated condition, and is characterized by peeling paint and bordered windows.

East of the Airport Parkview Hotel, land uses begin to transition to larger-footprint industrial and warehouse development. Directly to the east of the Airport Park View Hotel are four two-story Extra Space Storage commercial buildings set behind expansive lawn area and landscaping. The Extra Space Storage buildings include pitched roofs and large distinctive gray and green paneling. Associated surface parking surrounds the four buildings.

To the east of the Extra Space Storage buildings, past a narrow City-owned parcel that is part of the Project Site, is a two-story warehouse building occupied by S.E.S. International Express, and an associated surface parking and truck loading area. The S.E.S. International Express building and associated truck loading area fronts West Century Boulevard and South Doty Avenue, and extends the entire block between West Century Boulevard and West 102nd Street. The S.E.S. International Express building has a blank grey and blue façade with minimal windows and is surrounded by metal fencing and surface parking. Landscaping includes trees and a narrow strip of low lying vegetation. The building is largely industrial in design, contains minimal landscaping and architectural elements, and is set behind fencing and surface parking.

The S.E.S. International Express frontage along the west side of South Doty Avenue includes the associated truck loading area which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area is set behind perimeter metal fencing, a gated driveway, and low lying vegetation.

Directly across the street from the S.E.S. International Express building on the east side of South Doty Avenue is a white two-story multi-tenant warehouse and industrial building and surface parking associated with ZHL Logistics and other tenants. The ZHL Logistics industrial building as viewed from South Doty Avenue includes the building's associated truck loading area, which consists of surface parking, various parked trucks, truck roll-up doors and ramps. The truck loading area includes perimeter metal fencing and a gated driveway. Each truck loading area is labeled with large non-illuminated signage denoting the individual tenants.

To the West and South

South of West 102nd Street, land uses along South Doty Avenue transition to lower-scale one- to two-story single-family homes interspersed with a limited number of two-story multi-family units. The majority of single-family homes are mid-century minimal-traditional and ranch style tract homes. Most homes are setback from the street by front lawns with each home including varying styles and amounts of landscaping. The multi-family units are stucco mid-century box-

style buildings. The majority of residential units are separated from the street and sidewalk by metal or wood fencing and gates.

Fronting West 104th Street and located immediately south of the Arena Site are one-to-two-story single-family residences and multi-family residences, and a church (Inglewood Southside Christian Church located at 3947 West 104th Street) with associated surface parking.

As mentioned earlier, South Prairie Avenue borders the Arena Site on the west. Land uses along South Prairie Avenue include one-to-two-story single-family homes, interspersed with one-and-two-story restaurants, automotive, commercial, and office uses. Similar to West Century Boulevard, much of the corridor also includes underutilized, abandoned, or vacant properties and contains minimal landscaping greenspace or pedestrian amenities.

Specific adjacent land uses to the west of the Arena Site along the west side of South Prairie Avenue between West 104th Street and West 103rd Street, include one-to-two-story single-family and multi-family units. The majority of single-family homes are mid-century/post-war minimal-traditional with some limited ranch style homes. The majority of homes have minimal lawn area and are setback from the street and sidewalk by metal or wood perimeter fencing and gates.

Commercial uses along South Prairie Avenue include auto-oriented development such as Auto Collision Team and LAX Mercedes BMW Service and Repair. Both uses are occupied single-story automotive shops that include surface parking, roll-up service doors, minimal landscaping and are surrounded by security fencing and gates. Other small-scale, commercial development includes Liquor Warehouse and Sunshine Coin Laundry. All of the uses include associated surface parking, perimeter security fencing.

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

West Parking Garage Site

On-Site Visual Character

The West Parking Garage Site consists of 27 parcels totaling approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard on the north, South Prairie Avenue on the east, and West 102nd Street on the south. The West Parking Garage Site is surrounded by metal chain link fencing along the perimeter. Visible through the fencing are non-native grasses and ornamental plants.

Off-Site Visual Character

To the North

West Century Boulevard borders the West Parking Garage Site to the north. As mentioned previously, the visual quality of West Century Boulevard is characterized by a heavily trafficked auto-oriented environment, with minimal landscaping and pedestrian amenities. Land uses directly north of the West Parking Garage Site across West Century Boulevard include one-to-

two-story strip commercial development such as fast food restaurants (Jack in the Box and McDonalds), auto uses (Dr. Carfix/Tiki Smog and a Chevron gas station), motels (Holly Crest Hotel and Motel 6), and various small retail services. These uses are set behind, or adjacent to, supporting surface parking lots that front West Century Boulevard.

To the East

Immediately adjacent to the West Parking Garage Site to the east is a small grouping of one-story commercial structures that include a Starbucks set behind landscaping and trees, the Liquor Warehouse, and Sunshine Coin Laundry. The three separate buildings are constructed of stucco and block materials, each only one story. The buildings are arranged around a large shared surface parking lot lit by overhead lighting.

West 101st Street is a two lane street which separates the two vacant parcels that encompass the West Parking Garage Site. The Starbucks, the Liquor Warehouse, and Sunshine Coin Laundry are located north of West 101st Street near its intersection with South Prairie Avenue.

To the West

West of the fences that surround the vacant West Parking Garage Site, land uses transition to one-to-two-story single-family ranch-style tract homes. Many of the homes include attached garages and are set back from the street by front and side lawns. The majority of homes include metal and wood perimeter gates, with many homes incorporating decorative elements and landscaping. To the immediate west of the West Parking Garage Site along West Century Boulevard, is a motel (Airport Motel), a church (Iglesia Cristiana Pentecostes del Movimiento Misionero Mundial), and one-to-two-story residential uses.

The West Parking Garage Site is bordered on the east by South Prairie Avenue. South Prairie Avenue includes one-to-two-story single-family homes, interspersed with one-and-two-story restaurants, automotive, commercial and office uses and underutilized and vacant properties. Similar to West Century Boulevard, South Prairie Avenue is a highly auto-oriented corridor that contains minimal landscaping or pedestrian amenities.

To the South

The West Parking Garage Site is bordered on the south by West 102nd Street. The area south of West 102nd Street is comprised primarily of one-to-two-story single-family and multi-family units. The majority of homes have minimal lawn area and are set back from the street and sidewalk by metal or wood perimeter fencing and gates.

East Transportation and Hotel Site

On-Site Visual Character

The East Transportation and Hotel Site is a “T-shaped” group of five parcels consisting of approximately 5 acres. It is bounded by West Century Boulevard to the north and West 102nd Street to the south. The East Transportation and Hotel Site consists of vacant parcels surrounded

by vertical metal fencing and intermittent green screening. Visible through the fencing are barren areas with some patches of non-native grasses, ornamental plants, and trees.

Off-Site Visual Character

To the North

On the north side of West Century Boulevard, directly north of the East Transportation and Hotel Site, is the Hollywood Park Casino and associated three-story parking structure. Redeveloped in 2016, the Hollywood Park Casino features mid-century modern design elements and includes a distinct floor-to-roof glass entryway that is framed by a porte-cochere and a line of palm trees. The Hollywood Park Casino is set behind surface parking and features substantial landscaping that includes a variety of native plants. The three-story parking garage is located to the east of the Hollywood Park Casino and is partially screened by trees and perimeter landscaping.

To the East

Yukon Avenue is a north and south corridor located to the east of the East Transportation and Hotel Site. North of West 104th Street on the east side of Yukon Avenue, the built environment is dominated by large-scale commercial shopping centers (Century Plaza and The Village at Century) with big-box retailers such as Costco interspersed with smaller stores that are setback deeply from the street front by expansive surface parking. The surface parking is partially screened by low lying vegetation, narrow greenway, and metal fencing.

On the west side of Yukon Avenue, extending from West Century Boulevard to West 102nd Street are facilities associated with UPS Supply Chain Solutions including a long, one-story building, truck loading bays, surface parking, and trucks that are surrounded by metal fencing and secured gates. South of West 102nd Street on the west side of Yukon Avenue, land uses transition to one-to-two-story mid-century/post-war minimal-traditional and ranch style tract homes and two-story multi-family uses. The majority of homes have small front lawns and are setback from the street and sidewalk by metal or wood perimeter fencing and gates.

On the east side of Yukon Avenue, south of West 104th Street, are the Morningside High School, Monroe Middle School, and the Clyde Woodworth Imagine Learning Magnet school campuses. The school buildings are set back at a considerable distance from the street by associated surface parking and expansive green lawns and track and field facilities. The school campuses are surrounded by metal perimeter fencing.

To the West

West of the East Transportation and Hotel Site are commercial and light manufacturing/industrial uses including a single-story multi-tenant business center with shared surface parking, a vacant single-story warehouse, and a two-story multi-tenant warehouse and industrial building that borders South Doty Street. While well maintained, each of the industrial buildings are visually non-descript and feature blank facades and minimal design details.

To the South

South of the East Transportation and Hotel Site, West 102nd Street is a two lane road that is characterized by industrial and vacant land uses on the north side and smaller-scaled residential and commercial structures on the south side of the street. Specifically, the north side of West 102nd Street includes rear views of the UPS Supply Chain Solutions, Transworld Aquatic Enterprises, and ZHL Logistics buildings, surface parking, and truck loading areas. On the south side of West 102nd Street are two-story apartment complexes and one-story single-family homes, vacant parcels, and an industrial warehouse building with a blank façade.

Well Relocation Site

On-Site Visual Character

The Well Relocation Site is located at 3812 West 102nd Street. The site is currently vacant, and characterized by barren weedy soil. It is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

Off-Site Visual Character

The Well Relocation Site is surrounded by vacant land and a two-story commercial/ manufacturing building (C D S Cabinets) with stucco facades to the west. The two-story C D S Cabinets building features a blank façade, an absence of windows and is surrounded by security gates with a blank façade. Low density residential homes are located to the east and south. To the north, across West 102nd Street, are low-profile industrial warehouse buildings associated with S.E.S. International Express.

Viewpoints

With the exception of limited one- and two-story commercial uses located on the Arena Site, the Project Site consists of vacant land. The Project Site does not have tall visual profile. As a result, the Project Site is generally visible from only the immediate area. The most direct views of the Project Site are from motorists traveling along West Century Boulevard, South Doty Avenue, South Prairie Avenue, West 102nd Street, and West 101st Street, with limited views from South Yukon Avenue.

Light and Glare

Lighting

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

With respect to nighttime lighting and illumination, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets serve as active transportation corridors. High

levels of nighttime lighting along these roadways are generated by street lights, vehicle headlights, illuminated signage, lighted outdoor advertising displays, security lighting from industrial and commercial uses and parking lots, and interior building illumination. West Century Boulevard has the highest level of ambient lighting in the area, as it has substantial vehicle activity and through-traffic, and includes a higher degree of active nighttime uses such as the Hollywood Park Casino and various fast food, gas station, and motel uses. Ambient lighting along West Century Boulevard is also provided from security lighting from the HPSP area construction site, including lighting attached to cranes and other tall construction equipment. Lower density residential areas that border the Project Site to the south and west experience less intensive lighting, though some nighttime lighting is provided by street lighting, vehicle headlights, security lighting, and interior illumination from residences.

Glare

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

Most glare in the project vicinity of the Project Site is generated by reflective materials on some surrounding buildings and glare from vehicles passing on major street corridors. The Project Site generates a minimal amount of glare due to the large expanse of unoccupied land that characterizes much of the Project Site. The few existing buildings on the Arena Site do not generate high levels of glare, as they are composed of non-reflective stucco and concrete materials and do not include expansive glass or windows. Three of the four outdoor advertising displays on the Arena Site are lit, with lighting directed upward toward the faces of the displays.

3.1.2 Adjusted Baseline Environmental Setting

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

Under the Adjusted Baseline, the NFL Stadium and related development in the HPSP area described above will be constructed and in operation prior to opening of the Proposed Project and will result a major visual change from the physical conditions that currently exist in the vicinity of the Project Site. The open air NFL Stadium will reach up to 175 feet in height, and the size and design of the structure means that the NFL Stadium will be visible within north-facing views from the Project Site. Further, during night events at the NFL Stadium the lights and associated glow will be clearly visible. Portions of the retail and restaurant uses that will be constructed immediately northeast of the intersection of West Century Boulevard and South Prairie Avenue will be visible from the Project Site, including a four-story parking structure and buildings up to 75 feet in height. The new structures will substantially add to the urban character of the visual environment north of the Arena Site.

3.1.3 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to aesthetics issues relevant to the Proposed Project.

State

State Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to designated scenic highways. The State laws governing the Scenic Highway Program are found in the California Streets and Highways Code, Division 1, Chapter 2, Article 2.5, section 260 et seq. The State Scenic Highway System includes a list of federal and State highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Streets and Highways Code sections 263 through 263.8. A highway may be designated scenic based upon the amount of natural landscape that can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development, but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program.

According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there are no highway segments within the City or within 5 miles of the Project Site that have been identified as scenic.[1]

Local

City of Inglewood General Plan

Land Use Element

The City of Inglewood adopted its General Plan Land Use Element in 1980. The City amended the Land Use Element in 1986, 2009, and 2016. The Land Use Element provides a framework upon which the development of public and privately owned land can be based and contains goals and policies with respect to the architectural character, design, and visual quality in the City. The

[1] California Department of Transportation (Caltrans), 2012. *California Scenic Highway Program*. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed November 12, 2018.

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

Commercial Goal

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

Open Space Element

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

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

The Commercial Goal of the General Plan Land Use Element addresses development along Inglewood's major streets, including West Century Boulevard, which comprises the northern boundary of the Project Site and South Prairie Avenue, which forms the western boundary of the Arena Site and eastern boundary of the West Parking Garage Site.

As discussed above under Environmental Setting, the majority of the Project Site is vacant, and many of the vacant parcels are mostly barren dirt enclosed in chain-link fencing. The existing visual character of the Project Site, including its frontages along West Century Boulevard and South Prairie Avenue, is diminished by these underutilized and largely vacant parcels, which have a low visual quality. None of the existing buildings on the Project Site possess distinctive architecture or design elements that offset or ameliorate the poor visual quality of the predominantly vacant site.

The Proposed Project would replace these existing underutilized parcels with new entertainment, retail and restaurant, community, and hotel buildings, parking structures, and associated signage, landscaping, street trees, pedestrian pathways, and edge treatments. The proposed development would be designed with the intent to improve the appearance and visual character of the Project Site, including its appearance as viewed from the major streets that pass the Project Site. In addition, new physical development that would occur as part of the Proposed Project within the proposed overlay zone would be required to comply with project-specific design guidelines that would reflect the requirements of the City's site plan review process to ensure that new development under the Proposed Project is visually compatible and complimentary to its site and surroundings through review of building orientation, architectural design, neighborhood compatibility, landscaping, site improvements, signage, and other applicable design considerations. Consequently, the Proposed Project would be consistent with the applicable goals and policies of the City of Inglewood General Plan.

Inglewood International Business Park Specific Plan

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

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

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

City of Inglewood Municipal Code

Chapter 12, Planning and Zoning, Article 18.1. Site Plan Review. The site plan review process established in Chapter 12, Article 18.1 of the City of Inglewood Municipal Code is applicable to most new development within the City. The site plan review procedure has been established to permit City review and consideration of on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood compatibility, landscaping and related site improvements, parking accommodations, signs and other applicable design considerations, based on the individual needs and circumstances of each proposed development project, in addition to satisfying the intent and policies of each project site's respective zone.

Chapter 12, Planning and Zoning, Article 23. Sign Regulations. Lighting and signage is also regulated by the Inglewood Municipal Code, which provides minimum standards to safeguard life, health, property, and the public welfare by regulating and controlling the design, quality of

materials, construction, size, height, location, and maintenance of all signs, sign structures, and other exterior advertising devices. Article 17.3 of Chapter 12 establishes a process to review and implement signage for certain projects through a Master Sign Plan process to promote signage that uses clear graphics, coordinates with the architectural elements of the building(s) on or near which the signage is located, reflects a modern, vibrant image of Inglewood, and enhances overall site aesthetics by regulating the number, size and location of signs.

Proposed Project Amendments to Municipal Code

As discussed in Section 2.5.6, implementation of the Proposed Project would include text amendments to the City of Inglewood Municipal Code to create an overlay zone for the Project Site that would establish development standards including standards for height, setbacks and lot size, permitted uses, and signage regulations. The amendments would create a project-specific site plan and design review process to ensure compliance with those standards, as well as establish project-specific design guidelines. The design guidelines would address certain design elements and considerations, including building orientation, massing, scale, and materials, plaza treatments, landscaping and lighting design, parking and loading design, vehicular and pedestrian access and circulation, signage and graphics, walls, fences and screening, and similar elements.

As with the City's existing site plan review procedures, the Proposed Project site plan and design review process would include a review of on-site and off-site vehicular and pedestrian circulation, emergency accessibility, site layout and building orientation, architectural design and neighborhood compatibility, landscaping and related site improvements, parking accommodations, signs, and other applicable design considerations to ensure compliance with applicable standards. While additional refinements may be made to the design of the Proposed Project prior to construction, the design guidelines would not permit any modification or change that would create a new significant environmental effect not fully considered and analyzed in this EIR.

3.1.4 Analysis, Impacts and Mitigation

Significance Criteria

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

A significant impact would occur if the Proposed Project would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality;

4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area; or
5. Cast shadows on shadow-sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM PST on either the summer or winter solstice.

Methodology and Assumptions

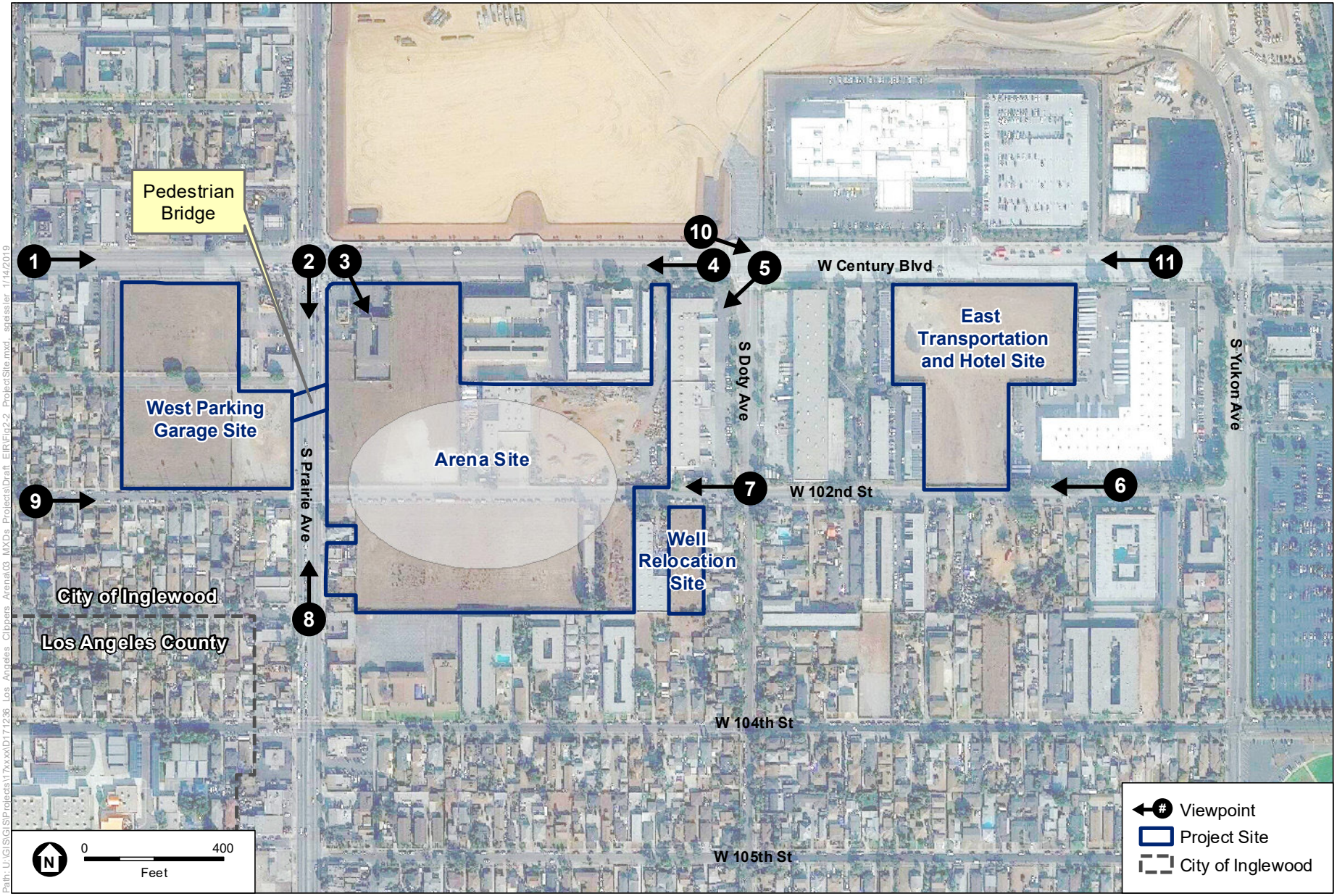
The evaluation of potential impacts related to visual resources is based on detailed information about the Proposed Project in Chapter 2, Project Description; visits to the Project Site between April 2018 and July 2019; photo-simulations included in Figure 3.1-2 through Figure 3.1-12; a lighting analysis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

Visual Character

To assess the visual character of the Project Site and project vicinity, ESA conducted visits to the Project Site and surrounding vicinity in April 2018. The changes to the existing conditions that would occur under the Adjusted Baseline were considered. The site plan was reviewed and photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical elements of the Proposed Project from key viewpoints, which were reviewed and approved by the City (see **Figure 3.1-1**). Based on professional observation and evaluation of the photo-simulations, the physical characteristics of the Proposed Project were compared with the visual features of the existing Project Site and the built environment of the Project Site and vicinity under the Adjusted Baseline condition. The evaluation assessed the potential effects of the Proposed Project on the visual character of the Project Site and the vicinity, including the ways that the Proposed Project would change the views from surrounding streets and sidewalks under the Adjusted Baseline condition.

Light and Glare

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



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.1-1
Viewpoint Location Map

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

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

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

> **City of Los Angeles Municipal Code, Chapter 9, Article 3, Section 93.0117.** No exterior light source may cause more than 2 foot-candles of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.
>
> **City of Los Angeles Municipal Code, Division 62, Section 91.6205 M.** No sign shall be illuminated in such a manner as to produce a light intensity of greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

For the purposes of this EIR, based on the nighttime illumination standards included in the City of Los Angeles Municipal Code for exterior lighting and for illuminated signs, light impacts are

considered significant if an exterior light source from the Proposed Project would cause more than 2 foot-candles of lighting intensity or generate direct glare onto any residential property, or if a sign from the Proposed Project would be illuminated in such a manner as to produce a light intensity of greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. This EIR does not consider increased operational nighttime illumination on non-residential uses, such as commercial or industrial uses, from the Proposed Project to be significant unless the increased illumination would create a safety hazard or otherwise interfere with the regular operation of the non-residential use.

Shade and Shadow

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

Issues Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood determined that, due to the physical characteristics of the Project Site and the design of the Proposed Project, certain visual resources would not be affected by the Proposed Project and need not be further considered in the EIR.[2] The discussions below provide brief statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

The following significance criteria were found to address issues that would not be affected by the Proposed Project. With regard to significance criterion (1), as described under Environmental Setting, there are no scenic vistas on or near the Project Site. With regard to significance criterion (2), as presented in the Environmental Setting, the Project Site is not adjacent to or on any scenic highways or in proximity to scenic resources. The following discussion further addresses these criteria.

[2] Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

The Proposed Project would not have a substantial adverse effect on a scenic vista.

The City of Inglewood does not designate scenic vistas within its General Plan. The nearby County of Los Angeles recognizes the coastline, mountain vistas, hillsides, scenic viewsheds, and ridgelines as significant scenic resources.[3] The nearby City of Los Angeles identifies scenic vistas as panoramic public view access to natural features, including views of the ocean, striking or unusual terrain, or unique urban or historic features.[4] The Project Site is located in an entirely urban area. There are no scenic vistas that provide views of the coastline, mountain vistas, hillsides, scenic viewsheds, ridgelines, striking or unusual terrain. There are no unique urban or historic features on or near the Project Site. Because such scenic resources are not present and, thus, would not be affected by the Proposed Project, a substantial adverse effect on a scenic vista would not occur. Thus, there would be **no impact** of the Proposed Project related to this significance criterion.

The Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The Project Site is not within an officially designated State or county scenic highway as designated by the California Department of Transportation (Caltrans) and/or the County of Los Angeles.[5] Additionally, the Project Site is not located within the closest scenic highway or scenic corridor, State Route (SR) 27, which was recently designated as a scenic highway (but is not yet mapped).[6] The Project Site is not located within any designated scenic highway as listed in the Inventory of Designated Scenic Highways by the City of Los Angeles.[7] The nearest designated scenic highway is the City of Los Angeles-designated Crenshaw Boulevard corridor from the 10 Freeway to Slauson Avenue, approximately 3.1 miles northeast of the Project Site. The Forum, a multi-purpose indoor arena built in 1967 and listed on the National Register of Historic Places and the California Register of Historical Resources, is visible to the north of the Project Site. However, The Forum is approximately 1-mile north of the Project Site, with intervening structures in between, including buildings and structures within the HPSP area under the Adjusted Baseline. Therefore, the Proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Consequently, the Proposed Project would have **no impact** related to this significance criterion.

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3 County of Los Angeles, 2015. Los Angeles County General Plan 2035, Chapter 9: Conservation and Natural Resources Element, pp. 159-160. Available: http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan-ch9.pdf. Accessed October 16, 2018.

4 City of Los Angeles Department of City Planning, 2001. City of Los Angeles General Plan, Conservation Element, p. II-47. Available: https://planning.lacity.org/cwd/gnlpln/consvelt.pdf. Accessed October 16, 2018.

5 California Department of Transportation, 2018. California Scenic Highway Mapping System, Los Angeles County. Available: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed September 24, 2018.

6 California Department of Transportation, 2018. Scenic Highways. Available: http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html. Accessed October 16, 2018.

7 City of Los Angeles Department of City Planning, 2016. City of Los Angeles General Plan, Mobility Plan 2035, pp. 170-172. Available: https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf. Accessed October 16, 2018.

Impacts and Mitigation Measures

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

Changes in the visual character or quality of a site are often perceived as subjective and individual. In an effort to provide a depiction of the visual changes to the Project Site and surrounding vicinity that would occur with implementation of the Proposed Project, Figure 3.1-2 through Figure 3.1-12, as described further below, provide a variety of public views of and across the Project Site under Adjusted Baseline conditions and with photo-simulations of the Proposed Project. As noted above, the photo-simulations for the Proposed Project were prepared to show, in as realistic a manner and context as possible, the physical massing of the primary elements of the Proposed Project from key viewpoints.

Viewpoint 1

Viewpoint 1 shows the Proposed Project from West Century Boulevard looking east near South Flower Street, west of the West Parking Garage Site (see **Figure 3.1-2**). The north and west facades of the six-story parking structure and the entrance to the new access road on the West Parking Garage Site would be the most prominent visual component of the Proposed Project from this vantage point. As shown, the façade of the parking structure would be broken into multiple horizontal segments that would help to break up the overall massing and scale of the building. In addition, though not depicted on the photo-simulation, corner stair elements would create visual interest and provide pedestrian-scale detail. While not depicted in detail on Figure 3.1-2, but shown on the preliminary landscaping plan for the Proposed Project depicted in Figure 2-18 in Chapter 2, Project Description, edge treatments, landscaped setbacks, and new street trees would be incorporated along the frontage of the parking structure and the new site access road, activating the visual and pedestrian environmental along West Century Boulevard.

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

The West Parking Garage Site is vacant land surrounded by perimeter fencing and as such, has poor visual quality. Although taller than adjacent land uses, development of the proposed parking structure would be similar in form and design to other nearby existing parking structures such as the parking structure associated with the Hollywood Park Casino and would not be out of character with other nearby industrial, commercial, and entertainment uses.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-2
Viewpoint 1: View of Proposed Project Site from West Century Boulevard Looking East near South Flower Street, West of the Proposed West Parking Garage Site

ESA

Viewpoint 2

Viewpoint 2 shows the Proposed Project from the intersection of South Prairie Avenue and West Century Boulevard looking south (see **Figure 3.1-3**). As shown, the east façade of the proposed six-story parking structure on the West Parking Garage Site, the west façade of the proposed retail and community uses on the west side of the plaza, and the west side of the proposed Arena Structure would be visible. Also visible would be the proposed pedestrian bridge over South Prairie Avenue directly connecting the retail and community uses on the west side of the plaza to the parking structure.

As shown, the retail and community buildings along the east side of South Prairie Avenue would feature expansive multi-paned transparent storefront windows along the street frontage that would facilitate visual transparency into the retail and community uses. The multi-paned windows would slope from south to north, increasing in height closer to the corner of West Century Boulevard and South Prairie Avenue, thereby increasing visual interest as pedestrians and motorists approach the plaza.

The highly distinctive Arena Structure would be visible to the south of the retail and community uses. The Arena Structure, with a maximum height of 150 feet, would be an ellipsoid-shaped, multi-faceted structure with a grid-like façade and roof that would be highly visible, distinctive, and instantly recognizable due to a design unique in the City and the region, especially at night when it would be accentuated by distinctive lighting and signage.

Spanning South Prairie Avenue would be a pedestrian bridge linking the commercial/community buildings, plaza area, and Arena Structure with the parking structure within the West Parking Garage Site. The pedestrian bridge, which would be visible from views looking north and south on South Prairie Avenue, would be similar in design and materials to the adjacent structures and would serve to visually link the two buildings.

The West Parking Garage Site is vacant land surrounded by perimeter fencing and has limited landscaping and minimal pedestrian amenities. The Arena Site is largely vacant land surrounded by fencing, but does include a few structures. The limited development on the Arena Site visible from this viewpoint includes Church's Chicken Restaurant, Rodeway Inn & Suites, and Let's Have a Cart Party. As described earlier, these one and two-story commercial uses do not contain distinctive architecture or design elements and are fronted by surface parking and minimal landscaping. The Arena Structure, parking garage, and the proposed retail and community uses on the Arena Site would be greater in mass and scale than the existing built environment on the site, and implementation of the Proposed Project would introduce visually distinctive buildings within this view. As shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the Proposed Project would further enhance the streetscape and pedestrian environment with landscaping, setbacks, street trees, and edge and paving treatments that would be incorporated along the frontage of both sides of South Prairie Avenue. These improvements would provide visual interest to the pedestrian environment.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA

Viewpoint 3

Viewpoint 3 shows the Proposed Project near the intersection of South Prairie Avenue and West Century Boulevard looking southeast into the plaza and Arena Structure (see **Figure 3.1-4**). Though not depicted in detail on Figure 3.1-4, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the plaza would include landscaping, paving treatments, activity areas, stage, video screens, and lighting elements which would all be visually prominent from this viewpoint. Unique visual focal points, potentially consisting of sports-themed public art pieces and/or water features, would be visible within the plaza, and would add visual interest to the plaza area depicted in this view.

Also visible are commercial and community buildings within the plaza. As shown, the commercial uses would feature large storefront display windows that would visually enhance the plaza and surrounding street edges along South Prairie Avenue and West Century Boulevard.

A stage and activity areas would be located on the eastern edge of the plaza adjacent to the commercial uses. The stage would be equipped with video screens, and large-scale signage, including illuminated and animated signage and/or digital signage. South of the plaza would be the main entrance into the Arena Structure framed by large banner type digital signage and a distinct entryway. The façade of the Arena Structure would appear as an ellipsoid, curved open grid with panels that are open, glassed, or filled with other opaque materials.

The Arena Site is primarily vacant land surrounded by perimeter fencing, with a limited number of current commercial structures. The limited existing development on the Arena Site visible from this viewpoint includes Church's Chicken Restaurant and Rodeway Inn & Suites. As described earlier, the Church's Chicken Restaurant and Rodeway Inn & Suites are one-and two-story commercial uses are surrounded by surface parking, contain minimal landscaping, and do not contain unique architecture or design elements. While the Arena Structure and commercial/ community buildings within the plaza would be greater in mass and scale than existing uses, implementation of the Proposed Project would introduce visually prominent new buildings to the currently visually vacant and underutilized Project Site. The plaza would be a new visually distinctive pedestrian-oriented open space area that would serve as a new visually interesting element along the highly developed South Prairie and West Century Boulevard corridors. Furthermore, the Proposed Project would enhance the streetscape and pedestrian environment in the area through new landscaping, setbacks, sidewalk treatments.

Viewpoint 4

Viewpoint 4 depicts the Proposed Project facing west on West Century Boulevard near the intersection with South Doty Avenue (see **Figure 3.1-5**). Due to distance and intervening development, the Arena Structure and Arena Site are not visually prominent in the foreground of this view. Buildings within the southern portion of HPSP area would be visible immediately north of West Century Boulevard. Within the distance, only limited features of the plaza, Proposed Project sign tower and the six-story story West Parking Garage would be visible.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-4
Viewpoint 3: View of Proposed Project Site near the Intersection of South Prairie Avenue and West Century Boulevard Looking Southeast into the Proposed Plaza and Arena Structure

ESA



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SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-5
Viewpoint 4: View of Proposed Project Site Facing West on West Century Boulevard near the Intersection with South Doty Avenue

ESA

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

The Proposed Project would introduce new structures that would be taller in scale and massing than the existing built environment. However, from this viewpoint, the new structures would tend to blend and be visually compatible with the scale and style of adjacent commercial and industrial development that define the urban streetscape along West Century Boulevard. Furthermore, although not depicted in detail on Figure 3.1-5, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the streetscape and pedestrian environment along the street edges near the Project Site would be enhanced with new landscaping, setbacks, and sidewalk treatments.

Viewpoint 5

Viewpoint 5 depicts the Proposed Project facing southwest from the intersection of West Century Boulevard and South Doty Avenue (see **Figure 3.1-6**). Due to distance and intervening commercial and industrial development, only a portion of the roof of the Arena Structure is visible above the S.E.S. International Express building. Further to the west, the northern-most retail and community structures in the plaza, the proposed sign tower, and the West Parking Garage Site are visible near the intersection of West Century Boulevard and South Prairie Avenue. Thus, from Viewpoint 5, the Proposed Project buildings would not be out of scale or visually incompatible in comparison to other built development.

Viewpoint 6

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

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

The Proposed Project would introduce a new ellipsoid, highly distinctive Arena Structure with a grid-like façade and roof, and the roof and appurtenances would rise no higher than 150 feet and would occupy an area that currently includes an existing city street. While taller at its peak height than surrounding development, the Arena Structure would have a multi-faceted façade and would be highly articulated from the ground level to the peak of the roof. As such, the design, shape, and scale of the Arena Structure would be visually distinctive and would create a new visual element along this street.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-6
Viewpoint 5: View of Proposed Project Site Facing Southwest from the Intersection of West Century Boulevard and South Doty Avenue

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-7
Viewpoint 6: View of Proposed Project Site Facing West from West 102nd Street near South Doty Avenue

ESA

Within this view, surface parking, a TNC staging area and ramp structure would be developed on the southern part of the East Transportation and Hotel Site. The introduction of the paved TNC staging area would be visually compatible along this corridor, which on the northern portion of the street is currently characterized by surface parking and loading areas associated with industrial uses, as well as vacant parcels. Although not depicted in detail on Figure 3.1-7, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the frontage of the surface parking uses associated with the East Transportation and Hotel Site would include new trees and landscaping along West 102nd Street. These new visual elements would tend to result in a more consistent visual environment along West 102nd Street.

Viewpoint 7

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

Viewpoint 8

Viewpoint 8 depicts the Proposed Project in the view looking north on South Prairie Avenue near West 103rd Street (see **Figure 3.1-9**). From this viewpoint, the eastern façade of the 6-story West Parking Garage, the western façade of the Arena Structure, and the western façade of the plaza retail and community uses would be visible. Also visible in this view would be the proposed sign tower and the proposed South Prairie Avenue pedestrian bridge connecting the proposed retail and community uses on the west side of the plaza to the proposed West Parking Garage.

The proposed Arena Structure would appear as a highly distinctive building with an ellipsoid shape and grid-like exterior façade and roof, that would feature (though not detailed on the photo-simulation in Figure 3.1-9) colorful signage and lighting. As shown, the retail and community buildings along the east side of South Prairie Avenue would feature expansive multi-paned transparent storefronts windows along the street frontage that would facilitate visual transparency into the retail and community uses.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA

The West Parking Garage Site is vacant land surrounded by perimeter fencing. Although taller than nearby land uses, the West Parking Garage would blend with the existing streetscape and would be of comparable height and mass as taller buildings to the north and west, including Inglewood City Hall and Centinela Hospital. As shown on Figure 3.1-9, the proposed parking structure would not be out of character with other nearby industrial and commercial uses.

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

The limited development on the Arena Site visible from this viewpoint includes the one-story Let's Have a Cart Party catering building. As described earlier, this building does not contain distinctive architecture or design elements, is surrounded by surface parking, and has minimal landscaping. While the proposed Arena Structure, parking garage, and retail and community uses on the Arena Site would be greater in mass and scale than existing conditions, implementation of the Proposed Project would introduce visually distinctive buildings within this view. Though not presented in detail on Figure 3.1-9, but shown in the preliminary landscaping plan for the Proposed Project, depicted in Figure 2-18 in Chapter 2, Project Description, the Proposed Project would further enhance the streetscape and pedestrian environment with landscaping, setbacks, street trees edge and paving treatments incorporated along the frontage of both sides South Prairie Avenue, providing visual interest to the pedestrian environment.

Viewpoint 9

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

Under existing conditions, the West Parking Garage Site is currently vacant land surrounded by perimeter fencing. Although taller than nearby land uses, development of the parking structure would be similar in form and design to other nearby development including some of the larger structures north and west of the Project Site (e.g., Centinela Hospital and Inglewood City Hall) and would not be out of character with other nearby industrial and commercial uses.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA

From this viewpoint, the Arena Structure would create a visually prominent terminus to West 102nd Street, altering the existing view which includes the eastern continuation of West 102nd Street. Combined with the view of the proposed parking structure, the view from the residences on West 102nd Street would be of an urban entertainment district of higher density than the immediately surrounding neighborhoods.

Viewpoint 10

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

Under existing conditions, the East Transportation and Hotel Site consists of vacant parcels surrounded by vertical metal fencing and intermittent green screening. Visible through the fencing are barren areas with some patches of non-native grasses, ornamental plants, and trees.

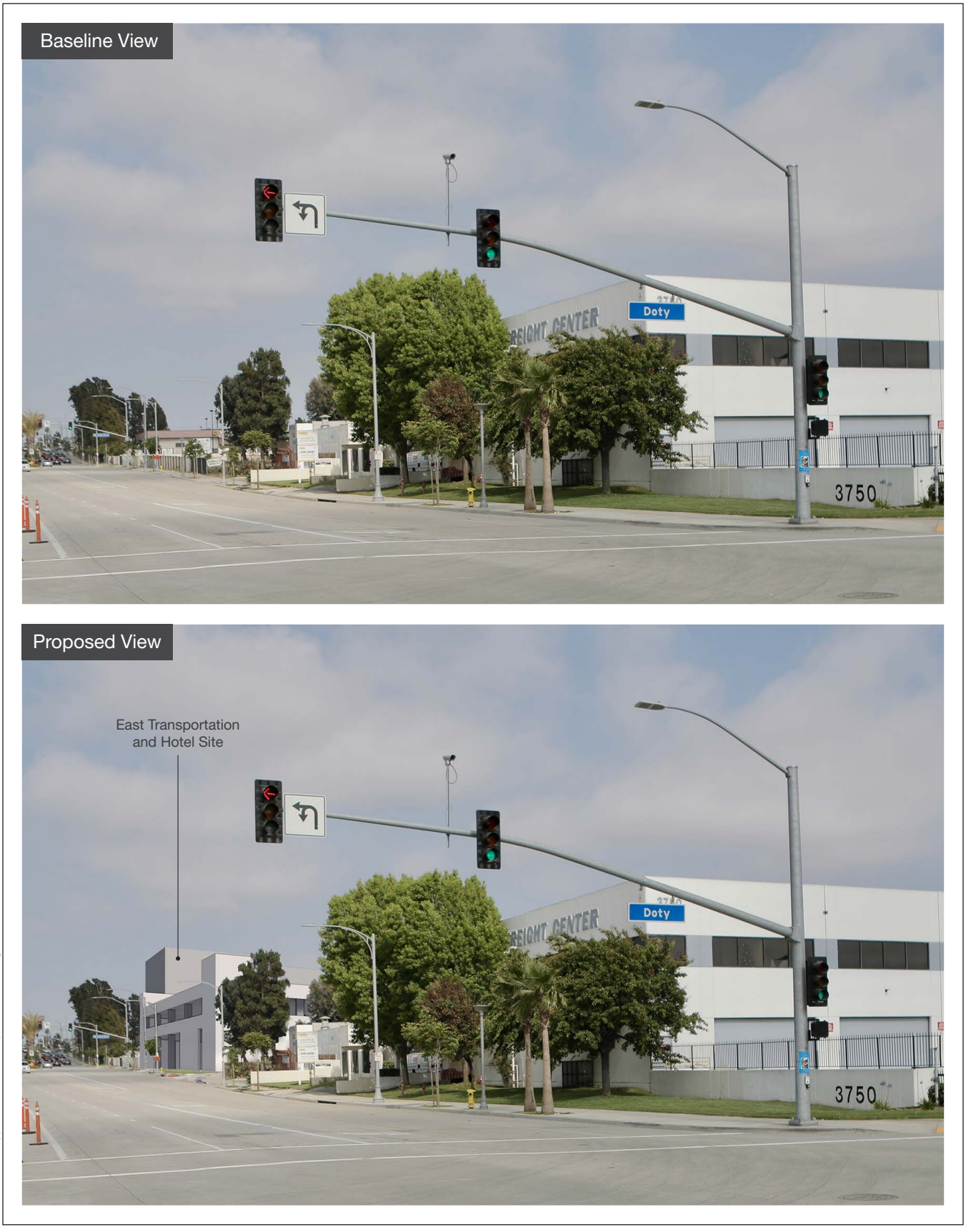
Although taller than adjacent land uses, the East Transportation and Hotel Site would not be out of character with, other nearby industrial, commercial, and entertainment uses, including the Hollywood Park Casino and associated three-story parking structure on the north side of West Century Boulevard,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

Viewpoint 11

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

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

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



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

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

ESA

Summary of Project Elements and Views

Arena Site

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

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

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

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

West Parking Garage Site

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

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

East Transportation and Hotel Site

The Proposed Project would include construction of a three-story parking garage on the northern portion of the East Transportation and Hotel Site, along West Century Boulevard. The ground level of the parking garage would connect to a surface parking lot/TNC staging area on the southern portion of the site. The perimeter of the parking garage and surface parking lot would

include landscaping, pedestrian pathways, edge treatments and new street trees to promote the visual compatibility of the new parking facilities and facilitate safe pedestrian access.

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

The proposed hotel would be of a potentially greater height (approximately 100 feet) than surrounding two to three-story development. Consequently, it would be visible from a greater distance along West Century Boulevard and West 102nd Street and would also be visible from portions of South Yukon Avenue, South Doty Avenue, with upper stories partially visible from West 104th Street above existing development.

Well Relocation Site

The Well Relocation Site is located at 3812 West 102nd Street, west of South Doty Avenue. The site is currently vacant, and characterized by barren weedy soil. It is surrounded by metal chain link fencing on the northern and eastern edges, a wrought iron fence along the southern boundary, and a building, half-block wall, and wrought iron fencing along the western boundary.

As part of the Proposed Project, the City-owned and operated Inglewood Water Well #6 would be removed. A new City-owned and City-operated well, Water Well #8, would be constructed to replace the existing water well. The new City-owned and operated Water Well #8 would be located on the southern third of the two-parcel Well Relocation Site, south of West 102nd Street and west of South Doty Avenue.

The well would include water pumps and associated infrastructure that would be visible above ground, similar to the existing Water Well #6. No buildings or lighting are proposed. The ground surface would be covered with gravel or crushed stone, with a 15-foot-wide paved driveway adjacent to the western side of the proposed well location for vehicle access. A 6-foot-tall concrete masonry unit security fence with automated sliding access gate would enclose the well site, with additional security provided via security cameras connected to the City of Inglewood via the pump station telemetry system.

Analysis

As a result of the Proposed Project, the visual character of the Project Site would undergo a transformation, as vacant parcels and single-story, smaller-scale development would be redeveloped into a large sports and mixed-use entertainment center with visually distinctive buildings and pedestrian open spaces. The addition of the Arena Structure, sign tower, plaza and retail, restaurant, community, and commercial buildings, parking structures, surface parking and

hotel uses would change the visual nature of the Project Site, as the site would become higher density in scale. The design, shape, and scale of the Arena Structure would create a new distinctive visual element observable from roadways and viewing areas surrounding the Project Site. The incorporation of edge treatments, landscaping, and new street trees would augment the visual environment along the street corridors, making the visual environment more interesting to pedestrians and motorists. The Arena Structure would be highly visible, distinctive, and instantly recognizable due to a design unique in the City, especially at night when it would be accentuated by distinctive lighting and signage.

The Proposed Project would result in a material change in the visual character of the Project Site, and would be prominent in views along West Century Boulevard, South Prairie Avenue, and West 102nd Street. Under Adjusted Baseline conditions, these changes would occur within a fully urbanized part of Inglewood and would be consistent with the visual character of the developed project vicinity. The Proposed Project buildings, public spaces, and landscaping would replace fenced, vacant parcels, and a number of small-scale commercial structures with visually distinctive, higher-scale structures that would add interest to views in the vicinity that will have undergone change as a result of HPSP Adjusted Baseline projects, including the highly prominent NFL Stadium.

As described above, the Proposed Project would be subject to a design and site plan review process to ensure that site layout, building orientation, architectural design, neighborhood compatibility, landscaping, signs, and other applicable design considerations are consistent with City requirements established for and/or applicable to the Proposed Project.

By replacing vacant lots and aged and older structures, the Proposed Project would be consistent with the City of Inglewood General Plan Land Use Element Commercial Goal that the visual appearance and economic condition of the existing arterial commercial development along Inglewood's major streets be improved. Further, as depicted on Figure 2-18 in Chapter 2, Project Description, the Proposed Project would include a major publicly-accessible landscaped plaza, as well as extensive perimeter and interior landscaping, consistent with the City of Inglewood General Plan Open Space Element Policy 1.

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

Mitigation Measures

None required.

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

Construction

Over the course of the construction of the Proposed Project, the length of workdays would vary in range from 8 hours to continuous 24 hours, with the level of activity fluctuating throughout any given day. Consequently, nighttime construction lighting would be required.

Under existing conditions, the area surrounding the Project Site has a relatively high level of ambient lighting, particularly along West Century Boulevard, South Prairie Avenue and Yukon Avenue, as those streets are well-lit, active transportation corridors. Nighttime construction activities would add to the existing ambient light levels on and in the area surrounding the Project Site.

The daily duration of construction lighting would vary based on the season, with the longest duration of construction lighting occurring during winter months, when there are fewer hours of daylight, and the shortest duration of construction lighting during the summer months, when there are the most hours of daylight.

Nighttime lighting sources during construction would consist mainly of floodlights that would be focused on the work area. Security lighting could also be used on construction sites but would tend to be focused on the Project Site. Because this lighting is intended to light the Project Site to allow for nighttime construction and to provide security to the site, it would tend to be directed away from nearby adjacent properties, reducing the potential for spillover lighting effects. Nonetheless, to varying degrees, project construction-related lighting could be directly visible to nearby sensitive receptors residing in nearby residences and to drivers of vehicles on roadways in the vicinity of the Project Site.

Construction Lighting at Project Site Locations

During the building construction phase of the Arena Structure, a majority of the construction days would be 10-, 12-, and 16-hour workdays, though some activities could also require 24-hour workdays (e.g., well drilling, foundation concrete pours, or delivery of large project materials that would disrupt daytime traffic conditions). Consequently, it is anticipated that the greatest volume and duration of light production during the construction phase of the Proposed Project would occur during construction of the Arena Structure. Construction lighting for the Arena Structure would be most directly visible to nearby sensitive receptors residing in nearby residences to the west and south of the Arena Site and to drivers of vehicles on roadways in the vicinity, including West Century Boulevard, South Prairie Avenue, West 102nd Street, and South Doty Avenue.

During the construction of the West Parking Garage, construction periods would be anticipated to be 10- to 12-hour workdays; it is not anticipated that 24-hour overnight work would take place on the West Parking Garage Site. Construction lighting for the West Parking Garage would be directly visible to nearby sensitive receptors residing in adjacent residences to the north, west, and

south of the West Parking Garage site and to drivers of vehicles on roadways in the vicinity of the West Parking Garage site, including West Century Boulevard, West 102nd Street, West 101st Street, and South Prairie Avenue.

During the construction at the East Transportation and Hotel Site, construction days would be anticipated to be 8- to 10-hour workdays; it is not anticipated that 24-hour overnight work would take place on the East Transportation and Hotel Site. Construction lighting at the East Transportation and Hotel Site would be directly visible to residences to the south of the East Transportation and Hotel Site, across West 102nd Street, and to drivers of vehicles in the vicinity of the East Transportation and Hotel Site, including West Century Boulevard and West 102nd Street.

During the construction phase at the Well Relocation Site, construction days would be anticipated to be 8- to 10-hour workdays, but could also include 24-hour overnight construction activities during the 21-day period in which the well drilling would take place. Construction lighting for the Well Relocation Site would be directly visible at residences to the south and east of the Well Relocation Site, and to drivers of vehicles in the vicinity of the Well Relocation Site, including West 102nd Street.

Permanent sound barriers and temporary construction barriers that would be built in the initial phase of project construction, and, as construction progresses, newly constructed intervening structures, would incrementally block light and obscure views of construction sites from nearby residences and local streets. However, high-brightness construction lights could be directly visible from residential uses, especially those of two or more stories, or other affected light-sensitive uses. Such spillover light could result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, impacts related to construction lighting would be **potentially significant**.

Operation

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

The vertical surfaces of the Arena Structure and its adjacent commercial, office, and community facility buildings would be illuminated in a manner that highlights its architecture and creates distinct street edges along West Century Boulevard and South Prairie Avenue. The parking areas,

the pedestrian bridge, and the hotel would be illuminated to highlight circulation paths and landscape features, and to enhance pedestrian safety. Additional way-finding lighting would be provided to help orient people around the Project Site.

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

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

The Proposed Project would include a variety of signs of different types and sizes placed throughout the Project Site. The general type and potential location of signs anticipated to be included in the Proposed Project are illustrated in Figure 2-20 in Chapter 2, Project Description. Project signage would be provided to promote the LA Clippers and the proposed Arena, building activities and events, building and team sponsors, civic activities and events, dining and retail establishments within the Project Site, and other products and services. The Proposed Project would also include hotel, retail, and restaurant building identification signage; public parking entry and loading dock entry identification signs; pedestrian and vehicle wayfinding signage; and other informational signage. Such signs may be digital displays using LED or LED video boards, internally illuminated static wall signs or channel letter signs, externally illuminated supergraphic signs or banners, projections onto glass or solid surfaces, monument signs, kiosks, and pylon signs. The digital display signage may use LED technology to convey changing messages, pictures, and full motion graphics or videos, or could use other similar display technology that may emerge in the future.

As shown in Figure 2-20, signs may be mounted on the exterior of the Arena Structure or integrated into façade of the structure itself, as well as mounted on the buildings surrounding the plaza, the three parking structures, pedestrian circulation areas, and the hotel. Signage may be oriented to the major thoroughfares of West Century Boulevard and South Prairie Avenue, or to the visitors within the plaza and other pedestrian and vehicle circulation areas within the Project Site. Within the Arena Site, large, high-resolution LED video boards are proposed on the Arena Structure and at the rear of the plaza stage, oriented to pedestrian visitors in the plaza. Other signage throughout the Project Site could include free-standing signage and interactive liquid

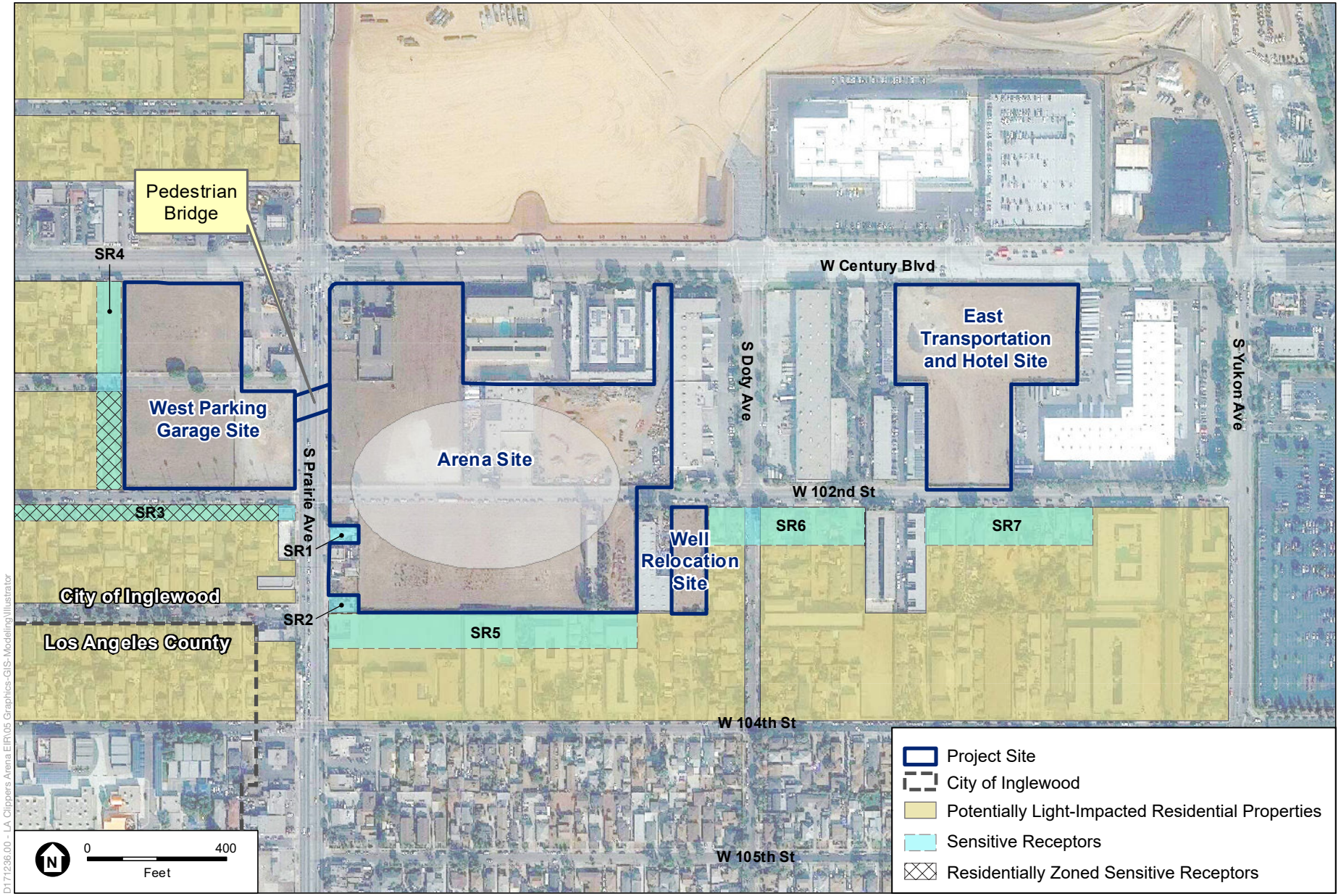
crystal display (LCD) kiosks within the plaza and pedestrian circulation areas, including the parking structures and pedestrian bridge. An up to 100-foot-tall illuminated marquee sign tower with a digital display would be stand at the northwest corner of the plaza and an internally-illuminated rooftop sign would be located on top of the Arena Structure.

As discussed above, light impacts are considered significant if an exterior light source from the Proposed Project would cause more than 2 foot-candles of lighting intensity or generate direct glare onto any residential property, or if a sign from the Proposed Project would be illuminated in such a manner as to produce a light intensity of greater than 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Based on the threshold of significance, the City does not consider increased operational nighttime illumination on non-residential uses, such as commercial or industrial uses, from the Proposed Project to be significant unless the increased illumination would create a safety hazard or otherwise interfere with the regular operation of the non-residential use.

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

Sensitive Receptor (SR) 1 – 10204 South Prairie Avenue
This residence is a series of smaller joined units with three residential units located within a commercial zone. The lighting analysis determined that that under existing conditions the maximum light level on this site is 0.35 foot-candles at the west-facing façade. Under Proposed Project conditions, project-contributed lighting from LED light poles and lighted parking garage signage onto the site could range from 0.9 to 1.2 foot-candles at the west-facing façade, 1.3 to 2.4 foot-candles at north-facing façade, and 2.3 to 2.6 foot-candles at east-facing façade, which would exceed the threshold of significance for lighting intensity.

SR 2 – 10226 South Prairie Avenue
This residence is a single unit and is located within a commercial zone. The residence is immediately situated between a lit outdoor advertising display on the north and on the south a street light on South Prairie Avenue at its intersection with West 103rd Street. The lighting analysis report determined that under existing conditions maximum lighting at the SR 2 location was 3.03 foot-candles at the north-facing façade of the residence. Thus, this residence is already adversely impacted under existing conditions. Under Proposed Project conditions, project-contributed lighting from LED light poles and lighted parking garage signage onto the site would range from 1.0 to 1.5 foot-candles at east façade, and from 2.0 to 3.3 foot-candles at north façade. Although this sensitive receptor already experiences significant light levels under existing conditions, because the Proposed Project would increase maximum light levels on this residential property over existing levels, it would exceed the threshold of significance for lighting intensity.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Lighting Design Alliance, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-13
Light-Sensitive Receptors

ESA

SR 3 – Residential Block on West 102nd Street
This residential and residentially zoned block. The residences would have a clear view of the West Parking Garage, a partial view of the west elevation of the Arena Structure, and a partial view of the plaza. The lighting analysis report determined that with project-contributed light, light levels would increase from 0.02 to 1.19 foot-candles at the north-facing façade under existing conditions and contributed light would range from 0.1 to 0.7 foot-candles with the Proposed Project. Thus, the overall light level would not be anticipated to exceed the threshold of significance for lighting intensity at this location.

SR 4 – Residential Block Adjacent to West Parking Garage building
These residences are located in a residential zone, and would have a direct view to the back side of the West Parking Garage building. The residences located at the southern portion of this block may have minimal views of the west elevation of the Arena Structure. Although existing light levels were not measured at this location due to lack of property access, it is reasonable to assume that they are below the significance threshold of 2.0 foot-candles due to the distance of these homes to West Century Boulevard and South Prairie Avenue. The lighting analysis report determined that project-contributed lighting from illuminated signage on the southwest façade of the parking structure facing towards the residences would range from 0.5 to 2.1 foot-candles at east-facing façade, which would exceed the 2.0 foot-candle threshold for light at residential property boundaries, but would be below the 3-foot-candle threshold on residentially zoned properties threshold for illuminated signs. Thus, existing light levels combined with project-contributed light would exceed the threshold of significance for lighting intensity at this location.

SR 5 – Residential Block on West 103rd Street
This is residential block. The residences would be located behind a proposed sound wall south of the proposed Arena Structure and South Parking Garage. The lighting analysis report determined that the Proposed Project would contribute 0.0 foot-candles of light at this location because the proposed sound wall would block all project-contributed light. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

SR 6 – Residential Block on West 102nd Street and South Doty Avenue
This is a residential block. These residences would have a direct view to the east elevation of the Arena Structure and would have a view of the southern portion of the East Hotel and Transportation Site. The lighting analysis report determined that existing light levels ranged from 0.15 to 0.27 foot-candles at the north-facing façade, and that the Proposed Project would contribute light ranging from 0.1 to 0.2 foot-candles at that same location. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

SR 7 -- Residential Block on West 102nd Street
This residential block. These residences would have a direct view to the east elevation of the Arena Structure and would have a view of the southern portion of the East Hotel and Transportation Site. The lighting analysis report determined that existing light levels were 0.15 foot-candles at the north-facing façade, and that project-contributed light would range from 0.0 to 0.1 foot-candles at that location. Thus, project-contributed light would not exceed the threshold of significance for lighting intensity at this location.

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

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

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

Health Effects of Light

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

As the use of LED lighting has increased in recent years, there have been studies that address the potential effects of LED lighting as compared to incandescent, fluorescent, or other conventional lighting types; the results of these studies is that there is no consensus on the potential effects on human health of such lighting. The various studies are discussed below.

In June 2016, the American Medical Association (AMA) Council on Science and Public Health (CSAPH) issued a report on the potential effects of high-intensity LED community lighting (e.g., street lights) based on a survey of reports published between 2005 and 2016.[8] The report states that, depending on the design, a relatively higher percent of the spectrum of light produced by white LED lights is emitted as "blue light" than for other lighting types such as incandescent lights or high pressure sodium lights.

The AMA report states that unshielded LED lighting can cause discomfort from glare, and suggests that LED street lights could impair nighttime driving vision and have harmful effects on wildlife, including nocturnal animals, birds and insects. Addressing human health effects, the AMA report further observes, based in part on studies regarding on tablet computer screens,

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

backlit e-readers, and room light typical of residential settings, that exposure to electric lights can affect transition to nighttime physiology, can result in short term disruptions of circadian rhythms or sleep patterns, and that a short-term detriment to sleep quality has been associated with exposures to short wavelength or blue light before bedtime. Regarding sleep patterns and electric lighting, the AMA report states that "although data are still emerging, some evidence supports a long-term increase in the risk for cancer, diabetes, cardiovascular disease and obesity from chronic sleep disruption or shiftwork and associated with exposure to brighter light sources in the evening or night" and suggests that "street lighting patterns could also contribute to the risk of chronic disease" where LED streetlights have been installed.[9]

The AMA report focused on the first generation of LED street lights, which had correlated color temperature (CCT) index ratings (i.e., a measure of the color temperature of light sources reported in degrees Kelvin) in the 4000K and 5000K range. LED lights are now available with lower kelvin ratings that result in relatively less blue light as a percentage of the spectrum of light emitted as compared to the first generation LED streetlights.

The outcome of the report was that the AMA adopted Policy H-135.927 regarding community lighting or street lighting, which states that the AMA:[10]

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

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

The Illuminating Engineering Society (IES) disagrees with the AMA report on the basis that chromaticity, or CCT is inadequate for the purpose of evaluating possible health outcomes; and

9 American Medical Association, 2016. *Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting*, June 2016, pp. 2–4.
10 American Medical Association, 2016. *Human and Environmental Effects of Light Emitting Diode (LED) Community Lighting*, June 2016, p. 6.
11 Rea, Mark S., PhD and Mariana G. Figueiro, PhD, 2016. *Response to the 2016 AMA Report on LED Lighting*. June 30, 2016.

that the AMA report failed to take into account multi-variable inputs to light dosing that affect sleep disruption, including the quantity of light at the retina of the eye and the duration of exposure to that light. The IES states that the upper CCT limit of 3000 K recommended by the AMA lacks scientific foundation and does not assure the public of any certainty of health benefit or risk avoidance. The IES concludes that "given the state of current knowledge, it is not possible to weigh the probabilities of health care concerns regarding light-at-night and its effect on sleep disruption from outdoor and roadway lighting against the needs of nighttime driver and pedestrian safety, but such deliberations should precede any policy statement that affects both concerns."[12]

Terry K. McGowan of the International Dark-Sky Association noted that while it is true that excessive exposure to blue light through LEDs can pose health problems, this is not the case for all types of blue light. McGowan asserts that the CCT metric used by AMA to determine which sources emit blue light is harmful, which measures the visual color or color temperature of the light using degrees Kelvin, provides no indication regarding the melanopic content of the light, which, he states, is the actual part of the light spectrum that suppress melatonin and can cause disruption to sleep patterns. McGowan also states that the AMA report overlooks the "dose" of blue light, and that this measure of when and how much blue light reaches the eye is a key determinant of whether it will produce harmful health effects.[13]

Consequently, the health effects of the use of LED lights remain subject to disagreement as of the publication of this Draft EIR, and there is no scientific consensus regarding the health effects of exposure to LED lights. As a result of the lack of scientific consensus on the issue of health effects of exposure to LED lights, further analysis would be speculative. CEQA Guidelines section 15145 states that "[i]f, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact."

Glare

Glare is caused by direct light sources as well as reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of reflected glare depends on the intensity and direction of sunlight. At night, artificial lighting can cause glare from reflective surfaces. Glare can create hazards to motorists and nuisances for pedestrians and other viewers.

Although the final design of the Proposed Project parking structures and surface parking facilities has not been completed, it is anticipated that the parking structures would be faced with non-reflective surfaces, and would not contain windows. Therefore, operation of these uses would not

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

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

be anticipated to contribute to glare. However, temporary features such as parked cars could introduce new sources of daytime and nighttime glare. Project features such as landscaping treatments would help to reduce glare, once fully matured.

Because of the ellipsoid-shaped, multi-faceted design of the Arena Structure, the movement of the sun would create the potential for glare from reflected sunlight in a multitude of directions, but would tend to make glare from any particular facet on the building façade a short-term occurrence, lasting only a short time from any particular orientation due to the movement of the sun. The façade and roof of the Arena Structure would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels in the most exposed locations. From the adjacent streets, individual facets or panels on the building façade could create glare under certain sun angles. These potentially glare-producing facets would be most visible to motorists traveling along South Prairie Avenue as a result of the proximity of the Arena Structure to that street; glare would be much less likely along West Century Boulevard due to the distance the Arena Structure would be set back from that street, as well as the interruption of views due to intervening structures and landscaping in the plaza area. Thus, the potential glare impacts associated with the Arena Structure are considered **less than significant**.

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

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

As discussed above, the Proposed Project would be subject to a City design and site plan review process. However, lacking a more detailed design, it is assumed that proposed hotel could employ a modern design that includes extensive use of building materials such as reflective glass and polished surfaces that could create glare that could result in a public hazard or a substantial annoyance to nearby receptors. Consequently, the impact of glare produced by the Proposed Project hotel is considered **potentially significant**.

Mitigation Measure 3.1-2(a)

Construction Lighting. The project applicant shall implement the following measures to avoid or minimize disturbances related to construction lighting:

- *Require construction contractors use construction-related lighting only where and when necessary for completion of the specific construction activity.*
- *Require construction contractors to ensure that all temporary lighting related to construction activities or security of the Project Site is shielded or directed to avoid or minimize any direct illumination onto light-sensitive properties located outside of the Project Site.*
- *Designate a Community Affairs Liaison and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding to any local complaints about disturbances related to construction or security lighting. The Community Affairs Liaison shall receive all public complaints and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall coordinate with a designated construction contractor representative for the purpose of investigating the complaint and undertaking all feasible measures to protect public health and safety.*
- *Adjacent residents within 500 feet of the Project Site shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.*

Mitigation Measure 3.1-2(b)

Lighting Design Plan. Prior to issuance of a building permit, the project applicant shall submit to the City a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other project lighting onto the light-sensitive receptor properties identified as SR 1, SR 2, and SR 4 in the LDA lighting analysis report would not result in more than 2 foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are occupied by light-sensitive receptor uses, or that an illuminated sign from the Project would produce a light intensity of greater than 3 foot-candles above ambient lighting on residentially zoned property. Where existing conditions exceed these levels, the Lighting Design Plan shall avoid exacerbating existing conditions, but need not further reduce light levels on light-sensitive receptor properties.

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

Mitigation Measure 3.1-2(c)

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

Level of Significance After Mitigation: Mitigation Measure 3.1-2(a) requires the project applicant to implement measures to avoid or reduce adverse effects of construction and security lighting on light-sensitive receptors outside of the Project Site, thereby ensuring that nuisances or hazards resulting from construction light sources would be avoided or minimized. Mitigation Measure 3.1-2(b) requires the project applicant to provide to the City a lighting design plan that demonstrates that project-contributed lighting would not result in lighting intensity or glare onto the residential properties identified as SR 1, SR 2, and SR 4 to exceed appropriate levels. Mitigation Measure 3.1-2(c) prohibits the use or positioning of materials in the proposed hotel that would produce excessive or hazardous glare. With implementation of Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c), this impact would be **less than significant**.

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

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

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

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

Summer Solstice Shadows

Residential and Recreational Uses

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

Solar Panels

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

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

Winter Solstice Shadows

Residential and Recreational Uses

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

Solar Panels

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



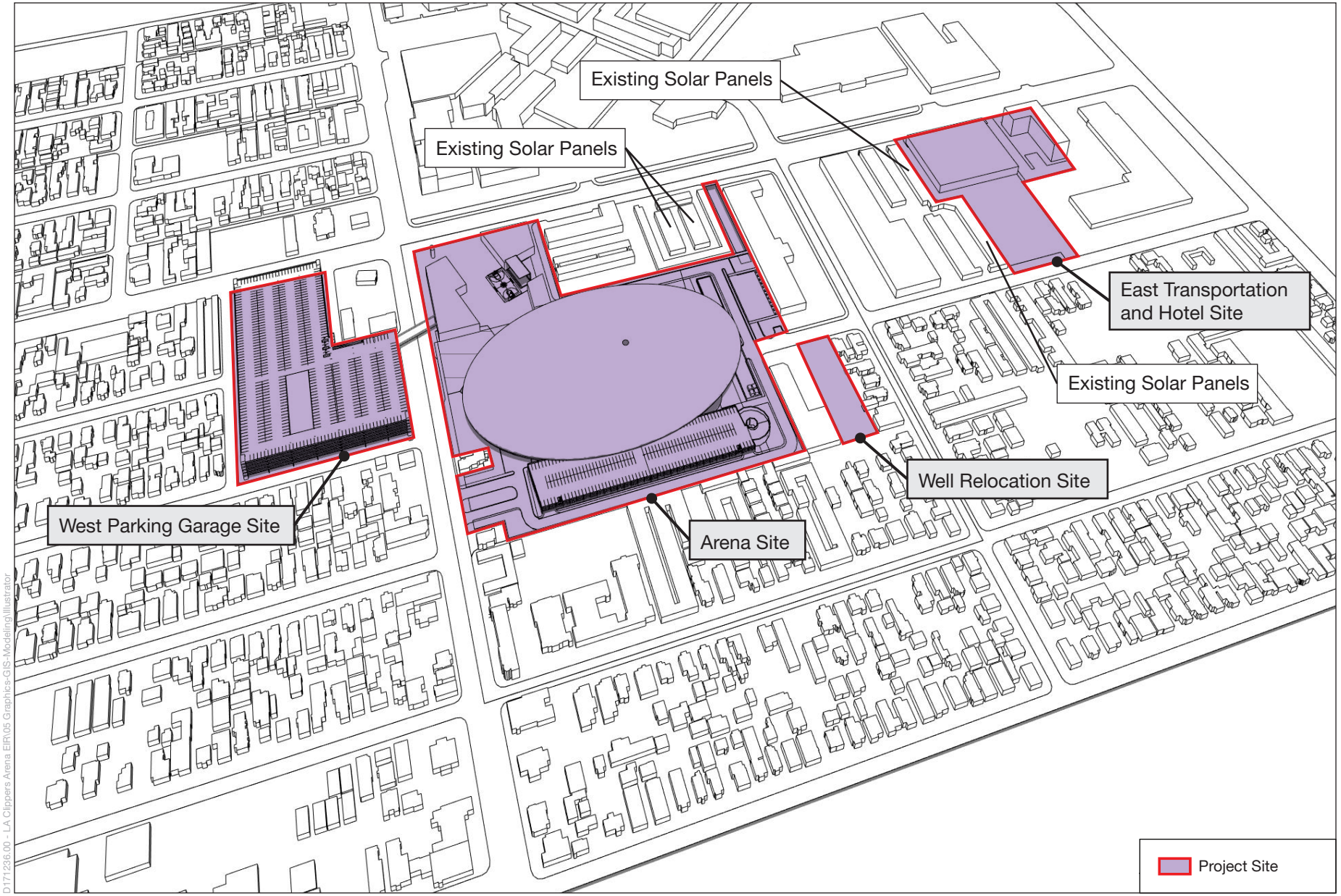
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-14
Summer Solstice Shadows: June 21, 9:00 AM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-15
Summer Solstice Shadows: June 21, 12:00 PM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator



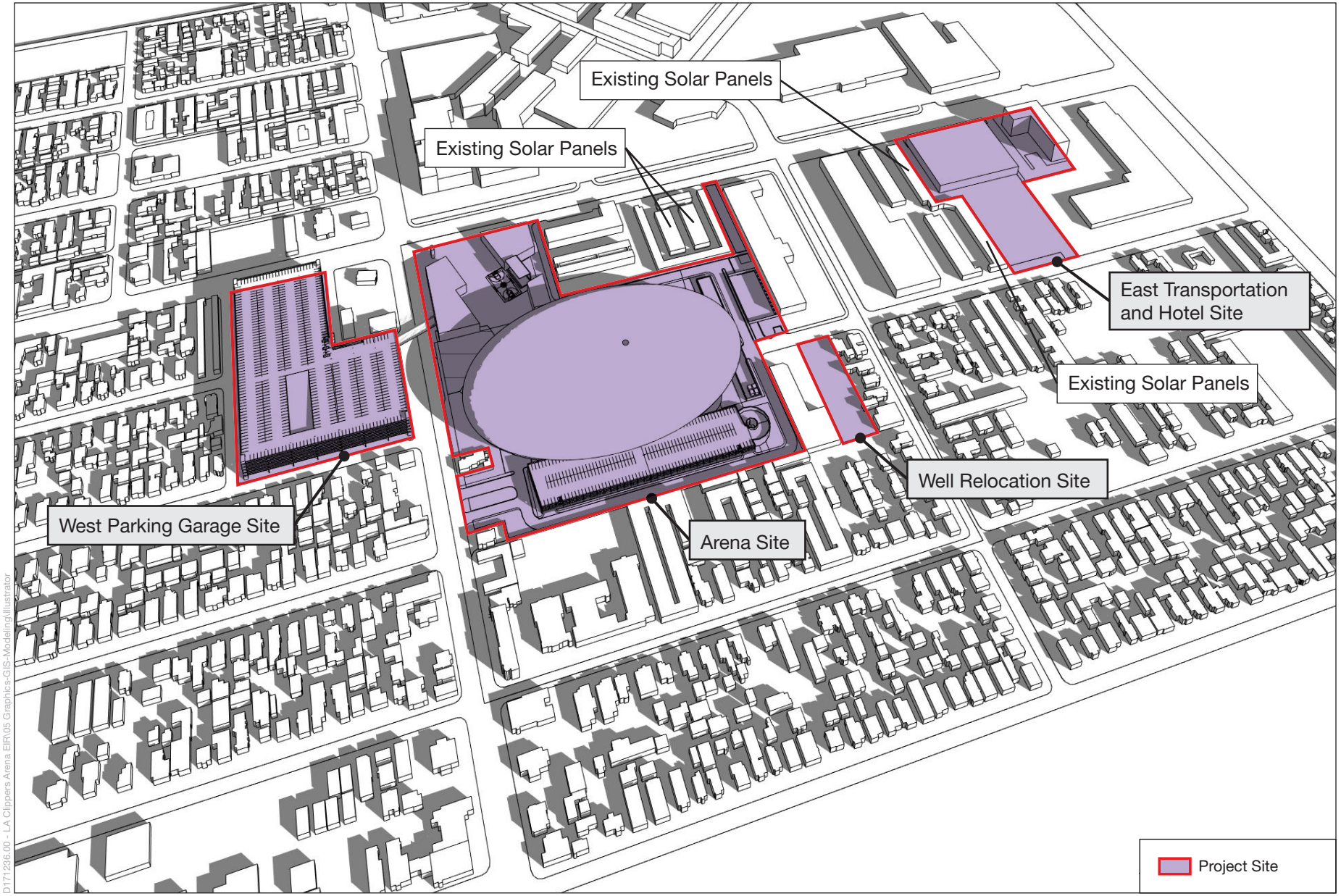
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-16
Summer Solstice Shadows: June 21, 3:00 PM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-17
Winter Solstice Shadows: December 21, 9:00 AM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator



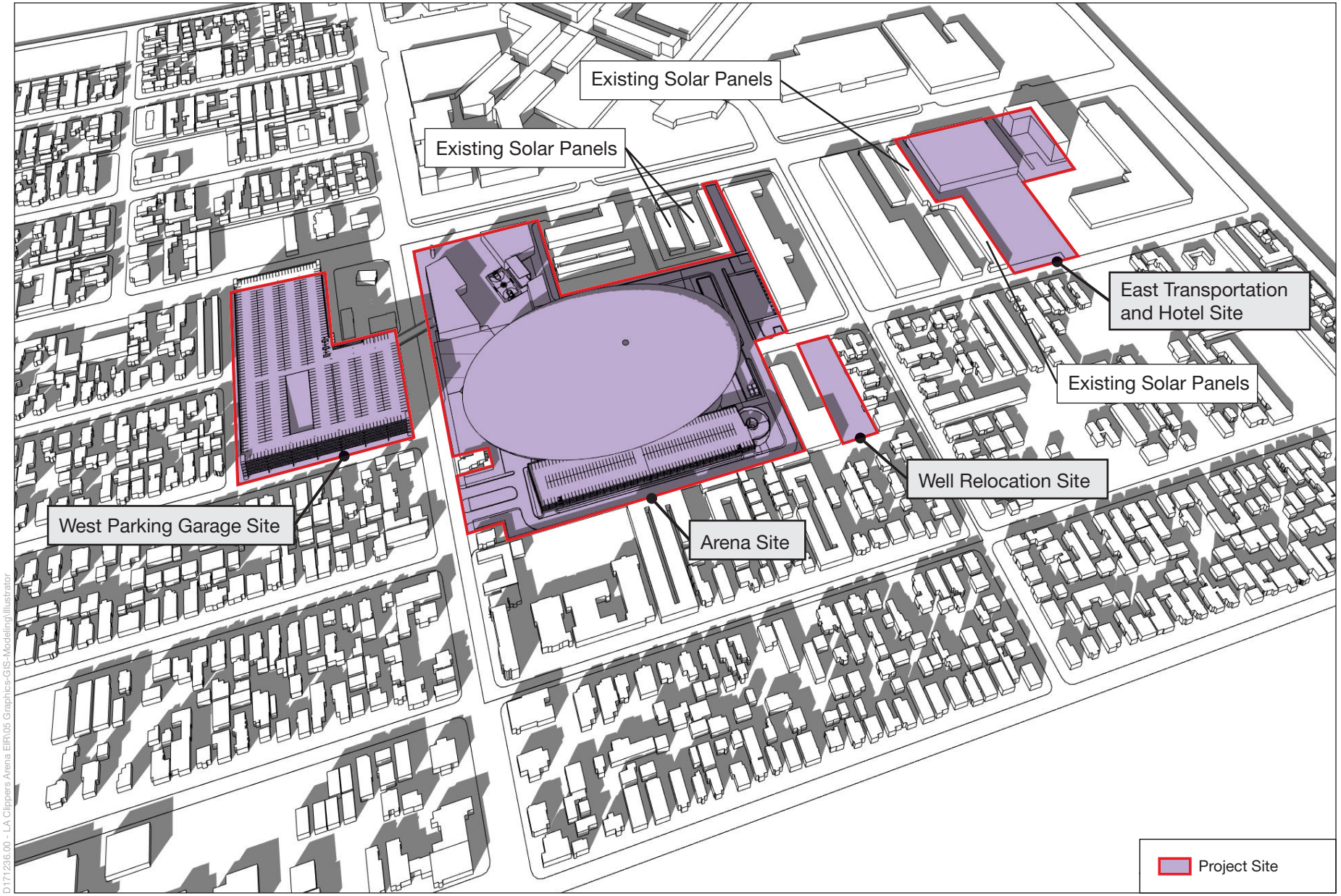
SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-18
Winter Solstice Shadows: December 21, 12:00 PM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator



SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 3.1-19
Winter Solstice Shadows: December 21, 3:00 PM

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

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

Conclusion

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

Mitigation Measures

None required.

Cumulative Impacts

The cumulative context for changes in the visual character of the project vicinity is generally limited to projects within a similar viewshed or along the same roadways within close proximity of the Project Site. The project vicinity is characterized by a mix of retail/commercial, industrial, and residential uses housed in buildings generally ranging from one to three stories. In addition to the Proposed Project, the only other active cumulative projects in the immediate vicinity is the proposed development associated within the HPSP area not already included in the Adjusted Baseline in this EIR, and the planned renovation of the Airport Park View Hotel at 3900 West Century Boulevard.

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

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

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

The addition of the Proposed Project and cumulative development within the HPSP area, along with the renovation of the Airport Park View Hotel, would intensify the existing urban visual character along West Century Boulevard and South Prairie Avenue. The change in visual character would continue the trend of modernization and intensification in this location which was initiated with the initial approval of the HPSP in 2009 and the passage of the City of Champions Initiative in 2015. The Proposed Project, development in the HPSP area, and the renovated Airport Park View Hotel would be visually complementary projects as all would intensify and make more cohesive the visual character and pedestrian environment along West Century Boulevard and South Prairie Avenue with the addition of new landscaping and street trees, sidewalk improvements and the development of new mixed-use development. The highly visible corner of South Prairie Avenue and West Century Boulevard would be a key visual entryway into the area, and as such, both the Proposed Project and the other close-by cumulative projects would highlight the intersection with new signature entryway treatments, and key landscaping treatments, entryway signage, and entry monuments.

The Proposed Project and cumulative development in the immediate vicinity would activate and improve the visual quality of the South Prairie Avenue and West Century Boulevard corridors. Although the visual character of this area would change to reflect more modern and intensive urban development with greater amounts of signage and lighting, the addition of cumulative development, including the Proposed Project, would be subject to compliance with applicable City policies and regulations pertaining to architectural design and compatibility with adjacent uses to ensure that the new development would not degrade the visual character of the Project Site and surrounding area. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

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

Night Sky Lighting Effects

Although cumulative new development or redevelopment could include direct illumination of structures, features, and public places in the areas surrounding the Project Site, the increase in ambient nighttime lighting levels in these areas would only rise minimally because a significant amount of ambient lighting currently exists due to the urbanized nature of the city as a whole.

Increases in nighttime lighting that would occur under cumulative development would not significantly affect nighttime views of the sky because such views are already limited. Because nighttime views of the sky are already limited due to the glow created by urban development in the City and the larger Los Angeles region, cumulative development within the areas surrounding the Project Site, in combination with development of the Proposed Project, is not anticipated to result in the creation of new sources of light that would negatively affect nighttime sky views. Therefore, the cumulative impact associated with ambient nighttime lighting and night sky effects would be **less than significant**.

Spillover Light

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

Glare

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

Mitigation Measure 3.1-5

Implement Mitigation Measures 3.1-2(a), 3.1-2(b), and 3.1-2(c). Construction Lighting, Lighting Design Plan, and Hotel Design.

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

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3.2 Air Quality

This section describes and evaluates the pollutant emission and related air quality impacts that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing land uses as they pertain to air emissions, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, State, and local regulations related to air quality, including those set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP), and applicable City of Inglewood (City) plans; and (3) an analysis of the potential impacts related to air quality associated with the implementation of the Proposed Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding air quality can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to air quality that were raised in comments on the NOP are analyzed within this section.

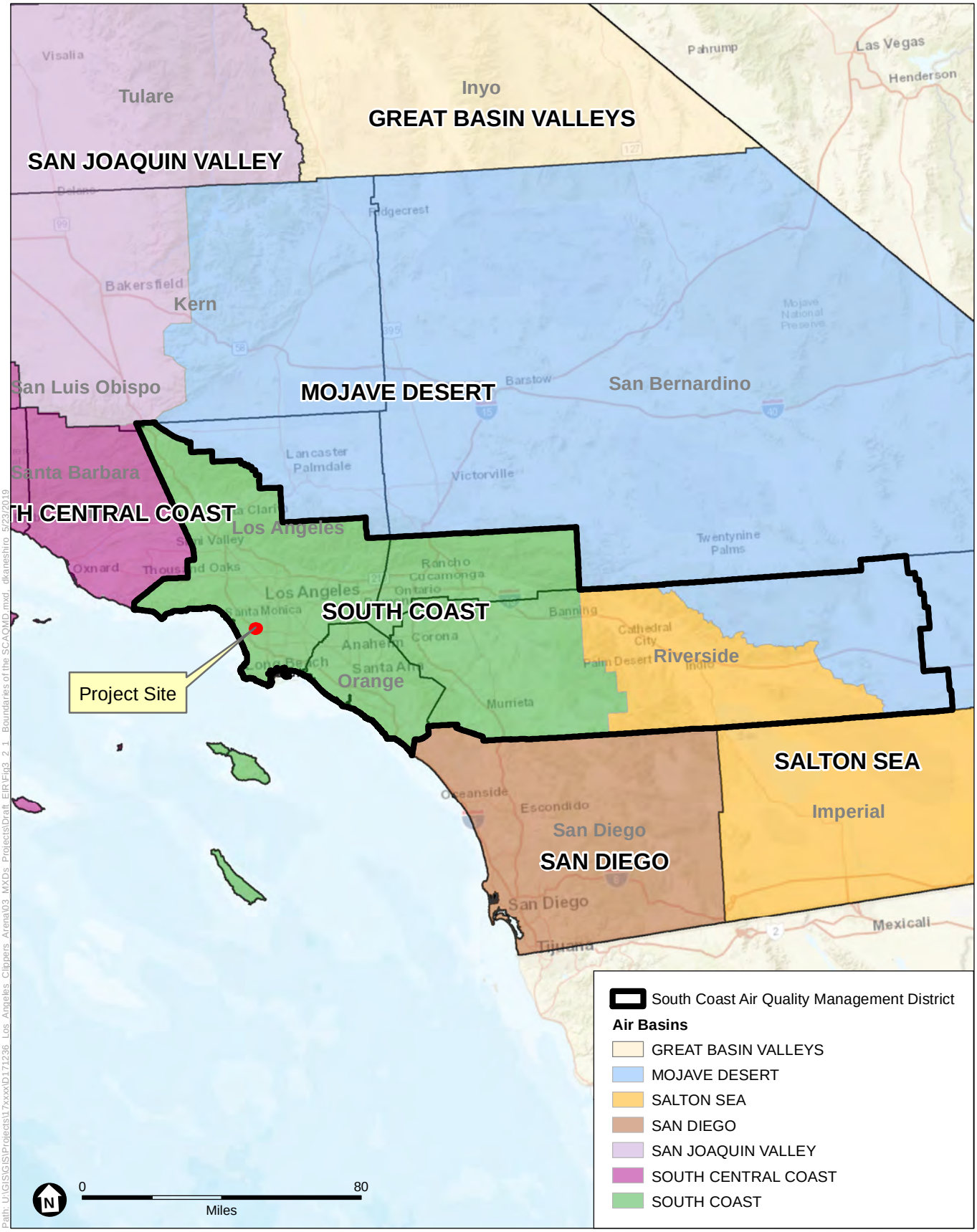
The analysis included in this section was developed based on project-specific construction and operational characteristics of the Proposed Project described in Chapter 2, Project Description, project-specific information included in the Assembly Bill (AB) 987 application,[1] and information provided by the project applicant.

3.2.1 Environmental Setting

The Project Site is located within the South Coast Air Basin (Air Basin). The Air Basin covers approximately 6,745 square miles and is bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east (see **Figure 3.2-1**). The air basin includes all of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the San Gorgonio Pass area in Riverside County.

The Air Basin has some of the worst air pollution in the country. The air pollution problems are a consequence of the combination of emissions from the nation's second largest urban area, meteorological conditions unfavorable to the dispersion of those emissions, and mountainous terrain surrounding the Air Basin that traps pollutants as they are pushed inland with the sea breeze. Southern California also has abundant sunshine, which drives the photochemical reactions that form pollutants such as ozone (O_3) and a significant portion of particulate matter with an aerodynamic diameter less than or equal to 2.5 (PM2.5).[2]

[1] AECOM, 2019. AB 987 Application for the Inglewood Basketball and Entertainment Center Project; Exhibits to Supplemental AB 987 Submittal. January 2019.
[2] South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*. March 2017.



SOURCE: California Air Resources Board, March 2004

Inglewood Basketball and Entertainment Center

Figure 3.2-1
Boundaries of the South Coast Air Quality Management District

ESA

Pollutants and Related Health Effects

Criteria Air Pollutants

Elevated concentrations of certain air pollutants in the atmosphere have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants. In the United States, such pollutants have been identified and are regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the United States Environmental Protection Agency (US EPA) and are subject to emissions control requirements adopted by federal, State and local regulatory agencies. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted pertaining to them. The EPA established the National Ambient Air Quality Standards (NAAQS) to "provide public health protection, including protecting the health of 'sensitive' populations such as asthmatics, children, and the elderly,"[3] allowing "an adequate margin of safety."[4] California Ambient Air Quality Standards (CAAQS) were "established to protect the health of the most sensitive groups in our communities" and "defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment".[5] NAAQS and CAAQS for each of the monitored pollutants and their effects on health are discussed below.

Ozone (O_3): Ozone is a secondary pollutant formed by the chemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight under certain meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

According to the US EPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath.[6] Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease.[7]

Long-term exposure to ozone is linked to aggravation of asthma and is likely to be one of many causes of asthma development. Long-term exposures to higher concentrations of ozone may also be

3 US Environmental Protection Agency, Criteria Air Pollutants, NAAQS Table, https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed August 12, 2019.
4 42 U.S.C. § 7409; CAA § 109
5 California Air Resources Board, California Ambient Air Quality Standards, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed August 12, 2019.
6 US Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, last updated October 10, 2018. Accessed March 27, 2019.
7 US Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, last updated October 10, 2018. Accessed March 27, 2019.

linked to permanent lung damage, such as abnormal lung development in children.[8] According to the California Air Resources Board (CARB), inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms, and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath.[9]

The US EPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers.[10] Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure.[11] According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults.[12] Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures.[13] Further research may be able to better distinguish between health effects in children and adults.[14]

Volatile Organic Compounds (VOCs): VOCs are organic chemical compounds of carbon and are not "criteria" air pollutants themselves; however, in combination with NO_X they form ozone, and are regulated to prevent the formation of ozone.[15] According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone. Potential health effects of ozone exposure are discussed above. Other VOCs can result in adverse health effects from direct exposure and are classified by the State of California as toxic air contaminants (TACs) or Hazardous Air Pollutants (HAPs) by the US EPA.[16] The health effects of VOCs, as TACs/HAPs, are discussed more thoroughly below.

VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Fuel combustion can occur in internal combustion sources, such as motor vehicle usage, landscape and other portable equipment, and stationary generators, or external combustion,

8 US Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, last updated October 10, 2018. Accessed March 27, 2019.
9 California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed January 8, 2018.
10 US Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, last updated October 10, 2018. Accessed March 27, 2019.
11 US Environmental Protection Agency, Health Effects of Ozone Pollution, https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution, last updated October 10, 2018. Accessed March 27, 2019.
12 California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed January 8, 2018.
13 California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed January 8, 2018.
14 California Air Resources Board, Ozone & Health, Health Effects of Ozone, https://ww2.arb.ca.gov/resources/ozone-and-health. Accessed January 8, 2018.
15 US Environmental Protection Agency, Technical Overview of Volatile Organic Compounds, https://www.epa.gov/indoor-air-quality-iaq/technical-overview-volatile-organic-compounds, last updated April 12, 2017. Accessed March 27, 2019.
16 California Air Resources Board, Common Air Pollutants, https://ww2.arb.ca.gov/resources/common-air-pollutants. Accessed September 6, 2019.

such as for water and space heating. Evaporation sources include fueling operations, consumer products (e.g., cleaning solutions), and architectural coatings.[17]

Nitrogen Dioxide (NO_2) and Nitrogen Oxides (NO_X): NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. As mentioned above, NO_X combines with VOCs to form ozone. The health effects associated with the formation of ozone were discussed above under Ozone. The primary compounds of air quality concern include NO_2 and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas.[18]

The principal form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X. Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment. The terms NO_X and NO_2 are sometimes used interchangeably. However, the term NO_X is typically used when discussing emissions, usually from combustion-related activities, and the term NO_2 is typically used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2.

According to the US EPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections.[19] According to CARB, controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics.[20]

In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses.[21] Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.[22]

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17 US Environmental Protection Agency, Volatile Organic Compounds Impact on Indoor Air Quality, https://www.epa.gov/indoor-air-quality-iaq/volatile-organic-compounds-impact-indoor-air-quality. Accessed September 6, 2019.

18 California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health, 2019.

19 US Environmental Protection Agency, Nitrogen Dioxide (NO_2) Pollution, https://www.epa.gov/no2-pollution/basic-information-about-no2, last updated September 8, 2016. Accessed March 16, 2018.

20 California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed March 27, 2019.

21 California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed March 27, 2019.

22 California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed March 27, 2019.

CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure.[23]

Carbon Monoxide (CO): CO is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources.[24]

According to the US EPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.[25] Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease since these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress.[26] In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina.[27]

According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain.[28] For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance.[29] Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.[30]

Sulfur Dioxide (SO_2): According to the US EPA, the largest source of SO_2 emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities while smaller sources of SO_2 emission include industrial processes such as extracting metal from ore;

23 California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health. Accessed March 27, 2019.
24 California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed March 27, 2019.
25 US Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, last updated September 8, 2016. Accessed March 27, 2019.
26 US Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, last updated September 8, 2016. Accessed June 24, 2019.
27 US Environmental Protection Agency, Carbon Monoxide (CO) Pollution in Outdoor Air, https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution, last updated September 8, 2016. Accessed June 24, 2019.
28 California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed June 24, 2019.
29 California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed June 24, 2019.
30 California Air Resources Board, Carbon Monoxide & Health, https://ww2.arb.ca.gov/resources/carbon-monoxide-and-health. Accessed June 24, 2019.

natural sources such as volcanoes; and locomotives, ships and other vehicle and heavy equipment that burn fuel with a high sulfur content.[31] In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion.[32]

According to the US EPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult.[33] According to CARB, health effects at levels near the State one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO_2 (above 1 parts per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.[34] Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2.[35,36]

Particulate Matter (PM10 and PM2.5): Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air.[37] Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small they can only be detected using an electron microscope.[38] Particles are defined by their diameter for air quality regulatory purposes: inhalable particles with diameters that are generally 10 micrometers and smaller (PM10); inhalable particles with diameters that are 2.5 micrometers or less (PM2.5).[39] Thus, PM2.5 comprises a portion or a subset of PM10.

Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands.[40]

31 US Environmental Protection Agency, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, last updated June 28, 2018. Accessed March 27, 2019.
32 California Air Resources Board, 2004. Final Regulation Order, Amendments to the California Diesel Fuel Regulations, July 15, 2004.
33 US Environmental Protection Agency, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, last updated June 28, 2018. Accessed March 27, 2019.
34 California Air Resources Board, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health. Accessed March 27, 2019.
35 California Air Resources Board, Sulfur Dioxide & Health, https://ww2.arb.ca.gov/resources/sulfur-dioxide-and-health. Accessed March 27, 2019.
36 US Environmental Protection Agency, Sulfur Dioxide (SO_2) Pollution, https://www.epa.gov/so2-pollution/sulfur-dioxide-basics, last updated June 28, 2018. Accessed March 27, 2019.
37 US Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018. Accessed March 27, 2019.
38 US Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018. Accessed March 27, 2019.
39 US Environmental Protection Agency, Particulate Matter (PM) Pollution, https://www.epa.gov/pm-pollution/particulate-matter-pm-basics, last updated November 14, 2018. Accessed March 27, 2019.
40 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.

Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood.[41] PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NO_X, and certain organic compounds.[42]

According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways; PM10 is more likely to deposit on the surfaces of the larger airways of the upper region of the lung, while PM2.5 is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation.[43] Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits.[44] The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer.[45]

Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. Long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children.[46] According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics. Children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems.[47]

Lead (Pb): Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers.[48] In the past, leaded gasoline was a major source of lead emissions; however, the

41 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
42 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
43 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
44 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
45 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
46 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
47 California Air Resources Board, Inhalable Particulate Matter and Health (PM2.5 and PM10), https://www.arb.ca.gov/research/aaqs/common-pollutants/pm/pm.htm, last reviewed August 10, 2017. Accessed January 2, 2019.
48 US Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed March 27, 2019.

removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014.[49]

Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood.[50] The lead effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage.[51] Excessive lead exposure in adults can cause reproductive problems in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain.[52,53]

Air Toxics

Toxic Air Contaminants

TACs, or HAPs as defined by the US EPA, are defined as those contaminants that are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard.[54] For consistency within this document they will be referred to as TACS. TACs are also defined as an air pollutant that may increase a person's risk of developing cancer and/or other serious health effects. TACs are emitted by a variety of industrial processes such as petroleum refining, electric utility and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. TACs may exist as PM10 and PM2.5 or as vapors (gases).[55] TACs include metals, other particles, gases absorbed by particles, and certain vapors from fuels and other sources. The emission of a TAC does not automatically create a health hazard. Other factors, such as the amount of the TAC, its toxicity, how it is released into the air, the weather, and the terrain, all influence whether the emission could be hazardous to human health. Emissions of TACs into the air can be damaging to human health and to the environment. Human exposure to TACs at sufficient concentrations and durations can result in cancer, poisoning, and rapid onset of sickness, such as nausea or difficulty in breathing. Other less measurable effects include immunological, neurological, reproductive, developmental, and respiratory problems. TACs deposited onto soil or into lakes and streams affect ecological systems and eventually human health through consumption of contaminated food. The carcinogenic potential of TACs is a particular public health concern because many scientists

49 US Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed March 27, 2019.
50 US Environmental Protection Agency, Lead Air Pollution, https://www.epa.gov/lead-air-pollution/basic-information-about-lead-air-pollution, last updated November 29, 2017. Accessed March 27, 2019.
51 California Air Resources Board, Lead & Health, https://ww2.arb.ca.gov/resources/lead-and-health. Accessed March 27, 2019.
52 California Air Resources Board, Lead & Health, https://ww2.arb.ca.gov/resources/lead-and-health. Accessed March 27, 2019.
53 While the SCAQMD CEQA Air Quality Handbook contains numerical indicators of significance for lead, project construction and operation would not include sources of lead emissions and would not exceed the numerical indicators for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this Draft EIR.
54 US Environmental Protection Agency, Hazardous Air Pollutants, https://www.epa.gov/haps. Accessed April 25, 2019.
55 US Environmental Protection Agency, Hazardous Air Pollutants: Sources and Exposure, https://www.epa.gov/haps/hazardous-air-pollutants-sources-and-exposure, Accessed April 25, 2019.

currently believe that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of contracting cancer.[56]

The public's exposure to TACs is a significant public health issue in California. The Air Toxics "Hotspots" Information and Assessment Act is a State law requiring facilities to report emissions of TACs to air districts.[57] The program is designated to quantify the amounts of potentially HAPs released, the location of the release, the concentrations to which the public is exposed, and the resulting health risks. The State Air Toxics Program (AB 2588) identified over 200 TACs, including the 188 TACs identified in the Clean Air Act (CAA).[58]

The US EPA has assessed this expansive list and identified 21 TACs as Mobile Source Air Toxics (MSATs).[59] MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline. US EPA also extracted a subset of these 21 MSAT compounds that it now labels as the nine priority MSATs: 1,3-butaidene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM)/diesel exhaust organic gases, ethylbenzene, naphthalene, and polycyclic organic matter (POM). While these nine MSATs are considered the priority transportation toxics, US EPA stresses that the lists are subject to change and may be adjusted in future rules.[60]

Diesel Exhaust

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from the exhaust of diesel-fueled engines, i.e., DPM.[61] DPM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances.

Diesel exhaust is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of many of the urban HAPs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines; the on-

56 US Environmental Protection Agency, Hazardous Air Pollutants, https://www.epa.gov/haps, Accessed April 25, 2019.
57 California Air Resources Board. *General Information About "Hot Spots."* https://www.arb.ca.gov/ab2588/general.htm. Accessed April 2, 2019.
58 California Air Resources Board. *AB 25188 Air Toxics "Hot Spots" Program.* https://www.arb.ca.gov/ab2588/ab2588.htm. Accessed April 2, 2019.
59 US Environmental Protection Agency. *Air Toxics Risk Assessment Reference Library, Volume 1 Technical Resource Manual.* April 2004. p. 2-1.
60 US Department of Transportation Federal Highway Administration, 2016. Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. October 18, 2016.
61 California Air Resources Board. *The California Almanac of Emissions and Air Quality.* https://www.arb.ca.gov/aqd/almanac/almanac.htm. Accessed April 25, 2019.

road diesel engines of trucks, buses and cars and the off-road diesel engines that include locomotives, marine vessels and heavy-duty equipment. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

The most common exposure to DPM is breathing air that contains diesel exhaust. The fine and ultra-fine particles are respirable (similar to PM2.5), which means that they can avoid many of the human respiratory system defense mechanisms and enter deeply into the lung. Exposure to DPM comes from both on-road and off-road engine exhaust that is either directly emitted from the engines or lingering in the atmosphere.

Diesel exhaust causes health effects from long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Individuals also react differently to different levels of exposure. There is limited information on exposure to only DPM, but there is enough evidence to indicate that inhalation exposure to diesel exhaust causes chronic health effects as well as having cancer-causing potential.

Because it is part of PM2.5, DPM also contributes to the same non-cancer health effects as PM2.5 exposure. These effects include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children. Several studies suggest that exposure to DPM may also facilitate development of new allergies. Those most vulnerable to non-cancer health effects are children whose lungs are still developing and the elderly who often have chronic health problems.[62]

Gasoline Exhaust

Similar to diesel exhaust, gasoline is composed of two phases, gas and particle, and both phases contribute to the health risk. The gas phase is composed of the same HAPs, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde and polycyclic aromatic hydrocarbons. The particle phase is also composed of many different types of particles by size or composition. Fine and ultra-fine diesel particulates are of the greatest health concern and may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals and other trace elements. Gasoline exhaust is primarily emitted from light-duty passenger vehicles. The compounds in the gas and particles phases can cause health effects from short- and long-term exposures.

62 California Air Resources Board, Overview: Diesel Exhaust & Health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed January 2, 2019.

Visibility Reducing Particles

Visibility-reducing particles are any particles in the atmosphere that obstruct the range of visibility by creating haze.[63] These particles vary in shape, size and chemical composition, and come from a variety of natural and manmade sources including windblown metals, soil, dust, salt, and soot. Other haze-causing particles are formed in the air from gaseous pollutant (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM, such as PM2.5 and PM10, and are caused from the combustion of fuel. CARB's standard for visibility reducing particles is not based on health effects, but rather on welfare effects, such as reduced visibility and damage to materials, plants, forests, and ecosystems. The health impacts associated with PM2.5 and PM10 are discussed above under Particulate Matter.

Existing Conditions

Regional Air Quality

The Air Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone. Pollutant concentrations in the Air Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Air Basin and adjacent desert.[64] The worst air pollution conditions throughout the Air Basin typically occur from June through September.

Attainment Status

California Health and Safety Code section 39607(e) requires CARB to establish and periodically review area designation criteria. **Table 3.2-1** provides a summary of the attainment status of the Los Angeles County portion of the Air Basin with respect to the federal and State standards. As shown in Table 3.2-1, the Air Basin is designated under federal or State ambient air quality standards as nonattainment for ozone, PM10, and fine particulate matter PM2.5. It is noteworthy to mention that air quality in the Air Basin has improved substantially over the years, primarily due to the impacts of air quality control programs at the federal, State and local levels. The ozone and PM levels have fallen significantly compared to the worst years and are expected to continue to trend downward in the future despite increases in the economy and population in the Air Basin.[65]

With respect to the State-identified criteria air pollutants (sulfates, hydrogen sulfide, visibility reducing particles, and vinyl chloride) present in Table 3.2-1, the Proposed Project would either not use these pollutants in the day to day operations or during construction and therefore would not have emissions of those pollutants (hydrogen sulfide, vinyl chloride, and lead), or such emissions would be accounted for as part of the pollutants estimated in this analysis (visibility reducing particles are associated with particulate matter emissions, and sulfates are associated with SO_2). Vinyl chloride is used in the process of making polyvinyl chloride (PVC) plastic and

63 California Air Resources Board, Visibility Reducing Particles and Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed May 29, 2019.
64 South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*. March 2017.
65 South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*. March 2017, p. 1-6.

TABLE 3.2-1
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	Federal Standards	California Standards
O_3 (1-hour standard)	N/A[a]	Non-attainment
O_3 (8-hour standard)	Non-attainment – Extreme	Non-attainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
PM10	Attainment	Non-attainment
PM2.5	Non-attainment	Non-attainment
Lead	Non-attainment (Partial, Los Angeles County)[b]	Attainment
Visibility Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride	N/A	N/A[c]

NOTES:
N/A = not applicable
[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.
[b] Partial Nonattainment designation – Los Angeles County portion of the Air Basin only for near-source monitors.
[c] In 1990, CARB identified vinyl chloride as a TAC and determined that it does not have an identifiable threshold. Therefore, CARB does not monitor or make status designations for this pollutant.

SOURCE: US EPA, The Green Book Non-Attainment Areas for Criteria Air Pollutants, https://www.epa.gov/green-book; CARB, Area Designations Maps/State and National, http://www.arb.ca.gov/desig/adm/adm.htm. Accessed April 2019.

vinyl products and is primarily emitted from industrial processes.[66] Vinyl chloride would not be emitted directly during operations or during construction; therefore, there would be no project emissions of vinyl chloride. In addition, CARB determined there is not sufficient scientific evidence available to support the identification of a threshold exposure level for vinyl chloride, therefore, CARB does not monitor or make status designations for this pollutant.[67]

Types of Sources

As detailed in the AQMP, the major sources of air pollution in the Air Basin are divided into four major source classifications: point and area stationary sources, and on-road and off-road mobile sources. Point and area sources are the two major subcategories of stationary sources.[68] Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, restaurant charbroilers and permitted sources such as large boilers), which are distributed across

66 California Air Resources Board, Vinyl Chloride & Health, https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed May 29, 2019.
67 California Air Toxics Board, Toxic Air Contaminant Board, Toxic Air Contaminant Identification List, https://www.arb.ca.gov/toxics/id/taclist.htm, last reviewed July 18, 2011. Accessed April 3, 2019.
68 South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*, p. 3-32. March 2017.

the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment).

Local Area Conditions

Existing Ambient Air Quality in the Surrounding Area

In order to measure and establish ambient pollutant concentrations, SCAQMD maintains a network of air quality monitoring stations located throughout the Air Basin. The monitoring station most representative of the Project Site is the LAX-Hastings Monitoring Station, located at 7201 West Westchester Parkway, Los Angeles (LAX-Hastings). Since PM2.5 data are not available at the LAX-Hastings station, the monitoring data collected at the station located at 3648 N Long Beach Blvd Long Beach (Long Beach North) are used for it being relatively close to and having similar surroundings as the Proposed Project. The most recent data available from SCAQMD for these two monitoring stations are from years 2015 to 2017.[69] The pollutant concentration data for ozone, NO_2, CO, SO_2, PM10, and PM2.5 for these years are summarized in **Table 3.2-2**. As shown in Table 3.2-2, the CAAQS and NAAQS were exceeded in the vicinity of the Project Site for O_3 and PM2.5 and the CAAQS exceeded for PM10 between 2015 and 2017.

TABLE 3.2-2
AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant/Standard[a,b,c]	2015	2016	2017	2018
Ozone, O_3 (1-hour)				
Maximum Concentration (ppm)	0.096	0.087	0.086	0.074
Days > CAAQS (0.09 ppm)	1	0	0	0
Ozone, O_3 (8-hour)				
Maximum Concentration (ppm)	0.077	0.080	0.070	0.065
Days > CAAQS (0.070 ppm)	3	3	0	0
Days > NAAQS (0.070 ppm)	3	2	0	0
Nitrogen Dioxide, NO_2 (1-hour)				
Maximum Concentration (ppm)	0.087	0.082	0.072	0.060
Days > CAAQS (0.18 ppm)	0	0	0	0
98th Percentile Concentration (ppm)	0.058	0.055	0.055	0.050
Days > NAAQS (0.100 ppm)	0	0	0	0
Nitrogen Dioxide, NO_2 (Annual)				
Annual Arithmetic Mean (0.030 ppm)	0.011	0.010	0.009	0.009
Carbon Monoxide, CO (1-hour)				
Maximum Concentration (ppm)	1.7	1.6	2.1	1.8
Days > CAAQS (20 ppm)	0	0	0	0
Days > NAAQS (35 ppm)	0	0	0	0
Carbon Monoxide, CO (8-hour)				
Maximum Concentration (ppm)	1.4	1.3	1.6	1.5
Days > CAAQS (9.0 ppm)	0	0	0	0
Days > NAAQS (9 ppm)	0	0	0	0

[69] South Coast Air Quality Management District, Historical Data by Year, (2014-2016). http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year. Accessed January 2, 2019.

TABLE 3.2-2
AMBIENT AIR QUALITY IN THE PROJECT VICINITY

Pollutant/Standard[a,b,c]	2015	2016	2017	2018
Sulfur Dioxide, SO_2 (1-hour)				
Maximum Concentration (ppm)	0.015	0.010	0.010	0.012
Days > CAAQS (0.25 ppm)	0	0	0	0
99th Percentile Concentration (ppm)	0.007	0.006	0.007	0.005
Days > NAAQS (0.075 ppm)	0	0	0	0
Sulfur Dioxide, SO_2 (24-hour)				
Maximum Concentration (ppm)	0.002	0.002	0.001	0.001
Days > CAAQS (0.04 ppm)	0	0	0	0
Respirable Particulate Matter, PM10 (24-hour)				
Maximum Concentration (µg/m^3)	42.0	43.0	46	45
Samples > CAAQS (50 µg/m^3)	0	0	0	0
Samples > NAAQS (150 µg/m^3)	0	0	0	0
Respirable Particulate Matter, PM10 (Annual)				
Annual Arithmetic Mean (20 µg/m^3)[d]	21.2	21.6	19.8	20.5
Fine Particulate Matter, PM2.5 (24-hour)				
Maximum Concentration (µg/m^3)	54.6	29.7	55.3	N/A
98th Percentile Concentration (µg/m^3)	32.1	23.6	32	N/A
Samples > NAAQS (35 µg/m^3)	3	0	4	N/A
Fine Particulate Matter, PM2.5 (Annual)				
Annual Arithmetic Mean (12 µg/m^3)[e]	10.8	10.4	10.9	N/A

NOTE:
[a] ppm = parts per million; µg/m^3 = micrograms per cubic meter
[b] The monitoring station most representative of the Project Site is the LAX-Hastings Monitoring Station, which is used to establish ambient NO_2, CO, SO_2, and PM10 levels. Since PM2.5 data are not available at the LAX-Hastings station, the monitoring data collected at the station Long Beach North monitoring station are used. The most recent data available from SCAQMD for these two monitoring stations are from years 2015 to 2017.
[c] CAAQS are based on a not to exceed standard. NAAQS are based on a 3-year average of the annual 4th highest daily maximum 8-hour concentration for ozone; 98th percentile of 1-hour daily maximum concentrations averaged over 3 years for 1-hr NO_2; and not to be exceeded more than once per year on average over 3 years for 24-hr PM.
[d] State annual average (AAM) PM10 standard is > 20 µg/m^3. Federal annual PM10 standard (AAM > 50 µg/m3) was revoked in 2006.
[e] Both Federal and State standards are annual average (AAM) > 12.0 µg/m^3.

SOURCE: South Coast Air Quality Management District, Historical Data by Year, www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year; US Environmental Protection Agency, AirData, www.epa.gov/airdata/ad_rep_mon.html. Accessed April 2019.

Existing Health Risk in the Surrounding Area

As discussed above, EPA and CARB recognize that exposure to elevated levels of ground-level ozone and PM can be a cause of respiratory and cardiovascular health effects. Respiratory health impacts include throat irritation, reduced lung function, emphysema, bronchitis, chronic obstructive pulmonary disease (COPD), and possibly lung cancer. A strong correlation between long-term exposure to air pollutants, such as ozone and NO_2, to the aggravation of asthma is widely recognized, and these pollutants are believed to be one of many causes of asthma development. Other common asthma triggers include indoor and outdoor allergens and irritants,

such as tobacco smoke, mold, pets, dust, dust mites, oxides of nitrogen and wood smoke, chemicals and cleaning solvents.[70,71]

The Los Angeles County Department of Public Health tracks many health indicators, such as cancer, diabetes, heart disease and stroke, infectious diseases, and respiratory diseases, such as COPD.[72] This data represents occurrence rates and does not attribute causation to the incidence rate. Regardless of cause, the latest data indicate that public health in Los Angeles County is largely at the same or slightly better than national and state-wide norms for health indices such as adults with heart disease, lung and bronchus cancer rates, emergency room (ER) visits due to COPD, death rate due to lung cancer, death rate due to heart attack, and death rate due to stroke. Los Angeles County hospitalization rates due to heart failure and heart attacks exceed State rates, as do ER visits and hospitalization rates due to asthma in adults and children.[73]

A subset of these health indices is tracked at the sub-regional level. For example, according to health surveys conducted in 2016-2017, the rate of asthma in the adult population is 13.2 percent in Los Angeles County, and 13.9 percent in Service Planning Area (SPA) 8, which includes Inglewood and other South Bay cities. The same survey reports the State adult asthma incidence rate to be 15 percent and the national rate to be 14 percent;[74] however, the CDC, relying on a different survey, reports the rate of asthma in adults to be approximately 12 percent nationwide.[75]

In 2015, SCAQMD issued the Multiple Air Toxics Exposure Study (MATES IV),[76] which estimated long-term inhalation carcinogenic exposure risks from more than 30 air pollutants, including both gases and particulates, for the Air Basin. The monitoring study was accompanied by a computer modeling study in which SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. The predictive study based on computer modeling concluded a background cancer risk of approximately 1,023 in one million. A population-weighted average risk was determined to be approximately 997 in one million based on actual monitored data measured throughout the Air Basin.

These estimates used the cancer risk calculation methods adopted by the California Environmental Protection Agency (Cal/EPA) Office of Environmental Health Hazard Assessment (OEHHA) in 2015. This methodology supersedes the 2003 guidelines and takes into account the

70 US Environmental Protection Agency, Asthma. Available: https://www.epa.gov/asthma/asthma-triggers-gain-control. Accessed February 19, 2019.
71 Asthma and Allergy Foundation of America, https://www.aafa.org/air-pollution-smog-asthma/. Accessed February 20, 2019.
72 Los Angeles County Department of Public Health, Think Health LA, https://www.thinkhealthla.org/indicators. Accessed February 20, 2019.
73 Los Angeles County Department of Public Health, Think Health LA, https://www.thinkhealthla.org/indicators. Accessed February 20, 2019.
74 Los Angeles County Department of Public Health, Think Health LA, https://www.thinkhealthla.org/indicators/index/view?indicatorId=78&localeId=256. Accessed February 20, 2019.
75 Centers for Disease Control and Prevention, 2011 National Health Interview Survey (NHIS) Data, January 2013. https://www.cdc.gov/asthma/nhis/2011/table4-1.htm. Accessed August 12, 2019.
76 South Coast Air Quality Management District, 2015. *Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin*, p. 2-11. May 2015.

sensitivity of children to TAC emissions, breathing rates, and time spent at home since children have higher breathing rates compared to adults and would likely spend more time at home resulting in longer exposure durations.[77]

Under the updated OEHHA methodology, the relative reduction in the overall cancer risk from the MATES IV results compared to MATES III would be about 65 percent and 57 percent, respectively. Based on the online MATES IV Carcinogenic Risk Interactive Map, the background increase in cancer risk due to exposure to airborne TACs in the vicinity of the Project Site to be 1,000 in one million.[78] The factors that lead to the development of cancer are complex, and include age, genetics, lifestyle (obesity, tobacco use, alcohol use, etc.), and exposure to carcinogens. According to recent studies, approximately 38.4 percent of American men and women will be diagnosed with cancer from all causes at some point during their lifetimes (based on 2013–2015 data).[79] For comparison sake, this can be expressed as a 384,000 in one million cancer risk, and the incremental increase in an individual's lifetime cancer risk due to airborne TACs in the Basin to be an increase of approximately 0.26 percent.

According to the MATES IV, approximately 68 percent of the airborne carcinogenic risk in the Air Basin is attributed to DPM emissions, approximately 22 percent is attributed to other toxics associated with mobile sources (including benzene, butadiene, and formaldehyde), and approximately 10 percent is attributed to stationary sources (which include industries and certain other businesses, such as dry cleaners and chrome plating operations).[80] Generally, the risk from air toxics is lower near the coastline and increases inland, with higher risks concentrated near large diesel sources (e.g., freeways, airports, and ports).

Existing Project Site Emissions

The Project Site is comprised of approximately 28 acres of land. All but six of the parcels that make up the Project Site are currently vacant, undeveloped or are streets. The six developed parcels, all within the Arena Site, and include a fast food restaurant, a motel, two warehouse/light manufacturing facilities, a commercial catering business, and a groundwater well and related facilities.

Operation of these existing on-site businesses result in the emission of air pollutants associated with vehicle trips to and from the Project Site, on-site combustion of natural gas for heating and cooking, and fugitive emissions of VOCs from the use of aerosol products and coatings and landscaping. However, data with respect to the exact activity level (i.e., utility consumptions) at each business may not be obtainable, so existing emissions were based on default values form the

[77] California Environmental Protection Agency, Office of Health Hazard Assessment, 2015. Air Toxics Hot Spots Program, Guidance Manual for Preparation of Health Risk Assessments. February 2015.
[78] South Coast Air Quality Management District, 2015. *Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin*, MATES IV Carcinogenic Risk Interactive Map. May 2015.
[79] National Cancer Institute, Cancer Statistics, 2018. https://www.cancer.gov/about-cancer/understanding/statistics. Accessed on September 4, 2019.
[80] South Coast Air Quality Management District, 2015. *Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin*, p. ES-2. May 2015.

California Emissions Estimator Model software (CalEEMod®).[81] CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. CalEEMod is a Statewide land use emission computer model designed to provide a uniform platform for government agencies, land us planners, and environmental professionals to quantify potential criteria air pollutant and GHG emissions from a variety of land use projects. CalEEMod is the SCAQMD-recommended model for quantifying air quality and GHG impacts from land use projects throughout California.[82]

CalEEMod was used to estimate the existing on-site emissions from natural gas appliances and equipment, and fugitive VOC emissions. Defaults were used for area sources with a historical (pre-2005) electricity and natural gas usage rate base on building land use and square footage since the existing buildings on the Project Site were built before 2005.[83] Mobile source emissions associated with existing Project Site operations were calculated outside of CalEEMod using EMFAC2017 emission factors and estimated VMT for existing uses as presented in Section 3.14, Transportation and Circulation. Emissions modeling was conducted using the vehicle fleet mix for the Air Basin as provided in the EMFAC model, and Air Basin-specific vehicle fleet emission factors for 2024. **Table 3.2-3** presents the regional and localized (which excludes mobile) emissions from the existing development on the Project Site.

TABLE 3.2-3
EXISTING PROJECT SITE EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Existing Project Site Regional Emissions						
Area (Consumer Products, Landscaping)	1	<1	<1	0	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Motor Vehicles	1	3	13	<1	4	1
Total Regional Existing Emissions	**3**	**3**	**14**	**<1**	**4**	**1**

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

Existing Off-Site Uses Relocating to Project Site

In addition to the existing Project Site uses, there are existing off-site activities to be relocated to the Project Site which result in existing emissions of air pollutants. Off-site operational uses include the existing LA Clippers team offices, located in downtown Los Angeles at 1212 South Flower Street, and the existing LA Clippers practice and athletic training facility, located in Playa

[81] California Emissions Estimator Model. Available at: http://www.caleemod.com/.
[82] South Coast Air Quality Management District, Air Quality Modeling, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling. Accessed June 24, 2019.
[83] California Air Pollution Control Officers Association, California Emissions Estimator Model User's Guide, 2017. http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, Accessed April 25, 2019.

Vista at 6854 South Centinela Avenue. Operation of these off-site activities also result in the emission of air pollutants at their current location.

As with existing Project Site emissions, data with respect to the exact activity level (i.e., utility consumptions) associated with each existing off-site activity may not be obtainable, therefore existing emissions for the relocated uses were based on CalEEMod default values. Defaults were used for area sources with historical (pre-2005) electricity and natural gas usage rates based on building land use and square footage.[84] Mobile source emissions associated with the existing off-site team offices and practice and athletic training facility were calculated outside of CalEEMod using EMFAC2017 emission factors and the estimated VMT for existing uses as presented in Section 3.14, Transportation and Circulation. Emissions modeling was conducted using the vehicle fleet mix for the Air Basin as provided in the EMFAC models, and Air Basin-specific vehicle fleet emission factors for 2024. **Table 3.2-4** presents the regional and localized emissions from the existing uses relocating to the Project Site.

TABLE 3.2-4
EXISTING OFF-SITE USES RELOCATING TO PROJECT SITE (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Existing Off-Site Regional Emissions						
Area (Consumer Products, Landscaping)	1	<1	<1	0	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Motor Vehicles	2	3	17	<1	6	2
Total Regional Existing Emissions	**3**	**4**	**18**	**<1**	**6**	**2**

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

Air Quality Sensitive Receptors and Locations

Certain population groups, such as children, elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to the potential effects of air pollution than others.[85] As a result, certain land uses that are occupied by these population groups, such as residences, schools, playgrounds and childcare center, hospitals, rehabilitation centers, convalescent centers, and retirement homes are considered to be air quality sensitive land uses, i.e., air quality sensitive receptors.

The Proposed Site encompasses four subareas where different features of the Proposed Project will be located: Arena Site, West Parking Garage Site, East Transportation and Hotel Site, and Well Relocation Site. The Project Site is primarily surrounded by sensitive receptors to the south,

84 California Air Pollution Control Officers Association, California Emissions Estimator Model User's Guide, 2017. http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, Accessed April 25, 2019.

85 South Coast Air Quality Management District, 1993. *CEQA Air Quality Handbook*. November 1993.

west, and north, as shown in **Figure 3.2-2**. Land uses and the nearest air quality sensitive receptors surrounding the Project Site are described below.

Arena Site

To the north of the Arena Site and across West Century Boulevard is the Hollywood Park Specific Plan (HPSP) project. Residential uses will be located within the HPSP project approximately 900 feet north of the Arena Site. Additional residential uses are located adjacent to the Arena Site, to the west, as well as on the west side of South Prairie Avenue. Adjacent to the Arena Site to the south is a religious facility with a childcare center as well as residential uses.

The nearest air quality sensitive receptors to the Arena Site would be the residential uses located along the east side of South Prairie Avenue between West 102nd Street and West 103rd Street to the west (adjacent to the site) and the Inglewood Southside Christian Church and residential uses along West 104th Street to the south (adjacent to the site). Typically places of worship like the Inglewood Southside Christian Church are not considered air quality sensitive receptors; however, an early childhood education use that provides other family support services is located on the Inglewood Southside Christian Church site, where children between the ages of 3 years of age and 5 years of age attend.

West Parking Garage Site

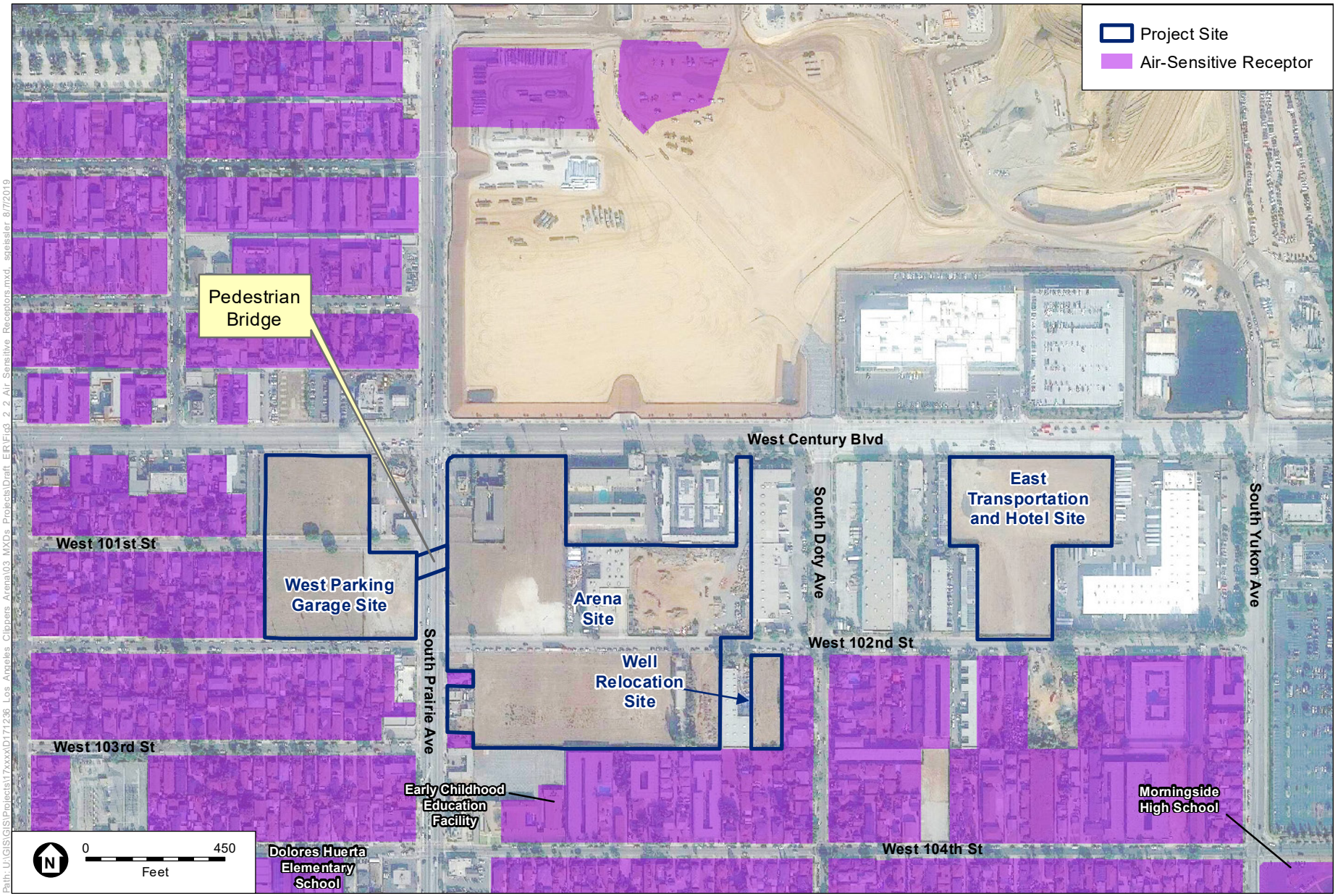
To the north of the West Century Boulevard are commercial uses, Holly Crest Hotel, and Motel 6. Commercial uses are located immediately to the east, a religious facility and residential uses are located to the south, and a motel, religious facility, and residential uses are located to the west. The nearest air quality sensitive receptors to the West Parking Garage Site would be residential uses to the west (adjacent to the site) and south (approximately 50 feet) of the site.

East Transportation and Hotel Site

The Hollywood Park Casino is located to the north of the East Transportation and Hotel Site, north of West Century Boulevard. To the west is an aquarium/pet store. To the south of the site are residential and commercial uses. A United Parcel Service (UPS) facility is located to the east of the East Transportation and Hotel Site. The nearest air quality sensitive receptors would be the residential uses located approximately 50 feet to the south of the Project Site on the south side of West 102nd Street.

Well Relocation Site

To the north of the Well Relocation Site is an occupied warehousing and shipping company. To the east of the site are residential uses. A vacant lot and residential uses are located to the south. To the west of the site is an occupied commercial use. The nearest air quality sensitive receptors would be the residential uses to the east and south, adjacent and approximately 60 feet from the site, respectively.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.2-2
Air-Sensitive Receptors

ESA

3.2.2 Adjusted Baseline Environmental Setting

Section 3.2, Air Quality, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to air quality, the changes associated with the HPSP Adjusted Baseline projects, currently under development and anticipated to be operational prior to construction of the Proposed Project, include operational air emissions associated with new uses in the HPSP area.

The HPSP Adjusted Baseline projects would emit air pollutants associated with vehicle trips, maintenance operations, energy consumption, etc., from all of its operational land uses. Specifically, vehicle trips associated with activities at the HPSP would begin taking place during mid-2020 when the NFL Stadium begins operations and uses are operating on the site and would have an impact on local and regional air quality. Accordingly, the air pollutant emissions associated with this development within the HPSP area are considered as part of the Adjusted Baseline. The nearest air quality sensitive receptors in the HPSP area under the Adjusted Baseline would be residences located approximately 950 feet north of the Project Site. No other changes to the existing environmental setting related to air quality would occur under the Adjusted Baseline.

3.2.3 Regulatory Setting

This section provides a summary of pertinent federal, State, and local statutes, regulations, plans, and policies that have been adopted that address air quality.

Federal

The 1963 CAA was the first federal legislation regarding air pollution control and has been amended numerous times in subsequent years, with the most recent amendments occurring in 1990. At the federal level, US EPA is responsible for implementation of certain portions of the CAA including mobile source requirements.

The CAA establishes federal air quality standards and specifies future dates for achieving compliance. The CAA also mandates that the State submit and implement a State Implementation Plan (SIP) for areas not meeting these standards. SIPs must include pollution control measures that demonstrate how the NAAQS will be met. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA that are most applicable to the Proposed Project include Title I (Nonattainment Provisions).

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria air pollutants: O_3; NO_2; CO; SO_2; PM10; and lead. The NAAQS were amended in July 1997 to include an 8-hour standard for O_3 and to adopt a NAAQS for PM2.5. The NAAQS were also amended in September 2006 to include an established methodology for calculating PM2.5 as well as revoking the annual PM10 threshold. **Table 3.2-5** shows the NAAQS currently in effect for each criteria air pollutant.

TABLE 3.2-5
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
O_3[h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
NO_2[i]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
CO	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
SO_2[j]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[j]	—	
PM10[k]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
PM2.5[k]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3 [k]	15 µg/m^3	
Lead[l,m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3(for certain areas)[m]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		

TABLE 3.2-5
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Visibility Reducing Particles[n]	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

NOTES:
[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in section 70200 of Title 17 of the California Code of Regulations.
[b] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 micrograms/per cubic meter (µg/m^3) is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
[c] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
[d] Any equivalent procedure which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
[e] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
[f] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[g] Reference method as described by the US EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the US EPA.
[h] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[i] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb.
[j] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
[k] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3.
[l] CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
[m] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
[n] In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB, Ambient Air Quality Standards (10/1/15), Accessed April 2019.

State

California Clean Air Act

The CCAA, signed into law in 1988, requires all areas of the State to achieve and maintain the CAAQS by the earliest practical date. The CAAQS are established to protect the health of the most sensitive groups and apply to the same criteria air pollutants as the federal CAA and also includes State-identified criteria air pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.[86] Table 3.2-5, provided above, shows the CAAQS currently in effect for each of the federally identified criteria air pollutants as well as state recognized pollutants, such as sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride.

Mobile Source Regulations

Mobile sources are a significant contributor to the air pollution in California. CARB has established exhaust emission standards for automobiles, which are more stringent than the federal emissions standards.

Through its Mobile Sources Program, CARB has developed programs and policies to reduce emissions from on-road heavy-duty diesel vehicles. Specifically, the On-Road Heavy-Duty Diesel Vehicle Regulation requires diesel trucks and buses that operate in the State to be upgraded to reduce emissions. By January 1, 2023, nearly all vehicles must have engines certified to 2010 model year engines or equivalent. The Innovative Clean Transit Program (ICT) sets emissions reduction standards for new public transit vehicles and requires major transit agencies to only purchase zero emission (ZE) buses after 2029. The Solid Waste Collection Vehicle Regulation requires solid waste collection vehicles and heavy diesel-fueled on-road single engine cranes to be upgraded. The Rule for On-Road Heavy-Duty Diesel-Fueled Public and Utility Fleets requires fleets to install emission control devices on vehicles or purchase vehicles that run on alternative fuels or use advanced technologies to achieve emissions requirements by specified implementation dates. CARB also established an In-Use Off-Road Diesel-Fueled Fleets Regulation to impose limits on idling and require fleets to retrofit or replace older engines.

California Air Resources Board On-Road and Off-Road Vehicle Rules

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In 2008 CARB approved the Truck and Bus Regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. The requirements were amended in December 2010 and apply to nearly all diesel fueled trucks and busses with a gross vehicle weight

[86] California Air Resources Board, California Ambient Air Quality Standards, https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed June 24, 2019.

rating greater than 14,000 pounds. For the largest trucks in the fleet (i.e., those with a gross vehicle weight rating greater than 26,000 pounds), there are two methods to comply with the requirements. The first method is for the fleet owner to retrofit or replace engines, starting with the oldest engine model year, to meet 2010 engine standards, or better. This is phased over eight years, starting in 2015 and would be fully implemented by 2023, meaning that all trucks operating in the State subject to this option would need to meet or exceed the 2010 engine emission standards for NO_X and PM by 2023. The second option, if chosen, requires fleet owners, starting in 2012, to retrofit a portion of their fleet with diesel particulate filters achieving at least 85 percent removal efficiency, so that by January 1, 2016, their entire fleet is equipped with diesel particulate filters. However, diesel particulate filters do not typically lower NO_X emissions. Thus, fleet owners choosing the second method must still comply with the 2010 engine emission standards for their trucks and busses by 2020. Beginning January 1, 2020, this requirement will be enforced by the California Department of Motor Vehicles (DMV). Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB1 authorizes the DMV to check that vehicles are compliant with or exempt from CARB's Truck and Bus Regulation. If a vehicle is not compliant with the rule, DMV will no longer register that vehicle starting January 1, 2020.

In addition to limiting exhaust from idling trucks, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation adopted by CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with the largest fleets to begin compliance by January 1, 2014. Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies (e.g., engine retrofits) on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits be fully implemented by 2023 in all equipment in large and medium fleets and across 100 percent of small fleets by 2028.

Sustainable Communities and Climate Protection Act of 2008 (SB 375)

Senate Bill 375 (SB 375) directs CARB to set regional targets for reducing greenhouse gas emissions from cars and light trucks.[87] As part of the transportation planning process, each region's Metropolitan Planning Organization (MPO) is responsible for preparing a Sustainable Communities Strategies (SCS) that integrates transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. Specifically, SB 375 focuses on reducing vehicle miles traveled (VMT) and encouraging more compact, complete, and efficient communities. Further, SB 375 established CEQA streamlining and relevant exemptions for

[87] Office of Planning and Research, 2011. Senate Bill 375 CEQA Provision Flow Charts. February 2011.

projects that are determined to be consistent with the land use assumptions and other relevant policies of an adopted SCS.

Assembly Bill 987 (AB 987)

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added section 21168.6.8 to the California Public Resources Code (PRC) and provides for expedited judicial review in the event that the adequacy of this EIR is challenged, so long as certain requirements are met. The discussion of AB 987 below is focused on the provisions of PRC section 21168.6.8 that addresses air emission, specifically criteria air pollutants and TACs. A full description of AB 987 is provided in Chapter 1, Introduction.

AB 987 is described in this chapter under Regulatory Setting because it potentially applies to the Proposed Project and addresses issues related to air pollutant emissions. However, it is not a regulatory statute, per se, in that the Proposed Project is not required to comply with the provisions of PRC 21168.6.8. Rather, AB 987 established provisions by which the project applicant for the Proposed Project may voluntarily decide to attempt to qualify under the provisions of the statute, and if certified as qualified by the Governor's Office, then it would be afforded certain benefits of expedited judicial review for any action brought to challenge the certification of this EIR or the approval of the Proposed Project. In the event that the Proposed Project does not qualify under the provisions of AB 987, the Proposed Project could still be reviewed and approved by the City, but judicial review would occur under the standard provisions of CEQA.

The provisions of PRC section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178–21189.3), as subsequently amended, which established expedited judicial review of certified Environmental Leadership Development Projects. In order to qualify for expedited judicial review under AB 987, the Proposed Project would have to achieve certain vehicle trip reduction goals and achieve a "no net new" greenhouse gas emissions standard, both of which would also result in reductions in criteria air pollutants and TACs.[88] Further, as a condition of approval of the Proposed Project, the lead agency must require the project applicant, in consultation with SCAQMD, to implement measures that will achieve criteria air pollutant and TAC reductions over and above any reductions required by other laws or regulations in communities surrounding the Project Site, consistent with emission reduction measures that may be identified for those communities pursuant to Health and Safety Code section 44391.2. At a minimum, these measures must reduce NO_X emissions by 400 tons and PM2.5 emissions by 10 tons over 10 years following the commencement of construction of the Proposed Project, with a minimum reduction of 130 tons of NO_X and 3 tons of PM2.5 achieved within the first year following commencement of construction. If the project applicant can demonstrate and verify to SCAQMD that it has invested at least thirty million dollars ($30,000,000) to achieve those reduction requirements, the requirements shall be deemed met, so long as one-half of the reductions are met.

[88] Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30, 2018.

Regional

South Coast Air Quality Management District

SCAQMD has jurisdiction over air quality planning for all of Orange County, Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The Air Basin is a subregion within SCAQMD jurisdiction. While air quality in the Air Basin has improved, the Air Basin requires continued diligence to meet the air quality standards.

Air Quality Management Plan

SCAQMD has adopted a series of AQMPs to meet the CAAQS and NAAQS, the 2012 and the 2016 AQMPs. While the 2016 AQMP is the most recent and was adopted by SCAQMD and CARB, it has not received full US EPA approval for inclusion in the SIP. Therefore, until such time as the 2016 AQMP is completely approved by the US EPA, the 2012 AQMP remains the applicable AQMP; however, this analysis considers both the 2012 and 2016 AQMPs as appropriate.

The 2012 AQMP includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, and on-road and off-road mobile sources. It highlights the significant amount of emission reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the timeframes allowed under the CAA.[89]

The key undertaking of the 2012 AQMP is to bring the Air Basin into attainment with the NAAQS for the 24-hour PM2.5 standard. It also intensifies the scope and pace of continued air quality improvement efforts toward meeting the 2024 8-hour O3 standard deadline with new measures designed to reduce reliance on the CAA section 182(e)(5) long-term measures for NOX and VOC reductions. SCAQMD expects exposure reductions to be achieved through implementation of new and advanced control technologies as well as improvement of existing technologies.

The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017.[90] CARB approved the 2016 AQMP on March 23, 2017. Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of ZE and near-zero-emissions (NZE) technologies; and taking credit from co-benefits from greenhouse gas, energy, transportation and other planning efforts.[91] The strategies included in the 2016 AQMP are intended to demonstrate attainment of the NAAQS for the national non-attainment pollutants ozone and PM2.5.[92]

[89] South Coast Air Quality Management District, 2013. *Final 2012 Air Quality Management Plan*. February 2013.
[90] South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*. March 2017.
[91] South Coast Air Quality Management District, 2017. *Final 2016 Air Quality Management Plan*. March 2017.
[92] South Coast Air Quality Management District, 2016. *NAAQS/CAAQS and Attainment Status for South Coast Air Basin*. 2016.

South Coast Air Quality Management District CEQA Guidelines

SCAQMD's CEQA guidelines are voluntary initiatives recommended for consideration by local planning agencies. The *CEQA Air Quality Handbook* (Handbook) published by SCAQMD provides local governments with guidance for analyzing and mitigating project-specific air quality impacts.[93] SCAQMD is currently updating some of the information and methods in the Handbook, such as the screening tables for determining the air quality significance of a project and the on-road mobile source emission factors. While this process is underway, SCAQMD recommends using other approved models to calculate emissions from land use projects, such as CalEEMod.[94]

The SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* considers impacts to air quality sensitive receptors from TAC-emitting facilities.[95] SCAQMD's siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for air quality sensitive receptors proposed in proximity to freeways and high-traffic roads, and the same siting criteria for distribution centers and dry cleaning facilities).

The SCAQMD Final Localized Significance Threshold Methodology and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds provides guidance when evaluating the localized effects of emissions in the CEQA evaluation.[96,97] These guidance documents were promulgated by the SCAQMD Governing Board as a tool to assist lead agencies to analyzed localized impacts associated with project-specific level proposed projects. The guidance documents establish mass emission rate "look up tables" as significance thresholds for projects that are five acres or less. For projects that are larger than five acres, such as the Proposed Project, it is recommended that project-specific air quality dispersion modeling is completed to determine localized air quality (see the discussion on Air Dispersion Modeling, below, for more details).

South Coast Air Quality Management District Rules and Regulations

Several SCAQMD rules adopted to implement portions of the 2012 and 2016 AQMPs may apply to the Proposed Project. The Proposed Project may be subject to the following SCAQMD rules and regulations:

> **Regulation IV – Prohibitions:** This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/

93 South Coast Air Quality Management District, 1993. *CEQA Air Quality Handbook*. November 1993.
94 South Coast Air Quality Management District, Air Quality Modeling, https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling. Accessed June 24, 2019.
95 South Coast Air Quality Management District, 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. May 06, 2005.
96 South Coast Air Quality Management District, 2008. *Final Localized Significance Threshold Methodology*. June 2003, Revised July 2008.
97 South Coast Air Quality Management District, 2006. *Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*. October 2006.

shutdown exemptions and breakdown events. The following is a list of rules which apply to the Proposed Project:

- ***Rule 401 – Visible Emissions***: This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.
- ***Rule 402 – Nuisance:*** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- ***Rule 403 – Fugitive Dust:*** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to a project property line, restricts the net PM10 emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures, which may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering, using chemical stabilizers and/or ceasing all activities.

Regulation XI – Source Specific Standards: Regulation XI sets emissions standards for specific sources. The following is a list of rules which may apply to the Proposed Project:

- ***Rule 1113 – Architectural Coatings:*** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- ***Rule 1138 – Control of Emissions from Restaurant Operations:*** This rule specifies PM and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.
- ***Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters:*** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.
- ***Rule 1186 – PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations:*** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM10 emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIII – New Source Review (NSR): Regulation XIII sets requirements for preconstruction review required under both federal and state statutes for new and modified sources located in areas that do not meet the Clean Air Act standards ("non-attainment" areas). NSR applies to both individual permits and entire facilities. Any permit that has a net increase in emissions is required to apply BACT. Facilities with a net increase in emissions are required to offset the emission increase by use of Emission Reduction Credits (ERCs). The regulation provides for the application, eligibility, registration, use and transfer of ERCs. For low emitting facilities, SCAQMD maintains an internal bank that can be used to provide

the required offsets. In addition, certain facilities are subject to provisions that require public notice and modeling analysis to determine the downwind impact prior to permit issuance.

Regulation XIV – Toxics and Other Non-Criteria Air Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria air pollutants. The following is a list of rules which may apply to the Proposed Project:

- ***Rule 1401 – New Source Review of Toxic Air Contaminants:*** This rule regulates new or modified facilities to limit cancer and non-cancer health risks from facilities located within SCAQMD jurisdiction.
- ***Rule 1402 – Control of Toxic Air Contaminants from Existing Sources:*** This rule regulates facilities that are already operating in order to limit cancer and non-cancer health risks. Rule 1402 incorporates the requirements and methodology of the AB 2588 Air Toxics "Hot Spots" program.
- ***Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities:*** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (see Section 3.8, Hazards and Hazardous Materials).
- ***Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines:*** This rule applies to stationary compression ignition (CI) engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for the region in which the City of Inglewood is located. In April 2016, SCAG adopted the *2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life* (RTP/SCS), which is an update to the previous 2012 RTP/SCS.[98]

The 2016 RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. Although the focus of the 2016 RTP/SCS is on GHG emission-reduction, compliance with and implementation of 2016 RTP/SCS

[98] Southern California Association of Governments, 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. April 2016.

policies and strategies would also have co-benefits of reducing per capita criteria air pollutant and TAC emissions associated with reduced per capita vehicle miles traveled (VMT). Improved air quality with implementation of the 2016 RTP/SCS policies would decrease reactive organic gases (ROG) by 8 percent, CO by 9 percent, NO_X by 9 percent, and PM2.5 by 5 percent.[99]

SCAG's 2016 RTP/SCS builds on the land use policies that were incorporated into the 2012 RTP/SCS, and provides specific strategies for successful implementation. These strategies include development of "complete communities," defined as mixed-use districts that concentrate housing, employment, and a mix of retail and services in close proximity to each other; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "complete streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles. The 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit.

In addition, the 2016 RTP/SCS includes goals and strategies to promote active transportation and improve transportation demand management (TDM). The 2016 RTP/SCS strategies support local planning and projects that serve short trips, increase access to transit, expand understanding and consideration of public health in the development of local plans and projects, and support improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. The 2016 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation.

In June 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTC/SCS and the determination that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.[100]

As described in Section 3.14, Transportation and Circulation, the Proposed Project would include shuttles to and from Metro stations during major Project events to reduce vehicle trips by spectators, event-day staff, and employees through the use of alternate modes of transportation including transit, shuttles, ridesharing, walking, and biking.

The consistency of the Proposed Project with the 2016 RTP/SCS is evaluated in more detail in Section 3.5, Energy Demand and Conservation, and Section 3.7, Greenhouse Gas Emissions.

99 Southern California Association of Governments, 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. April 2016.
100 California Air Resources Board, 2016. *Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination.* June 2016.

Local

City of Inglewood General Plan

The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City.

The following goal from the Land Use Element[101] of the City of Inglewood General Plan are relevant to air pollutant emissions.

> **Circulation Goal:** Promote and support adequate public transportation within the City and the region.
>
> **Circulation Goal:** Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

As described in Chapter 2, Project Description, the Proposed Project constitutes a large-scale development integrating commercial, office, hotel, entertainment uses that supports public transportation. The Proposed Project would include provisions that would promote the use of public transportation as a means of travel to and from the Proposed Project, including a Transportation Hub at the East Transportation and Hotel Site, shuttle stops on South Prairie Avenue, and a shuttle system for large events that would connect the Proposed Project to nearby Metro stations.

The consistency of the Proposed Project with the City of Inglewood General Plan is discussed under Impact 3.2-1 in Section 3.2.4, Analysis, Impacts and Mitigation.

City of Inglewood Energy and Climate Action Plan

The Inglewood Energy and Climate Action Plan (ECAP) presents the City's community and municipal inventories, emission forecasts, and recommended reduction targets for emissions to mitigate the City's impact on air quality and climate change.[102] Although the strategies within the ECAP are primarily directed towards GHG emission-reductions, as are discussed in further detail in Section 3.7, Greenhouse Gas Emissions, the measures in the ECAP would also achieve co-benefits of reducing criteria air pollutants and TACs. The ECAP's reduction strategies focus on actions within, or associated with activity in, the City that can result in a break from business-as-usual energy us and/or emissions. The City's GHG emission reduction targets are 15 percent below 2005 levels by 2020 and 32.5 percent below 2005 levels by 2035. The ECAP quantifies GHG reductions from five implementation strategies and actions: leading by example, increasing energy efficiency, supporting renewable energy generation, improving transportation options, and reducing consumption and waste, all of which are described in detail in the Local Regulatory Setting under Section 3.7, Greenhouse Gas Emissions. The following two of the five strategies and their related actions also have the potential for co-benefits of reducing criteria air pollutants and TACs:

[101] City of Inglewood, Department of Community Development and Housing, 1980. Land Use Element of the Inglewood General Plan. January 1980. Amended September 14, 2016.
[102] City of Inglewood, 2013. Inglewood Energy and Climate Action Plan. March 2013.

Strategy 1 – Lead by Example with Municipal Government Actions

- Accelerate city vehicle fleet replacement
- Continue commute trip reduction program
- Planning for electric vehicle infrastructure

Strategy 4: Improve Transportation Options and Manage Transportation Demand

- Make roadways more efficient
- Improve transit
- Improve bicycle facilities
- Make parking more efficient
- Reduce commute trips
- Encourage land use intensification and diversity

The consistency of the Proposed Project with the ECAP is discussed under Impact 3.2-1 in Section 3.2.4, Analysis, Impacts and Mitigation, as well as in Impact 3.7-2 of Section 3.7, Greenhouse Gas Emissions.

3.2.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts from emissions of air pollutants. The following threshold of significance is consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;[103]
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Criteria Air Pollutant Emissions Thresholds

SCAQMD has established numerical significance thresholds for regional emissions during construction and operation. The numerical significance thresholds are based on the recognition that the Air Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health.[104]

[103] For the purposes of this Draft EIR, the City has included analysis of all regulated criteria pollutants, regardless of attainment status, for exceedances of applicable federal or state ambient air quality standards.
[104] South Coast Air Quality Management District, 1993. CEQA Air Quality Handbook, November 1993.

Given that construction impacts are temporary, SCAQMD has established significance thresholds specific to construction activity. Based on the indicators in the SCAQMD CEQA Air Quality Analysis Handbook,[105] the Proposed Project would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds:[106]

- 75 pounds a day for VOC
- 100 pounds per day for NO_X
- 550 pounds per day for CO
- 150 pounds per day for SO_X
- 150 pounds per day for PM10
- 55 pounds per day for PM2.5

SCAQMD has also established numeric significance thresholds for operations. SCAQMD has established significance thresholds in part based on CAA section 182(e), which identifies 10 tons per year of VOC and NO_X as a significance level for stationary source emissions in extreme non-attainment areas for ozone. The numeric significance thresholds for other pollutants are also based on federal major source thresholds, which vary depending on regional attainment status. For example, the Air Basin is in attainment for carbon monoxide, which yields a corresponding major source threshold of 100 tons per year, or 550 pounds per day.[107] These "major source" significance thresholds were developed under the Federal Title V Operating Permit Program.[108] SCAQMD converted these significance levels to pounds per day. The attainment status designation is based on the healthfulness of air quality and the corresponding significance thresholds are intended to be health protective.[109]

A similar approach is applied to PM2.5, where the daily limit of 55 pounds per day is based on the US EPA proposed rule to implement a PM2.5 NAAQS, with a significant emission rate of 10 tons per year.[110]

[105] South Coast Air Quality Management District, Air Quality Analysis Handbook. www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook. Accessed April 16, 2019.
[106] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, revised April 2019. Accessed July 2019.
[107] US Environmental Protection Agency, Title V Operating Permits, https://www.epa.gov/title-v-operating-permits/who-has-obtain-title-v-permit. Accessed June 25, 2019.
[108] South Coast Air Quality Management District, What is Title V?, http://www.aqmd.gov/home/permits/title-v/what-is-title-v-. Accessed June 24, 2019.
[109] California Air Resources Board, Air Quality Standards and Area Designations, https://www.arb.ca.gov/desig/desig.htm. Accessed June 25, 2019.
[110] South Coast Air Quality Management District, 2006. *Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds*, October 2006.

The Proposed Project would potentially cause or contribute to an exceedance of an ambient air quality standard if regional operational emissions exceed any of the following SCAQMD prescribed daily emissions thresholds:[111]

- 55 pounds a day for VOC,
- 55 pounds per day for NO_X,
- 550 pounds per day for CO,
- 150 pounds per day for SO_X,
- 150 pounds per day for PM10, and
- 55 pounds per day for PM2.5.

SCAQMD has set its CEQA significance threshold for NO_X and VOC at 10 tons per year (expressed as 55 lb/day). because the federal CAA defines a major stationary source for extreme ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year.[112] Under the federal CAA, such sources are subject to enhanced control requirements,[113] so SCAQMD determined that 55 lb/day was an appropriate threshold for making a CEQA significance finding and requiring feasible mitigation. As, SCAQMD has stated:

> "… a project source that emits 10 tons/year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO_X with specific health impacts from ozone."[114]

Therefore, lead agencies that use SCAQMD thresholds of significance may determine that projects have a significant air quality impact and correspondingly are required to implement all feasible mitigation measures, yet are not able to correlate the project impact to quantifiable health effects.

Localized Significance Thresholds

SCAQMD published its Final Localized Significance Threshold Methodology in June 2003, (revised July 2008) and Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds in October 2006, recommending that all air quality analyses include a localized assessment of both construction and operational impacts on the air quality of nearby air quality sensitive receptors.[115,116] LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of a NAAQS or CAAQS. LSTs are based on the

[111] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, revised April 2019. Accessed July 2019.
[112] 42 U.S.C. §§ 75lla(e), 7511a(f); CAA §§ 182(e), 182(f)
[113] 42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173
[114] South Coast Air Quality Management District, Amicus Brief in Support of Neither Party, *Sierra Club v. County of Fresno*, 2015.
[115] South Coast Air Quality Management District, 2008. *Final Localized Significance Threshold Methodology*. June 2003, revised July 2008.
[116] South Coast Air Quality Management District, 2008. *Final Localized Significance Threshold Methodology*. June 2003, revised July 2008.

ambient concentrations of that pollutant within the Source Receptor Area (SRA) where a project is located and the distance to the nearest air quality sensitive receptor. LSTs are only applicable to the following criteria air pollutants: NO_X, CO, PM10, and PM2.5. The Project Site is located in the central portion of SRA 3 (Southwest Los Angeles County Coastal).[117]

The Basin is in attainment for NO2 and CO, meaning their ambient concentrations are below their respective air quality standards. When evaluating localized impacts for NO_2 and CO, the local ambient concentrations and the Proposed Project related concentrations are summed and then compared to the NAAQS and CAAQS. If the sum of the ambient concentrations and Proposed Project concentrations are greater than the air quality standard, this would result in a significant impact.

The Basin is in nonattainment for PM10 and PM2.5, meaning their ambient concentrations are above their respective air quality standards. If ambient levels already exceed a NAAQS or CAAQS, then project impacts may be considered significant if they increase ambient concentrations in excess of the allowable increase established by SCAQMD. This would apply to PM10 and PM2.5, both of which are nonattainment pollutants in the Basin. For these latter two pollutants, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu g/m^3$ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to non-aggregate handling operational activities.

SCAQMD recommends that sites larger than 5 acres perform air dispersion modeling to determine localized air quality.[118] Because the Project Site exceeds 5 acres, dispersion modeling was performed to determine if the pollutant concentrations from Proposed Project emissions would exceed relevant significance thresholds established by SCAQMD.

For the evaluation of localized impacts of the Proposed Project, SCAQMD has established air quality significance thresholds on a concentration basis. For attainment pollutants NO_2 and CO, a project is significant if, in combination with existing or future ambient concentrations, it causes or contributes to an exceedance of the standards listed in Table 3.2-5, above.

For PM2.5 and PM10, a project is significant if the emissions result in exceedance of the following incremental increase thresholds:[119,120]

- 10.4 $\mu g/m^3$ (24-hour) and 1 $\mu g/m^3$ of PM10 (Annual) for construction,
- 10.4 $\mu g/m^3$ (24-hour) of PM2.5 for construction,
- 2.5 $\mu g/m^3$ (24-hour) and 1.0 $\mu g/m^3$ (Annual) of PM10 for operations, and
- 2.5 $\mu g/m^3$ (24-hour) of PM2.5 for operation.

[117] South Coast Air Quality Management District, Map of Monitoring Areas, http://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf. Accessed April 25, 2019.
[118] South Coast Air Quality Management District, Localized Significance Thresholds, www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed June 25, 2019.
[119] South Coast Air Quality Management District, Rule 403 Dust Control Information, https://www.aqmd.gov/home/rules-compliance/compliance/rule-403-dust-control-information. Accessed April 24, 2019.
[120] South Coast Air Quality Management District, 1995. Rule 1301. December 7, 1995.

Toxic Air Contaminants Health Risk Thresholds

Based on the criteria set forth by SCAQMD, the Proposed Project would expose air quality sensitive receptors to substantial concentrations of TACs if the Proposed Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0. Similarly, the Proposed Project would result in a potentially significant impact if cancer burden corresponds to an increase in more than 0.5 excess cancer cases in areas where the Project-related increase in individual cancer risk exceeds 1 in 1 million.[121]

Currently, the health impact of a particular criteria air pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the NAAQS. Such an analysis has generally not been performed at the project level. In this instance, however, an HIA was conducted to estimate the extent to which the Proposed Project would result in an increase in the criteria air pollutant concentrations, and to analyze whether such an increase in criteria air pollutant concentrations could be correlated with specific health impacts.

Methodology and Assumptions

Regional Construction Emissions Methodology

Construction of the Proposed Project would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. As previously described, emissions of VOC, NO_X, CO, SO_2, PM10, and PM2.5 emissions are included in this analysis. Construction emissions can vary substantially from day to day, depending on the intensity and specific type of construction activity. The maximum daily regional emissions are predicted values for the worst-case day and do not represent the emissions that would actually occur during every day of construction. The maximum daily regional mass emissions of pollutants were compared to the respective SCAQMD thresholds.

According to the Proposed Project construction schedule, as presented in **Table 3.2-6**, construction will begin July 2021 and be completed October 2024. Emission calculations assumed all construction occurs at the earliest feasible dates. If the onset of construction were to be delayed to a later year, construction emissions would be less than those presented. This would result from cleaner construction equipment and vehicle fleet mix expected as a result of State regulations that require cleaner construction equipment to be phased-in for heavy-duty equipment.[122] Thus, should the Proposed Project commence construction on a later year than modeled in this air quality impact analysis, air quality impacts would be less than the impacts disclosed herein.

[121] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, revised March 2015. Accessed March 21, 2018.

[122] California Air Resources Board, 2010. 13 CCR, Section 2449, Final Regulation Order: Regulation for In-Use Off-Road Diesel Vehicles, December 16, 2010.

TABLE 3.2-6
MODELED CONSTRUCTION SCHEDULE

Phase and Subphase	Start Date	End Date
Arena Site		
Demolition	July 2021	October 2021
Site Preparation and Sound Walls	July 2021	September 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	November 2021	February 2022
Foundations/Concrete Pour	December 2021	January 2023
Building Construction	March 2022	June 2024
Exterior Enclosure/Architectural Coatings	July 2022	May 2024
Paving	February 2024	May 2024
West Parking Garage Site		
Site Preparation and Sound Walls	July 2021	July 2021
Drainage/Utilities/Trenching	July 2021	September 2021
Grading/Excavation	July 2021	September 2021
Foundations/Concrete Pour	September 2021	November 2021
Building Construction	October 2021	February 2023
Exterior Enclosure/Architectural Coatings	September 2021	February 2023
Paving	November 2021	February 2023
East Transportation and Hotel Site		
Site Preparation and Sound Walls	July 2021	August 2021
Drainage/Utilities/Trenching	September 2021	October 2021
Grading/Excavation	October 2023	October 2023
Foundations/Concrete Pour – Transportation Hub	February 2024	February 2024
Building Construction – Transportation Hub	March 2024	June 2024
Exterior Enclosure/Architectural Coatings – Transportation Hub	March 2024	June 2024
Paving – Transportation Hub	April 2024	June 2024
Building Construction – Hotel Site	February 2024	September 2024
Paving – Hotel Site	September 2024	October 2024
Architectural Coatings – Hotel Site	August 2024	October 2024
Well Relocation Site		
Demolition	July 2021	July 2021
Sound Walls	July 2021	July 2021
Drilling and Casing	August 2021	December 2021
Utilities	January 2022	May 2022
Paving/Fencing	June 2022	June 2022

NOTE:
The emissions were estimated assuming construction begins at the earliest possible date (July 2021). This provides for a conservative emissions estimate as emission factors decline in future years. Construction of the Proposed Project may commence at a later date, which would generally result in similar or reduced emissions, primarily due to vehicles meeting more stringent emissions standards. If construction starts at a later date, emissions could occur in later calendar years; however, the emissions would be similar or reduced compared to the emissions disclosed herein.

SOURCE: ESA, 2019.

Construction activities would include demolition of any existing structures or improvements on site, site preparation, excavation and grading, building construction and interior finishing work, structure enclosure and architectural coating, and paving and exterior landscaping. Demolition activities are anticipated to generate approximately 7,607 tons of demolition debris (asphalt and general construction debris). The Proposed Project would export approximately 296,915 cubic yards of soil during grading and excavation activities. Heavy-duty equipment, vendor supply trucks and concrete trucks would be used during construction of foundations, parking structures, and buildings.

Daily regional criteria air pollutant emissions for the different phases of construction were forecasted based on construction activities, on-road and off-road mobile sources, and fugitive dust emission factors associated with the specific construction activity. Over the course of the construction schedule, the length of workdays would vary in range from 8 hours to 24 hours. Over the course of a day or shift, usage would vary depending on the equipment and type of work being performed. For example, during each 8-hour shift, equipment would be operating for seven hours per shift since the workday would include equipment downtime for lunch breaks and safety meetings. During the building construction phase of the Arena Structure, a majority of the construction days would be 16-hour workdays, but periodically days could also require 24-hour workdays. The 24-hour workdays would be required during a variety of activities, including but not limited to construction such as foundation concrete pours, well-drilling, and construction of portions of the arena bowl involving placement of precast segments on the Arena Site. The 24-hour workdays would be required for a number of reasons, including technical requirements of certain construction techniques, worker safety, labor rules, and avoidance of conflicts on City streets and highways in the vicinity. Details regarding workday assumptions can be found in Appendix D.

Off-road mobile source emissions would result from the use of heavy-duty construction equipment such as bulldozers, loaders, and cranes. These off-road mobile sources emit VOC, NO_X, CO, SO_2, PM10, and PM2.5. The emissions were estimated using CalEEMod (Version 2016.3.2) software, an emissions inventory software program recommended by SCAQMD. CalEEMod is based on outputs from the OFFROAD model and EMission FACtor (EMFAC) model, which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, heavy-duty off-road equipment, and on-road vehicles. Activities parameters, such as number of pieces of equipment and equipment usage hours were provided by the applicant.

Fugitive dust emissions (using PM10 as a surrogate) during construction activities were estimated in CalEEMod, which are based on the methods described in the US EPA AP-42 Compilation of Air Pollutant Emission Factors.[123] During the application of architectural coatings, evaporation of solvents contained in surface coatings result in VOC emissions. CalEEMod was used to calculate VOC emissions based on the building surface area and the default VOC content provided by the

[123] US Environmental Protection Agency, AP-42 Compilation of Air Pollutant Emissions Factors, Chapter 13: Miscellaneous Sources, https://www3.epa.gov/ttn/chief/ap42/ch13/index.html. Accessed April 25, 2019.

air district or CARB's statewide limits. Asphalt paving of parking areas are another source of VOC emissions. CalEEMod was used to calculate VOC off-gassing emissions based on the parking lot size and SCAQMD default emission factor.

On-road mobile sources also have the potential to generate temporary criteria air pollutant emissions through workers and haul trucks traveling to and from the Project Site during construction. Daily truck trips and trip lengths were based on information provided by the project applicant. Emission factors for passenger vehicles and heavy-duty trucks used the regional emission factors generated from the EMFAC model 2017 (EMFAC2017), the most recently approved version by the US EPA. EMFAC2017 "represents [California Air Resources Board's] current understanding of motor vehicle travel activities and their associated emission levels."[124] Mobile emission factors vary by speed where vehicles traveling at low speeds have higher emission rates, as seen in the EMFAC2017 data. Additional information is provided in Appendix D. On-road mobile sources related to project construction activities were conservatively assumed to travel at 5 miles per hour (mph) within the local study area (refer to section below, Localized Emissions and Analysis Methodology, for a discussion of the local study area). The 5 mph corresponds to the slowest speeds and the highest emission rates, as seen in the EMFAC2017 data. On-road mobile sources outside of the local study area were assumed to travel at an average speed for all vehicle travel as calculated through the EMFAC2017 model for the SCAQMD region. The total mobile source emissions from traveling to and from the Project Site were calculated using the trip rates, trip length, and emission factors. Although CARB restricts idling times to no more than 5 minutes at any one location, it was conservatively assumed that truck idling activities would total 15 minutes per trip, representing three separate 5-minute idling occurrences: check-in to the Project Site or queuing at the site boundary upon arrival, on-site idling during loading/unloading, and check-out of the Project Site or queuing at the site boundary upon departure.[125]

Regional Operational Emissions Methodology

Operation of the Proposed Project would generate criteria air pollutant emissions from Project-generated vehicle trips traveling to and from the Project Site, energy sources such as natural gas combustion, and area sources such as operation of landscaping equipment and use of consumer products, including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies, kitchen aerosols, cosmetics and toiletries. The Proposed Project would also produce criteria air pollutant emissions from on-site diesel-fueled emergency generators, charbroilers, cooling tower, delivery trucks, and transport refrigeration units (TRUs) used in delivery trucks. Operational impacts were assessed for the full Proposed Project buildout year of 2024, as well as the existing uses.[126] Daily maximum criteria air pollutant emissions were compared with SCAQMD thresholds for operation to determine the operational impacts of the Proposed Project. Regional operational air quality impacts of the Proposed Project air emissions

[124] California Air Resources Board, Mobile Source Emissions Inventory, https://www.arb.ca.gov/emfac/2017/. Accessed April 25, 2019.
[125] California Air Resources Board, 13 CCR Section 2485, 2016. Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, September 2016.
[126] Proposed Project operations would begin July 2024 resulting in approximately six months of Arena operations during 2024.

were assessed based on the incremental increase in emissions compared to existing conditions. While air pollutant emissions from the demolition of the existing groundwater well and related facilities on site and the construction of the relocated groundwater well and related facilities was calculated and included as net new, the operational emissions of the relocated groundwater well and related facilities "net out" since operations will not change once relocated.

The on-road mobile sources related to the operation of the Proposed Project would include passenger and employee vehicles, Transportation Network Company (TNC) vehicles, shuttles for event attendees, employees, players and supporting staff, delivery trucks, media vans, charter buses, micro-transit vehicles, and paratransit vehicles, and vehicles associated with the ancillary land uses, including the hotel and restaurant/retail land uses.

VMT data, which takes into account mode (vehicle trip types including private attendee vehicles, transportation network company vehicles, employees, shuttles, and miscellaneous vehicles), ridership (occupancy per vehicle), and trip lengths, was developed for the transportation analysis presented in Section 3.14, Transportation and Circulation, and is provided in Appendix K. Emissions from motor vehicles are dependent on vehicle type. Thus, the emissions were calculated using a representative motor vehicle fleet mix for the Proposed Project based on information provided in Appendix K and EMFAC default fuel type.

For vehicle trips associated with the proposed Arena, the vehicle trips associated with spectators, event-day staff, and employees would be primarily passenger vehicles, so the default SCAQMD fleet mix was adjusted for a passenger fleet mix of light-duty autos, motorcycles, light duty trucks, and medium-duty vehicles to estimate passenger fleet-average emission factors. For trips associated with TNC vehicles, the default SCAQMD fleet mix was adjusted for a TNC vehicle fleet mix of light-duty autos, light duty trucks, and medium-duty vehicles to estimate TNC fleet-average emission factors. For vehicle trips associated with shuttles used to transport attendees and employees, the default SCAQMD fleet mix was adjusted for a shuttle fleet mix of light-heavy duty trucks to estimate shuttle fleet-average emission factors. For vehicle trips associated with miscellaneous vehicles, the default SCAQMD fleet mix was adjusted for a miscellaneous vehicle fleet mix of medium-heavy duty and heavy-heavy duty trucks to estimate miscellaneous vehicle fleet-average emission factors. For ancillary land uses, including the hotel and restaurant/retail land uses, the default SCAQMD fleet mix was used to estimate fleet-average emission factors.

For the Proposed Project Arena and associated events, trips lengths were also separated into three trip length segments with different vehicle speeds. As stated above, vehicles traveling at low speeds have higher emission rates on a gram per mile basis.

The first trip length segment was defined as the distance each vehicle trip travelled on residential and business district roadways to and from freeways from the point of the trip origin to the nearest freeway. These vehicles were modeled traveling at a speed of 25 mph, the lowest (and

most conservative for emissions) posted speed limit typical on these roadways.[127] This length was modeled as 5 miles because Los Angeles County census data and Geographic Information System mapping shows that 98 percent of the Los Angeles county population lives within 5 miles of a freeway.[128]

The second trip length segment was defined as the distance each event-related vehicle trip travelled on freeways to the Project Site. Emissions were modeled based on freeway speed data from the California Department of Transportation (Caltrans) Performance Measurement System (PeMS) for the freeways closest to the Project Site. These vehicles were calculated to travel at a speed of approximately 40 mph.[129] This trip length varied since it was the total trip lengths of the various trip types (attendee vehicles/attendee TNC vehicles, employee vehicles/employee TNC vehicles, attendee shuttles/employee shuttles, and miscellaneous vehicles) minus the first trip length segment of 5 miles and the last trip segment lengths of 1.3 miles. The 1.3-mile segment trip length is defined as the distance within the local study area and is further described in the next paragraph. Both the first segment of 5 miles and the last segment of 1.3 miles are the same for all trip types for every Proposed Project event type, except for attendee/employee shuttles (based on information in Appendix K).[130] This method was applied to all 40 mph trip length segments (e.g., for an NBA game event, attendee vehicles/attendee TNC vehicle trip types have a total trip length of 22.2 miles and subtracting the first segment of 5 miles and last segment of 1.3 miles, results in a second segment trip length of 15.9 miles). The trip length segment derivations for the other trip types analyzed are detailed in Appendix D.

The third trip length segment was defined as the distance each vehicle would travel in the local study area (refer to section below, Localized Emissions and Analysis Methodology, for a discussion of the local study area), where vehicles were conservatively assumed to travel at 5 mph corresponding to slowest speeds and the highest emission rates, as seen in the EMFAC2017 dataset, conservatively representing pre-event traffic congestion conditions. This

[127] California Department of Motor Vehicles, California Driver Handbook-Laws and Rules of the Road, https://www.dmv.ca.gov/portal/dmv/detail/pubs/hdbk/speed_limits+. Accessed June 25, 2019.

[128] The average distance used for the first trip length segment was determined by ESA using GIS where it was determined that 98 percent of the Los Angeles County population lives within 5 miles of a freeway. Los Angeles County Enterprise GIS, Los Angeles County GIS Data Portal, 2019, http://egis3.lacounty.gov/egis/. Accessed July 22, 2019. US Census Bureau, American Fact Finder, 2019, https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_P1&prodType=table. Accessed July 22, 2019.

[129] The average speed for the third trip length was determined by averaging the vehicle speeds on the closest freeways (I-405-N, I-405-S and I-105-E) to the Project Site at the peak rush hour of 5 to 6 P.M hour to account for slower freeway hour traffic for the 2018 year based on Caltrans Performance Measurement System (PeMS) data. Caltrans, PeMs, I-405-N Post Mile 22.68, I-405-N Post Mile 29.5; I-105-E Post Mile 2.82, I-105-E Post Mile 7.2; I-405-S Post Mile 22, I-405-S Post Mile 29.5. In addition, the average speed for travel on freeways around Downtown Los Angeles was also evaluated (I-110 N, I-110-S and I-10-E and I-10-W) at the peak rush hour of 5 to 6 P.M hour to account for slower freeway hour traffic for the 2018 year based on Caltrans PeMs data. Caltrans, PeMS, I-110-N Post Mile 15.1 to 24.46, I-110-S Post Mile 15.36 to Post Mile 23.8, I-10-E Post Mile 12.95 to 17.6, I-10-W Post Mile 12.95 to Post Mile 17.57. http://pems.dot.ca.gov/. Accessed June 27 and July 27, 2019.

[130] Events types at the Proposed Project include NBA Games, Concerts (small, medium, and large), Family Shows, Corporate/Community Events, Other Events and Plaza Events (see Appendix K).

length was modeled as 1.3 miles and is based on the distribution of vehicles travelling on roads from the east west, north, and south directions from the Arena.

To account for round trips, the same logic is applied to the three segment types, starting with the Local Study Area and ending with the 5 miles from freeway to the final destination. Vehicles emissions from the Proposed Project non-arena land uses were modeled using the average speed for all vehicle travel in the SCAQMD region as determined through EMFAC2017 (see Appendix K).

CARB's EMFAC2017 was used to generate emissions factors for all operational mobile sources based on speed. The model was run in the emissions mode (also referred to as the "Burden" mode) to generate SCAQMD-specific vehicle fleet emission factors in units of grams per mile. The speed-specific emission factors were then applied to the project-specific daily VMT to obtain daily mobile source emissions in grams per day.[131]

The operational area and energy emissions from the Proposed Project were estimated using the CalEEMod software. Energy source emissions were based on natural gas (building heating and water heaters) and area source emissions are based on architectural coatings, landscaping equipment, and consumer product usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod were based on the California Energy Commission California Commercial End Use Survey (CEUS) data set, which provides energy demand by building type and climate zone.[132] However, since the data from the CEUS is from 2002, correction factors were incorporated into CalEEMod to account for the most recent 2019 Title 24 Building Energy Efficiency Standards that would be applicable to the Proposed Project.[133] Default parameters were used when Project-specific data was not available. Because lighting and air handling will be controlled by zone within the Arena, it is estimated that large events (12,000 or more attendees) required full arena energy demand and generate 100 percent of the area emissions of a full Arena, medium events (between 5,000 and 10,000 attendees) required 80 percent of the full arena energy demand and generate 80 percent of the area emissions of a full Arena, and small events (less than 5000 attendees) required 25 percent of the full arena energy demand and generate 25 percent of the area emissions of a full Arena. For plaza events, the Arena would not be in use, and such events would only include a plaza activity.

Stationary-source emissions were estimated separately outside of the CalEEMod software as certain stationary sources such as restaurant charbroilers are not accounted for in CalEEMod. Charbroiling emissions were calculated based on emissions factors available from SCAQMD. In order to provide a conservative analysis, it was assumed that the restaurant uses would charbroil meat with relatively high emission factors (i.e., hamburger meat and chicken). The quantity of meat charbroiled in the restaurant uses were based on survey data from SCAQMD and San

[131] Project-specific emission factors do not account for reductions in mobile source air pollutant emissions that would result from all required on- and off-site GHG emission reduction measures set forth in Mitigation Measure 3.7-1(a). Thus, the emission factors may result in a slight overstatement of emissions from mobile sources during Project operations.
[132] California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/Chart.aspx. Accessed March 22, 2018.
[133] California Energy Commission, 2018. 2019 Building Energy Efficiency Standards, March 2018.

Joaquin Valley Air Pollution Control District. The estimated emissions account for reductions from compliance with emissions control requirements consistent with SCAQMD Rule 1138.

Stationary sources would also include an on-site cooling towers to assist in dissipating heat from commercial processes of the Proposed Project, and would utilize 4,800,000 gallons annually (refer to the Water Supply Assessment prepared for the Proposed Project and Appendix M). Emissions from the cooling tower occur as a result of air containing chemical impurities passing through the cooling water in the tower where some of the liquid water is entrained into the air stream and carried out of the tower as "drift" droplets where the particulate matter constituent of the drift droplets may be classified as an emission. Large drift droplets often settle out of the tower exhaust air stream and deposit near the tower, while other drift droplets may evaporate before being deposited in the area surrounding the tower, and they also can produce PM emissions. To estimate daily emissions, particulate matter emission factors for wet cooling towers calculated by the US EPA were used, conservatively assuming it would operate 24 hours a day, every day of the year using the above-mentioned daily flow rate.[134]

Additionally, the Arena Site would include up to two stationary emergency generators with an estimated total capacity rated at approximately 2,400 kilowatts (kW) to provide emergency power primarily for lighting and other emergency building systems and two emergency fire pumps with an estimated total capacity rated of 300 kW to provide water for the fire suppressant system. Emergency generator and fire pump emissions were calculated based on compliance with applicable federal emissions standards and compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. This analysis also assumed that the emergency generators and fire pumps would operate up to two hours per day and a total of 50 hours per year for testing and maintenance (per SCAQMD Rule 1470 limit).

Delivery truck emissions generated from traveling to and from the Project Site, as well as on-site idling were based on the proposed loading dock capacity at the Arena and emission factors from EMFAC2017. The maximum number of delivery trucks were assumed with half of the delivery trucks consisting of TRUs to account for trucks transporting goods that require refrigeration. Delivery trucks emissions were based on one hour of operation per truck per day and emission factors from CARB.[135,136]

Localized Emissions and Analysis Methodology

Localized construction and operations related NO_X, CO, PM10, and PM2.5 emissions concentrations were estimated to determine if the Proposed Project would generate significant

[134] US Environmental Protection Agency, Air Pollutant Factors (AP-42), Fifth Edition, Volume I – Chapter 13.4: Wet Cooling Towers, https://www3.epa.gov/ttn/chief/ap42/ch13/final/c13s04.pdf. Accessed December 2018.
[135] California Air Resources Board, 2011. Staff Report: 2011 Amendments for the Airborne Toxic Control Measure for In-USE Diesel Fueled TRUs and TRU Generator Sets, and Facilities where TRUs Operate, August 2011.
[136] California Air Resources Board, 2012. Final Regulation Order, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities where TRUs Operate, October 2012.

localized air quality impacts that could substantially affect air quality sensitive receptors in the vicinity of the Project Site.

The localized off-site emissions analysis focused on an approximately 1.3 mile radius from the Project Site, which is referred to in this analysis as the local study area, rather than the full trip length assumed under the regional construction and operational emission calculations.[137] The local study area was the focus of this analysis because it would result in the highest incremental increase in ambient air pollutant concentration due to capturing the emissions from the Proposed Project on-site site construction, on-site operations, and the four intersections experiencing the maximum traffic volumes surrounding the Project Site. The local study area was assumed to capture the maximum localized emissions because vehicles associated with construction and operations tend to dissipate the farther they travel from the Project Site while increasing speed, thus reducing emission rates with increased distance.

Similar to the regional impact analysis, CARB's EMFAC2017 was used to generate emissions factors for construction and operational mobile sources for the localized impact analyses. The mobile emissions associated with the Proposed Project in the local study area were calculated using the fleet mix information provided in Appendix K and the average vehicle speed assumption of 5 mph to account for reduced vehicle speeds due to traffic congestion.[138] The mobile source emissions from the post-event hour were assumed to be the highest based on the expected number of vehicles on the road, increased traffic congestion, and associated low vehicle speeds. As previously mentioned, vehicles traveling at low speeds have higher emission rates. Detailed information regarding vehicle fleet mix and emission factors by speed is provided in Appendix D.

The Proposed Project localized construction and operations emissions were then apportioned into the US EPA AMS/EPA Regulatory Model (AERMOD) model to generate concentrations of NO_X, CO, PM10, and PM2.5 at receptor locations surrounding the Project Site (see *Air Dispersion Modeling*, below, for more details). In addition, to evaluate the contribution to future localized levels of CO and NO_2 from future traffic activity associated with the HPSP Adjusted Baseline projects (including events at the NFL Stadium) and events at The Forum, emissions were calculated generally following the methodology presented above for the Proposed Project-related mobile sources assumed to operate in the local study area.

The ambient pollutant concentrations of NO_X, CO, PM10, and PM2.5 surrounding the Project Site are listed in Table 3.2-2, above, for years 2015–2017, and were established based on measurements from the most representative SCAQMD Monitoring stations in the SRA 2 receptor area. As mentioned above, the LAX-Hastings Monitoring Station is the most representative of the

[137] In compliance with PRC § 21151.8 (a)(2).
[138] City/County Association of Government of San Mateo County, 2014. Appendix B-Traffic Level of Service Calculation Methods, 2014.

air quality conditions surrounding the Project Site and was used to determine ambient levels of NO_X and CO.

As described in Section 3.2.1, since the Air Basin is non-attainment for the PM10 and PM2.5 standards, SCAQMD has established incremental increase thresholds of 10.4 $\mu g/m^3$ (for construction) and 2.5 $\mu g/m^3$ (for operations), and ambient background levels are not required.

As described in Section 3.2.1, ambient levels for CO and NO_X at the Project Site are below the NAAQS and CAAQS. The Proposed Project is considered to have a significant impact if local levels of these pollutants from future Project-related emissions in addition to ambient concentrations of CO and NO_X under Adjusted Baseline conditions result in an exceedance of one or more of the CO and NO_X NAAQS and CAAQS. Details regarding the modeling methodology can be found in *Intersection Hotspot Analysis*, below.

During construction of the Proposed Project, the highest localized air quality impacts were assumed to occur when the NFL Stadium and The Forum would experience full-capacity events overlapping with construction of the Proposed Project. To estimate the highest potential impacts from the Proposed Project, construction was assumed to occur simultaneously with a major event at the NFL Stadium and a concert at The Forum on the same day. This infrequent but potential occurrence would be expected to result in the highest construction localized air quality impacts. As discussed in Project Design Feature-3.2-1, heavy duty construction trucks (import, export, delivery, etc.) would be prohibited from traveling to and from the Project Site during the pre-and post-event hours on days with major events at the NFL Stadium and/or The Forum.

During operation of the Proposed Project, the potentially highest localized air quality impacts are expected to occur when the Project Site hosts a major event (i.e., sold-out concert) and the NFL Stadium and The Forum experience full-capacity events on the same day. This scenario was analyzed by applying the maximum peak hour volumes for a major event at the Project Site, major events at The Forum and NFL Stadium, and maximum peak hour volumes for the ancillary uses at the HPSP. It was assumed these maximum peak hour volumes would occur simultaneously within the local study area. This scenario is expected to represent the highest operational localized air quality impacts from event attendees and normal traffic.

For pollutants with annual concentration standards—NO_2 and PM10—annual Proposed Project construction and operations were modeled concurrently with the presumed annual event schedules for the NFL Stadium and The Forum as described in Section 3.14, Transportation and Circulation. The analyses listed in **Table 3.2-7** were conducted for localized construction and operational impacts.

TABLE 3.2-7
MODELED CONSTRUCTION AND OPERATIONAL SCENARIOS

Pollutant	Construction Scenarios	Operational Scenarios[c]	Analysis Details	Threshold
NO_x[d]	Peak Daily Proposed Project Construction + Full-capacity NFL game at NFL Stadium and concert at The Forum	Proposed Project Major Event + Full-capacity NFL game at NFL Stadium and concert at The Forum[a]	NO_2 1-hr ambient concentration + NO_2 1-hr concentration associated with the Proposed Project	NO_2 1-hr NAAQS/CAAQS
			NO_2 1-hr ambient concentration + NO_2 1-hr future activity concentration (Adjusted Baseline)[b] + NO_2 1-hr concentration associated with the Proposed Project	NO_2 1-hr NAAQS/CAAQS
	Annual Proposed Project construction and annual schedule of events at the HPSP, including the NFL Stadium, and The Forum	Annual Proposed Project operations and annual schedule of events at the HPSP, including the NFL Stadium, and The Forum	NO_2 annual ambient concentration + NO_2 annual concentration associated with the Proposed Project	NO_2 annual NAAQS/CAAQS
			NO_2 annual ambient concentration + NO_2 annual future activity concentration (Adjusted Baseline)[b] + NO_2 annual concentration associated with the Proposed Project	NO_2 annual NAAQS/CAAQS
CO[d]	Peak Hour Proposed Project Construction + Full-capacity NFL game at NFL Stadium and concert at The Forum	Proposed Project Major Event + Full-capacity NFL game at NFL Stadium and concert at The Forum[a]	CO 1-hr ambient concentration + CO 1-hr concentration associated with the Proposed Project	CO 1-hr NAAQS/CAAQS
			CO 1-hr ambient concentration + CO 1-hr future activity concentration (Adjusted Baseline)[b] + CO 1-hr concentration associated with the Proposed Project	CO 1-hr NAAQS/CAAQS
	Peak Hour Proposed Project Construction + Full-capacity NFL game at NFL Stadium and concert at The Forum	Proposed Project Major Event + Full-capacity NFL game at NFL Stadium and concert at The Forum[a]	CO 8-hr ambient concentration + CO 8-hr concentration associated with the Proposed Project	CO 8-hr NAAQS/CAAQS
			CO 8-hr ambient concentration + CO 8-hr future activity concentration (Adjusted Baseline)[b] + CO 8-hr concentration associated with the Proposed Project	CO 8-hr NAAQS/CAAQS
PM10	Peak Daily Proposed Project Construction	Proposed Project Major Event[a]	PM10 24-hr concentration associated with the Proposed Project	PM10 24-hr SCAQMD air quality standards for construction and operation
	Annual Proposed Project construction	Annual Proposed Project operational event schedule	PM10 annual baseline + PM10 annual concentration associated with the Proposed Project	PM10 annual SCAQMD air quality standards for construction and operation
PM2.5	Peak Daily Proposed Project Construction	Annual Proposed Project operational event schedule[a]	PM2.5 24-hr concentration associated with the Proposed Project	—

NOTES:
[a] This scenario was analyzed by applying the maximum peak hour volumes for a major event at the Project Site, major events at The Forum and NFL Stadium, and maximum peak hour volumes for the ancillary uses at the HPSP. It was assumed these maximum peak hour volumes would occur simultaneously within the local study area. The day of the three concurrent events is expected to result in highest concentrations of local 1-hr, 8-hr, or 24-hr air pollution.
[b] Adjusted Baseline Environmental Setting: baseline plus the impacts from other venues.
[c] Regular facility operation emissions are included and the same among all the scenarios.
[d] Hot spot analysis will be conducted separately.

SOURCE: ESA, 2019

Air Dispersion Modeling

To evaluate local impacts for construction and operation of the Proposed Project, air dispersion modeling was completed using the AERMOD model with five years of meteorological data from the Hawthorne Airport (SCAQMD Station ID KHHR), the closest and most representative meteorological monitoring station. The AERMOD model was used to simulate the movement of Proposed Project-related air pollutants from construction and operation activities through the air, and to generate concentrations of those pollutants at numerous receptor locations surrounding the Project Site. Similarly, the AERMOD model was used to simulate the movement of vehicle trips associated with Adjusted Baseline CO and NO_X emissions and generate air concentrations at the receptor locations surrounding the Project Site. The estimated concentrations provide conservative estimates and tend to overestimate actual impacts and therefore may not represent actual occurrences.[139] The modeled concentration values were compared to the regional and localized thresholds, as discussed above in *Localized Emissions and Analysis Methodology*, as well as the health risk assessment calculations that are discussed below.

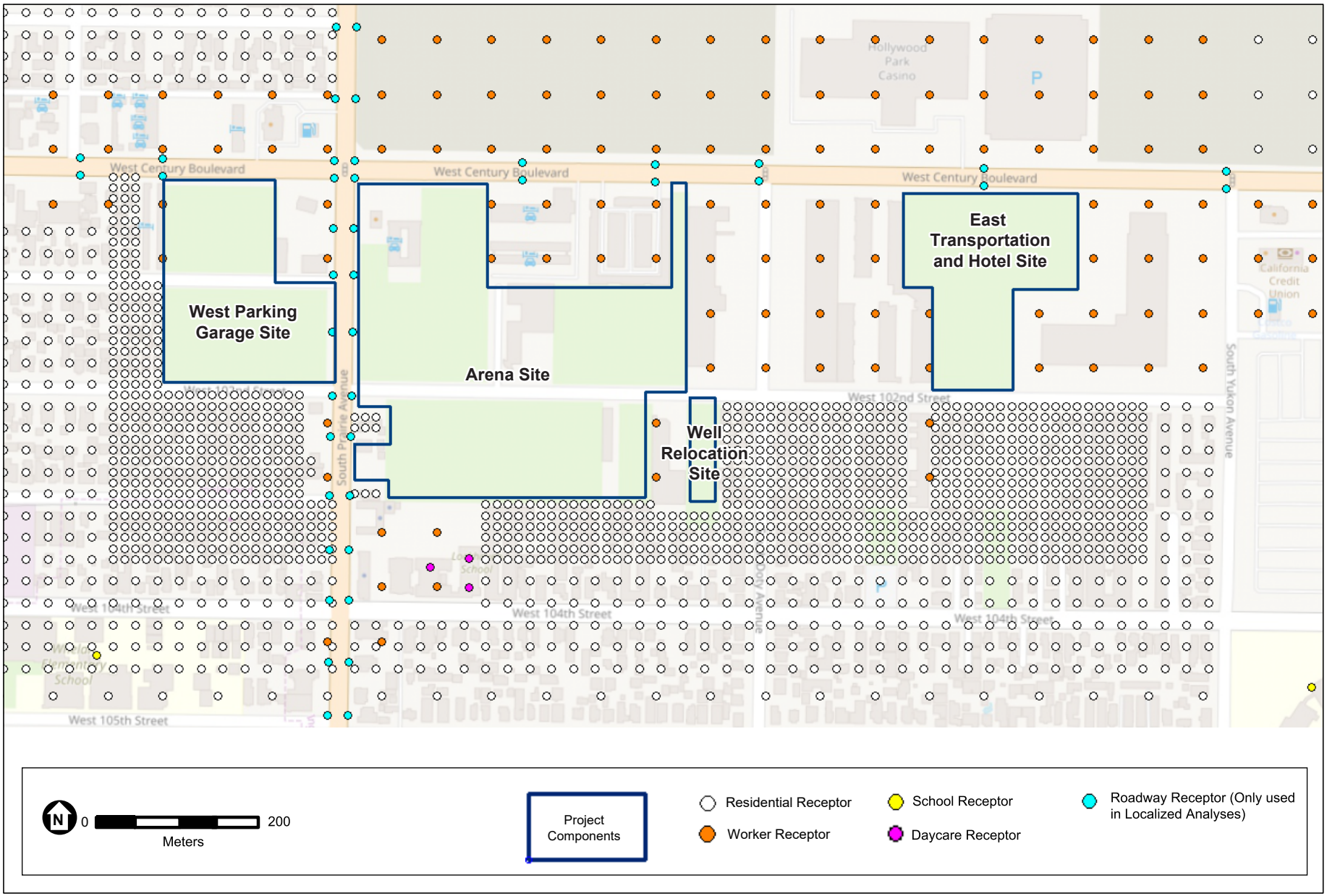
The AERMOD model requires the placement of receptors, which represent the geographic locations where impacts from the Proposed Project emissions were calculated. **Figure 3.2-3** shows the receptor network used in the localized significance threshold analysis. Receptors were located outside of the Proposed Project boundaries. A dense receptor grid was generated pursuant to Table B in the *SCAQMD Modeling Guidance for AERMOD* and the *Transportation Project-Level Carbon Monoxide Protocol (CO Protocol)* in order to adequately characterize the Proposed Project off-site impacts.[140]

The methodology follows SCAQMD modeling guidance for AERMOD.[141] **Table 3.2-8** lists the general model assumptions used in the localized significance threshold assessment.

Each of the emission sources that were included in the AERMOD air dispersion model consist of a particular emission source representation. The following definitions were used in defining the emission source representations referred to in **Table 3.2-9** and **Table 3.2-10**.

- Line area source: a series of area sources along a path (example: vehicular traffic along a street or freeway);
- Point source: a single identifiable local source of emissions; it is approximated in the AERMOD air dispersion model as a mathematical point in the modeling region with a location and emission characteristics such as height of release, temperature, etc. (example: a stack from a standby generator or a stack from a motor vehicle such as a truck);
- Area source: a large area where emissions are assumed to be uniformly distributed in the horizontal and vertical directions (example: parking area).

[139] South Coast Air Quality Management District, 2008. Final Localized Significance Thresholds, June 2003, revised July 2008.
[140] University of California, Davis, Transportation Project-Level Carbon Monoxide Protocol (CO Protocol), http://www.dot.ca.gov/env/air/co-protocol.html. Accessed April 25, 2019.
[141] South Coast Air Quality Management District, SCAQMD Modeling Guidance for AERMOD, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance. Accessed April 25, 2019.



SOURCE: ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.2-3

Air Dispersion Modeling Receptor Grid

ESA

TABLE 3.2-8
GENERAL AIR DISPERSION MODELING ASSUMPTIONS FOR LOCALIZED AIR QUALITY ASSESSMENT

Feature	Assumption
Terrain processing	Complex terrain; elevations were obtained for the Project Site using the US EPA AERMAP terrain data pre-processor
Emission source configuration	See Table 3.2-9 and Table 3.2-10 (next two tables)
Land Use	Urban: County of Los Angeles, population of 9,818,605 provided by SCAQMD
Coordinate System	Universal Transverse Mercator
Meteorological Data	SCAQMD Hawthorne Data for 2012-2016
NO_2 Assessment Methodology	Tier 3: Ozone Limiting Method (OLM). The NO_2/NO_X In-Stack Ratio and NO_2/NO_X Equilibrium Ratio should use US EPA default values (0.5 and 0.9, respectively) Background ozone data obtained from the LAX-Hastings monitoring site.
Receptor Height	0 meters, as recommended by SCAQMD methodology
Receptor Location	Receptor locations were defined outside of the Proposed Project boundaries

SOURCE: ESA, 2019.

TABLE 3.2-9
EMISSION SOURCE ASSUMPTIONS FOR LOCALIZED CONSTRUCTION ASSESSMENT

Emission Source Type	Air Dispersion Model Emission Source Description	Relevant Assumptions
On-Site: Off-Road Construction Equipment	Polygon Area/Area	• Release height: 5.0 meters • Emissions derived from the CalEEMod land use emission model • Polygon area sources and area sources were used to characterize the construction equipment activities. The size of the sources is dependent on the size of the construction area.
On-Site: Fugitive Dust	Polygon Area/Area	• Release height: surface release with a one-meter initial vertical dimension • Emissions derived from the CalEEMod land use emission model • Area sources were used to characterize the fugitive dust generated from the construction equipment.
Off-Site: Proposed Project construction diesel truck idling	Line Area	• Release height: 10 feet • Idle time: Total 15 minutes per truck visit (unmitigated) • Vehicle type: heavy duty delivery trucks • Emission factor: ARB 2017 model
Off-Site: Proposed Project Construction Vehicle Traffic, Adjusted Baseline Environmental Setting Vehicle Traffic	Line Area	• Line area source width equal to the width of the roadway plus 3 meters on both sides. • Vehicle speeds: o Heavy duty trucks: 5 mph o All other vehicles: 5 mph

SOURCE: ESA, 2019.

TABLE 3.2-10
EMISSION SOURCE ASSUMPTIONS FOR LOCALIZED OPERATIONAL ASSESSMENT

Emission Source Type	Air Dispersion Model Emission Source Description	Relevant Assumptions

On-Site: Proposed Project Operations Traffic	Area Source	• Stack release height: 2 meters for all passenger vehicles
		• Vehicle speed: 5 mph
		• Represent passenger vehicles queueing to enter and exit parking lots and garages.
		  o Arena
		  ▪ Parking Structure
		  ▪ Media Parking Lot
		  o West Parking Garage
		  o East Transportation and Hotel Site
		  ▪ East Parking Garage
		  ▪ Transportation Network Drop-off
		  ▪ Hotel Surface Parking Lot
		• Vehicle types: passenger cars
		• Emission factor: CARB 2017 model

On-Site: Proposed Project Operations diesel truck idling/TRUs	Area source	• Release height: 10 feet • Truck Idle time: Total 15 minutes per truck visit (unmitigated) • TRU operation: 2 hours per delivery truck • Vehicle type: heavy duty delivery trucks • Emission factor: CARB2017 model

Off-Site: Proposed Project Operations Vehicle Traffic, Adjusted Baseline Environmental Setting Vehicle Traffic	Line Area	• Line source width equal to the width of the roadway plus 3 meters on both sides.
		• Vehicle speeds:
		  o Heavy duty trucks: 5 mph
		  o All other vehicles: 5 mph

Charbroiler	Area	• Release height: Ground level (0.0 meters) • The Proposed Project was assumed to contain a charbroiler in an ancillary restaurant use. • Assumed to operate 7 days a week.

Standby Diesel Electric Generators and Fire Pumps	Point	• Emergency generators: The Proposed Project was assumed to contain 2 (1200 kW) emergency standby diesel generators and 2 emergency fire pumps (198 kw and 101 kw) at full build out
		  o Emergency Generator Total Rated Capacity: 2,400 kW electrical output
		  o Emergency Fire Pump Total Rated Capacity: 300 kW electrical output
		  o Projected testing and maintenance assumed to be 2 hours per day and 50 hours per year
		  o Height of emission release assumed to be 12 feet based on estimates of the generator's temperature, gas flow rate, and influence of building downwash on plume rise
		  o Emissions based on applicable federal emission standards for diesel generators
		  o It was assumed emergency generators and fire pumps would not operate for maintenance on the day of an event, therefore generator and fire emission are only included in the annual analysis.

SOURCE: ESA, 2019.

Construction Modeling Assumptions – Local Air Quality Assessment

Table 3.2-9 summarizes the emission source characteristics during construction. For the unmitigated scenario, it was assumed that construction equipment would be in the "on" position for 8 hours or less, but ranged from 4 hours to 21 hours per day per day to conservatively estimate the Proposed Project maximum emissions.[142] The construction was assumed to occur six days per week. Construction worker, hauling, and vendor truck trip rates are based on information provided by the applicant.

Operational Model Assumptions – Local Air Quality Assessment

The Project-specific operational information used in the AERMOD air dispersion model are provided in the Table 3.2-10. The facility operations assumed were represented in the model to demonstrate worst-case conditions.

Intersection Hotspot Analysis

Operation of the Proposed Project has the potential to generate traffic congestion and increase delay times at intersections within the local study area. The pollutant of primary concern when assessing the Proposed Project impacts at local intersections is CO because elevated concentrations of this pollutant tends to accumulate near areas of heavy traffic congestion and where average vehicle speeds are low. Tailpipe emissions are of concern when assessing localized impacts of CO along paved roads.

An adverse concentration of CO, known as a "hotspot," would occur if there was an exceedance of the NAAQS or CAAQS. SCAQMD does not currently have guidance for conducting intersection hot spot analysis. However, Caltrans has guidance for evaluating CO hot spots in their Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (Caltrans, 1997). Detailed guidance discussing which modeling programs to use, calculating emission rates, receiver placement, calculating 1-hour and 8-hour concentrations, and utilizing background concentrations are provided in the Caltrans' CO Protocol.

As recommended in the CO Protocol, hotspot modeling utilized Caltrans' CALINE4 model and emission rates obtained from CARB's EMFAC2017 to determine the maximum potential pollutant concentrations generated by the Proposed Project. Hotspot modeling was conducted for the Adjusted Baseline and three scenarios with the Proposed Project.

A detailed review of the traffic data presented in Section 3.14, Transportation and Circulation, identified the four intersections in the vicinity of the Project Site that demonstrated the most degraded Level of Service (LOS) and highest vehicle volumes associated with the Proposed Project. Logically, if these four intersections demonstrate CO concentrations less than the required thresholds, all other affected intersections would also be below the thresholds and thus not create hotspots. Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the

[142] Construction equipment would not operate in the "on" position for the full duration of a workday. Equipment would not be operating during safety meetings, breaks, and lunch hours. Details on the types of workdays and equipment usage hours are found in Appendix D.

four worst-case intersections in the Air Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and West Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. The evidence provided in the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections would not exceed the NAAQS.

As previously stated, CO emission rates increase, and ground-level concentrations tend to accumulate when speeds are low. Therefore, three speed bins were analyzed (5, 10, and 15 miles per hour) extending out for a total distance of 500 feet from each intersection. As the CO Protocol states, "[t]he recommended length for approach and departure links is 150 meters [approximately 500 feet]." Existing background concentrations obtained from the nearest monitoring station were included within the modeling input parameters. Additionally, the CO Protocol recommends the following, "receptor locations for a 1-hour analysis should be 3 meters [approximately 10 feet]." Therefore, receptors were placed around intersections at worst-case curbside locations, approximately 10 feet from the edge of roadway, and within locations accessible to the public.

The results of the hotspot modeling were compared to the applicable NAAQS and CAAQS to determine if the operation of the Proposed Project in addition to background concentrations and mobile sources assumed to operate in the local study area (i.e., traffic generated from neighboring NFL games and other events at The Forum) would create a hotspot at intersections.

Health Risk Assessment

The Proposed Project would emit TACs during construction and operation, exposure to which may result in an increase in carcinogenic and non-carcinogenic health risks on the residents and other air quality sensitive receptors in the vicinity. An HRA was prepared to evaluate the risk of potential negative health outcomes (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions during Proposed Project construction and operation. Non-cancer health risks are shorter-term in nature, and were assessed separately for construction and operation. However, the incremental increase in lifetime cancer risk is assessed over longer exposure time periods (i.e., 30-year for residential receptors). Thus, the potential effects of Project-related carcinogenic TACs included the combination of exposure to construction-related activities and those from the exposure of operation-related activities.

The HRA followed the procedure and methods provided in the *Guidance Manual for Preparation of Health Risk Assessments* issued by Office of Environmental Health Hazard Assessment (OEHHA) in 2015. as well as the methods the SCAQMD's *Risk Assessment Procedures for Rule 1401, 1401.1, and 212, version 8.1*, used in conjunction with the associated *SCAQMD Permit Application Package "N."*[143,144,145] The procedure involved emission quantification, modeling of environmental transport, evaluation of environmental fate, identification of exposure

[143] Office of Environmental Health Risk Assessment, 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February 2015.
[144] South Coast Air Quality Management District, 2017. Risk Assessment Procedures for Rule 1401, 1401.1, and 212, Version 8.1, September 1, 2017.
[145] South Coast Air Quality Management District, 2017. Permit Application Package "N", September 1, 2017.

routes, identification of exposed populations, and estimation of short-term (e.g., 1-hour maximum), 8-hour average, and long-term (annual) exposure levels. The revised 2015 OEHHA Guidance takes into account the sensitivity of children to TAC emissions, breathing rates, and time spent at home since children have higher breathing rate compared to adults and would likely spend more time at home resulting in longer exposure durations.

The TAC emissions of the Proposed Project were generated from mobile sources including gasoline powered passenger vehicles and diesel-powered heavy-duty trucks, emergency generators, and emergency fire pumps. These sources generate total organic gases (TOG) and PM10 from combustion of gasoline and diesel fuels. Gasoline and diesel TOG and PM10 emissions are composed of MSATs in varying distributions resulting in a speciation profile. The speciation profile represents the MSAT's weight fraction of TOG and PM10. In order to determine a MSAT's contribution to health impacts, the weight fraction of an MSAT is multiplied by the total TOG or PM10 emissions. For example, diesel exhaust PM10 emissions (DPM) contain arsenic and arsenic has a weight fraction of 5×10^{-6}. Therefore, the total arsenic emissions equal total DPM emissions multiplied by the weight fraction of arsenic. All MSAT emissions were derived using this method. Weight fractions for MSATs were based on information from Caltrans' CT-EMFAC and CARB speciation profiles.[146,147]

For construction, the potential emission sources of MSATs and DPM were diesel-fueled heavy-duty equipment, on-road travel and idling emissions from diesel-fueled haul trucks, and on-road travel emissions from gasoline-fueled worker vehicles. For operation, the potential emission sources were on-site diesel-fueled emergency generators and fire pumps, diesel-fueled delivery trucks, diesel-fueled delivery truck TRUs, and gasoline-fueled passenger vehicles travelling to and from the Project Site. Since MSATs and DPM have cancer and non-cancer health effects, the impacts of being exposed to these emissions during construction and operation were evaluated on a short term and annual basis.

As described in detail above in *Localized Emissions and Analysis Methodology*, air dispersion model runs were conducted to simulate annual air concentrations at air quality sensitive receptors for the duration of construction and for the following years of operation of the Proposed Project. Annual air concentrations were compared to OEHHA's Cancer Potency Factor (CPF) to evaluate the incremental increase in lifetime cancer risk and Recommended Exposure Level (REL) to evaluate acute and chronic health effects. The receptor with the highest annual concentration was identified and the associated incremental increase in lifetime cancer risk and hazard index was calculated as described below. The maximum incremental increase in lifetime cancer risk is compared to the SCAQMD threshold of 10 in one million and the maximum hazard index is compared to the SCAQMD threshold for Acute and Chronic Hazard Indices (1.0). The cancer burden is compared to the SCAQMD threshold of 0.5 excess cancer cases in areas where the

[146] California Air Resources Board, Speciation Profiles Used in ARB Modeling, January 2018, https://www.arb.ca.gov/ei/speciate/speciate.htm#specprof. Accessed June 23, 2019.
[147] California Department of Transportation, Project Level Air Quality Analysis, http://www.dot.ca.gov/env/air/aq-analysis.html. Accessed June 23, 2019.

project-related incremental increase in lifetime cancer risk equals or exceeds 1 in one million. The SCAMD's thresholds for incremental increases in lifetime cancer risk and Hazard Indices apply to all regions of the Basin, regardless of the existing risks posed by exposure to ambient levels of airborne TACs. For example, as discussed above, the individual increase in cancer risk due to TAC exposure in the project vicinity is 1,000 in one million and the lifetime risk of cancer, regardless of cause, to the general population is 384,000 in one million.

The incremental increase in lifetime cancer risk values for TAC emissions consider exposure via the inhalation pathway. The potential exposure through other pathways (e.g., ingestion) requires substance and site-specific data, and the specific parameters for DPM are not known for these pathways.[148] The OEHHA Guidance recommends the incorporation of several factors to quantify the carcinogenic compound dose via the inhalation pathway. Once determined, the dose is multiplied by the compound-specific inhalation cancer potency factor to derive the incremental increase in lifetime cancer risk estimate. The dose takes into account the concentration at an air quality sensitive receptor. The cancer potency factor is compound specific. In performing health risk calculations, carcinogenic compounds are not considered to have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk.

Incremental health risks associated with exposure to carcinogenic compounds is defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. Under a deterministic approach (i.e., point estimate methodology), the incremental increase in lifetime cancer risk probability is determined by multiplying the chemical's annual concentration by its unit risk factor (URF). For example, the URF for DPM recommended by the Scientific Review Panel[149] is 3.0 x 10^{-4} per microgram per cubic meter ($\mu g/m^3$). This value corresponds to a Cancer Potency Factor (CPF) of 1.1 per milligram/kilogram (body weight) per day (mg/kg(bw)-day). The URF for DPM means that for receptors with an annual average concentration of 1 $\mu g/m^3$ in the ambient air, the probability of contracting cancer over a lifetime of exposure is 300 in one million. This approach for calculating the incremental increase in lifetime cancer risk is intended to result in conservative (i.e., health protective) estimates of health impacts and is used for assessing risks to air quality sensitive receptors. The estimation of health risks is calculated as follows:

Equation 1: $Dose_{RESIDENT}$ (mg/kg/day) = $C_{AIR} \times DBR \times A \times EF \times CF$ where:

- C_{air}= concentration in air ($\mu g/m^3$)
- DBR= daily breathing rate normalized to body weight (L/kg body weight-day)
- A= inhalation absorption factor (1 for DPM, unitless)
- EF= exposure frequency (unitless) (days/365 days)
- CF= 10^{-6}, correction factor, micrograms to milligrams conversion, liters to cubic meters conversion

[148] California Air Resources Board, 1998. Report to the Air Resources Board on the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, April 22, 1998.

[149] The Scientific Review Panel is charged with evaluating the risk assessments of substances proposed for identification as TACs by CARB, OEHHA, and the Department of Pesticide Regulation (DPR), and the review of guidelines prepared by OEHHA.

Equation 2: $Risk_{INH\text{-}RESIDENT}$ (in one million) = $Dose_{AIR} \times CPF \times ASF \times ED/AT \times FAH \times CCF$ where:

- $Dose_{AIR}$= daily inhalation dose (mg/kg-day)
- CPF= cancer potency factor $(mg/kg\text{-}day)^{-1}$
- ASF= age sensitivity factor (unitless)
- ED= exposure duration (years)
- AT= averaging time for lifetime cancer risk (years)
- FAH= fraction of time spent at home (unitless)
- CCF= 10^6, cancer conversion factor to represent risk in chances per million

Equation 3: $Dose_{WORKER\text{-}STUDENT}$ (mg/kg/day) = $[C_{AIR} \times WAF] \times DBR \times A \times EF \times CF$ where:

- C_{air}= concentration in air ($\mu g/m^3$)
- WAF= worker adjustment factor (unitless), WAF = $(H_{residential} / H_{source})$ x $(D_{residential} / D_{source})$ = (24/8) x (7/6) = 3.5
- DBR= daily breathing rate normalized to body weight (L/kg body weight-day)
- A= inhalation absorption factor (1 for DPM, unitless)
- EF= exposure frequency (unitless) 0.68 (250 days / 365 days). Equivalent to workdays per year
- CF= 10^{-6}, correction factor, micrograms to milligrams conversion, liters to cubic meters conversion

Equation 4: $Risk_{INH\text{-}WORKER\text{-}STUDENT}$ (in one million) = $Dose_{AIR} \times CPF \times ASF \times ED/AT \times CCF$ where:

- $Dose_{AIR}$= daily inhalation dose (mg/kg-day)
- CPF= cancer potency factor $(mg/kg\text{-}day^{-1})$
- ASF= age sensitivity factor (unitless)
- ED= exposure duration (years)
- AT= averaging time for lifetime cancer risk (years)
- CCF= 10^6, cancer conversion factor to represent risk in chances per million

A summary of the exposure parameters used under this methodology are shown in **Table 3.2-11**.

Age Sensitivity Factors

The estimated excess incremental increase in lifetime cancer risks for residential receptors (including the early-in-life exposure) were adjusted using the ASFs recommended in Cal/EPA OEHHA Technical Support Document and 2015 OEHHA guidance. This approach accounts for an "anticipated special sensitivity to carcinogens" of infants and children. The incremental increase in lifetime cancer risk estimates were weighted by a factor of 10 for exposures that occur

from the third trimester of pregnancy to two years of age and by a factor of three for exposures that occur from 2 to 15 years of age. No weighting factor (i.e., an ASF equal to one, which is equivalent to no adjustment) was applied to ages 16 to 30 years.

TABLE 3.2-11
CANCER RISK EXPOSURE PARAMETERS

Parameter	Residential				School (Child)	Early Childhood Education (Child)	Worker (Adult)
	3rd Trimester	0 < 2 years	2 < 16 years	16 < 30			
C_{AIR} (µg/m^3)	**Based on AERMOD dispersion modeling results**						
DBR[a] (L/kg BW-day)	361	1090	572	261	631	631	230
A[b] (unitless)	1	1	1	1	1	1	1
EF[b] (unitless)	0.96	0.96	0.96	0.96	0.68	0.68	0.68
CF[b] (unitless)	10^{-6}	10^{-6}	10^{-6}	10^{-6}	10^{-6}	10^{-6}	10^{-6}
CPF[b] (mg/kg/day)$^{-1}$	**Pollutant Specific**						
ASF[b] (unitless)	10	10	3	1	3	3	1
ED[b,c] (years)	0.25	2	14	14	7	7	25
AT[b] (years)	70	70	70	70	70	70	70
FAH[a] (unitless)	1	1	1	0.73	N/A	N/A	N/A
WAF[a,c] (unitless)	N/A	N/A	N/A	N/A	3.5	3.5	3.5
CCF[b] (unitless)	10^6	10^6	10^6	10^6	10^6	10^6	10^6

NOTES:
[a] SCAQMD 2017 Risk Assessment Procedures, Permit Application N, Use in conjunction with the Risk Assessment Guideline 1401,1401.1, and 212.
[b] OEHHA 2015 Guidance Manual.
[c] WAF is based on construction emissions occurring 6 days per week for 8 hours per day. This analysis treats students at schools and early childhood education as workers at work for an 8-hour day.

SOURCE: ESA, 2019

Cancer Risk Calculation

Excess incremental increase in lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to carcinogens. The risk is expressed as a unitless probability and was calculated as the number of cancer incidences per million individuals in the HRA. The incremental increase in lifetime cancer risk for each chemical was calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the CPF. The OEHHA-recommended CPFs are provided in **Table 3.2-12**.

For incremental increase in lifetime cancer risk, SCAQMD guidance identifies a significant impact if a project would result in an incremental increase in lifetime cancer risk that is greater than 10 per million for any receptor.

TABLE 3.2-12
MSAT CANCER POTENCY FACTORS

Pollutant	Cancer Potency Factor (mg/kg-day)$^{-1}$
DPM	1.1
Acetaldehyde	0.01
Arsenic	12
Benzene	0.1
1,3,-Butadiene	0.6
Formaldehyde	0.021
Nickel	0.91

SOURCE: OEHHA 2015

Chronic and Acute Health Impacts

Non-cancer effects of chronic (i.e., long- term) TAC exposures were evaluated using the Hazard Index (HI) approach consistent with the OEHHA guidance. The chronic HI was calculated by dividing the modeled annual average concentration by the Reference Exposure Level (REL). The REL is the concentration at or below which no adverse health effects are anticipated. The RELs for MSATs were obtained from OEHHA. The OEHHA-recommended chronic and acute RELs are provided in **Table 3.2-13**. SCAQMD guidance identifies a significant impact if a project would result in an incremental chronic and acute HI that is greater than 1.0.

The process of assessing health risks and impacts includes a degree of uncertainty. The level of uncertainty depends on the availability of data and the extent to which assumptions must be relied upon in cases where the data are incomplete or unknown. All HRAs rely upon scientific studies to reduce the level of uncertainty; however, it is not possible to eliminate uncertainty from the analysis. Where assumptions are used to substitute for incomplete or unknown data, it is standard practice in performing HRAs to err on the side of health protection to avoid underestimating or underreporting the risk to the public. In general, sources of uncertainty that may lead to an overestimation or an underestimation of the risk include extrapolation of toxicity data in animals to humans and uncertainty in the exposure estimates. In addition to uncertainty, there exists "a natural range or variability in measured parameters defining the exposure scenario," and that "the greatest quantitative impact is variation among the human population in such properties as height, weight, food consumption, breathing rates, and susceptibility to chemical toxicants."[150] As mentioned previously, it is typical to err on the side of health protection by assessing risk on the most sensitive populations, such as children and the elderly, by modeling potential impacts based on high-end breathing rates, by incorporating age sensitivity factors, and by not taking into account exposure reduction measures, such as mechanical air filtration building systems.

[150] Office of Environmental Health Risk Assessment, 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments, February 2015.

TABLE 3.2-13
MSAT REFERENCE EXPOSURE LEVELS

Pollutant	Annual Chronic REL (µg/m^3)	8-Hour Chronic (µg/m^3)	Acute REL (µg/m^3)
DPM	5.0	—	—
Acetaldehyde	140	300	470
Acrolein	0.35	0.7	2.5
Arsenic	0.015	0.015	0.2
Benzene	3.0	3.0	27
1,3,-Butadiene	2.0	9.0	660
Chlorine	0.2	—	210
Copper	—	—	100
Formaldehyde	9.0	9.0	55
Mercury	0.03	0.06	0.6
Methanol	4000	—	28,000
Methyl Ethyl Ketone (MEK)	—	—	13,000
Nickel	0.014	0.06	0.2
Styrene	900	—	21,000
Toluene	300	—	37,000
m-Xylene	700	—	22,000
o-Xylene	700	—	22,000
p-Xylene	700	—	22,000

SOURCE: Office of Environmental Health Risk Assessment, 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015.

These conservative assumptions were implemented in the analysis contained within this Draft EIR and as detailed in Appendix D.

Population-Wide Risks (Cancer Burden)

If an incremental increase in a lifetime cancer risk from the Proposed Project exceeds the SCAQMD regulatory threshold of an incremental increase of 1 in one million, then an estimate of population level cancer burden is required.[151] This is distinct from the cancer risk, which is the risk probability for an exposed individual. The burden calculations are conservative estimates of the number of cancer cases that could occur in the exposed populations. The impacts are considered significant if more than 0.5 cases are calculated for the Proposed Project.[152]

[151] South Coast Air Quality Management District. 2017. Risk Assessment Procedures for Rule 1401, 1401.1, and 212, Version 8.1, September 1, 2017.
[152] South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2, revised March 2015. Accessed March 21, 2018.

Proposed Project risks for construction and operation impacts were evaluated for a 70-year residential scenario in order to determine population-wide risks.[153] The zone of impact is the area surrounding the Project Site that encompasses cancer risk values greater than or equal to 1 in one million and would be determined by modeling. The population-wide risks would be estimated for persons living within the zone of impact.

A census block group is a statistical area within a census tract that is assigned a population number. The 2019 population by block group was based on the 2010 census population available from the U.S. Census and then cross-referenced with the calculated cancer risks.[154] When multiple grid points were located within a block group, cancer risk was calculated as the average within the block group. The total cancer burden for the Proposed Project was determined as the sum of the individual census block group cancer burdens.

Health Impact Assessment (HIA)

Typically, the health impact of a particular criteria pollutant is analyzed by air districts on a regional scale based on how close the area is to attaining the NAAQS. Because air districts' attainment plans and supporting air model tools are regional in nature, they are not typically used to evaluate the impacts to ambient concentrations of criteria air pollutants, or to correlate those impacts to the potential resultant impacts to public health effects, from an individual project. The complex nature of criteria air pollutant dispersion and the complex atmospheric chemistry that occurs (especially in the case of ozone and fine particulate matter) limit the usefulness of applying the available models to predict health impacts on a project-level.

Nonetheless, it is recognized, for example, that health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes.[155] Thus, to correlate the project-related change in regional air emissions of the Proposed Project to specific types of health effects, regional-level tools, like the US EPA's Community Multiscale Air Quality (CMAQ) model and the US EPA's Environmental Benefits Mapping and Analysis Program – Community Edition (BenMAP-CE) model, were integrated into a quantitative health impact assessment (HIA), where feasible, to provide information on possible health effects that may result from Proposed Project criteria air pollutants emissions.[156,157] The current version of the US EPA BenMAP-CE model only has health impact functions associated with ozone and PM2.5; therefore, the quantitative HIA only analyzed those two pollutants quantitatively and addressed the other criteria pollutants qualitatively. For this reason, it was infeasible to perform a quantitative analysis of other criteria air pollutant emissions based on existing modeling tools.

[153] South Coast Air Quality Management District. 2017. Risk Assessment Procedures for Rule 1401, 1401.1, and 212, Version 8.1, September 1, 2017.
[154] US Census Bureau. https://census.gov/. Accessed July 22, 2019.
[155] https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population, Figure 9.
[156] US Environmental Protection Agency, CMAQ: The Community Multiscale Air Quality Modeling System, https://www.epa.gov/cmaq, last updated March 18, 2019. Accessed July 22, 2019.
[157] US Environmental Protection Agency, Environmental Benefits Mapping and Analysis Program – Community Edition (BenMAP-CE), https://www.epa.gov/benmap/benmap-ce-manual-and-appendices, last updated August 17, 2017. Accessed July 22, 2019.

In order to determine the potential health impacts, mass emission rates from operation of the Proposed Project were distributed spatially and temporally. The dispersion of these pollutants was predicted using a photochemical grid model and meteorological data for a representative year to evaluate "worst case" dispersion of criteria pollutant emissions. A "baseline" model was run using SCAQMD emissions inventory data from their AQMP efforts to represent pollutant dispersion and corresponding health effects (like asthma-related or respiratory-related hospital admissions, etc.) without contribution from the Proposed Project. The criteria pollutant emissions from the Proposed Project were then combined spatially and temporally with the SCAQMD emission inventory data and run in a second model run. The two sets of results were then compared to analyze the difference in health impacts and the corresponding contribution from the operation of the Proposed Project.

The quantitative HIAs were performed for emissions of ozone (including precursor pollutants, NO_X and VOC) and PM2.5 (primary and secondary). These analyses used CMAQ, a photochemical grid model (PGM), to predict the potential increases in the regional ambient air concentrations of ozone and PM2.5 due to implementation of the Proposed Project. The modeling effort included developing meteorology, emissions, a chemical transport model, and other environmental conditions using third-party models and processing tools in order to model impacts in CMAQ. For meteorology, a regional model – the weather research and forecasting (WRF) model – and a chemistry interface processors (MCIP) was used in conjunction with CMAQ. Additional emissions and initial and boundary conditions models were used with CMAQ to calculate resulting ozone and PM2.5 concentrations. Proposed Project construction emissions were less than operation emissions on an average annual basis, localized and very small over the life of the Proposed Project (e.g., total construction emissions as compared to 30-year operation emissions is about 12 percent for NO_X and VOC, and less than 2 percent for PM), and therefore not included in the quantitative HIAs.

Daily PM2.5, NO_X, and VOC emissions profile for an annual period were established by analyzing the estimated normal operational scenarios and schedule at the Project Site. To conservatively generate the worst-case incremental concentrations that could be induced by the Proposed Project, the HIA used the existing conditions sources for the year 2018 instead of Adjusted Baseline Environmental Setting sources. Contributions from the Adjusted Baseline would yield higher concentrations of NO_2 and VOC in the region of the Project Site, which could reduce the rate of formation of ozone from the Proposed Project. Studies, like that performed by the University of Michigan, have demonstrated that ozone formation increases with increasing NO_X emissions when ambient NO_2 is lower, and ozone can decrease with increasing NO_X emissions when ambient NO_2 is high.[158] Therefore, including the contribution from the Adjusted Baseline to background ambient concentrations could produce a less conservative analysis (i.e., smaller incremental ozone emissions than if using existing conditions sources).

[158] University of Michigan, Overview: Tropospheric ozone, smog and ozone-NO_X-VOC sensitivity, http://www-personal.umich.edu/~sillman/ozone.htm. Accessed July 22, 2019.

This analysis required comprehensive traffic data as provided in Appendix K for the Proposed Project. Regional emission inventories used for SIP purposes, which include spatial and temporal allocations of emissions, were provided by SCAQMD to represent background regional emissions. The inventory was provided for planning year 2025 and applied to the first year of Proposed Project operation, year 2024. This approach is conservative because regional concentrations of precursors NO_2 and VOC are expected to be reduced over time. As discussed above, an environment with lower ambient NO_2 concentrations could potentially result in increased ozone formation due to emissions from the Proposed Project. Proposed Project operation year 2024 is expected to observe the highest levels of emissions because emissions are expected to reduce over time as vehicle emission rates reduce. Emissions from the Proposed Project were allocated spatially and temporally and then added to the SCAQMD inventories.

Meteorological year 2014 was used for WRF modeling because it aligns with available data and the highest background regional concentrations of ozone; therefore, it was assumed to represent the most conservative meteorological year.

Next, the analyses used the US EPA's BenMAP-CE (version 1.5.0) model to estimate the resulting health impacts from minor changes in regional ambient PM2.5 and ozone concentrations. BenMAP-CE outputs included ozone- and PM- related health endpoints such as mortality, hospital admissions, and emergency room visits. As there are currently no guidance or thresholds for significance determination regarding health effects, the analysis compared the BenMAP-CE results to background (or baseline) health incident rates. Thus, the analyses do not conclude whether the predicted health effects are significant for CEQA purposes; rather, the predicted health effects are provided for informational purposes so as to enhance the understanding of the effects of impacts determined to be significant (e.g., Impacts 3.2-1 and 3.2-2) based on other measureable criteria.

The BenMAP-CE modeling used air quality grids that match the CMAQ modeling grids, and used BenMAP-CE – ready population datasets (generated using the EPA's PopGrid software based on the 2010 United Stated Census data) corresponding to these modeling grids. Besides the model's default parameters, datasets, and EPA standard health impact functions, southern California region-specific data were used to the extent possible to obtain health endpoint results that reflect the population and demographic characteristics of the region around the Project Site. In addition, the default pooling method was applied to synthesize the estimated incidence changes predicted by several studies for the same pollutant-health endpoint group combination. The quantitative HIA results are presented in Appendix D.

Project Design Features

The Proposed Project would include several project design features to reduce air pollutant emissions from Project construction and Project operations. Although these features are part of the Proposed Project, these features are expected to be incorporated as conditions of approval so that they will be enforceable by the City:

Construction Project Design Feature 3.2-1

The project applicant will implement the following construction equipment features for equipment operating at the Project Site, as well as the following construction protocols. These features and protocols would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment and comply with such protocols. Construction features would include the following:

- *The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and United States Environmental Protection Agency (US EPA) Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 horsepower (hp) or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) which means a CARB certified Level 3 Diesel Particulate Filter or equivalent.*
- *During plan check, the Project representative will make available to the lead agency and South Coast Air Quality Management District (SCAQMD) a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used during construction. The inventory will include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be maintained on site at the time of mobilization for each applicable piece of construction equipment.*
- *Equipment such as concrete/industrial saws, pumps, aerial lifts, material hoist, air compressors, and forklifts must be electric or alternative-fueled (i.e., non-diesel). Pole power shall be utilized at the earliest feasible point in time, and shall be used to the maximum extent feasible in lieu of generators. If stationary construction equipment, such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from air quality sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.*
- *To control dust emissions during soil disturbing phases such as demolition, site preparation, and grading and excavation, the Project shall apply water at least every 2 hours per day on active areas of disturbance and paved roads.*
- *Contractors will maintain and operate construction equipment to minimize exhaust emissions. All construction equipment must be properly tuned and maintained in accordance with the manufacturer's specifications and documentation demonstrating proper maintenance, in accordance with the manufacturer's specifications, shall be maintained on site. Tampering with construction equipment to increase horsepower or to defeat emission control devices must be prohibited.*
- *Construction activities must be discontinued during second-stage smog alerts. Records of discontinued construction activities due to second stage smog alerts will be maintained on site by the contractor.*
- *Heavy duty construction trucks (import, export, delivery, etc.) would be prohibited from traveling to and from the Project Site during the pre-and post-event hours on major event days at the NFL Stadium and/or The Forum.*
- *All haul truck trips would be prohibited from leaving the site after 3:00 PM.*

Operations Project Design Feature 3.2-2

The project applicant will implement the following operational equipment requirements and operation protocols for equipment operating at the Project Site. These features would be included in applicable bid documents, and successful contractor(s) must demonstrate the ability to supply such equipment and comply with such protocols. Operation features would include the following:

- *All emergency generators used for Project operations shall be selected from the SCAQMD certified generators list and meet applicable federal standards for diesel emissions. For after-treatment of engine exhaust air, a diesel particulate filter shall be provided to meet the emission level requirements of SCAQMD. The Project would have two emergency generators and two fire pumps, each could operate up to two hours per day and a total of 50 hours per year for testing and maintenance (per SCAQMD Rule 1470 limit) to ensure reliability in the case of a power outage. Testing of the generators for maintenance and operations purposes would be permitted only during non-event days.*
- *Heavy-duty delivery trucks would be prohibited from traveling to and from the Project Site during the two hours before and one hour after an event at the Project of more than 9,500 attendees, and during pre-and post-event hours during major event days at the NFL Stadium and/or The Forum.*

Impacts and Mitigation Measures

Impact 3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan. (Significant and Unavoidable)

The following analysis addresses consistency of the Proposed Project with applicable plans and policies that regulate air quality. In particular, the analysis addresses consistency with SCAQMD's AQMP, which, as discussed above, is an air quality plan that includes strategies for achieving attainment of applicable ozone, PM10, and PM2.5 standards. In addition, consistency with the air quality related policies in the City of Inglewood General Plan Land Use Element are also addressed. Finally, this analysis addresses consistency with the City's ECAP, which includes strategies to mitigate the City's impacts on air quality and climate change.

Air Quality Management Plan

As discussed above, SCAQMD has adopted a series of AQMPs to lead the Air Basin into compliance with several criteria air pollutant standards and other federal requirements, while taking into account construction and operational emissions associated with population and economic growth projections provided by SCAG's 2016 RTP/SCS.[159] SCAQMD recommends that, when determining whether a project is consistent with the relevant AQMPs, the lead agency should assess whether the project would directly obstruct implementation of the plans by impeding SCAQMD's efforts to achieve attainment with respect to any criteria air pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., ozone, PM10, and

[159] Southern California Association of Governments, 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. April 2016.

PM2.5) and whether it is consistent with the demographic and economic assumptions (typically land use related, such as employment and population/residential units) upon which the plan is based.[160] SCAQMD guidance indicates that projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and would not interfere with its attainment.[161]

Construction

Control Strategies

During construction, the Proposed Project would comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including the ATCM to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Furthermore, the Proposed Project would comply with fleet rules to reduce on-road truck emissions (i.e., 13 CCR section 2025, CARB Truck and Bus regulation). In addition, as included in Project Design Feature 3.2-1, the Proposed Project would require the use of off-road diesel-powered construction equipment that meets or exceeds CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 horsepower (hp) or greater. Compliance with these measures and requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Nonetheless, as discussed further below in the analysis for Impact 3.2-2, even though the Proposed Project would be consistent with applicable strategies in the AQMP, local and state regulations, and other voluntary measures designed to reduce non-attainment pollutants, regional emissions during construction of the Proposed Project would exceed the significance threshold for NO_X. Emissions of VOCs, PM10, and PM2.5 during construction of the Proposed Project are not predicted to exceed regional mass emission thresholds.

Growth Projections

The Proposed Project would result in an increase in short-term employment compared to existing conditions. Although the Proposed Project would generate construction workers on the Project Site during the construction process, construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout a given region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the construction jobs generated by the Proposed Project would not conflict with the long-term employment or population projections upon which the AQMPs are based.

[160] South Coast Air Quality Management District, Air Quality Analysis Handbook, pp. 12-2, 12-3, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook. Accessed April 16, 2019.
[161] South Coast Air Quality Management District, 1993. CEQA Air Quality Handbook, p. 12-1. November 1993.

Operation

Control Strategies

As discussed above, the SCAQMD AQMPs includes land use and transportation strategies from the SCAG 2016 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions. The applicable land use strategies include planning for growth around livable corridors; providing more options for short trips/neighborhood mobility areas; supporting ZE vehicles & expanding vehicle charging stations; supporting local sustainability planning. The applicable transportation strategies include managing through the Transportation Demand Management (TDM) Program and the Transportation System Management (TSM) Plan including advanced ramp metering, and expansion and integration of the traffic synchronization network; promoting active transportation. The majority of the transportation strategies are to be implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, although some can be furthered by individual development projects.

The location, design, and land uses of the Proposed Project would support land use and transportation strategies related to reducing vehicle trips for patrons and employees by increasing commercial and hotel density near public transit. The Proposed Project is considered an "urban infill" project, as it would replace existing low density commercial and light manufacturing/ warehouse uses with a high-density, mixed-use development that would include an 18,000 fixed seat arena, office uses, a training facility, a sports medicine clinic, retail, restaurant, commercial uses, a hotel, and community spaces. The Proposed Project proposes higher density, consistent with compact growth, on infill urban land accessible to and well served by public transit including frequent and comprehensive transit services. New job growth, as a result of the completed Proposed Project, is focused in an infill area well served by transit.

The Project Site is located within one-quarter mile of eight existing Metro bus stops along the following three Metro routes, 117, 211/215, and 212/312. In addition, local transit service to the Project Site would be provided by Metro in the form of future below- and at-grade light rail on the Metro Crenshaw/LAX line, which is currently under construction and expected to be complete and operational in mid-2020. During operation of the Proposed Project, a shuttle pick-up and drop-off shuttle service will be provided at the following two Metro rail stations: the existing Metro Green Line – Hawthorne/Lennox Station and the future Metro Crenshaw/LAX Line – Downtown Inglewood Station. The Project Site's proximity to these publicly available transit services enable the Proposed Project to potentially reduce vehicle trips, VMT, and associated transportation-related emissions compared to a project without these characteristics.

The Proposed Project land use characteristics (including increased density, location efficiency, increased land use diversity and mixed-uses, etc.), many of which overlap the strategies in the AQMPs, have been shown by CAPCOA, in its guidance document entitled *Quantifying Greenhouse Gas Mitigation Measures*,[162] to support a relative reduction in vehicle trips and VMT

[162] California Air Pollution Control Officers Association (CAPCOA), 2010. Quantifying Greenhouse Gas Mitigation Measures. August 2010.

in comparison to a project that does not include these land use characteristics, and corresponding vehicle emissions, further supporting consistency with the AQMPs. In particular, the Proposed Project would increase the Project Site density from 4.25 jobs per acre to 38.82 jobs per acre.[163] In addition, the Project Site is an urban location within the City of Inglewood and would be developed on an infill site that is located in a highly urbanized part of the SCAG region and is accessible to numerous transit lines, and would be located immediately adjacent to another major mixed use project that is under development (Hollywood Park Specific Plan). Furthermore, the Proposed Project would co-locate complementary arena, office, retail/restaurant, commercial, and hotel uses in close to proximity to existing off-site commercial and residential uses. The Project Site is adjacent to three LA Metro bus routes (lines 117, 211/215, and 212/312 stop at the intersection of West Century Boulevard and South Prairie Avenue) and is also within one half mile of a Metro bus route (the combined 740/40 line stops at the intersection of West Century Boulevard and La Brea/Hawthorne Boulevard). These Metro bus routes provide frequent service during peak commute hours. As described in Section 3.0, Introduction to the Analysis, the Inglewood Transit Connector (ITC) (Cumulative Project #74) is a planned 1.8-mile electric train system with a station near the intersection of West Century Boulevard and South Prairie Avenue, adjacent to the Project Site; if approved and constructed, the ITC would provide close connections from the Project Site and the adjacent HPSP development to the LA Metro Crenshaw line Downtown Inglewood station. Additionally, as discussed above, the Proposed Project would provide shuttle pick-up and drop-off service at two LA Metro rail stations.

As demonstrated above, the Proposed Project would support land use and transportation strategies in the AQMPs. Nevertheless, as discussed further below in the analysis for Impact 3.2-2, regional emissions during operation of the Proposed Project would exceed the regional significance thresholds for those criteria air pollutants for which the Air Basin is not in attainment (i.e., VOC, NO_X, PM10, and PM2.5).

Growth Projections

As discussed in Section 3.12, Population, Employment, and Housing, the Project Site is mostly vacant, and is partially developed with a fast-food restaurant, a motel, two warehouse/light manufacturing facilities, a commercial catering business, and a groundwater well and related facilities. Existing employment at the Project Site totals approximately 119 people. Operation of the Proposed Project would include permanent employment associated with the operations of the Arena and other uses included in the Proposed Project. The Proposed Project would eliminate the current uses and jobs at the Project Site (approximately 119 jobs) and would generate 768 permanent jobs at the Project Site as well as an additional 319 full-time equivalent jobs to support arena and/or plaza events throughout the year. Combined with the 768 permanent jobs, the Proposed Project would result in a total of 1,087 jobs, for a net increase of 968 jobs within the City.

[163] Existing jobs per acre = 119 existing employees / 28 acres = 4.25 jobs per acre; proposed jobs per acre = 768 non-event jobs plus 319 full-time-equivalent annual event-related jobs for a total of 1,087 full-time employees / 28 acres = 38.82 jobs per acre.

As described in Section 3.12, Population, Employment, and Housing, the City of Inglewood's total employment in 2017 exceeded that projected by the 2016 RTP/SCS for 2020, and even additional employment projections through 2040.[164] Therefore, any project that includes employment would exceed the 2016 RTP/SCS forecasts for the City. As is discussed in Section 3.12, the SCAG employment projections were undertaken in 2012, during a period of economic recession, and have not been updated to reflect current and anticipated conditions in Inglewood. While this employment growth was not necessarily forecasted within SCAG's projection horizon, which could cause additional people to move into the area beyond what was planned, there is sufficient infrastructure planned (as detailed within Section 3.13, Public Services, and Section 3.15, Utilities and Service Systems) to accommodate the additional growth, and there would be no further environmental effects, including those related to air quality, beyond those described in the analysis of criteria pollutant emissions presented under Impact 3.2-2. In addition, as discussed in Section 3.12, Population, Employment, and Housing, the City of Inglewood has established several goals and policies to foster redevelopment of infill sites that would support healthy economic development. Moreover, as addressed under Section 2.4, Project Site Existing Conditions, and Section 3.10, Land Use and Planning, the Project Site is intended to support employment uses. Therefore, while the Proposed Project would require amendments to the General Plan and the Inglewood Municipal Code, and would introduce more jobs to the Project Site than may have resulted under existing zoning, this growth is consistent with the City of Inglewood General Plan.

SCAG 2016 RTP/SCS

Goal 6 of the 2016 RTP/SCS aims to improve air quality and encourage active transportation. The TDM programs as described above would be designed to reduce vehicle trips through a variety of TDM components. This would reduce GHG, criteria pollutant, and TAC emissions from transportation, and would therefore improve air quality impacts from Project-related transportation. In addition, as described above, the TDM Program would encourage active transportation and alternative modes of travel; for example, the Proposed Project would include 23 visitor and 60 employee on-site bike parking spaces. This would further support Goal 6 of the RTP/SCS.

Goal 7 of the 2016 RTP/SCS aims to actively encourage and create incentives for energy efficiency. The Proposed Project would utilize energy efficiency appliances and equipment, as required by Title 24, and it would provide EV charging stations to support the future use of electric and hybrid-electric vehicles by employees and visitors traveling to and from the site. In addition, the Proposed Project would be designed and constructed to meet LEED Gold certification requirements, which would require the incorporation of energy efficiency measures. The Proposed Project would also comply with Title 24 energy efficiency requirements, use 100 percent LED lighting indoors and outdoors throughout the site, and install high efficiency HVAC systems. In addition, the Proposed Project design would include compliance with CALGreen Code Voluntary Tier 1, and is estimated to achieve a reduction in energy consumption

[164] Southern California Association of Governments, 2016. RTP/SCS Growth Forecast by Jurisdiction, p. 1. 2016.

greater than Title 24 2019 standards based on the preliminary design of the Proposed Project. These actions would support Goal 7 of the 2016 RTP/SCS.

General Plan Air Quality-Related Policies

As discussed above, the City of Inglewood General Plan Land Use Element includes a goal relevant to air pollutant emissions.

> **Circulation Goal:** Promote and support adequate public transportation within the City and the region.

As described in Chapter 2, Project Description, the Proposed Project constitutes a large-scale development integrating commercial, office, hotel, and entertainment uses that support public transportation. The Proposed Project would include provisions that would promote the use of public transportation as a means of travel to and from the Proposed Project, including a transportation hub at the East Transportation and Hotel Site, shuttle stops on South Prairie Avenue, and a shuttle system for large events that would connect the Proposed Project to nearby Metro Crenshaw and Green Line rail stations. For these reasons, the Proposed Project would be consistent with Inglewood General Plan policies related to air quality.

Air Quality-Related Policies from the Inglewood Energy and Climate Action Plan

As described above, the City's ECAP includes strategies to mitigate the City's impacts on air quality and climate change. While these strategies are primarily directed towards GHG emission-reductions, the measures in the City's ECAP would also achieve co-benefits of reducing criteria air pollutants and TACs. These strategies include:

Strategy 1: Lead by Example with Municipal Government Actions

- Accelerate city vehicle fleet replacement
- Continue commute trip reduction program
- Planning for electric vehicle infrastructure

Strategy 4: Improve Transportation Options and Manage Transportation Demand

- Make roadways more efficient
- Improve transit
- Improve bicycle facilities
- Make parking more efficient
- Reduce commute trips
- Encourage land use intensification and diversity

Although the actions presented under Strategy 1 are for the City to implement, the Proposed Project would support implementation of these actions as the Proposed Project would be designed to achieve LEED Gold certification. This would serve to reduce energy use in the proposed

buildings as well as require the installation of electric vehicle charging stations. The Proposed Project would also be consistent with Strategy 4 as the Proposed Project would incorporate shuttles would serve to facilitate multi-modal travel to and from events at the Project Site in a safe and efficient manner during event days. The Proposed Project would provide shuttle pick-up and drop-off service at the following two Metro rail stations: the existing Metro Green Line – Hawthorne/Lennox Station and the future Metro Crenshaw/LAX Line – Downtown Inglewood Station. The Proposed Project would include the installation of bicycle parking facilities. Furthermore, the Proposed Project would provide a dense mix of entertainment, office, retail, restaurant, community, and hotel uses on parcels of infill urban land accessible to and served by public transit and near existing and planned housing. For the reasons described above, the Proposed Project would be consistent with the City's ECAP.

Conclusion

As provided in the analysis above, the Proposed Project would be consistent with the air quality-related polices in the City's General Plan as well was the air quality related policies in the City's ECAP as the Proposed Project supports public transportation and improving transportation options and demand to the Project Site. In addition, the Proposed Project would be consistent with the overall control strategies of the AQMPs during construction of the Proposed Project. Nevertheless, construction and operation of the Proposed Project would generate emissions of nonattainment pollutants or precursors (i.e., VOC, NO_X, PM10, and PM2.5), that would exceed the applicable significance thresholds. Therefore, impacts related to consistency with air quality plans during construction and operation of the Proposed Project would be **potentially significant**.

Mitigation Measure 3.2-1(a)

Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program.

Mitigation Measure 3.2-1(b)

Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing.

Mitigation Measure 3.2-1(c)

Implement Mitigation Measure 3.2-2(c). Construction Emissions Minimization Plan.

Mitigation Measure 3.2-1(d)

Implement Mitigation Measure 3.2-2(d). Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation.

Level of Significance After Mitigation: Because regional emissions during construction and operation of the Proposed Project would exceed the significance thresholds for those criteria air pollutants for which the Air Basin is not in attainment (i.e., VOC, NO_X, PM10, and PM2.5), the Proposed Project would have a significant impact regarding consistency with the AQMP.

Regarding construction emissions, the Applicant has agreed to use off-road diesel-powered construction equipment that meets or exceeds CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 hp or greater. Such equipment will be outfitted with BACT devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters. Based on registration data, over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the State are model year 2010 or newer.

All construction equipment and vehicles shall maintain compliance with the manufacturer's recommended maintenance schedule and the Applicant will maintain maintenance records. The Applicant will strive to use ZE or NZE heavy- duty haul trucks during construction, and no idling signs will be posted upon entry and throughout the Project Site during construction. In addition, the project applicant will restrict vehicle idling time to no longer than five minutes and will post signs at the entrance and throughout the site stating that idling longer than five minutes is not permitted. Even with implementation of Project Design Feature 3.2-1 and Mitigation Measure 3.2-1(c), construction-related daily emissions would exceed the SCAQMD significance threshold for NO_X. Therefore, short-term regional construction emissions would be considered **significant and unavoidable**.

Regarding operational emissions, feasible mitigation in line with the VMT-reduction targets of the AQMP and the City's ECAP to reduce regional emissions during operation of the Proposed Project have been developed. Implementation of Mitigation Measure 3.2-1 would require the implementation Mitigation Measure 3.14-2(b), which involves the implementation of a TDM program, consistent with the transportation strategies noted in the 2016 RTP/SCS. In particular, the TDM program would be designed to provide transportation services and incentives that encourage and support the use by employees, event attendees and customers of alternative modes of transportation and the reduction of vehicle trips, including by increasing average vehicle occupancy. The Proposed Project TDM program would include a variety of components, including programs to encourage alternative modes of transportation (rail, public bus, and vanpool), including event-day dedicated shuttle services; programs to carpools and ZE vehicles, active transportation, employee vanpools, a park-n-ride program, and information services; and programs to reduce on-site parking demand, including event-day local microtransit service.

As demonstrated in Appendix K, the TDM program would result in a reduction of vehicle trips. Potential trip reductions are based on estimates of vehicle trips for LA Clippers home basketball games and other non-NBA basketball game events to be hosted at the Project Site, as well as LA Clippers employees who will use the LA Clippers practice and training facility and the LA Clippers offices, and vehicle trips by employees and patrons of the sports medicine clinic, retail, restaurant, community space and hotel uses included at the Project Site. The TDM program would be designed to achieve and maintain a reduction in the number of vehicle trips, on an annual basis, by attendees, employees, visitors, and customers as compared to trips generated by Project operations absent the TDM program. The implementation of this mitigation measure would reduce single-occupancy vehicle trips and encourage the use of other modes of transportation besides automobiles, thereby reducing Project-related emissions during operation of the Proposed Project. However, as the timing and efficacy of these measures cannot be determined with certainty at this time, the regional operational emissions would continue to exceed the significance thresholds for those criteria air pollutants and precursors for which the Air Basin is not in attainment (i.e., VOC, NO_X, PM10, and PM2.5). As such, even with

implementation of Mitigation Measure 3.14-2(b), the Proposed Project would not be consistent with the control strategies in the AQMPs.

The Applicant has agreed to conduct maintenance and/or testing on the emergency generators or fire pump generators on three separate non-event days. Each emergency generator shall be tested on a separate non-event day and the two fire pump generators may be tested together on a separate non-event day. As shown in Table 3.2-24, below, NO_X emissions during operations would be reduced to less-than-significant levels during Non-Event days. However, NO_X, CO, PM10, and PM2.5 emissions would remain in excess of the SCAQMD significance thresholds on certain Event days. In addition, the Applicant has agreed to provide incentives to vendor delivery trucks that use ZE or NZE trucks during project operations. As previously stated, registration data indicates over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Thus, there are no additional feasible mitigation strategies to further reduce the maximum daily regional emissions of VOC, NO_X, CO, PM10, and PM2.5 during operations and the Proposed Project would continue to be above the SCAQMD regional significance thresholds and impacts would be **significant and unavoidable**.

The Proposed Project would be consistent with the air quality related policies in the City's General Plan and ECAP. However, even with implementation of all feasible mitigation, regional Proposed Project emissions of nonattainment pollutants would remain in excess of applicable thresholds, and this impact would be considered **significant and unavoidable**.

Impact 3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NO_X emissions during construction, and a cumulatively considerable net increase in VOC, NO_X, CO, PM10, and PM2.5 during operation of the Proposed Project. (Significant and Unavoidable)

Construction

Construction of the Proposed Project has the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and various soil-handling activities. Mobile source emissions, primarily NO_X and PM emissions (i.e., PM10 and PM2.5), would result from the use of diesel powered on-and off-road vehicles and equipment.

Construction emissions would vary substantially from day to day, depending on the level of activity and the specific type of construction activity. The maximum daily construction emissions for the Proposed Project were estimated for each construction phase. Some individual construction phases could potentially overlap; therefore, the estimates of maximum daily emissions included these potential overlaps by combining the relevant construction phase emissions. Detailed calculations for all individual phases and all overlap scenarios modeled are included in Appendix D.

The results of the criteria air pollutant calculations are presented in **Table 3.2-14**. The calculations used to develop the values presented in Table 3.2-14 incorporate compliance with

applicable project design features including Project Design Feature 3.2-1, which requires the use of off-road diesel-powered construction equipment that meets or exceeds CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 hp or greater, dust control measures required to be implemented during each phase of construction by SCAQMD Rule 403 (Control of Fugitive Dust), and fugitive VOC control measures required to be implemented by architectural coating emission factors based on SCAQMD Rule 1113 (Architectural Coatings).

TABLE 3.2-14
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Year	VOC	NO_X	CO	SO_2	PM10[a]	PM2.5[a]
2021	10	126	208	1	21	9
2022	32	127	287	1	37	10
2023	32	81	287	1	37	10
2024	36	35	135	<1	18	5
Maximum Daily Emissions[b]	36	127	287	1	37	10
SCAQMD Significance Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	**No**	**Yes**	No	No	No	No

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
[a] Emissions include fugitive dust control measures consistent with SCAQMD Rule 403.

SOURCE: ESA, 2019.

As shown in Table 3.2-14, with implementation of Project Design Feature 3.2-1, construction-related daily emissions would exceed the SCAQMD significance threshold for NO_X. Therefore, short-term regional construction emissions would be considered **potentially significant**.

In addition to implementation of project design features, as discussed in Chapter 2, the applicant has submitted an application to seek certification of the Proposed Project pursuant to AB 987. Certification under AB 987 requires that the Proposed Project must achieve reduction of 400 tons of NO_X and 10 tons of PM2.5 over 10 years following the commencement of construction of the Proposed Project. However, AB 987 provides that if the project applicant can demonstrate and verify to the SCAQMD that it has invested at least $30,000,000 to achieve the reduction requirements, reductions of at least 200 tons of NO_X and 5 tons of PM2.5 over 10 years would be deemed to meet the requirements of AB 987. This analysis conservatively does not include these reductions as required by AB 987 because the specific method and timing of achieving these reductions in the 10 years following the commencement of construction is uncertain at this time.

Operation

Operation of the Proposed Project would generate criteria air pollutant emissions from Project-generated vehicle trips traveling to and from the Project Site, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. The Proposed Project would also produce criteria air pollutant emissions from delivery trucks,

charbroilers, cooling towers, and on-site diesel-fueled emergency generators. The on-road mobile sources related to the operation of the Proposed Project include passenger vehicles for workers, players and supporting staff, event attendees, customers to the commercial uses, hotel guests, media vans and trucks delivering to and from the Project Site. VMT data, which takes into account ridership, mode, and distance on freeways and local streets is provided in Appendix K.

Regional air emissions from the Proposed Project were assessed based on the incremental increase in emissions compared to existing baseline conditions (i.e., existing on-site or off-site Project-related emissions), consistent with SCAQMD methodology. This methodology measures the incremental project contributions and so the Adjusted Baseline conditions are not relevant to the mass emissions threshold. Analysis of localized emissions under Impact 3.2-3 includes consideration of the Adjusted Baseline condition, because as explained below, the standards against which localized emissions are compared are cumulative in nature.

Projected emissions resulting from operational activities of the Proposed Project under an 18,000-attendee basketball game scenario are presented in **Table 3.2-23** and include emissions from a regular season basketball game as well as associated office uses, practice facilities, and other ancillary uses. The analysis is based on the Proposed Project planned first operations taking place in 2024. This is the most conservative assumption as years after 2024 account for lower emission factors, improved energy efficiency, and reduced number of vehicles trips, which would result in lower emissions as compared to emission in 2024.

Project emissions resulting from operational activities during potential non-event day and event day scenarios for the Proposed Project are presented in **Tables 3.2-15** through **3.2-22**. Similar to the regular season basketball game scenario, these other scenarios that were analyzed also include emissions from the event, as applicable, as well as associated office uses, practice hours, and other ancillary uses.

The calculations in Tables 3.2-15 through 3.2-23 incorporate compliance with applicable project design features including Project Design Feature 3.2-2, which would serve to reduce emissions from operation of the emergency generators. In addition, the Proposed Project would incorporate a shuttle program on major event days, which would serve to facilitate multi-modal travel to and from events at the Project Site and LA Metro Crenshaw and Green Line stations during event days. The Proposed Project would also be designed and constructed to meet LEED Gold certification requirements, which could include a 700 kW PV system, Title 24 compliance, use of 100 percent LED lighting indoors and outdoors throughout the site, and implementation of high efficiency HVAC systems. In addition, the Proposed Project design would include compliance with CalGreen Code Voluntary Tier 1, which is estimated to achieve a reduction in energy consumption greater than Title 24 2019 standards based on the preliminary design of the Proposed Project. Implementation of these design features would serve to reduce air quality emissions during operation of the Proposed Project.

TABLE 3.2-15
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – NON-EVENT DAY (ANCILLARY USES ONLY) SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project						
Area (Consumer Products, Landscaping)	11	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	4	4	<1	<1	<1
Motor Vehicles	11	23	116	<1	38	10
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	-	-	-	1	<1
Cooling Tower	-	-	-	-	<1	<1
Emergency Generators/Emergency Fire Pumps	3	52	31	<1	<1	<1
Total Project	**26**	**82**	**157**	**<1**	**40**	**12**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**21**	**75**	**125**	**<1**	**29**	**9**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	**Yes**	No	No	No	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-16
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 4,000 ATTENDEE PLAZA EVENT SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	11	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	4	4	<1	<1	<1
Motor Vehicles	23	36	284	1	100	27
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**35**	**44**	**293**	**1**	**101**	**28**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**29**	**37**	**261**	**1**	**91**	**25**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-17
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 2,000 ATTENDEE CORPORATE/COMMUNITY EVENT SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	16	<1	1	<1	<1	<1
Energy (Natural Gas)	1	6	5	<1	<1	<1
Motor Vehicles	21	35	257	1	89	24
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**38**	**43**	**267**	**1**	**91**	**25**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**33**	**36**	**235**	**1**	**80**	**22**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-18
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 7,500 ATTENDEE OTHER EVENT SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	28	<1	1	<1	<1	<1
Energy (Natural Gas)	1	8	7	<1	1	1
Motor Vehicles	34	46	448	1	159	43
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**63**	**57**	**461**	**1**	**161**	**44**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**57**	**51**	**429**	**1**	**151**	**41**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	No	No	No	**Yes**	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-19
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 8,500 ATTENDEE FAMILY SHOW SCENARIO (2024)
(POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	28	<1	1	<1	<1	<1
Energy (Natural Gas)	1	8	7	<1	1	1
Motor Vehicles	37	49	494	1	176	48
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**66**	**60**	**507**	**2**	**178**	**49**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**61**	**54**	**475**	**1**	**167**	**46**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	No	No	No	**Yes**	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-20
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 9,500 ATTENDEE CONCERT SCENARIO (2024)
(POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	28	<1	1	<1	<1	<1
Energy (Natural Gas)	1	8	7	<1	1	1
Motor Vehicles	40	69	542	2	194	52
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**69**	**80**	**555**	**2**	**195**	**54**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**64**	**74**	**523**	**2**	**185**	**51**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	**Yes**	No	No	**Yes**	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-21
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 14,500 ATTENDEE CONCERT SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	32	<1	1	<1	<1	<1
Energy (Natural Gas)	1	10	8	<1	1	1
Motor Vehicles	56	84	768	2	276	74
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**89**	**96**	**781**	**2**	**278**	**76**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**83**	**89**	**750**	**2**	**267**	**73**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-22
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 18,500 ATTENDEE SOLD OUT ATTENDEE CONCERT SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	32	<1	1	<1	<1	<1
Energy (Natural Gas)	1	10	8	<1	1	1
Motor Vehicles	66	93	917	3	330	89
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Total Project	**99**	**105**	**930**	**3**	**332**	**90**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**94**	**98**	**899**	**3**	**322**	**88**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

TABLE 3.2-23
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – 18,000 ATTENDEE BASKETBALL GAME SCENARIO (2024)
(POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project (including event, office, practice, and ancillary uses)						
Area (Consumer Products, Landscaping)	32	<1	1	<1	<1	<1
Energy (Natural Gas)	1	10	8	<1	1	1
Motor Vehicles	64	93	922	3	337	91
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	-	-	-	1	<1
Cooling Tower	-	-	-	-	<1	<1
Total Project	**97**	**106**	**935**	**3**	**339**	**92**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**92**	**99**	**904**	**3**	**328**	**89**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	**Yes**	**Yes**	**Yes**	No	**Yes**	**Yes**

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

The calculations in Tables 3.2-15 through 3.2-23 incorporate compliance with applicable project design features including Project Design Feature 3.2-2, which would serve to reduce emissions from operation of the emergency generators. In addition, the Proposed Project would incorporate a shuttle program on major event days, which would serve to facilitate multi-modal travel to and from events at the Project Site and LA Metro Crenshaw and Green Line stations during event days. The Proposed Project would also be designed and constructed to meet LEED Gold certification requirements, which could include a 700 kW PV system, Title 24 compliance, use of 100 percent LED lighting indoors and outdoors throughout the site, and implementation of high efficiency HVAC systems. In addition, the Proposed Project design would include compliance with CalGreen Code Voluntary Tier 1, which is estimated to achieve a reduction in energy consumption greater than Title 24 2019 standards based on the preliminary design of the Proposed Project. Implementation of these design features would serve to reduce air quality emissions during operation of the Proposed Project.

As identified in Table 3.2-15, operational emissions for the Proposed Project for the non-event day (ancillary uses only) scenario would not exceed SCAQMD daily operational thresholds for VOC, CO, SO_X, PM10, and PM2.5 emissions, and would only exceed SCAQMD daily operational thresholds for NO_X on days when emergency generators are tested. Emergency generator testing would occur at a maximum of twice a month, pursuant to Mitigation Measure 3.2-2(b), discussed below. On all other non-event days when there is no emergency generator testing, there would be no exceedance of any mass emissions thresholds. However, as identified in Tables 3.2-16 through 3.2-23, operational emissions for the Proposed Project on certain event

days would exceed SCAQMD daily operational thresholds for all criteria air pollutants with the exception of SO_X. The VOC regional operational impact would be primarily related to the anticipated use of consumer products (e.g., cleaning solutions) and landscaping. The NO_X, CO, PM10, and PM2.5 regional operational impacts would result from vehicular trips to and from the Project Site and operation of emergency generators.

Even with implementation of the project design features discussed above, operational VOC, NO_X, CO, PM10, and PM2.5 emissions would exceed the applicable regional emissions significance threshold for an 18,500-attendee concert event day, which has the highest number of attendees, as well as for the 18,000-attendee basketball game, 14,500-attendee concert, 9,500-attendee concert, 8,500-attendee family show, and 7,500-attendee other event scenario. Emissions on these event days would result in **potentially significant impacts**.

Health Impacts Assessment – Regional Effects

Impact 3.2-2 concludes that during construction, the Proposed Project would emit a criteria air pollutant (NO_X) in an amount that exceeds the mass emission threshold that is recommended for this pollutant by SCAQMD. In addition, during operations, under various operational scenarios, the Proposed Project would emit criteria air pollutants (VOC, NO_X, CO, PM10, and PM2.5) in amounts that would exceed the applicable mass emission thresholds recommended by SCAQMD. These exceedances would occur for the 18,500-attendee concert scenario, which has the highest number of attendees, as well as for the 18,000-attendee basketball game, 14,500-attendee concert, 9,500-attendee concert, 8,500-attendee family show, 7,500-attendee other event, and non-event day (with generator testing) scenarios. The analysis therefore concludes that, for this reason, the Proposed Project's emissions are significant with respect to these criteria air pollutants. The types of adverse health effects known to occur as a result of exposure to these pollutants and the potential secondary formed ozone have been discussed in "Pollutants and Related Health Effects" under Section 3.2.1, above, and also summarized below:

- VOCs are organic chemical compounds of carbon. Some VOCs are highly reactive and play a critical role in the formation of ozone. Other VOCs can result in adverse health effects from direct exposure and are classified by the TACs or HAPs by the US EPA.

- NO_X is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include NO_2 and NO. There are no health-based ambient air quality standards specifically for NO; however, NO can oxidize in the atmosphere to form NO_2. As discussed previously in Section 3.2.1, NO_2 can potentially irritate the nose and throat, aggravate lung and heart problems, and may increase susceptibility to respiratory infections, especially in people with asthma. Emissions of NO_X are a precursor to the formation of ground-level ozone, which occurs due to complex photo-chemical reactions of these pollutants in the atmosphere in the presence of sunlight. NO_2 can also potentially contribute to the secondary formation of particulate matter (PM10 and PM2.5) from conversion in the atmosphere.

- Ozone is a respiratory irritant that can cause the following health effects: irritate respiratory system; reduce lung function; breathing pattern changes; reduce breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate

asthma; aggravate other chronic lung diseases; cause permanent lung damage; some immunological changes; and/or increase mortality risk.

- CO emissions normally have only short and localized potential impact because CO transport is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. High CO concentrations are typically associated with roadways or intersections operating at unacceptable levels of service or with very high traffic volumes. Breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle may lead to chest pain and decreased exercise tolerance. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO.

  As demonstrated in detail below in the "Intersection CO Hotspot Analysis" section for Impact 3.2-3, the Proposed Project plus the background CO concentrations would be below the health-protection-based state and federal air quality standards. CO hotspots are not anticipated as a result of traffic-generated emissions by the Proposed Project in combination with other anticipated developments in the area. Therefore, emissions of CO from the Proposed Project are not anticipated to cause identifiable health effects.

- Particulate matter (PM10 and PM2.5) can cause the following health effects from short-term (hours/days) exposure: irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; and/or those with heart disease can suffer heart attacks and arrhythmias.

Heretofore, air districts and CEQA lead agencies around California regarded this analysis as sufficient disclosure of the adverse impacts of a project's criteria air pollutant emissions. In December 2018, however, the California Supreme Court issued a decision holding that, in order to be adequate, an EIR must contain a further discussion that correlates the specific health effects that will occur as a result of a project's significant criteria air pollutant emissions, or explain why such a further discussion is infeasible.[165]

The Supreme Court's decision presents significant challenges. Generally, models that correlate criteria air pollutant concentrations with specific health effects focus on regulatory decision-making that will apply throughout an entire air basin or region. These models focus on the region-wide health effects of pollutants so that regulators can assess the costs and benefits of adopting a proposed regulation that applies to an entire category of air pollutant sources, rather than the health effects related to emissions from a specific proposed project or source. Because of the scale of these analyses, any one project is likely to have only very small incremental effects which may be difficult to differentiate from the effects of air pollutant concentrations in an entire air basin. In addition, such modeling efforts are costly, and the value of a project-specific analysis may be modest in relation to that cost. Furthermore, the results, while costly to produce, may not

[165] Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, 517-522.

be particularly useful. For regional pollutants, it is difficult to trace a particular project's criteria air pollutant emissions to a specific health effect. Moreover, the modeled results may be misleading because the margin of error in such modeling is large enough that, even if the modeled results report a given health effect, the model is sufficiently imprecise that the actual effect may differ from the reported results; that is, the modeled results suggest precision, when in fact available models cannot be that precise on a project level.

Nevertheless, in an effort to respond to the Supreme Court's decision, an HIA of the estimated Proposed Project criteria air pollutant emissions has been prepared. The analysis uses available models to attempt to correlate the Proposed Project criteria air pollutant emissions to elevated concentrations of such pollutants in the region, and then to identify health effects that may occur as a result of any predicted increased concentrations. There may, in time, be ways to perform this analysis with greater precision or accuracy. At this juncture, however, the following analysis reflects a good faith attempt to address the Supreme Court's direction. In reviewing this analysis, the reader is cautioned to bear in mind its limitations and qualifications, as described throughout the analysis.

As discussed above, the mass emissions thresholds developed by SCAQMD and used by CEQA lead agencies throughout southern California to determine potential significance of project-related regional changes in the environment are not directly indicative of exceedances of applicable ambient air standards. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration and location of ozone or PM. The effects on ground-level ambient concentrations of pollutants that may be breathed by people are also influenced by the spatial and temporal patterns of the emission sources. In other words, the effect on ozone and PM concentrations from a given mass of pollutants emitted in one location may vary from the effect if that same mass of pollutants was emitted in an entirely different location in the Air Basin. The same effect may be observed when the daily and seasonal variation of emissions is taken into account. Regional-scale photochemical modeling, typically performed only for NAAQS attainment demonstration and rule promulgation, account for these changes in the spatial, temporal, and chemical nature of regional emissions. Emissions from the construction and operation of the Proposed Project would vary by time of day, month, and season, and the majority of Project-related emissions, being generated by mobile sources (cars and trucks) driving to and from the site, would be emitted throughout a wide area defined by the origins and destinations of people travelling to and from the Proposed Project. As SCAQMD has stated "it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region."[166]

The Proposed Project criteria air pollutant emissions would contribute to regional health impacts. As described above, emissions from the Proposed Project are expected at levels in excess of mass emissions thresholds for NO_X emissions during construction, and for VOC, NO_X, CO, PM10, and PM2.5 emissions during a number of operational event and non-event scenarios. As stated earlier,

[166] South Coast Air Quality Management District, Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno, 2015.

the mass emission thresholds were established primarily in conjunction with federal permitting "major source" thresholds. If emissions were below these "de minimis" emission rates, then the Proposed Project is presumed to conform with the NAAQS.[167] While based on the status of an air basin level of attainment of the health-based NAAQS, emissions in excess of the mass emission thresholds from one project does not mean the air basin would experience measurably higher ground level concentrations, or more frequent occurrences of ground level concentrations in exceedance of standards, or delay timely attainment of a particular NAAQS. The effect on ambient concentrations of emissions from one project, which in turn may influence air pollutant-based health impacts, can only be determined through dispersion modeling, and as appropriate, health effects modeling. The following analysis is provided for information purposes, to determine the extent the criteria air pollutant emissions from the Proposed Project would result in (1) changes in the concentration of criteria air pollutants in the atmosphere, and (2) correlative health effects that may occur as a result of those changes in air pollutant concentrations.

As previously discussed, the current version of the US EPA BenMAP-CE model only has health impact functions associated with ozone (including precursors, NO_X and VOC) and PM2.5, so those were the criteria pollutants for which health effects were quantified in this study. Although exposure to high levels of CO and NO_2 is recognized to result in negative health effects, the applicable NAAQS are widely recognized to be health protective, even for sensitive populations (see discussion under Impact 3.2-3). US EPA guidance recommends that a Gaussian dispersion model, such as AERMOD, is the appropriate model to predict the dispersion and accumulation of NO_2 and CO in the atmosphere since those pollutants are nonreactive (unlike ozone and secondary PM formation). Generally, as nonreactive pollutants travel away from the source, their concentrations diminish rather quickly. Thus, health impacts from exposure to NO_2 and CO are localized in nature; refer to the health impacts discussion under Impact 3.2-3 below.

This assessment evaluates the potential for the Proposed Project to contribute to regional ozone formation and ozone health impacts along with primary and secondary particulate matter health impacts. The Proposed Project contribution to a regional concentration of ozone and PM2.5 were modeled in the photochemical grid model, CMAQ, and the corresponding endpoint health effects were modeled in BenMAP-CE. The analysis was performed in consultation with SCAQMD.

Dispersion modeling performed using CMAQ predicts slight increases in the maximum ozone and PM2.5 concentrations with the Proposed Project emissions as compared to the baseline emissions. Both baseline and Proposed Project scenarios used SCAQMD controlled emissions inventory for year 2025, the first full year of Project operations, provided by SCAQMD for the Proposed Project. The baseline scenario used only the re-gridded SCAQMD 2025 dataset, while the Proposed Project dataset added incremental project emissions to the SCAQMD dataset.

The CMAQ result for the baseline as compared to the baseline plus Proposed Project shows a maximum increase of 0.0109 ppb, or 0.021 percent, at the most affected node for maximum daily

[167] US Environmental Protection Agency. Frequent Questions about General Conformity. Available: https://www.epa.gov/general-conformity/frequent-questions-about-general-conformity. Accessed July 2019.

8-hour average ozone, and 0.0011 $\mu g/m^3$, or 0.0082 percent, for PM2.5. Note that these estimated increases are for the most affected node; thus, the estimated changes at all other nodes will be less. These results generally validate the prediction that the addition of locally generated emissions could result in incremental increases in nearby ground level concentrations of ozone and PM2.5. However, these differences are very small, well within the normal gross margin of error of the CMAQ model performance.

In this project-level analysis, the regional model results also observed some small negative model differences in grid cells when adding the Project emissions. As confirmed by the photochemistry model experts of the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD), such results are to be expected when applying regional models to local changes in emissions, especially taken in the context of the project emissions are magnitudes smaller than that of the regional emissions typically used in such regional models and also considering the specific atmospheric chemistry condition of the Project area.[168] For example, based on its recent experiences applying regional scale models to relatively small increase in emissions, SCAQMD stated in its Amicus Brief in the Sierra Club v. County of Fresno case: "[A] project emitting only 10 tons per year of NO_X or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels."[169] With the margin of error, and variability in results between the baseline and baseline plus Proposed Project model runs due to photochemical processes and other factors, the small negative model differences predicted for this project-level analysis are expected.

Overall, with the very small air pollutant concentration difference between the modeled Proposed Project scenario and the baseline scenario, no meaningful conclusion on project health impacts can be obtained from the analysis. Thus, the health impacts may in fact be zero, and still be well within the model's margin of error. Nevertheless, for informational purposes only, the CMAQ modeling results were imported into BenMAP-CE to model the potential health effects of the Proposed Project, given the changes in ozone and PM2.5 concentrations predicted by the CMAQ modeling.

Based on the BenMAP-CE output, regional health effects incidence associated with the emissions of ozone precursors and corresponding formation of ozone in the atmosphere associated with the operation of the Proposed Project included less than 0.1 incidence per year of respiratory-related hospital admissions (0.016 incidence), mortality (<0.02 incidence), and asthma-related emergency room visits (0.087 incidence) for all studied age groups combined. The amount of estimated incremental health effects incidence is less than 0.0001 percent of the baseline number of health effects incidences in the study area. The baseline is the actual health effects occurrences measured in the regional population (about 20 million people) of the modeling domain without

[168] Phone consultation with SCAQMD's Sang-Mi Lee and SJVAPCD's Leland Villalvazo on August 9, 2019.
[169] South Coast Air Quality Management District, Amicus Brief in Support of Neither Party, Sierra Club v. County of Fresno, 2015. p. 13.

the emissions produced by the Proposed Project.[170] The modeling performed is highly conservative, since it adds Proposed Project emissions to the air basin-wide inventory, as if all Proposed Project-related emissions are net new, whereas it has been documented in this section, and in Sections 3.14, Transportation and Circulation, and 3.7, Greenhouse Gas Emissions, that a substantial percentage of the Proposed Project-related travel demand and related emissions currently occur, and as such would have been included in SCAQMD's 2025 inventory, although attributed to the current location(s) of emission. Nonetheless, the very small increase in health effects incidence, relative to the substantially larger number of baseline health effects incidences, demonstrates that the Proposed Project would have a negligible impact on specific health effects.

The BenMAP-CE default includes 23 health endpoints (adverse health effects) for PM2.5. Due to the very small changes in ambient PM2.5 concentrations as modeled by CMAQ, however, the incremental health incidences for all health endpoints were negative values, further confirming that the modeled PM2.5 concentrations are within the model's margin of error. Therefore, no conclusions can be reached on the specific health effects that may be caused by the Proposed Project ozone precursor and PM2.5 emissions. The health impacts may in fact be zero, and they would still be well within the models' margin of error. Please refer to Appendix D for more information.

As many regional-scale health impact assessments and this project-level analysis demonstrate, performing a quantitative HIA is complex and difficult, but it is possible to perform such analyses. Nevertheless, the limits of such analyses should be noted. The model outputs provide precise values. It would be inappropriate, however, to assume that these values, though seemingly precise, give an accurate understanding of the project's actual impacts. The imprecision of such analyses is inherent and unavoidable.

The modeling performed to estimate a single project's contribution to ambient concentrations of pollutants requires assumptions about many variables, both about the Proposed Project, and about the meteorological and other characteristics of the air basin into which the pollutants are emitted. Models often rely on assumptions that may not capture fully or accurately the complexity or dynamism of the physical world. There has been much research on sensitivities and uncertainties regarding the evaluation of environmental models.[171,172,173] It is widely recognized that validation of a chemical transport model, such as the CMAQ model used in this analysis, is impossible because natural systems are never closed, and results are always unique. Thus a model can be

[170] Based on the 2010 census data, the EPA's PopGrid software generates the Ben-MAP ready population dataset for the modeling domains, which is 17,612,933 for the 2 km modeling grid (the modeling domain is a 174-mile x 99-mile = 17,297-square-mile area). Based on the 2010 population dataset generated by PopGrid, BenMAP-CE predicts the 2025 population for the modeled domain increases to 20,168,163 and used that in the health impact calculations.

[171] Hanna, S. R., Z. Lu, H. C. Frey, N. Wheeler, J. Vukovich, S. Arunachalam, M. Fernau, and D. A. Hansen (2001). Uncertainties in predicted ozone concentrations due to input uncertainties for the UAM-V photochemical, grid model applied to the July 1995 OTAG domain. *Atmospheric Environment.* 35:891–903.

[172] Biswas, J. and S.T. Rao, 2001: Uncertainties in Episodic Ozone Modeling Stemming from Uncertainties in the Meteorological Fields. *J. Appl. Meteor*., 40, 117–136, https://doi.org/10.1175/1520-0450(2001)040<0117:UIEOMS>2.0.CO;2.

[173] Baker, K. R. and J. O. Bash (2012). Regional Scale Photochemical Model Evaluation of Total Mercury Wet Deposition and Speciated Ambient Mercury. *Atmospheric Environment*. 49(3):1–424.

evaluated by comparisons with real-world observations, but it can never be precisely validated because the full array of possible scenarios cannot be included. Each step in the modeling process, and each assumption incorporated into the model, adds a degree of uncertainty into the reported results. These inputs include air pollutant emission estimates, ambient air concentration modeling, and health impact calculations using various health impact functions. The combination and compounding of the uncertainties from each step of the modeling analysis, in the context of the very small increments of change that are predicted, could result in large margins of error for the overall modeled outcomes.

That does not mean the modeled results are invalid or meaningless. Rather, it means that one should not have undue confidence in the seeming precision of the reported outcome. Stated another way, the modeled results may be valid, but they should not be misinterpreted as an exact calculation of something as complex as criteria air pollutant dispersion modeling, or as correlating a given level of emissions with specific health effects. That is particularly true where, as here, regional models have been adapted for use at the project level. In this case, the calculated impact may be smaller than the reasonable margin of errors of such analyses. For example, the summation of modeled PM2.5-related incremental health effects incidences are negative values, while the summation of modeled ozone-related incremental health effects incidences are positive values. Negative incremental values at a set location for a set period of time arise when the predicted concentration with Project emissions are lower than the baseline value. For example, the baseline PM2.5 value at a particular point in space and time might be reported as 13 $\mu g/m^3$. With an error range of 20 percent, the result could more accurately be reported as 10.4 to 15.6 $\mu g/m^3$. The PM2.5 concentration with Project emissions at that same point may be reported as 12.5 $\mu g/m^3$, which could more accurately be reported as 10.0 to 15.0 $\mu g/m^3$. When comparing the two ranges, one can see how both negative and positive incremental increases are possible. The narrower the error range is, the more likely the results will reflect the true trend.

Performance of this quantitative HIA using the best available tools and guidance demonstrates that applying state-of-the art models and methods designed to predict the health effects of large changes in air basin-wide emissions does not result in statistically significant results with respect to emissions increases at the project level. Therefore, no meaningful conclusion can be drawn with respect to potential health effects from the criteria pollutant emissions of the Proposed Project.

Conclusion

As discussed above, the Proposed Project would result in operational VOC, NO_X, CO, PM10, and PM2.5 emissions that would exceed the applicable regional emissions significance threshold for the 18,500-attendee concert scenario, which has the highest number of attendees, as well as for the 18,000-attendee basketball game, 14,500-attendee concert, 9,500-attendee concert, 8,500-attendee family show, and 7,500-attendee other event scenario, as well as the non-event day with generator testing scenario. The impact of emissions on these days would be **potentially significant**.

Mitigation Measure 3.2-2(a)

Implement Mitigation Measure 3.14-2(b).

Mitigation Measure 3.2-2(b)

Emergency Generator and Fire Pump Generator Maintenance & Testing. The Applicant shall conduct maintenance and/or testing of the emergency generators or fire pump generators on three separate non-event days. Each emergency generator shall be tested on a separate non-event day and the two fire pump generators may be tested together on a separate non-event day.

Mitigation Measure 3.2-2(c)

The project applicant shall prepare and implement a Construction Emissions Minimization Plan. Before a construction permit is issued, the project applicant shall submit this plan to the City Department of Public Works for review and approval. The plan shall detail compliance with the following requirements:

1) *The Plan shall set forth in detail how the project applicant will implement Project Design Feature 3.2-1.*
2) *The Plan shall require construction contractor(s) to use off-road diesel-powered construction equipment that meets or exceeds California Air Resources Board (CARB) and US Environmental Protection Agency (EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters. This requirement shall be included in applicable bid documents, and the successful contractor(s) shall be required to demonstrate the ability to supply compliant equipment prior to the commencement of any construction activities. A copy of each unit's certified tier specification and CARB or South Coast Air Quality Management District operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. The City shall require quarterly reporting and provision of written documentation by contractors to ensure compliance, and shall conduct regular inspections to ensure compliance with these requirements.*
3) *The project applicant shall require, at a minimum, that operators of heavy-duty haul trucks visiting the Project during construction commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 grams per brake horsepower-hour (g/bhp-hr) for particulate matter (PM) and 0.20 g/bhp-hr of NO_X emissions or newer, cleaner trucks. In addition, the project applicant shall strive to use zero-emission (ZE) or near-zero-emission (NZE) heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NO_X emissions standard of 0.02 g/bhp-hr. Contractors shall be required to maintain records of all trucks visiting the Project, and such records shall be made available to the City upon request.*
4) *The project applicant shall ensure all construction equipment and vehicles are in compliance with the manufacturer's recommended maintenance schedule. The project applicant shall maintain maintenance records for the construction phase of the Project and all maintenance records shall remain on site for a period of at least 2 years from completion of construction.*

5) *The project applicant shall enter into a contract that notifies all construction vendors and contractors that vehicle idling time will be limited to no longer than 5 minutes or another timeframe as allowed by California Code of Regulations Title 13, section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, unless exempted by this regulation. For any vehicle that is expected to idle longer than 5 minutes, the project applicant shall require the vehicle's operator to shut off the engine. Signs shall be posted at the entrance and throughout the site stating that idling longer than 5 minutes is not permitted.*

Mitigation Measure 3.2-2(d)

The project applicant shall provide incentives for vendors and material delivery trucks that would be visiting the Proposed Project to encourage the use of ZE or NZE trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NO_X emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year delivery trucks.

Level of Significance After Mitigation: The Applicant has agreed to use off-road diesel-powered construction equipment that meets or exceeds CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 hp or greater. Based on registration data, over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Even with implementation of Project Design Feature 3.2-1 and Mitigation Measure 3.2-1(c) discussed below, construction-related daily emissions would exceed the SCAQMD significance threshold for NO_X. Therefore, short-term regional construction emissions would be **significant and unavoidable**.

With regard to regional operational emissions, under Mitigation Measure 3.2-2(a) the Proposed Project would implement Mitigation Measure 3.14-2(b), which would require the Proposed Project to develop a TDM program which would be designed to reduce vehicle trips by spectators, event-day staff, and employees through the use of alternate modes of transportation including public transit, shuttles, ridesharing, walking, and biking. The TDM program would be required to demonstrate a reduction in vehicle trips produced by the Proposed Project. Potential trip reductions are based on estimates of vehicle trips for LA Clippers home basketball games and other non-NBA basketball game events to be hosted at the Project Site, as well as LA Clippers employees who would use the LA Clippers practice and training facility and the LA Clippers offices, and vehicle trips by employees and patrons of the sports medicine clinic, retail, restaurant, community space, and hotel uses included at the Project Site. The TDM program would be designed to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Proposed Project. The implementation of this mitigation measure would serve to further reduce mobile emissions during operation of the Proposed Project, as well as any negligible related health effects. Because the efficacy of these measures to reduce trips cannot be determined with certainty at this time, maximum daily regional emissions of VOC, NO_X, CO, PM10, and PM2.5 during operation of the Proposed Project would continue to be above the SCAQMD regional significance thresholds and impacts would be **significant and unavoidable**.

As shown in **Table 3.2-24**, with Mitigation Measure 3.3-2(b), NO_X emissions during operations would be reduced to less-than-significant levels during Non-Event days.

However, VOC, NO_X, CO, PM10, and PM2.5 emissions would remain in excess of the SCAQMD significance thresholds on certain event days, therefore impacts would be **significant and unavoidable**.

TABLE 3.2-24
MAXIMUM REGIONAL OPERATIONAL EMISSIONS – NON-EVENT DAY WITH MITIGATION MEASURE 3.2-2(B) (ANCILLARY USES ONLY) SCENARIO (2024) (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
Proposed Project						
Area (Consumer Products, Landscaping)	11	<1	<1	<1	<1	<1
Energy (Natural Gas)	<1	4	4	<1	<1	<1
Motor Vehicles	11	23	116	<1	38	10
Delivery Trucks	<1	3	5	<1	<1	<1
Charbroilers	<1	—	—	—	1	<1
Cooling Tower	—	—	—	—	<1	<1
Emergency Generators/Emergency Fire Pumps	1	24	14	<1	<1	<1
Total Project	**25**	**54**	**139**	**<1**	**39**	**11**
Total Existing	**(6)**	**(7)**	**(31)**	**(<1)**	**(10)**	**(3)**
Net Total Regional Emissions	**19**	**47**	**107**	**<1**	**29**	**9**
SCAQMD Significance Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Thresholds?	No	No	No	No	No	No

NOTE:
Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.

SOURCE: ESA, 2019.

With Mitigation Measure 3.3-2(c), the Applicant has agreed to use off-road diesel-powered construction equipment that meets or exceeds CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 hp or greater, will strive to use ZE or NZE heavy- duty haul trucks during construction, and no idling signs will be posted upon entry and throughout the Project Site during construction. Based on registration data, over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Thus, there are no additional feasible mitigation strategies to further reduce the maximum daily regional emissions of VOC, NO_X, CO, PM10, and PM2.5 during construction and the Proposed Project would continue to be above the SCAQMD regional significance thresholds and impacts would be **significant and unavoidable**.

With Mitigation Measure 3.3-2(d), the Applicant has agreed to provide incentives to vendor delivery trucks that use ZE or NZE trucks during project operations. Based on registration data, over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Thus, there are no additional feasible mitigation strategies to further reduce the maximum daily regional emissions of VOC, NO_X, CO, PM10, and PM2.5 during operations and the Proposed Project would continue to be above the SCAQMD regional significance thresholds and impacts would be **significant and unavoidable**.

Impact 3.2-3: Construction and operation of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Local Air Quality

Construction

Potential localized impacts from short-term construction activities were analyzed using an air dispersion model (AERMOD) to generate concentrations of NO_2, CO, PM10, and PM2.5 at air quality sensitive receptor locations surrounding the Project Site. As discussed in Project Design Feature 3.2-1, heavy duty construction trucks (import, export, delivery, etc.) would be prohibited from traveling to and from the Project Site during the pre-and post-event hours on days with major events at Hollywood Park and/or The Forum.

Particulate Matter

Project-generated incremental increases of PM10 and PM2.5 were then compared to SCAQMD's allowable incremental increase thresholds. The results of the PM analysis are presented in **Table 3.2-25**. As shown in Table 3.2-24, localized maximum daily construction emissions would not exceed the allowable 24-hour or annual incremental increase in PM10 or PM2.5. Therefore, the emissions of PM during construction would be less than significant.

TABLE 3.2-25
ASSESSMENT OF LOCALIZED PM EMISSIONS DURING CONSTRUCTION

Pollutant	Averaging Time, units	Project Local Increase	Threshold	Total Impact Exceeds Threshold
PM10	24 hour, µg/m^3	7.0	10.4	No
	Annual, µg/m^3	0.64	1.0	No
PM2.5	24 hour, µg/m^3	4.3	10.4	No

NOTES:
µg/m^3 = micrograms per cubic meter (a concentration unit)

SOURCE: ESA 2019.

Nitrogen Dioxide and Carbon Monoxide

To compare the Proposed Project construction emission concentrations of NO_2 and CO to applicable NAAQSs, existing concentrations of these pollutants from nearby monitors (see Table 3.2-2, above) and the future contribution to ambient concentrations resulting from the Adjusted Baseline must be included, as detailed on **Table 3.2-26**. As described in Project Design Feature 3.2-1, on days when major events are held at NFL Stadium and The Forum, the project applicant would not allow trucks to travel to or from the project construction site during the pre-event and post-event hours. As detailed on Table 3.2-25, annual emissions were modeled to demonstrate compliance with the annual NO_2 NAAQS.

TABLE 3.2-26
ASSESSMENT OF LOCALIZED NO_2 AND CO IMPACTS DURING CONSTRUCTION

		Air Concentration					
Pollutant	**Averaging Time, units**	**Existing Background[a]**	**Project**	**Adjusted Baseline**	**Total (Background + Project + Adjusted Baseline)[b,c]**	**Standard/ Threshold[d]**	**Total Impact Exceeds Threshold?**
Nitrogen Dioxide	State 1-hour, ppm	0.087	0.018	0.027	0.132	0.180	No
	National 1-hour, ppm	0.058	0.015	0.024	0.097	0.100	No
	Annual, ppm	0.011	0.001	0.0001	0.012	0.030 (State)/ 0.053 (National)	No
Carbon Monoxide	State 1-hour, ppm	2.1	0.7	1.8	4.6	20.0	No
	National 1-hour, ppm	2.1	0.7	1.8	4.6	35.0	No
	State 8-hour, ppm	1.6	0.1	0.8	2.5	9.0	No
	National 8-hour, ppm	1.6	0.1	0.8	2.5	9.0	No

NOTES:
$\mu g/m^3$ = micrograms per cubic meter (a concentration unit)
[a] Background data for CO and nitrogen dioxide derived as the highest air quality measured data over a 3-year rolling average from 2015-2017.
[b] The location of the maximum total impacts may vary due to contributions from Proposed Project and Adjusted Baseline.
[c] Totals may not add up exactly due to rounding in the modeling calculations.
[d] The 1-hour standard/threshold differs between the State and National analyses. The State threshold is based on a not-to-exceed value of modeled concentration impacts whereas the National threshold is based on a 98th percentile value.

SOURCE: ESA 2019.

As shown in Table 3.2-26, localized maximum daily construction emissions, added to existing ambient conditions and projected future contributions from the Adjusted Baseline, would not exceed the applicable NO_2 or CO standards and construction would not expose sensitive receptors to substantial pollutant concentrations. Therefore, the localized impact of construction emissions would be **less than significant**.

Operation

Localized impacts from operation of the Proposed Project were analyzed using air dispersion modeling to generate concentrations of NO_2, CO, PM10, and PM2.5 at receptor locations surrounding the Project Site. Project-generated incremental increases of PM10 and PM2.5 were then compared to SCAQMD's allowable incremental increase thresholds. The results of the PM analysis are presented in **Table 3.2-27**.

Particulate Matter

As shown in Table 3.2-27, localized maximum daily operational emissions would not exceed the allowable incremental increase in PM10 or PM2.5. Therefore, impacts would be **less than significant**.

TABLE 3.2-27
ASSESSMENT OF LOCALIZED PM EMISSIONS DURING OPERATION

Pollutant	Averaging Time, units	Project Local Increase	Standard/ Threshold	Total Impact Exceeds Threshold
PM10	State 24 hour, µg/m^3	0.56	2.5	No
	State Annual, µg/m^3	0.12	1.0	No
PM2.5	State 24 hour, µg/m^3	0.28	2.5	No

NOTE:
µg/m^3 = micrograms per cubic meter (a concentration unit)

SOURCE: ESA 2019.

Nitrogen Dioxide and Carbon Monoxide

To compare the Proposed Project operational concentrations of NO_2 and CO to applicable NAAQSs, existing concentrations of these pollutants from nearby monitors (see Table 3.2-2, above) and the future contribution to ambient concentrations resulting from the Adjusted Baseline must be included, as detailed in **Table 3.2-28**. As described above, on days when major events are held at NFL Stadium and The Forum, the project applicant would not allow delivery trucks to travel to or from the Project Site during the two hours before and one hour after an event of more than 9,500 attendees at the Project Site. Therefore, to assess the potential for maximum localized impacts in the vicinity of the Project Site within the applicable pollutant standard averaging times (i.e., 1 hour for NO_2 and CO NAAQS and 8 hours for CO NAAQS), two scenarios were modeled. The first includes the Proposed Project major event emissions (excluding delivery truck activity in the pre- and post- event hours) concurrent with emissions from ancillary HPSP uses, a major event at the NFL Stadium, and a concert at The Forum. The second localized scenario includes Project operational emissions for a 9,500 or less person event which includes delivery truck activity in the two pre-event hours and one post-event hour concurrent with a major event at the NFL Stadium, a concert at The Forum, and ancillary uses of HPSP. As detailed on Table 3.2-28, annual emissions were modeled to demonstrate compliance with the annual NO_2 NAAQS.

As shown in Table 3.2-28, localized maximum daily operational emissions, added to existing ambient conditions and projected future contributions from the Adjusted Baseline, would not result in an exceedance of applicable NAAQS for NO_2. Therefore, the impact of operational emissions would be **less than significant**.

TABLE 3.2-28
ASSESSMENT OF LOCALIZED NO_2 AND CO IMPACTS DURING OPERATION

Pollutant	Averaging Time, units	Air Concentration: Existing Background[a]	Project	Adjusted Baseline	Total (Background + Project + Adjusted Baseline)[b,c]	Standard/ Threshold[d]	Total Impact Exceeds Threshold
Nitrogen Dioxide	**1 Hour Scenario 1**						
	State 1 hour, ppm	0.087	0.010	0.030	0.127	0.180	No
	National 1 hour, ppm	0.058	0.010	0.029	0.097	0.100	No
	1 Hour Scenario 2						
	State 1 hour, ppm	0.087	0.012	0.027	0.126	0.180	No
	National 1 hour, ppm	0.058	0.010	0.027	0.095	0.100	No
	Annual, ppm	0.011	0.0004	0.00002	0.011	0.030 (State)/ 0.053 (National)	No
Carbon Monoxide	State 1 hour, ppm	2.1	0.7	1.8	4.6	20	No
	National 1 hour, ppm	2.1	0.7	1.8	4.6	35	No
	State 8 hour, ppm	1.6	0.1	0.4	2.1	9	No
	National 8 hour, ppm	1.6	0.1	0.4	2.1	9	No

NOTES:
$\mu g/m^3$ = micrograms per cubic meter (a concentration unit)
[a] Background data for CO and nitrogen dioxide derived as the highest air quality measured data over a 3-year rolling average from 2015-2017.
[b] The location of the maximum total impacts may vary due to contributions from Proposed Project and Adjusted Baseline.
[c] Totals may not add up exactly due to rounding in the modeling calculations.
[d] The 1-hour standard/threshold differs between the State and National analyses. The State threshold is based on a not-to-exceed value of modeled concentration impacts whereas the National threshold is based on a 98th percentile value.

SOURCE: ESA 2019.

Intersection CO Hotspot Analysis

SCAQMD recommends that a local CO hotspot analysis be conducted if the intersection meets one of the following criteria: (1) the intersection is at LOS D or worse and where the project would increase the volume to capacity ratio by 2 percent, or (2) the project would decrease Level of Service (LOS) at an intersection from C to D. A decrease in LOS, i.e., from C to D, means that there is more traffic and more delay at the intersection. A detailed review of the Proposed Project intersection data, as presented in Appendix K, identified the four intersections in the vicinity of the Project Site that would represent the most degraded LOS and highest vehicle volumes with the Proposed Project. CO hotspot modeling was conducted for the four intersections that would experience the highest traffic volumes for each scenario within each condition. Logically, if these four intersections demonstrate CO concentrations below the required thresholds, all other affected intersections would also be below thresholds and thus not create hotspots. LOS and traffic volumes for the four worst intersections within the local study area with the Proposed Project is shown in **Table 3.2-29**.

TABLE 3.2-29
TRAFFIC INTERSECTIONS LEVEL OF SERVICE

		Hawthorne Boulevard and West Century Boulevard		South Prairie Avenue and West Century Boulevard		Crenshaw Boulevard and West Century Boulevard		South Prairie Avenue and Imperial Highway	
Condition	**Scenario**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**
Adjusted Baseline	WD Pre-E	D	4,965	E	5,084	E	4,552	D	5,111
	WD Post-E	C	2,596	C	2,543	C	2,491	C	2,762
	WE Pre-E	D	4,371	D	4,566	C	4,590	E	4,517
Adjusted Baseline Plus Project	WD Pre-E	F	6,694	F	7,070	F	5,942	D	5,400
	WD Post-E	F	5,331	F	5,035	D	4,434	C	3,888
	WE Pre-E	F	5,922	F	6,849	F	5,862	D	4,864
Adjusted Baseline with NFL Stadium and Forum Plus Project	WD Pre-E	F	7,863	F	9,205	F	7,443	F	6,065
	WD Post-E	E	6,392	F	8,350	F	6,771	D	6,060
	WE Pre-E	F	6,122	F	8,465	F	6,996	D	5,195

NOTES:
WD Pre-E = weekday pre-event
WD Post-E = weekday post-event
WE Pre-E = weekend pre-event

SOURCE: Fehr & Peers 2019.

Hotspot modeling was conducted utilizing Caltrans' CALINE4 model and emission rates obtained from CARB's EMFAC2017 to determine the maximum potential pollutant concentrations generated by the Proposed Project. Hotspot modeling was conducted for the following scenarios: Adjusted Baseline, Adjusted Baseline Plus the Proposed Project, and Adjusted Baseline Plus events occurring at The Forum and the NFL Stadium Plus the Proposed Project.

Table 3.2-30 shows estimated CO concentrations for future 2024 conditions for the Adjusted Baseline Environmental Setting, Adjusted Baseline Plus the Proposed Project and Adjusted Baseline with The Forum and the NFL Stadium Plus the Proposed Project. Additionally, estimated emission concentrations are provided in Table 3.2-28. As shown therein, the estimated 1-hour and 8-hour average CO concentrations from the Proposed Project plus the background concentrations would be below the state and federal standards. CO hotspots are not anticipated due to traffic-generated emissions by the Proposed Project in combination with other anticipated developments in the area. Therefore, the mobile emissions of CO from the Proposed Project are not anticipated to contribute substantially to an existing or projected air quality violation of CO. Therefore, according to this criterion, air pollutant emissions during operation would result in a **less-than-significant impact**.

TABLE 3.2-30
CARBON MONOXIDE CONCENTRATIONS AT INTERSECTIONS

Condition	CO Concentration (ppm)	Hawthorne and West Century	South Prairie and West Century	Crenshaw and West Century	South Prairie and Imperial	State Standard (ppm)	Exceed State Standard?
Adjusted Baseline 2024	1 hour	2.1	2.1	1.9	2.1	20	No
	8 hour	1.3	1.3	1.1	1.3	9	No
Adjusted Baseline Plus Project	1 hour	2.2	2.1	1.9	2.1	20	No
	8 hour	1.3	1.3	1.1	1.3	9	No
Adjusted Baseline with NFL Stadium and The Forum Plus Project	1 hour	2.3	2.3	1.9	2.1	20	No
	8 hour	1.4	1.4	1.1	1.3	9	No

NOTES:
- ppm = parts per million
- A significant impact would occur if the estimated CO concentration is over the 1-hour State standard of 20 ppm or the 8-hour State/Federal standard of 9 ppm.

SOURCE: ESA 2019.

Health Impacts Assessment –Localized Effects

Potential health effects from exposure to CO include fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain, and at extremely high levels, asphyxiation. Short-term exposures to NO_2 can potentially lead to respiratory symptoms (such as coughing, wheezing or difficulty breathing), and at extreme levels result in hospitalization. Nonetheless, NAAQS and CAAQS for these pollutants are widely recognized as adequately health protective. For example, OSHA has established the permissible level for daily employee exposure to CO at 50 ppm 8-hour average, while the US EPA has established an ambient standard of 9 ppm 8-hour average, not to be exceeded once per year. Clearly the NAAQS is highly conservative as compared to OSHA's health protective standard. As shown in Tables 3.2-6 and 3.2-8, concentrations of CO and NO_2 resulting from the combination of ambient sources, the adjusted baseline, and project-related emissions are below applicable NAAQS and CAAQS. Therefore, with the Proposed Project localized emissions below the health-protective ambient concentration thresholds, the direct emissions from localized construction and operation would not be expected to cause or contribute to identifiable health effects.

As discussed above, NO_X and PM contribute to the formation of secondary ozone and particulate matter (indirection emissions), the accumulation of which can happen at greater distances from the source. Thus, potential health effects from these pollutants (both direct emission and associated secondary formations of other air pollutant) are most appropriately evaluated at the regional level. Please see the discussion above in Impact 3.2-2, where a quantitative HIA for ozone and PM2.5 was prepared for informational purposes and considered both the direction emissions and secondary atmospheric formations associated with NO_X and PM. Localized construction and operational emissions are not only relatively much smaller (e.g., only fractions

of the Proposed Project regional operational emissions), but also are localized and short term in nature; correspondingly, health effects associated with localized construction and operational emissions are expected to be smaller than those negligible (if not zero) regional health effects that were disclosed in Impact 3.2-2, above.

Toxic Air Contaminants

Health Risk Assessment

Lifetime Cancer Risk

Excess lifetime cancer risk is estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to carcinogens. As the individual incremental increase in lifetime cancer risk is assessed over long exposure time periods (i.e., 30-year for residential receptors), the potential effects of Proposed Project-related carcinogenic TAC emissions must include the combination of exposure to construction-related activities and exposure to operation-related activities. For cancer risk, SCAQMD guidance identifies a significant impact if a project would result in an incremental cancer risk that is greater than 10 in one million for any receptor.

The TAC emissions of the Proposed Project would be generated from mobile sources, including gasoline powered passenger vehicles, diesel-powered heavy-duty trucks, and emergency generators/emergency fire pumps. These sources generate TOG and PM10 from combustion of gasoline and diesel fuels. Gasoline and diesel TOG and PM10 emissions are composed of MSATs in varying distributions resulting in a speciation profile. The speciation profile represents the MSAT's weight fraction of TOG and PM10.

For construction, the potential emission sources of MSATs and DPM would be diesel-fueled heavy-duty equipment, on-road travel and idling emissions from diesel-fueled haul trucks, and on-road travel emissions from gasoline-fueled worker vehicles. For operation, the potential emission sources would be gasoline-fueled passenger vehicles travelling to and from the Project Site, diesel-fueled delivery trucks, diesel-fueled delivery truck with TRUs, and diesel-fueled emergency generators and emergency fire pumps.

A dense receptor grid around the Project Site and surrounding roadways that would carry the Proposed Project traffic, captures the maximum health risk impacts to exposed air quality sensitive receptors. The same meteorological, terrain, and other modeling input options as described in the section for the LST modeling analysis were used to characterize air dispersion and measure health risk impacts at air quality sensitive receptors.

Table 3.2-31 presents the estimated incremental cancer risks for the exposure scenario that starts from Proposed Project construction for air quality sensitive receptors over a maximum 30-year exposure in line with OEHHA guidance starting with the first year of construction of the Proposed Project. The EMFAC model assumes that engines get cleaner over time, resulting in reduced emission rates; therefore, using 2024 emission levels for Proposed Project operational emissions is the "worst-case" scenario and thus conservative. As shown in Table 3.2-31, the

Proposed Project would not exceed SCAQMD's cancer risk significance threshold of an incremental increase of 10 in a million. Therefore, the lifetime cancer risk that would result from construction and operation of the Proposed Project would be a **less-than-significant impact**.

TABLE 3.2-31
ESTIMATED CANCER RISK, EXPOSURE DURATION STARTING FROM BEGINNING OF PROJECT CONSTRUCTION

Receptor Type	Total Exposure Time (years)	Incremental Increase in Cancer Risk During Project Construction (risk/million)	Incremental Increase in Cancer Risk During Project Operation (risk/million)	Total Incremental Increase in Cancer Risk[a] (risk/million)	SCAQMD Cancer Risk Significance Threshold (risk/million)	Exceeds Threshold?
Residential	30	7.6	2.1	9.7	10	No
Worker	25	0.6	3.2	3.8	10	No
School (Child)	7	0.3	0.2	0.5	10	No
Early Childhood Education (Child)	7	1.3	0.5	1.8	10	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

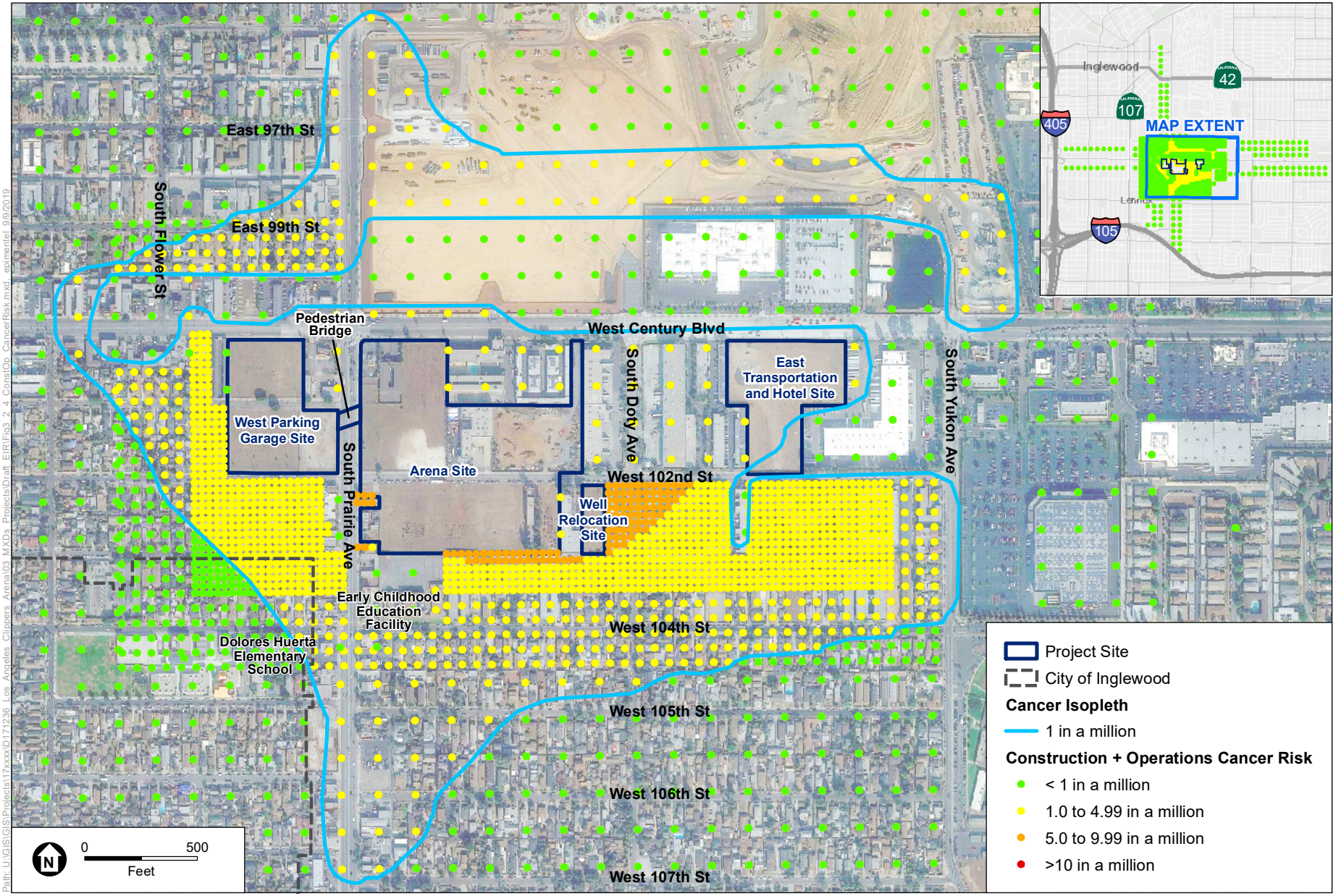
A graphical representation of the incremental increase in cancer risk due to construction and operation emissions is shown in **Figure 3.2-4**.

Non-carcinogenic Health Risk (Chronic and Acute) – Construction

As previously discussed, an HRA was prepared to evaluate the risk of potential non-carcinogenic negative health outcomes related to TACs exposure from airborne emissions during the construction of the Proposed Project. For construction, the potential TAC emission sources were heavy-duty equipment used during demolition, grading and excavation, and building construction activities. The HRA followed the procedures and methods provided in the *Guidance Manual for Preparation of Health Risk Assessments* issued by OEHHA in 2015 as well as the methods in the SCAQMD's *Risk Assessment Procedures for Rule 1401, 1401.1, and 212, version 8.1*, used in conjunction with the associated *SCAQMD Permit Application Package "N."* Non-cancer effects of chronic (i.e., long- term) and acute (i.e., short-term) TAC exposure were evaluated using the HI approach consistent with the OEHHA and SCAQMD guidance.

A chronic HI equal to or greater than 1.0 represents a significant chronic health hazard. A chronic health effect could include irritation to eyes, throat, lungs or neurological damage. The Proposed Project related TACs with known or suspected chronic health effects emitted during construction could include DPM, acetaldehyde, benzene, 1,3-butadiene, formaldehyde and nickel.[174]

[174] Office of Environmental Health Hazard Assessment, 2000. Determination of Noncancer Chronic Reference Exposure Levels. February 2000.



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SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.2-4

Construction + Operations Cancer Risk

ESA

An acute HI equal to or greater than 1.0 represents a significant acute health hazard. An acute health effect could include irritation to eyes, throat, or lungs, sensory irritation, or coughing, chest pain or vomiting. The Proposed Project related TACs with known or suspected acute health effects emitted during construction could include acetaldehyde, benzene, 1,3-butadiene and formaldehyde.[175] There can also be acute effects associated with the speciation of DPM, which are addressed in more detail in Appendix D.

The maximum chronic non-carcinogenic health risks are presented in **Table 3.2-32**. As shown in Table 3.2-33, the Proposed Project would result in non-carcinogenic health risk that would be below the significance threshold of a chronic HI of 1.0 for the maximum impacted resident, worker, school (child), and early childhood education (child) receptors and, this, this impact would be **less than significant**.

TABLE 3.2-32
MAXIMUM CHRONIC NON-CARCINOGENIC HEALTH RISK DURING CONSTRUCTION

Receptor Location	TAC Resulting in Maximum Impact (8HR/Annual)	Target Organ	8-Hour Hazard Index	Annual Chronic Hazard Index
Receptor Type				
Residential	Formaldehyde/DPM	Respiratory	0.12	0.009
Worker	Formaldehyde/DPM	Respiratory	0.12	0.009
School (Child)	Formaldehyde/DPM	Respiratory	0.02	0.0003
Early Childhood Education (Child)	Formaldehyde/DPM	Respiratory	0.05	0.002
Hazard Index Threshold	—	—	1.0	1.0
Exceeds Threshold?	—	—	No	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

In addition, the maximum acute non-carcinogenic health risks are presented in **Table 3.2-33**. As shown in Table 3.2-33, the Proposed Project would result in non-carcinogenic health risk that would be below the significance threshold of an acute HI of 1.0 for the maximum impacted residential, worker, school (child), and early childhood education (child) receptors and impacts would be **less than significant**.

Non-carcinogenic Health Risk (Chronic and Acute) – Operation

Exposure to MSAT emissions during the Proposed Project operations could also result in chronic and acute health risks. The maximum chronic non-carcinogenic health risks are presented in **Table 3.2-34**. As shown, the Proposed Project would result in chronic non-carcinogenic health risk that would be below the significance threshold of a chronic and acute HI of 1.0 for the

[175] Office of Environmental Health Hazard Assessment, 2008. Appendix D. Individual Acute, 8-Hour, and Chronic Reference Level Summaries. December 2008, updated July 2014.

maximum exposed individual receptor (i.e., residential, worker, school (child), early childhood education (child) receptors). This impact would therefore be **less than significant**.

TABLE 3.2-33
MAXIMUM ACUTE NON-CARCINOGENIC HEALTH RISK DURING CONSTRUCTION

Receptor Location	TAC Resulting in Maximum Impact	Target Organ	Acute Hazard Index
Receptor Type			
Residential	Formaldehyde	Eyes	0.06
Worker	Formaldehyde	Eyes	0.06
School (Child)	Formaldehyde	Eyes	0.01
Early Childhood Education (Child)	Formaldehyde	Eyes	0.03
Hazard Index Threshold	—	—	1.0
Exceeds Threshold?	—	—	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

TABLE 3.2-34
MAXIMUM CHRONIC NON-CARCINOGENIC HEALTH RISK DURING OPERATION

	Target Organ	8-Hour Hazard Index	Annual Chronic Hazard Index
Maximum Exposed Individual Receptor	Hematological System	0.27	0.007
Hazard Index Threshold	—	1.0	1.0
Exceeds Threshold?	—	No	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

In addition, the maximum acute non-carcinogenic health risks are presented in **Table 3.2-35**. As shown, the Proposed Project would result in non-carcinogenic health risk that would be below the significance threshold of an acute HI of 1.0 for the maximum exposed individual receptor (i.e., residential, worker, school (child), and early childhood education (child) receptors), and, thus, this impact would be **less than significant**.

TABLE 3.2-35
MAXIMUM ACUTE NON-CARCINOGENIC HEALTH RISK DURING OPERATION

	Target Organ	Acute Hazard Index
Maximum Exposed Individual Receptor	Immune System	0.21
Hazard Index Threshold	—	1.0
Exceeds Threshold?	—	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

Population-Wide Risks (Cancer Burden)

If incremental individual cancer risk from the Proposed Project would exceed the SCAQMD regulatory threshold of an incremental increase of 1 in one million, then an estimated determination of population level risks is required. For the cancer burden analysis, the Proposed Project risks from construction and operation impacts are evaluated for a 70-year residential scenario.[176] Cancer risks were estimated at the geographical center (centroid) of census tracts that are within the study area of the HRA and multiplied by the corresponding population number. A cancer burden greater than 0.5 is considered a significant cancer burden. As presented in **Table 3.2-36**, for the 70-year exposure duration, the cancer burden is estimated to be 0.04 individuals that were estimated to have a cancer risk of 1 in a million or more. Therefore, the Proposed Project would not exceed SCAQMD's cancer burden significance, and thus, this impact would be **less than significant**.

TABLE 3.2-36
CANCER BURDEN, 70-YEAR EXPOSURE DURATION

Scenario	Cancer Burden
Construction + Operations Population Cancer Burden	0.04
Cancer Burden Threshold	0.5
Exceeds Threshold?	No

SOURCE: ESA 2019. Health risk calculations are provided in Appendix D.

Conclusion

For all criteria pollutants studied impacts related to potentially exposing air quality sensitive receptors to substantial pollutant concentrations would be below applicable thresholds, and no mitigation is required. Emissions of TACs would result in carcinogenic, and acute- and chronic-noncarcinogenic health risks below applicable standards, the impacts related to such exposures are less than significant. Therefore, the impacts related to exposing air quality sensitive receptors to substantial pollutant emissions would be **less than significant**.

Mitigation Measures

None required.

[176] South Coast Air Quality Management District, 2017. Risk Assessment Procedures for Rule 1401, 1401.1, and 212, Version 8.1, September 1, 2017.

Impact 3.2-4: Construction and operation of the Proposed Project could result in other emissions (such as those leading to odors). (Less than Significant)

Construction

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 (Architectural Coatings) limits the amount of VOCs from architectural coatings and solvents. According to the SCAQMD CEQA Air Quality Handbook, construction equipment is not a typical source of odors. Odors from the combustion of diesel fuel would be minimized by complying with the CARB ATCM, adopted in 2004, that limits diesel-fueled commercial vehicle idling to 5 minutes at any given location. The Proposed Project would also comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence with mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors. Construction of the Proposed Project would not be expected to generate nuisance odors at nearby air quality sensitive receptors. With respect to odors, the impact would be **less than significant**.

Operations

The Proposed Project land uses involve the operation of an arena, offices, retail/restaurant uses, parking, and hotel uses, none of which would be uses that are typically expected to be substantial sources of other emissions, including odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would not involve elements related to these types of uses. The Proposed Project would include various trash receptacles associated with the proposed arena, office, retail/restaurant, commercial, and hotel uses. On-site trash receptacles used by the Proposed Project would be covered and properly maintained to prevent adverse odors. With proper housekeeping practices, trash receptacles would be maintained in a manner that promotes odor control, and no adverse odor impacts are anticipated from the uses. Impacts with respect to odors would be **less than significant**.

Mitigation Measure

None required.

Cumulative Impacts

The following cumulative impact analysis is based on the recommendations provided by SCAQMD in the *Potential Control Strategies to Address Cumulative Impacts from Air Pollution White Paper*. SCAQMD's guidance for assessing a project's cumulative impacts recommends the use of two alternative methodologies: (1) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality; or (2) that a project's consistency with the AQMPs are used to determine its potential cumulative impacts. Under SCAQMD's guidance, "[p]rojects that exceed the project-specific significance thresholds are

considered by SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."[177] Therefore, consistent with this guidance, the potential for the Proposed Project to results in cumulative impacts from regional emissions is assessed based on SCAQMD thresholds.

Impact 3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans. (Significant and Unavoidable)

As described above under Impact 3.2-1, construction and operation of the Proposed Project would not be consistent with the AQMP as the Proposed Project would generate emissions of nonattainment pollutants or precursors (i.e., VOC, NO_X, PM10, and PM2.5) that exceed the applicable significance thresholds. Based on SCAQMD guidance, the exceedance of these thresholds indicates that the Proposed Project would have a considerable contribution to a significant impact. Therefore, the Proposed Project would result in a **potentially significant cumulative impact**.

Mitigation Measure 3.2-5(a)

Implement Mitigation Measure 3.14-2(b). (Implementation of a comprehensive Transportation Demand Management (TDM) program)

Mitigation Measure 3.2-5(b)

Implement Mitigation Measure 3.2-2(b). (Emergency Generator and Fire Pump Generator Maintenance & Testing)

Mitigation Measure 3.2-5(c)

Implement Mitigation Measure 3.2-2(c). (Construction Emissions Minimization Plan)

Mitigation Measure 3.2-5(d)

Implement Mitigation Measure 3.2-2(d). (Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation)

Level of Significance After Mitigation: Because Proposed Project regional emissions during construction and operations would exceed the significance thresholds for those criteria air pollutants for which the Air Basin is not in attainment (i.e., VOC, NO_X, PM10, and PM2.5), the Proposed Project would have a considerable contribution to a significant cumulative inconsistency with the AQMPs. As discussed above, the Proposed Project would implement Mitigation Measures 3.2-5(a-d), which would require the project applicant to use off-road diesel-powered construction equipment that meets or exceeds the CARB and US EPA Tier 4 Final off-road emissions standards or equivalent for all equipment rated at 50 hp or greater and implement a Construction Emissions Minimization Plan during project construction.

[177] South Coast Air Quality Management District, 2003. White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. August 2003. Appendix D, p. D-3.

Implementation of a TDM program would serve to reduce Project-related mobile emissions during operation of the Proposed Project. Maintenance and/or testing of emergency generators or fire pump generators will be conducted on three separate non-event days. Each emergency generator shall be tested on a separate non-event day and the two fire pump generators may be tested together on a separate non-event day. As demonstrated in Table 3.2-24, NO_X emissions during operations would be reduced to less-than-significant levels during Non-Event days. However, VOC, NO_X, CO, PM10, and PM2.5 emissions would remain in excess of the SCAQMD significance thresholds on certain event days. In addition, the Applicant has agreed to provide incentives to vendor delivery trucks that use ZE or NZE trucks during project operations. As previously stated, registration data indicates over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Thus, there are no additional feasible mitigation strategies to further reduce the regional emissions generated during operation of the Proposed Project, based on the above, construction and operation of the Proposed Project would contribute to a **significant and unavoidable cumulative impact** as it relates to consistency with the applicable air quality plan.

Impact 3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions. (Significant and Unavoidable)

Construction

The SCAQMD CEQA Air Quality Handbook states: "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District."[178] As shown in Table 3.2-14, provided under Impact 3.2-2, above, regional emissions during construction of the Proposed Project would exceed the SCAQMD significance threshold for NO_X. Thus, based on SCAQMD methodology, the Proposed Project construction emissions would represent a considerable contribution to a cumulative impact, resulting in a **potentially significant cumulative impact**.

Operation

As discussed under Impact 3.2-2, above, and shown in Tables 3.2-15 through 3.2-22, regional emissions of VOC, NO_X, CO, PM10, and PM2.5 emissions during operation of the Proposed Project would exceed the SCAQMD significance thresholds. Thus, based on SCAQMD methodology, the Proposed Project operational emissions would represent a considerable contribution to a cumulative impact, resulting in a **potentially significant cumulative impact**.

Mitigation Measure 3.2-6(a)

Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program.

[178] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, p. 6-1.

Level of Significance After Mitigation: As discussed above under Mitigation Measure 3.2-2(c), there would be no feasible mitigation measures to further reduce NO_X emissions during construction. Thus, consistent with SCAQMD guidance, the Proposed Project NO_X emissions during construction of the Proposed Project would be cumulatively considerable, resulting in a **significant and unavoidable cumulative impact**.

Implementation of Mitigation Measure 3.14-2(b) would reduce regional and localized emissions for all pollutants during operation of the Proposed Project. However, even after implementation of the required TDM Program, emissions are predicted to remain in excess of applicable thresholds. Thus, consistent with SCAQMD recommendations, the Proposed Project contribution to VOC, NO_X, CO, PM10, and PM2.5 emissions during operation of the Proposed Project would remain cumulatively considerable, resulting in a **significant and unavoidable cumulative impact**.

Mitigation Measure 3.2-6(b)

Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing.

Level of Significance After Mitigation: As shown in Table 3.2-24, NO_X emissions during operations would be reduced to less-than-significant levels during Non-Event days. However, VOC, NO_X, CO, PM10, and PM2.5 emissions would remain in excess of the SCAQMD significance thresholds on certain event days, therefore cumulative impacts would be **significant and unavoidable**.

Mitigation Measure 3.2-6(c)

Implement Mitigation Measure 3.2-2(c). Prepare and implement a Construction Emissions Minimization Plan.

Level of Significance After Mitigation: As discussed above under Mitigation Measure 3.2-2 (c), there would be no feasible mitigation measure to further reduce the maximum daily regional emissions of NO_X during construction and the Proposed Project would cumulatively be above the SCAQMD regional significance thresholds for NOx, and cumulative impacts would be **significant and unavoidable**.

Mitigation Measure 3.2-6(d)

Implement Mitigation Measure 3.2-2(d). Incentivize use of ZE or NZE trucks.

Level of Significance After Mitigation: The Applicant has agreed to provide incentives to vendor delivery trucks that use ZE or NZE trucks during project operations. Based on registration data, over 75 percent of heavy-duty diesel vehicles (i.e., vendor and haul trucks) in the state are model year 2010 or newer. Thus, there are no additional feasible mitigation strategies to further reduce the maximum daily regional emissions of VOC, NO_X, CO, PM10, and PM2.5 during operations and the Proposed Project would cumulatively be above the SCAQMD regional significance thresholds and cumulative impacts would be **significant and unavoidable**.

Impact 3.2-7: Construction and operation Proposed Project, in conjunction with other cumulative development, could contribute to a cumulative exposure of sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Localized construction and operational impacts for PM10, PM2.5, NO_2, and CO, as described above under Impact 3.2-3, are cumulative in nature as they consider the ambient levels of these pollutants as well as concurrent Proposed Project construction and operation with a major sold-out event at the NFL Stadium and The Forum. As discussed further above, localized construction and operational impacts for annual and one-hour emissions were found to be less than significant. Therefore, construction and operation of the Proposed Project would result in a **less-than-significant cumulative impact**.

To evaluate potential cumulative CO impacts from roadway sources, cumulative scenarios (Cumulative, Cumulative Plus the Proposed Project, and Cumulative with The Forum and the NFL Stadium Plus the Proposed Project), were also modeled to determine if a CO hotspot would occur. CO hotspot modeling was conducted for the four intersections that experience the highest traffic volumes for each scenario within each scenario. Logically, if these four intersections demonstrate CO concentrations below the required thresholds, all other affected intersections would also be below thresholds and thus not create hotspots. LOS and traffic volumes for the four worst intersections within the local study area with the Proposed Project is shown in **Table 3.2-37**.

TABLE 3.2-37
CUMULATIVE TRAFFIC INTERSECTIONS LEVEL OF SERVICE

		Hawthorne Boulevard and West Century Boulevard		South Prairie Avenue and West Century Boulevard		Crenshaw Boulevard and West Century Boulevard		South Prairie Avenue and Imperial Highway	
Condition	**Scenario**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**	**LOS**	**Traffic Volumes**
Cumulative	WD Pre-E	E	5,898	F	6,041	D	5,580	D	5,795
	WD Post-E	C	3,007	C	2,919	C	2,891	C	3,085
	WD Pre-E	D	5,328	E	5,417	E	5,743	D	5,187
Cumulative Plus Project	WD Pre-E	F	7,627	F	8,025	F	6,970	E	6,085
	WD Post-E	F	5,741	F	5,412	E	4,834	D	4,210
	WD Pre-E	F	7,065	F	7,403	F	7,130	D	5,480
Cumulative with NFL Stadium and The Forum Plus Project	WD Pre-E	F	8,649	F	10,210	F	8,472	F	6,753
	WD Post-E	E	6,813	F	8,762	F	7,228	E	6,385
	WD Pre-E	E	7,082	F	9,333	F	8,150	E	5,867

NOTES:
WD Pre-E = weekday pre-event
WD Post-E = weekday post-event
WE Pre-E = weekend pre-event

SOURCE: Fehr & Peers 2019.

Table 3.2-38 shows estimated CO concentrations for future 2024 Cumulative, Cumulative with Plus the Proposed Project, and Cumulative with the NFL Stadium and The Forum Plus the Proposed Project estimated emission concentrations. As shown therein, the estimated 1-hour and 8-hour average CO concentrations from project-generated and cumulative traffic plus the background concentrations are below the state and federal standards. No CO hotspots are anticipated because of traffic-generated emissions by the Proposed Project in combination with other anticipated development in the area. Therefore, the mobile emissions of CO from the Proposed Project are not anticipated to contribute substantially to an existing or projected cumulative air quality violation of CO. Therefore, according to this criterion, air pollutant emissions during operation would result in a **less-than-significant cumulative impact**.

TABLE 3.2-38
CUMULATIVE CARBON MONOXIDE CONCENTRATIONS AT INTERSECTIONS

Condition	CO Concentration (ppm)	Hawthorne and West Century	South Prairie and West Century	Crenshaw and West Century	South Prairie and Imperial	State Standard (ppm)	Exceed State Standard?
Cumulative	1 hour	2.1	2.1	1.9	2.1	20	No
	8 hour	1.3	1.3	1.1	1.3	9	No
Cumulative Plus Project	1 hour	2.4	2.1	1.9	2.1	20	No
	8 hour	1.4	1.3	1.1	1.3	9	No
Cumulative with NFL Stadium and The Forum Plus Project	1 hour	2.4	2.3	1.9	2.2	20	No
	8 hour	1.4	1.4	1.1	1.3	9	No

NOTES:
- ppm = parts per million
- A significant impact would occur if the estimated CO concentration is over the 1-hour State standard of 20 ppm or the 8-hour State/ Federal standard of 9 ppm.

SOURCE: ESA 2019.

With regard to localized construction and operational impacts for PM10 and PM2.5, the SCAQMD's ambient air quality thresholds for PM10 and PM2.5 are project-specific because the Air Basin is in nonattainment, as described in Section 3.2.4. Because the Air Basin is in nonattainment, based on SCAQMD Rule 403, the thresholds are designed to regulate an allowable change in concentration.[179] Therefore, background concentration is irrelevant, and a cumulative analysis is not necessary. In addition, as it relates to the health risk analysis provided above under Impact 3.2-3, the lifetime cancer risk as well as the non-carcinogenic health risk (chronic and acute) for construction and operation has thresholds designed to analyze a project's potential impact on individual health risk, without consideration for any background

[179] Note that the ambient air quality thresholds for PM10 and PM2.5 is different than the ambient air quality thresholds for NO_2 and CO, pollutants for which the Air Basin is in attainment. It is necessary to analyze the contribution from background sources for NO2 and CO.

concentrations or risk, or the contribution from other reasonable foreseeable projects in the vicinity. Therefore, a cumulative analysis is not necessary.

Mitigation Measures

None required.

Impact 3.2-8: Construction and operation Proposed Project, in conjunction with other cumulative development, could result in cumulative increases of other emissions (such as those leading to odors). (Less than Significant)

As discussed under Impact 3.2-4, above, during construction, the Proposed Project would implement applicable SCAQMD regulations including SCAQMD Rule 1113, which would limit the amount of VOCs from architectural coatings and solvents, and SCAQMD Rule 402, which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence with mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors.

The Proposed Project would not involve elements related to those land uses described in the SCAQMD CEQA Air Quality Handbook that would typically be associated with odor complaints. None of the cumulative projects identified in Section 3.0, Introduction to the Analysis, indicate the intent to construct and operate uses that would typically be associated with odor complaints. It can also be reasonably assumed that the related projects in the vicinity of the Project Site would also comply with applicable SCAQMD Rules and State measures to reduce odors during construction and operation. Therefore, increases in other emissions from the Proposed Project and other cumulative development would result in a **less-than-significant cumulative impact**.

Mitigation Measures

None required.

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3.3 Biological Resources

This section describes and evaluates potential effects related to biological resources that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing environmental setting for biological resources as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, State, and local regulations related to biological resources; and (3) an analysis of potential impacts to biological resources associated with the implementation of the Proposed Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

Comments received in response to the NOP for the EIR can be found in Appendix B, though no specific comments regarding biological resources were provided.

The analysis included in this section was developed based upon a review of potentially occurring special-status species,[1] as well as existing wildlife habitats, vegetation communities, and jurisdictional resources based on the results of a field reconnaissance visit conducted by ESA biologists on May 10, 2018, and a review of available information related to biological resources in the vicinity of the Project Site. A database query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB)[2] and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California[3] was conducted to identify special-status wildlife and plant species that have been recorded in the region. The database queries included the US Geological Survey (USGS) 7.5-minute quadrangle and the surrounding eight quadrangles for Inglewood: Beverly Hills, Hollywood, Los Angeles, Venice, South Gate, Long Beach, Torrance, and Redondo Beach. In addition, the US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database[4] was also queried, which identifies federally-listed species that have been recorded in the region was also conducted.

3.3.1 Environmental Setting

Regional Setting

The Project Site is located in the City of Inglewood, just south of the Hollywood Park along West Century Boulevard, within Los Angeles County. Regional geographic features in the surrounding area include the Los Angeles Basin. The City of Inglewood is located approximately 9.5 miles south of the Santa Monica Mountains and about 6 miles east of the Pacific Ocean.

1 Species that are protected pursuant to Federal or State endangered species laws, or have been designated as Species of Special Concern by the CDFW, or species that are not included on any agency listing but meet the definition of rare, endangered or threatened species of the CEQA Guidelines section 15380, are collectively referred to as "special-status species."

2 California Department of Fish and Wildlife, 2019. California Natural Diversity Database RareFind 5 personal computer program. http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed June 26, 2019. Data set expires December 1, 2019.

3 California Native Plant Society, 2019. *Inventory of Rare and Endangered Plants (online edition, v7-13)*. http://www.rareplants.cnps.org/. Accessed June 27, 2019.

4 US Fish and Wildlife Service, 2019. Information for Planning and Consultation (IPaC). https://ecos.fws.gov/ipac/. Accessed June 26, 2019.

The climate in the region is Mediterranean, with dry summers and cool winters; however, the region has experienced periodic drought conditions. Generally, the Los Angeles Basin receives most of its precipitation between November and March. Annual precipitation averages around 14 inches a year.

Plant communities and diverse habitats are limited in the vicinity of the Project Site due to extensive urbanization and development. "[T]he complete urbanization of Inglewood has appreciably limited any remaining natural resources to be conserved."[5] Plant communities that occur within urbanized areas in the region typically consist of maintained ornamental landscaping.

Project Site Overview

The entirety of the Project Site was surveyed for biological resources. Adjacent areas are completely developed and urbanized; therefore, adjacent areas did not need to be assessed for their potential to support special-status species.

Arena Site

The approximately 17-acre Arena Site is the largest contiguous part of the Project Site and is located at the southeast corner of the intersection of West Century Boulevard and South Prairie Avenue. The site is previously disturbed and mostly barren dirt (non-vegetated) with portions that are developed with concrete slab or buildings. There are some portions of the Project Site that contain sparse non-native grasses and ornamental plants, and are surrounded by residential, commercial and institutional development, including sidewalks and adjacent roadways lined by ornamental trees.

West Parking Garage Site

The approximately 5-acre West Parking Garage Site is located at the southwest corner of the intersection of West Century Boulevard and South Prairie Avenue. It is previously disturbed and dominated by non-native grasses and ornamental plants. Four street trees are located in the middle of this site along West 101st Street. The site is surrounded by an urban/developed landscape and adjacent land uses include residential and commercial developments.

East Transportation and Hotel Site

The approximately 5-acre East Transportation and Hotel Site is located along West Century Boulevard between South Doty Avenue and Yukon Avenue South. The site consists of a disturbed lot that is currently barren with some patches of non-native grasses and ornamental plants with nine ornamental trees. Commercial development is adjacent to this site.

Well Relocation Site

The 0.7-acre Well Relocation Site is located near the southwest corner of West 102nd Street and South Doty Avenue intersection. The Well Relocation Site has been previously disturbed and is

[5] City of Inglewood General Plan, Conservation Element (adopted October 21, 1997), p. 5.

comprised of mostly non-native grasses and ornamental plants. Seven ornamental trees are also found within this site. The site is surrounded by commercial and residential land uses.

Plant Communities and Land Cover Types

Plant communities are assemblages of plant species that occur together in a given area and are defined by species composition and relative abundance. The plant communities and land cover types described in this section were classified according to CDFW's *A Guide to Wildlife Habitats*.[6]

Barren

Barren land cover type is defined by the absence of vegetation (less than two percent total vegetation cover by herbaceous species and less than 10 percent cover by tree or shrub species). Barren habitats occupying the Arena Site include graveled areas or bare ground and total approximately 3.06 acres (roughly 11 percent of the total Project Site).

Disturbed

Disturbed land cover type are areas that have been previously disturbed by grading, vehicle use, and/or vegetation clearing and maintenance. Disturbed land cover consists of approximately 20.72 acres, or 74 percent, of the total Project Site. All components of the Project Site contain some disturbed habitat. Due to the extent of historical and current disturbance, these areas remain sparsely vegetated by assemblages of introduced non-native, weedy species that are adapted to regular disturbance. Total herbaceous cover is greater than two percent, so this land cover type does not qualify as barren. Dominant plant species observed within these disturbed areas include ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), wild oat (*Avena fatua*), Bermuda grass (*Cynodon dactylon*), redstem filaree (*Erodium cicutarium*), wild barley (*Hordeum spontaneum*), and cheeseweed (*Malva parviflora*).

Urban/Developed

Urban/developed land cover type comprise approximately 4.35 acres of the Project Site (approximately 15 percent of the total Project Site), including landscaped areas that occur throughout the Project Site. Urban/developed land cover type consist of buildings, roadways, and other built infrastructure. Typically, vegetation associated with urban/developed areas consists of non-native, ornamental landscaping, including lawns, shrubs, shade trees and hedges. Ornamental trees that occur on the Project Site or along the streets abutting the site include such species as: tree of heaven (*Ailanthis altissima*), carrotwood (*Cupaniopsis anacardioides*), Chinese banyan (*Ficus macrocarpa*), London planetree (*Platanus x acerifolia*), Peruvian pepper tree (*Schinus molle*), Brazilian pepper tree (*Schinus terebinthifolius*), and Mexican fan palm (*Washingtonia robusta*). One native tree species, coast live oak (*Quercus agrifolia*), occurs as an ornamental species within the Project Site and along the streets abutting the Project Site as further discussed in the Protected Trees section below.

6 Mayer, Kenneth E., and W.F. Laudenslayer, Jr. 1988. *A Guide to Wildlife Habitats of California*. State of California Resources Agency, Department of Fish and Game. Sacramento, CA. https://www.wildlife.ca.gov/Data/CWHR/Wildlife-Habitats. Accessed October 14, 2018.

Common Wildlife Species

Barren land cover type provides limited opportunities for wildlife. Common wildlife species observed in the disturbed and urban/developed areas during the site visit include white-throated swift (*Aeronautes saxatalis*), California scrub jay (*Aphelocoma californica*), cedar waxwing (*Bombycilla cedrorum*), house finch (*Carpodacus mexicanus*), rock pigeon (*Columba livia*), American crow (*Corvus brachyrynchos*), common raven (*Corvus corax*), barn swallow (*Hirundo rustica*), hooded oriole (*Icterus cucullatus*), western gull (*Larus occidentalis*), northern mockingbird (*Mimus polyglottos*), cliff swallow (*Petrochelidon pyrrhonota*), bushtit (*Psaltriparus minimus*), black phoebe (*Sayornis nigricans*), Allen's hummingbird (*Selasphorus sasin*), Cassin's kingbird (*Tyrannus vociferans*), and mourning dove (*Zenaida macroura*). Non-native herbaceous cover may provide habitat for common urban species such as rock pigeon, house sparrow (*Passer domesticus*), house finch, and mourning dove.

Common wildlife species that were not observed but may be expected to occur include opossum (*Didelphis virginiana*) and common rodents such as deer mice (*Peromyscus maniculatus*). However, certain wildlife species are highly adapted to urbanization and are known to use barren (gravelly) habitat; such species include killdeer (*Charadrius vociferus*). Although this species was not observed during the survey, there is a high potential for it to occur.

Special-Status Species

Special-status species are legally protected under the State and Federal Endangered Species Acts or other regulations, or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are in the following categories:

1. Species listed or proposed for listing as threatened or endangered under the Federal Endangered Species Act (FESA) (50 Code of Federal regulations [CFR] 17.12 [listed plants], 17.11 [listed animals] and various notices in the Federal Register [FR] [proposed species]);

2. Species that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (61 FR 40, February 28, 1996);

3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (CESA) (14 California Code of Regulations [CCR] 670.5);

4. Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.);

5. Animal species of special concern to CDFW;

6. Animals fully protected under Fish and Game Code (California Fish and Game Code, Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]);

7. Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as "rare or endangered" even if not on one of the official lists (CEQA Guidelines section 15380); and

8. Plants considered under the CNPS to be "rare, threatened or endangered in California" (Rank 1A, 1B, and 2 in CNPS, 2013) as well as CNPS Rank 3 and 4[7] plant species.

A list of special-status species that have the potential to occur within the vicinity of the Project Site was compiled based on data in the CNDDB,[8] and the CNPS Inventory of Rare and Endangered Plants.[9] A list of special-status species relevant to the Project Site, their general habitat requirements, and their potential to occur within the vicinity of the Project Site is provided in Appendix E. All recorded observations of special-status species within the USGS Inglewood quadrant and the surrounding 8 quadrants are included within the table.[10] The full list of species is presented in Appendix E. The following criteria was used to determine the potential for a special-status species to occur in the Project Site and immediate surrounding area:

- **Unlikely:** The Project Site and/or surrounding area do not support suitable habitat for a particular species, or the Project Site is outside of the species known range. In addition, the species has not otherwise been reported to exist on the Project Site;
- **Low Potential:** The Project Site and/or immediate area only provide limited amounts and low quality habitat for a particular species. In addition, the known range for a particular species may be outside of the immediate project vicinity. In addition, the species has not otherwise been reported to exist on the Project Site;
- **Medium Potential:** Although the species has not been reported to exist on the Project Site, the site and/or immediate area provide suitable habitat for a particular species; or
- **High Potential:** The Project Site and/or immediate area provide ideal habitat conditions for a particular species and/or known populations occur in immediate area and/or within the Project Site.

The CNDDB and CNPS database queries identified 59 special-status plant species having been recorded in the region. All of the 59 special-status plant species were determined to be Unlikely to occur in Project Site due to lack of suitable habitats and soils. None of the 59 special-status plant species has been reported to exist on the Project Site. None of these species was observed during the on-site survey.

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7 Rank 3 and 4 plants may be analyzed under CEQA §15380 if sufficient information is available to assess potential impacts to such plants. Factors such as regional rarity versus statewide rarity should be considered in determining whether cumulative impacts to a Rank 3 or 4 plant are significant even if individual project-level impacts are not. CNPS Rank 3 and 4 may be considered regionally significant if, for example, the occurrence is located at the periphery of the species' range, or exhibits unusual morphology, or occurs in an unusual habitat/substrate. For these reasons, CNPS Rank 3 and 4 plants have been included in the special-status species analysis. Rank 3 and 4 plants are also included in the California Natural Diversity Database Special Plants, Bryophytes, and Lichens List. [Refer to the current published list available at: http://www.dfg.ca.gov/biogeodata.].

8 California Department of Fish and Wildlife, 2019. California Natural Diversity Database RareFind 5 personal computer program. http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed June 26, 2019. Data set expires December 1, 2019.

9 California Native Plant Society, 2019. *Inventory of Rare and Endangered Plants (online edition, v7-13)*. http://www.rareplants.cnps.org/. Accessed June 27, 2019.

10 California Department of Fish and Wildlife, 2019. California Natural Diversity Database RareFind 5 personal computer program. http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp. Accessed June 26, 2019. Data set expires December 1, 2019.

The database queries also identified 35 special-status wildlife species that have been recorded in the region. Based on the biological resource reconnaissance, it was determined that all of the 35 special-status wildlife species are unlikely to be present because the Project Site lacks suitable habitat for these 35 wildlife species, and/or the Project Site is outside of the species' known range. In addition, none of these 35 wildlife species has been reported to have been observed there, and none was observed during the on-site survey.

Sensitive Natural Communities

Six sensitive natural communities/habitats have been reported within the Inglewood USGS quadrangle map and the eight surrounding USGS quadrangles queried of the CNDDB and CNPS databases or have been reported to the USFWS IPaC database (Appendix E) within the vicinity of the Project Site. The six sensitive natural communities that have the potential to occur within the vicinity are: California walnut woodland, southern coast live oak riparian forest, southern coastal bluff scrub, southern dune scrub, southern sycamore alder riparian woodland, and walnut forest. During the field reconnaissance, it was determined that none of these sensitive habitats exist within, or adjacent to, the Project Site and they are therefore excluded from further discussion.

Designated Critical Habitat

USFWS designates critical habitat for certain species listed by the agency as threatened or endangered. "Critical habitat" is defined in FESA Section 3(5)(A) as those lands within a listed species' current range that contain the physical or biological features considered essential to the species' conservation, as well as areas outside the species' current range that are determined to be essential to its conservation. The Project Site and the surrounding adjacent areas do not contain any designated critical habitat for any federally listed species.

Jurisdictional Resources

Depressions, channels, or other aquatic features that hold or convey water can fall under the jurisdiction of agencies that regulate activities within these resources. When such features exist on a Project Site, a jurisdictional delineation may be prepared to determine the extent of federal or state jurisdiction. A jurisdictional delineation was not conducted for the Proposed Project because, based on the biological field reconnaissance, there were no features or conditions present on Project Site that would potentially be subject to the jurisdiction of the US Army Corps of Engineers or the Los Angeles Regional Water Quality Control Board, and/or CDFW.

Wildlife Movement Corridors

Wildlife movement corridors can provide favorable locations for wildlife to travel between different habitat areas such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. Wildlife movement corridors are considered important ecological resources and adverse impacts to such movement corridors can be determined to be significant. Areas of human disturbance or urban development can fragment wildlife habitats and impede wildlife movement between areas of suitable habitat. This

fragmentation creates isolated "islands" of vegetation that may not provide sufficient area to accommodate sustainable populations, and can adversely affect genetic and species diversity.

No wildlife movement corridors were identified within or immediately adjacent to the Project Site, as the surrounding areas are highly fragmented by urban development and the site itself is largely developed and/or disturbed.

Protected Trees

As stated in the City's Tree Preservation Ordinance, "[t]rees that are properly maintained increase property values, maintain the natural ecology, temper the effects of extreme temperatures, reduce runoff, prevent erosion of topsoil, and help create and maintain the identity and visual character of the City. Trees can help to provide protection from flooding and risks of landslides. They also increase oxygen output, which helps to combat air pollution." They also sequester carbon, which may help offset greenhouse gas emissions from other sources (Chapter 12, Article 32, of the Inglewood Municipal Code).

According to a tree inventory conducted for the Project Site[11] (Appendix E), there are a total of 72 trees present on the Project Site that are considered "protected trees" under the City's tree ordinance. These trees consist of city street trees, native trees, and trees with a minimum diameter at breast height (DBH) of 8 inches. Additionally, there are 37 trees within the Project Site that are not considered "protected trees" under the City's tree ordinance because they do not fall into one of the categories in the City's ordinance (i.e., they are not a street tree, a native tree, a tree with a minimum DBH of 8 inches, or otherwise protected trees under the ordinance).All of the trees that occur within the Project Site consist of the following species: floss silk tree (*Ceiba speciose*), Tasmanian blue gum (*Eucalyptus globulus*), silver dollar gum (*Eucalyptus polyanthemos*), Indian laurel fig (*Ficus microcarpa*), unidentified pine (*Pinus* spp.), Queensland pittosporum (*Pittosporum rhombifolium*), coast live oak (*Quercus agrifolia*), Brazilian pepper tree (*Schinus terbinthifolia*), and Mexican fan palm (*Washingtonia robusta*).

3.3.2 Adjusted Baseline Environmental Setting

Section 3.3, Biological Resources, assumes the HPSP Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Due to the urban nature of the areas within the HPSP area, it is anticipated that sensitive biological resources located within the HPSP area are limited to trees that are protected in accordance with the City of Inglewood Tree Preservation Ordinance, which is similar to the extent of sensitive biological resources that exist on the Project Site.

[11] AECOM Technical Services, Inc., 2018. Preliminary Landscape Plan, Tree Survey.

3.3.3 Regulatory Setting

Federal

Federal Endangered Species Act

Species are listed as either endangered or threatened under FESA Section 4, which defines as "endangered" any plant or animal species that is in danger of extinction throughout all or a significant portion of its range, and as "threatened" any species that is likely to become endangered in the foreseeable future. FESA Section 9 prohibits "take" of listed endangered species, and may be extended to threatened species by rule. The term "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in such conduct. Harm under the definition of "take" includes disturbance or loss of habitats used by a threatened or endangered species during any portion of its life history. Under FESA Section 10, "take" may be authorized when it is incidental to, but not the purpose of, an otherwise lawful act.

The Migratory Bird Treaty Act of 1918

Under the Migratory Bird Treaty Act (MBTA) (US Code Title 16 Sections 703–711) it is prohibited, except as permitted by regulations, "to pursue, take, or kill any migratory bird, or any part, nest or egg of any such bird …" The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Permits for take of nongame migratory birds can be issued only for specific activities, such as scientific collecting, rehabilitation, propagation, education, taxidermy, and protection of human health and safety and personal property.

State

California Endangered Species Act

The CESA and implementing regulations in the Fish and Game Code, Sections 2050–2089, include provisions for the protection and management of plant and animal species listed as endangered or threatened, or designated as candidates for such listing. Incidental take of an endangered species is permitted by CDFW only under certain conditions and provided that the proper federal permits have been obtained and notifications made to the CDFW.

Pursuant to Section 2081 of the Code, the CDFW may authorize individuals or public agencies to import, export, take, or possess, any state-listed endangered, threatened, or candidate species. These otherwise prohibited acts may be authorized through permits or Memoranda of Understanding if: (1) the take is incidental to an otherwise lawful activity; (2) impacts of the authorized take are minimized and fully mitigated; (3) the permit is consistent with any regulations adopted pursuant to any recovery plan for the species; and (4) the applicant ensures adequate funding to implement the measures required by CDFW. The CDFW makes this determination based on available scientific information and considers the ability of the species to survive and reproduce.

California Fish and Game Code

Fully Protected Species

Certain species are considered *fully protected*, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

Nesting Birds

Under California Fish and Game Code Section 3503, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Section 3503.5 of the code prohibits take, possession, or destruction of any birds in the orders Falconiformes (hawks) or Strigiformes (owls), or of their nests and eggs. Migratory non-game birds are protected under Section 3800, while other specified birds are protected under Section 3505.

Native Plant Protection Act

The California Native Plant Protection Act (NPPA) directs the CDFW to "preserve, protect, and enhance endangered plants in this state." The NPPA provides the California Fish and Wildlife Commission the power to designate native plants as endangered or rare and to require permits for collecting, transporting, or selling such plants. CESA expanded on the original NPPA and provided enhanced legal protection for plants. CESA established threatened and endangered species categories, and grandfathered all rare animals—but not rare plants—into the act as threatened species. Thus, three listing categories for plants are employed in California: rare, threatened, and endangered.

California Native Plant Society

The CNPS maintains a list of plant species native to California that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-listed plants may receive consideration under CEQA review. The following identifies the definitions of the CNPS listings:

Rank 1A: Plants presumed extirpated in California and either rare or extinct elsewhere.

Rank 1B: Plants Rare, Threatened, or Endangered in California and elsewhere.

Rank 2A: Plants presumed extirpated in California, but more common elsewhere.

Rank 2B: Plants Rare, Threatened, or Endangered in California, but more common elsewhere.

Rank 3: Plants about which more information is needed - A Review List.

Rank 4: Plants of limited distribution - A Watch List.

This EIR considers the potential presence of all CNPS listed plants.

Local

City of Inglewood General Plan

The City of Inglewood's General Plan does not identify any goals or policies related specifically to the protection of biological resources.

The City of Inglewood General Plan's Conservation Element contains policies promoting the conservation, protection and effective use of natural resources other than biological resources. Because these policies are addressed elsewhere in this EIR, this chapter does not address the consistency of the Proposed Project with these policies.

City of Inglewood Tree Preservation Ordinance

City Municipal Code Chapter 12, Article 32[12], includes provisions to protect trees located on both public and private land in the City. The following trees are considered "protected trees" under the ordinance: (1) all trees having a minimum DBH of 8 inches; (2) street trees or other required trees such as those required as a condition of approval, Use Permit, or other zoning requirement; (3) memorial trees dedicated by an entity recognized by the City, and all specimen trees that define a neighborhood or community; (4) trees of the following species that are at least 4 inches diameter at breast height: big leaf maple (*Acer macrophyllum*), California buckeye (*Aesculus californica*), madrone (*Arbutus menziesii*), western dogwood (*Cornus nuttallii*), California sycamore (*Platanus racemose*), coast live oak (*Quercus agrifolia*), canyon live oak (*Quercus chrysolepis*), blue oak (*Quercus douglassii*), Oregon white oak (*Quercus garryana*), California black oak (*Quercus kelloggii*), valley oak (*Quercus lobate*), interior live oak (*Quercus wislizenii*), and California bay (*Umbellularia californica*); and (5) a tree or trees of any size planted as a replacement for a protected tree (Ord. 12-06 5-8-12, sec. 12-113).

No person shall remove, destroy, perform cutting of branches over one inch in diameter, or disfigure or cause to be removed or destroyed or disfigured any protected tree without having first obtained a permit to do so. All protected trees shall require a permit for removal, relocation, cutting or reshaping. All removed or disfigured trees shall also require replacement with like-size, like-kind trees or an equal value tree or trees as determined by the City's Master Plan or the Parks, Recreation and Library Services Department. If a replacement tree is unavailable in like size or kind, the value of the original protected tree shall be determined using the latest edition of Guide for Plant Appraisal by the International Society of Arboriculture. The valuation is used to determine the number and size of replacement trees required. The replacement trees must be located on site wherever possible. Where there is not sufficient room on site for the replacement trees, another site may be designated (Ord. 12-06 5-8-12, sec. 12-116).

[12] City of Inglewood. *Municipal Code Chapter 12 Article 32*, *Tree Preservation*. www.qcode.us/codes/inglewood. Accessed October 10, 2018.

3.3.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to biological resources. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. 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 Wildlife or US Fish and Wildlife Service;

2. 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 Wildlife or US Fish and Wildlife Service;

3. 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;

4. 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;

5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Methodology and Assumptions

The impact analysis focuses on foreseeable changes to the baseline condition in the context of the significance criteria presented above. In conducting the following impact analysis, the following criteria were considered:

- Magnitude of the impact (i.e., substantial versus not substantial);
- Uniqueness of the affected resource (i.e., rarity of the resource); and
- Susceptibility of the affected resource to perturbation (i.e., sensitivity of the resource).

The evaluation of the significance of the following construction and operational impacts considered the interrelationship of these three components. For example, a relatively small magnitude impact to a State or federally listed species would be considered significant because the species is very rare and is believed to be very susceptible to disturbance. Conversely, a plant community such as California annual grassland is not necessarily rare or sensitive to disturbance. Therefore, a much larger magnitude of impact would be required to result in a significant impact.

Issues Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood determined that due to the physical characteristics of the Project Site and the Proposed Project, several biological resources issues would involve issues or resources that would not be affected by the Proposed Project and need not be further considered in the Draft EIR.[13] The discussions below provide brief statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

The following significance criteria were found to address issues that would not be affected by the Proposed Project. With respect to significance criterion 2, as described under Environmental Setting, the Project Site does not contain any riparian habitat or other sensitive natural community. With respect to significance criterion 3, as described under Environmental Setting, no federally or state-protected wetlands or waters occur on the Project Site or in the vicinity of the Project Site. With respect to significance criterion 6, as described under Environmental Setting, the Project Site is not located within the boundaries of a habitat conservation plan (HCP), natural communities conservation plan (NCCP), or any other applicable conservation plan. The following discussion further addresses these criteria.

The Proposed Project would not 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 Wildlife or US Fish and Wildlife Service. (No Impact)

The Project Site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. The majority of the Project Site is vacant, undeveloped land that has been previously developed and cleared, is heavily disturbed and regularly maintained, with the remaining parts of the Project Site being developed with uses. These conditions do not support any other sensitive natural communities. The nearest open space with natural communities is the Kenneth Hahn State Recreation Area, located approximately 4.5 miles northwest of the Project Site. As a result of these conditions, the Proposed Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by CDFW or USFWS. Thus, there would be **no Project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not 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. (No Impact)

Based on the 2018 biological reconnaissance survey, there were no wetlands or other aquatic features that could potentially be protected by federal or state regulations. Therefore, construction

[13] Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

and operation of the Proposed Project would not be anticipated to impact federal or state jurisdictional resources, including wetlands. Thus, there would be **no Project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (No Impact)

The Project Site is not located within the boundaries of, or in the vicinity of, any HCP or NCCP. The closest designated HCP (the City of Rancho Palos Verdes HCP) is located approximately 10 miles south/southwest from the Project Site.[14] Since there would be no interaction between the Proposed Project and an approved HCP or NCCP, the Proposed Project would not conflict with the provisions of any adopted conservation plan. Thus, there would be **no Project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

Impacts and Mitigation Measures

Impact 3.3-1: Construction and operation of the Proposed Project would not 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 Wildlife or US Fish and Wildlife Service. (No Impact)

As noted in the list of common wildlife species observed within the Project Site in the Environmental Setting Section and the Special Status Species section above, no species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the USFWS or CDFW occur within the Project Site. No suitable habitats for special-status species occur within the Project Site. Additionally, as noted in the Potential to Occur Table in Appendix E, there is no potential for such species to occur adjacent or in proximity to the Project Site where construction or operation of the Proposed Project would result in direct or indirect impacts. Therefore, implementation of the Proposed Project, during both construction and operation, would result in **no impact** to sensitive or protected species.

Mitigation Measures

None required.

[14] City of Rancho Palos Verdes, 2004. Natural Communities Conservation Planning Subarea Plan, Figure 2-1. Available: https://pvplc.org/_lands/docs/NCCP.pdf. Accessed September 24, 2018.

Impact 3.3-2: Construction of the Proposed Project could have the potential to 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. (Less than Significant with Mitigation)

Construction

Trees on and around the Project Site would be removed and replaced to accommodate development of the Proposed Project. The mature trees on site could provide marginal nesting habitat for resident or migratory avian species. The removal of any trees or shrubs on site and construction activities could also indirectly disturb nesting avian species that can be found in the vicinity of the Project Site. The common avian species observed during the on-site survey are white-throated swift, California scrub jay, cedar waxwing, house finch, rock pigeon, American crow, common raven, barn swallow, hooded oriole, western gull, northern mockingbird, cliff swallow, bushtit, black phoebe, Allen's hummingbird, Cassin's kingbird, and mourning dove. No nests for these species were observed during the on-site survey. Such nests could be established in the future.

No raptors were observed during the survey. In addition, no raptor nests were observed. There is, however, the potential for nests to be built in the future, prior to the initiation of construction activities within the Project Site.

Direct impacts on nesting raptors or resident or migratory birds during the breeding season that may be potentially significant impacts include:

- Loss of breeding, foraging, roosting, and refuge habitat resulting from the removal of ornamental trees;
- Abandoned eggs or young and subsequent nest failure for raptors and resident or migratory birds as a result of construction-related noise and increased human presence; and
- Disruption of bird breeding and foraging behavior due to the introduction of nighttime lighting and noise.

These construction impacts would be **potentially significant**.

Operation

The Project Site itself is currently indirectly illuminated with existing nighttime lighting from streetlights, parking lots, and nearby shopping centers. The Proposed Project would introduce lighting associated with the arena, the outdoor plaza, and the parking areas, as well as an overall increased level of activity and noise. While the Proposed Project would result in removal of all existing street and Project Site trees, new landscaping would be installed and replacement of removed trees would occur (see Chapter 2.0, Figure 2-18, Preliminary Landscaping Plan). Trees planted on the Project Site would be regularly maintained during operation of the Proposed Project. The new trees and landscaped vegetation on the Project Site could be illuminated by nighttime lighting and would be located in a highly activated area. The new trees and landscaping may provide suitable foraging and nesting habitat for migratory and resident birds and raptors.

The increased lighting, noise, and general activity generated by the Proposed Project would not significantly affect the activities of birds within and in the vicinity of the Project Site due to its location in a highly urban area with an abundance of existing nighttime lighting sources. Additionally, birds that occur in the area are highly adapted to urbanization and the Proposed Project is consistent with the urbanized developments that surround the site. It is likely that the common, urbanized species, including migratory species, would continue to use the vegetation that exists within the urbanized areas that surround the Project Site. Therefore, the operation of the Proposed Project on resident or migratory avian species or raptors would be **less than significant**.

Mitigation Measure 3.3-2

The project applicant shall conduct tree removal activities required for construction of the Project outside of the resident or migratory bird and raptor breeding season (February 1 through August 31) where feasible. For construction activities or ground disturbing activities such as demolition, tree and vegetation removal, or grading that would occur between February 1 through August 31, the project applicant shall retain a qualified biologist to conduct preconstruction surveys not more than one week prior to the commencement of construction activities in suitable nesting habitat within the Project Site for nesting birds and raptors. This survey shall include areas located within 100 feet from construction to avoid indirect impacts to nesting birds. During the preconstruction survey, nests detected shall be mapped using global positioning system software, and species confirmed to be nesting or likely nesting will be determined.

If active nests for avian species protected under the Migratory Bird Treaty Act or California Fish and Game Code are found during the survey, the qualified biologist shall determine an appropriate buffer for avoiding the nest (where no work will occur) until the biologist is able to determine that the nest is no longer active. A minimum 100-foot no-work buffer shall be established around any active bird nest; however, the buffer distance may be adjusted by a qualified biologist depending on the nature of the work that is occurring in the vicinity of the nest, the known tolerance of the species to noises and vibrations, and/or the location of the nest. If, in the professional opinion of the qualified biologist, the Project would impact a nest, the biologist shall immediately inform the construction manager and work activities shall stop until the biologist delineates a suitable buffer distance and/or determines that the nest is no longer active.

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.3-2, construction of the Proposed Project would no longer have the potential to disturb active nests for nesting birds and raptors. Active nests would be identified and suitable buffers would be established to ensure that construction activities do not disturb nesting birds. Mitigation measures would thus ensure that the Proposed Project would not cause a substantial reduction in local population size or reduce reproductive success to birds and raptors. Thus, this impact would be considered **less than significant**.

Impact 3.3-3: Construction of the Proposed Project could have the potential to conflict with local policies or ordinances protecting biological resource, such as a tree preservation policy or ordinance. (Less than Significant with Mitigation)

There are 77 trees on the Arena Site, four trees on the West Parking Garage Site, nine trees on the East Transportation and Hotel Site, and seven trees on the Well Relocation Site, for a total of 97 trees. Twelve additional unprotected trees are located in association with some residences along South Doty Avenue that are not within the Project Site and would not be impacted by the Proposed Project. All 97 of the trees within the Project Site would be removed during construction activities. Of the 97 trees on the Project Site, a total of 72 of these trees are protected trees in accordance with the City of Inglewood Tree Preservation Ordinance (Inglewood Municipal Code Chapter 12, Article 32).

In accordance with the municipal code, the project applicant is required to plant replacement trees on site for every protected tree that would be removed by the Proposed Project, after having obtained a City-issued permit for removal. Replacement trees must be replaced at a 1:1 ratio and shall be like-size and species or an equal value tree (or trees) (Inglewood Municipal Code Chapter 12, Article 32). Due to compliance with the requirements of the Tree Preservation Ordinance, an application for a Protected Tree Removal or Cutting Permit must be filed for removal of all protected trees along with the inspection fee as specified in the City's Master Fee Schedule. The application must be filed and approved prior to any tree removal, relocation or cutting, per Inglewood Municipal Code Chapter 12, Article 32.

While the trees would be replaced at a 1:1 ratio pursuant to City requirements, impacts associated with the loss of protected trees would be **potentially significant**. Implementation of Mitigation Measure 3.3-3 would address the removal and the requirements for the replacement of the loss of protected trees as defined by the City's Tree Preservation Ordinance; therefore, impacts to trees removed on site would be reduced to a level of less than significant.

Additionally, activities associated with the Proposed Project could impact remaining street trees in close proximity to the Project Site (approximately 25 feet within Project activities) by encroaching the root zone (i.e., Tree Protective Zone) or by damaging above-ground parts (i.e., branches and trunk), or indirectly through changes in site hydrology or water quality, which would be **potentially significant**.

Mitigation Measure 3.3-3

a) To ensure that all new trees planted at a 1:1 ratio as required by the City's Tree Preservation Ordinance are of sufficient size, quantity, and quality, the following shall be implemented:

- *Prior to any on-site tree disturbance or removal of any protected tree, a tree permit shall be obtained from the City of Inglewood in accordance with the City of Inglewood Tree Preservation Ordinance (Inglewood Municipal Code Chapter 12, Article 32). The tree permit shall identify the appropriate size of tree to be replaced (i.e., 36-inch box tree).*

- *All replacement mitigation trees shall be monitored by a certified arborist annually for minimum of 3 years following the completion of construction and planting, respectively. Monitoring shall verify that all encroached and replacement trees are in good health at the end of the 3-year monitoring period. Any encroached or replacement tree that dies within the 3-year monitoring period shall be replaced, and the replacement tree shall be monitored annually for 3 years. Annual monitoring reports shall be prepared by a certified arborist and submitted to the City. The monitoring report shall depict the location of each encroachment and replacement mitigation tree, including a description of the health of each tree based on a visual assessment.*

b) To ensure proper protection of trees to remain during project construction, the following shall be implemented.

- *The Tree Protective Zone (TPZ) of protected trees to be retained and that are located within 25 feet from the grading limits, shall be enclosed with temporary fencing (e.g., free-standing chain-link, orange mesh drift fencing, post and wire, or equivalent). A smaller TPZ may be established in consultation with a certified arborist. The fencing shall be located at the limits of the TPZ and shall remain in place for the duration of construction activities in the area, or as determined by the City.*
- *Prune selected trees to provide necessary clearance during construction and to remove any defective limbs or other parts that may pose a failure risk. All pruning shall be completed (or supervised) by a certified arborist and adhere to the Tree Pruning Guidelines of the International Society of Arboriculture. Trenching shall be routed so as to minimize damage to roots of protected trees roots if feasible. Any required trenching within the TPZ should be accomplished by the use of hand tools, to the extent feasible, while under the direct supervision of a certified arborist. If roots larger than 2 inches in diameter are encountered, the arborist shall provide recommendations for pruning or avoidance. Any major roots encountered should be conserved if feasible and treated as recommended by the arborist. If extensive disturbance to tree roots would occur such that tree health would be impacted as determined by the certified arborist, the tree shall be replaced at 1:1 per Mitigation Measure 3.3-3(a) above.*
- *Any work conducted within the TPZ of a protected tree shall be monitored by a certified arborist. The monitoring arborist shall prescribe measures for minimizing or avoiding long-term impacts to the tree, such as selective pruning to minimize construction impacts.*
- *No storage of equipment, supplies, vehicles, or debris should be allowed within the TPZ of a protected tree. No dumping of construction wastewater, paint, stucco, concrete, or any other clean-up waste should occur within the TPZ. No temporary structures should be placed within the TPZ.*

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.3-3, the Proposed Project would not conflict with local policies or ordinances, including Inglewood Municipal Code Chapter 12, Article 32, the City of Inglewood Tree Preservation Ordinance. Mitigation for the loss of protected trees would consist of replacement at a ratio determined in consultation with the City of Inglewood Parks, Recreation and Library Community Services Department pursuant to the Tree

Preservation Ordinance. Mitigation Measure 3.3-3 would ensure that construction-related impacts are minimized or avoided to trees that would be encroached and/or retained on the Project Site; therefore, impacts would be **less than significant**.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to biological resources varies for each resource. Regarding the movement of wildlife species, which are limited to common species found in urban environments as identified above, it is considered to be the vicinity surrounding the Project Site. Regarding protected trees, it is considered to be the City of Inglewood.

Impact 3.3-4: Construction and operation of the Proposed Project, in combination with other cumulative development, could 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. (Less than Significant)

The cumulative context, in combination with other cumulative developments within the vicinity of the Project Site, for biological resources varies depending on the biological resource. For considering potential cumulative impacts to raptors, migratory birds, and nesting birds, the context includes vicinity of the Project Site. In most circumstances, the conversion of native habitats to urban development, including the loss of plant and wildlife species on a regional-level, could result in cumulative impacts when considering other proposed developments in the city. However, the Project Site is entirely disturbed and/or developed and supports limited biological resources, with the exception of trees and ornamental shrubs that may provide nesting habitat for birds, including trees that are protected in accordance with the local municipal code. While migratory birds may occur within the Project Site, the quality of the habitat within the Project Site is low due to the absence of native habitat and open space, the level of disturbance (existing levels of urban activity and lighting from adjacent uses), and a lack of suitable habitat in the vicinity. As such, migratory bird habitat within the Project Site and vicinity is limited to mainly non-native ornamental trees.

It is likely that the common, urbanized species, including migratory species, would continue to use the vegetation that exists within the urbanized areas that surround the Project Site. Therefore, the loss of trees on the Project Site would not result in a substantial or significant decline of bird nesting habitat in the region. Implementation of Mitigation Measure 3.3-2 would ensure that bird nests are avoided during the construction phase of the Proposed Project and the landscaping that would be associated with the Proposed Project would ensure that the urban habitat for birds is maintained.

Based on the above considerations, the Proposed Project, in conjunction with cumulative development within the larger region, Project construction or operational activities would not 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. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.3-5: Construction and operation of the Proposed Project, in combination with other cumulative projects, could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant)

In accordance with the City of Inglewood Tree Preservation Ordinance, as with the Proposed Project, any encroachment or removal of a City-protected tree for development projects would require a tree permit. City-protected trees that would be removed would be replaced in accordance with Municipal Code Chapter 12, Article 32. Because each cumulative project must comply with the Tree Preservation Ordinance requirements for like-kind, like-size or equivalent tree replacement, there would not be a cumulative loss of trees. Both the Proposed Project and cumulative projects would comply with the City's Tree Preservation Ordinance, including its replacement provisions. Based on the above considerations, the Proposed Project, in conjunction with cumulative development, implementation of the Proposed Project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

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3.4 Cultural and Tribal Cultural Resources

This section describes and evaluates potential impacts related to cultural resources that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing setting as it pertains to cultural resources, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, state, and local regulations related to cultural resources; and (3) an analysis of the potential impacts related to cultural resources associated with the implementation of the Proposed Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding cultural resources can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to cultural resources that were raised in comments on the NOP are analyzed within this section.

The analysis in this section is based on the *Cultural Resources Assessment Report* prepared by ESA, which is included as Appendix F of this Draft EIR. Additional communication as part of Tribal consultation under Assembly Bill (AB) 52 is also provided in Appendix F.

3.4.1 Environmental Setting

Natural Setting

The Project Site is located within the fully urbanized City of Inglewood. The Project Site is surrounded by residential and commercial development to the west, south, and east, and the former Hollywood Park to the north (currently the Hollywood Park Specific Plan [HPSP] area). The HPSP Adjusted Baseline projects include the NFL Stadium, commercial, office, residential, civic, and open space uses. Prior to the development of the area, historic topographic maps dating to the 1920s and 1930s indicate a north-south-trending ephemeral drainage originating north from the Baldwin Hills and ending just north of the Project Site's northern boundary. The drainage was eventually impacted by the development of Hollywood Park in the 1940s.

Geological Setting

The Project Site is located in the Los Angeles Basin, a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province.[1] The Los Angeles Basin developed as a result of tectonic forces and the San Andreas fault zone, with subsidence occurring 18 million to 3 million years ago (Ma).[2] While sediments dating back to the Cretaceous (66 Ma) are preserved in the basin, continuous sedimentation began in the

[1] Ingersoll, R. V. and P. E. Rumelhart. 1999. Three-stage basin evolution of the Los Angeles basin, southern California. Geology 27: 593–596.

[2] Critelli, S. P. Rumelhart, and R. Ingersoll, 1995. Petrofacies and provenance of the Puente Formation (middle to upper Miocene), Los Angeles Basin, southern California: implications for rapid uplift and accumulation rates. Journal of Sedimentary Research A65: 656–667.

middle Miocene (around 13 Ma).[3] Since that time, sediments have been eroded into the basin from the surrounding highlands, resulting in thousands of feet of accumulation.[4] Most of these sediments are marine, as they eroded from surrounding marine formations, until sea level dropped in the Pleistocene Era and deposition of the alluvial sediments that compose the uppermost units in the Los Angeles Basin began.

The Los Angeles Basin is subdivided into four structural blocks, with the Project Site occurring in the Central Block, where sediments range from 32,000 to 35,000 feet thick.[5] The Central Block is wedge-shaped, extending from the Santa Monica Mountains in the northwest, where it is about 10 miles wide, to the San Joaquin Hills to the southeast, where it widens to around 20 miles across.[6]

Prehistoric Setting

Based on recent research in the region,[7] the following prehistoric chronology has been divided into four general time periods: the Paleocoastal Period (12,000 to 8,000 before present [B.P.]), the Millingstone Period (8,000 to 3,000 B.P.), the Intermediate Period (3,000 to 1,000 B.P.), and the Late Period (1,000 B.P. to the time of Spanish Contact in anno Domini [A.D.] 1542).

Paleocoastal Period (12,000–8,000 B.P.)

While it is not certain when humans first came to California, their presence in Southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 B.P.[8] During this time period, the climate of Southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources.[9]

Millingstone Period (8,000–3,000 B.P.)

During the Millingstone period, there is evidence for the processing of acorns for food and a shift toward a more generalized economy. The first definitive evidence of human occupation in the

3 Yerkes, R. F., T. H. McCulloh, J. E. Schollhamer, and J. G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
4 Yerkes, R. F., T. H. McCulloh, J. E. Schollhamer, and J. G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
5 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder, 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
6 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder, 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
7 Homburg, Jeffrey A., John G. Douglass, and Seeths N. Reddy (editors), 2014. Paleoenvironment and Culture History. In People in a Changing Land: The Archaeology and History of the Ballona in Los Angeles, California, Volume 1, series edited by D.R. Grenda, R. Ciolek-Torello and J.H. Altschul. Statistical Research, Redlands, California.
8 Byrd, Brian F., and L. Mark Raab, 2007. Prehistory of the Southern Bight: Models for a New Millennium, in California Prehistory: Colonization, Culture, and Complexity, edited by Terry L. Jones and Kathryn A. Klar, pp. 215–227.
9 Byrd, Brian F., and L. Mark Raab, 2007. Prehistory of the Southern Bight: Models for a New Millennium, in California Prehistory: Colonization, Culture, and Complexity, edited by Terry L. Jones and Kathryn A. Klar, pp. 215–227.

Los Angeles area dates to at least 8,000 years B.P. and is associated with the Millingstone cultures.[10,11]

Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals.[12,13] Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Intermediate Period (3,000–1,000 B.P.)

During the Intermediate period, many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred.[14,15,16] The native populations of Southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources.[17] Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants.[18]

This period is characterized by increased labor specialization, expanded trading networks for both utilitarian and non-utilitarian materials, and extensive travel routes. Although the intensity of trade had already been increasing, it now reached its zenith, with asphaltum (tar), seashells, and steatite being traded from Southern California to the Great Basin. Use of the bow and arrow spread to the coast around 1,500 B.P, largely replacing the dart and atlatl.[19] Increasing population

10 Wallace, W.J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3):214–230.
11 Warren, C.N., 1968. Cultural Traditions and Ecological Adaptation on the Southern California Coast. Archaic Prehistory in the Western United States, edited by Cynthia Irwin-Williams. Eastern New Mexico University Contributions in Anthropology 1(3):1–14.
12 Byrd, Brian F., and L. Mark Raab, 2007. Prehistory of the Southern Bight: Models for a New Millennium, in California Prehistory: Colonization, Culture, and Complexity, edited by Terry L. Jones and Kathryn A. Klar, pp. 215–227.
13 Wallace, W.J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3):214–230.
14 Erlandson, Jon M., 1994. Early Hunter-Gatherers of the California Coast. Plenum Press, New York.
15 Wallace, W.J., 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology 11(3):214–230.
16 Warren, C.N., 1968. Cultural Traditions and Ecological Adaptation on the Southern California Coast. Archaic Prehistory in the Western United States, edited by Cynthia Irwin-Williams. Eastern New Mexico University Contributions in Anthropology 1(3):1-14.
17 Erlandson, Jon M., 1994. Early Hunter-Gatherers of the California Coast. Plenum Press, New York.
18 Byrd, Brian F., and L. Mark Raab, 2007. Prehistory of the Southern Bight: Models for a New Millennium, in California Prehistory: Colonization, Culture, and Complexity, edited by Terry L. Jones and Kathryn A. Klar, pp. 215–227.
19 Homburg, Jeffrey A., John G. Douglass, and Seeths N. Reddy (editors), 2014. Paleoenvironment and Culture History. In People in a Changing Land: The Archaeology and History of the Ballona in Los Angeles, California, Volume 1, series edited by D.R. Grenda, R. Ciolek-Torello and J.H. Altschul. Statistical Research, Redlands, California.

densities, with ensuing territoriality and resource intensification, may have given rise to increased disease and violence between 3,300 and 1,650 B.P.[20]

Late Period (1,000 B.P.–A.D. 1542)

The Late Period is associated with the florescence of the people who later became known as the "Gabrielino,"[21] and who are estimated to have had a population numbering around 5,000 in the pre-contact period. The Gabrielino occupied what is presently Los Angeles County and northern Orange County, along with the southern Channel Islands, including Santa Catalina, San Nicholas, and San Clemente.[22] This period saw the development of elaborate trade networks and use of shell-bead currency. Fishing became an increasingly significant part of subsistence strategies at this time, and investment in fishing technologies, including the plank canoe, are reflected in the archaeological record.[23,24] Settlement at this time is believed to have consisted of dispersed family groups that revolved around a relatively limited number of permanent village settlements that were located centrally with respect to a variety of resources.

Ethnographic Setting

Protohistoric Period (A.D. 1542–1771)

The Project Site is located in a region traditionally occupied by the Gabrielino Indians. The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Their neighbors included the Chumash and Tataviam to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence.[25] The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family.

At the time of Spanish contact in A.D. 1542, also the beginning of what is known as the Protohistoric Period (A.D. 1542 to 1771), many Gabrielino practiced a religion that was centered around the mythological figure Chinigchinich.[26] This religion may have been relatively new when the Spanish arrived, and at that time was spreading to other neighboring Takic groups. The Gabrielino practiced both cremation and inhumation of their dead. A wide variety of grave

[20] Raab, L. Mark, Judith F. Porcasi, Katherine Bradford, and Andrew Yatsko, 1995. Debating Cultural Evolution: Regional Implications of Fishing Intensification at Eel Point, San Clemente Island. Pacific Coast Archaeological Society Quarterly 31(3):3–27.

[21] The term "Gabrielino" is a general term that refers to those Native Americans who were administered by the Spanish at the Mission San Gabriel Arcángel. Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina. Some modern Tribes use alternative spellings.

[22] Kroeber, A.L., 1925. Handbook of the Indians of California. Dover Publications, Inc., New York, reprinted 1976.

[23] Erlandson, Jon M., 1994. Early Hunter-Gatherers of the California Coast. Plenum Press, New York.

[24] Raab, L. Mark, Judith F. Porcasi, Katherine Bradford, and Andrew Yatsko, 1995. Debating Cultural Evolution: Regional Implications of Fishing Intensification at Eel Point, San Clemente Island. Pacific Coast Archaeological Society Quarterly 31(3):3–27.

[25] Bean, L.J., and C.R. Smith, 1978. Gabrielino, in California, edited by R.F. Heizer, pp. 538–549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

[26] Bean, L.J., and C.R. Smith, 1978. Gabrielino, in California, edited by R.F. Heizer, pp. 538–549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were interred with the deceased.

Coming ashore on Santa Catalina Island in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory.[27] Native Americans suffered severe depopulation and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants still reside in the greater Los Angeles and Orange County areas and maintain an active interest in their heritage.

Historic Setting

Spanish Period (A.D. 1769–1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. In 1769 Gaspar de Portolá led an expedition from San Diego, passing through the Los Angeles Basin and the San Fernando Valley, on its way to the San Francisco Bay.[28] Father Juan Crespi, who accompanied the 1769 expedition, noted the suitability of the Los Angeles area for supporting a large settlement. This was followed in 1776 by the expedition of Father Francisco Garcés.[29]

In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples as well as exposing them to diseases that they had no resistance to. Mission San Gabriel Arcángel was founded on September 8, 1771, and Mission San Fernando Rey de España on September 8, 1797. By the early 1800s, the majority of the surviving Gabrielino had entered the mission system, either at San Gabriel or San Fernando. Mission life offered some degree of security in a time when traditional trade and political alliances were failing and epidemics and subsistence instabilities were increasing. This lifestyle change also brought with it significant negative consequences for Gabrielino health and cultural integrity.

A Gabrielino village, or "rancheria," known as Guaspet, or Guasna or Gaucha, appears to have been located northwest of the Project Site. Based on mission baptism records, the rancheria appears to have been occupied from about 1790 to 1820.[30] At least 193 people are known to have lived at the rancheria and been baptized. Records suggest that recruitment into the mission system did not occur until native populations in closer proximity to Mission San Gabriel had been

[27] Bean, L.J., and C.R. Smith, 1978. Gabrielino, in California, edited by R.F. Heizer, pp. 538–549 Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.
[28] McCawley, William, 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Malki Museum Press, Banning, California.
[29] Johnson, J.R., and D.D. Earle. 1990. Tataviam Geography and Ethnohistory. Journal of California and Great Basin Anthropology, 12(2):191-214.
[30] Reedy, Seetha N., 2015. Feeding Family and Ancestors: Persistence of Traditional Native American Lifeways during the Mission Period in Coastal Southern California. Journal of Anthropological Archaeology, No. 37, pp. 48-66.

assimilated, and after grazing expanded into the Project Site vicinity, bringing native inhabitants of the region into closer contact with Spanish-era ranchers.[31]

A 1937 map titled *The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County 1860 A.D.–1937 A.D.* (Kirkman map) depicts approximate locations of Gabrielino villages in Los Angeles. It depicts the location of unnamed villages about 2 to 5 miles north of the Project Site but does not show any roads, landforms, or locations overlapping with the Project Site.

Mexican Period (A.D. 1821-1848)

After Mexico gained its independence from Spain in 1821, Los Angeles became the capital of the California territory in 1835.[32] Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the California missions, reclaiming the majority of mission lands and redistributing them as land grants throughout California. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands would be returned to the Native populations, but this did not always occur.[33] Because of the disbursement that the Gabrielino populations suffered during the Mission period no land was returned to the Gabrielino Tribes.

During the Mexican Period many ranchos continued to be used by settlers for cattle grazing. Hides and tallow from cattle became a major export for Mexican settlers in California, known as Californios, many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros and Indian laborers.[34,35]

American Period (A.D. 1848-present)

Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850. While the treaty recognized the right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership.[36]

When the discovery of gold in northern California was announced in 1848, an influx of people from other parts of North America flooded into California and the population of Los Angeles

31 Stoll, Anne Q., John G. Douglass, and Richard Ciolek-Torrello, 2009. Searching for Guaspet: A Mission Period Rancheria in West Los Angeles. SCA Proceedings, Vol. 22.
32 Gumprecht, Blake, 2001. Los Angeles River: Its Life, and Possible Rebirth. The Johns Hopkins University Press, Baltimore, 1999, Reprinted 2001.
33 Milliken, Randall, Laurence H. Shoup, and Beverly R. Ortiz, 2009. Ohlone/Costanoan Indians of the San Francisco Peninsula and their Neighbors, Yesterday and Today, prepared by Archaeological and Historical Consultants, Oakland, California, prepared for National Park Service Golden Gate National Recreation Area, San Francisco, California, June 2009.
34 Pitt, Leonard, 1994. The Decline of the Californios: A Social History of the Spanish-speaking Californians, 1846-1890. University of California Press, Berkeley.
35 Starr, Kevin, 2007. California: A History. Modern Library, New York.
36 Starr, Kevin, 2007. California: A History. Modern Library, New York.

tripled between 1850 and 1860. The increased population led to additional demand of the Californios' cattle. As demand increased, the price of beef skyrocketed and Californios reaped the benefits. However, a devastating flood in 1861, followed by droughts in 1862 and 1864, led to a rapid decline of the cattle industry; over 70 percent of cattle perished during these droughts.[37,38] These natural disasters, coupled with the burden of proving ownership, caused many Californios to lose their lands during this period. Former ranchos were subsequently subdivided and sold for agriculture and residential settlement.[39,40]

History of Inglewood

During the rancho period, the City of Inglewood was part of the *Rancho Aguaje de la Centinela* and the *Rancho Sausal Redondo*. A year after Mexico gained independence from Spain and control of California in 1822, Los Angeles resident Antonio Avila received a land grant for *Rancho Sausal Redondo* and grazed cattle there as well. The rancho encompassed the areas that are now the Cities of Redondo Beach, Inglewood, Hawthorne, El Segundo, Lawndale, Manhattan Beach and Hermosa Beach. In 1834 Ygnacio Machado, one of the original leather jacket soldiers that escorted settlers to Los Angeles, built the Centinela Adobe. The Centinela Adobe, located approximately 2.5 miles from the Project Site, was in the center of what became a 2,200-acre ranch on a portion of the *Rancho Sausal Redondo*. Machado had moved onto what he claimed was still public land, which was granted to him as the *Rancho Aguaje de la Centinela*. Soon after Machado traded the *Rancho Aguaje de la Centinela* for a keg of whiskey and a home in the Pueblo of Los Angeles. The property traded hands many times and was eventually acquired by a Scottish noble man named Robert Burnett who eventually added the much larger *Rancho Sausal Redondo* to his holdings, once again combining the ranchos. Burnette eventually returned to Scotland and leased the ranch to a Canadian immigrant who was considered by many to be the founding father of Inglewood: Daniel Freeman. In spite of drought and other hardship Freeman successfully farmed barley on the ranch, and purchased it from Burnette with gold in 1885. Freeman went on to become a major land developer in Inglewood.[41]

Centinela Springs (California Historical Landmark 363), or *Aguaje de Centinela*, was a valued source of spring water for the *Rancho Aguaje de la Centinela* and the spring is described as continuously existing since the Pleistocene Era. The spring is memorialized and is still located at the corner of Centinela Avenue and Florence Boulevard, approximately 2 miles north of the Project Site in the City of Inglewood.[42]

Excursion trains from Los Angeles brought many prospective land buyers to Inglewood and it was able to grow to 300 residents by 1888. On May 21, 1888, a school opened with 33 students.

37 McWilliams, Carey, 1946. Southern California: An Island on the Land. Gibbs Smith, Layton, Utah.
38 Dinkelspiel, Frances, 2008. Towers of Gold, St. Martin's Press, New York.
39 Gumprecht, Blake, 2001. Los Angeles River: Its Life, and Possible Rebirth. The Johns Hopkins University Press, Baltimore, 1999, Reprinted 2001.
40 McWilliams, Carey, 1946. Southern California: An Island on the Land. Gibbs Smith, Layton, Utah.
41 Kielbasa, John, 1998. Historic Adobes of Los Angeles County. Dorrance Publishing Co. Pittsburg, Pennsylvania.
42 Office of Historic Preservation, 2019. http://ohp.parks.ca.gov/ListedResources/Detail/363. Accessed January 9, 2019.

Around this time, businesses, including Mrs. Belden's Boarding House, two grocery stores, a drug store, a planning mill, a wagon repair shop, a plumbing shop, a livery stable, and five real estate offices, were built on Commercial Street (now La Brea).[43] With a population of about 1,200, Inglewood was incorporated on February 10, 1908. That same year, the high school building was completed.[44]

On the evening of June 21, 1920, a large earthquake struck Inglewood. While there was a lot of damage to buildings, there was no loss of life. The next few days saw a large number of tourists coming to Inglewood to view the damage. The climate impressed the visitors who had previously never been to Inglewood, and as a result, many settled there. The population grew to 3,286 in 1920, and in the next two years, the population doubled, making Inglewood the fastest growing city in the nation at that time.[45]

The 1932 Olympic Games were held in Los Angeles, and three Inglewood High School alumni won medals. Many buildings in Inglewood were used as training facilities, and the marathon route went through the town.[46] Until World War II, Inglewood had largely been supported by agricultural industry. The defense industries, in response to WWII, transformed Inglewood into an urban community when industrial activities brought more people to live in the city. In 1946, major airlines moved operations to the LAX airport and two new hangers needed to be constructed.[47] In 1949, the airport was designated as an intercontinental air terminal by the federal government.[48]

In 1967, The Forum was opened as the home of the Los Angeles Lakers of the National Basketball Association and Los Angeles Kings of the National Hockey League. It also hosted a number of events such as concerts, rodeos, boxing, the circus, and ice shows.[49] The Forum is located approximately 1 mile north of the Project Site, near the intersection of South Prairie Avenue and Manchester Boulevard. The Forum underwent a rehabilitation, was listed on the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register), and reopened in 2014. Additionally, at that time, The Forum underwent an adaptation from an arena primarily designed for sporting events to an arena primarily used for music and entertainment events.

In the 1970s, a new health center was built on Manchester, north of the Project Site, and high-rise office buildings were constructed on La Brea, to the northwest of the Project Site.[50] A new civic center was dedicated in 1973. Airport Park View Hotel opened between Hollywood Park Race

[43] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[44] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[45] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[46] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[47] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[48] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[49] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
[50] Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.

Track and The Forum.[51] Many senior housing developments were also built in Inglewood during the 1970s.

More recent developments include the closure of the Hollywood Park Race Track, in 2013, located adjacent and to the north of the Project Site, and demolition of the track in 2016. In 2015, a new NFL stadium was approved and is currently under construction on the site of the former race track, and a new Hollywood Park Casino was opened next door.

Architectural Themes

The following themes were developed to provide a context for evaluation of the existing buildings on the Project Site and their potential to qualify as historical resources: Hotels and Motels, and Apartment Hotels.

Hotels and Motels

In early America, lodging for travelers typically took the form of the public house or tavern, establishments that were granted licenses to serve alcohol in exchange for offering public lodging.[52] Following the Revolution and the War of 1812, a new generation of American hotels emerged, with a boom in hotel construction from about 1820 to 1830. By 1840, the hotel was ubiquitous across the eastern half of the United States.[53] The first hotel in the City of Los Angeles was the Bella Union, built on Main Street in downtown Los Angeles in 1835. The Bella Union was typical of mid-19th century hotels in Los Angeles, which tended to be small operations in modest buildings. After the Civil War, larger and more luxurious hotels began to appear in downtown Los Angeles, including the Pico House Hotel built in 1864, and the Hotel Nadeau, which opened in 1882.[54]

At the end of the 19th century, American tourism began to expand rapidly as a result of increased leisure time and the availability of long-distance transportation in the form of the railroad. By the first decades of the 20th century, Los Angeles was experiencing tremendous growth. In the first thirty years of the century, the population of Los Angeles grew from 100,000 to 1,000,000, surpassing San Francisco as the largest city in the state. In accordance with this impressive growth, Los Angeles moved away from its humble pueblo beginnings as the commercial core shifted south to the new major thoroughfares of Main, Spring, Broadway, Hill, and Olive streets. Major hotels in early 20th century Los Angeles included the Alexandria Hotel (1906), the Rosslyn Hotel (1914), and the Biltmore Hotel (1923).

The early 20th century also marked the beginning of a business model that would come to dominate the hotel industry by the postwar period: the chain hotel. Rather than catering to an elite class looking for luxurious accommodation, the chain hotels of the 20th century focused on

51 Waddingham, Gladys, 1994. The History of Inglewood. Historical Society of Centinela Valley. Los Angeles, California.
52 Sandoval-Strausz, A.K., 2007. Hotel: An American History. New haven: Yale University Press.
53 Sandoval-Strausz, A.K., 2007. Hotel: An American History. New haven: Yale University Press.
54 Wallach, Ruth, Linda McCann, Dave Taube, Claude Zachary, and Curtis C. Roseman, 2008. Historic Hotels of Los Angeles and Hollywood. Images of America. California.

appealing to the masses. The rising importance of the automobile had a profound influence on the American hotel. Initially, car owners abandoned the hotel for "autocamping," but the rise of the new motor hotel, or motel, offered the highway traveler a hotel experience along the roadside, often far from urban centers. By about 1940, motels outnumbered hotels in the United States and became the dominant form of lodging for the American traveler during the postwar years.[55]

The middle of the 20th century also saw the rise of the hotel chain. Among the largest and most successful American hotel chains were Holiday Inn, Hilton, and Sheraton. Conrad Hilton entered the hotel business in Texas in 1919 and opened the first Hilton in Dallas in 1925. His company expanded across the nation and in 1943 Hilton became the first coast-to-coast hotel chain. Many smaller hotel chains also emerged during the postwar years. The Doric Company was a relatively small operator of hotels and motels in the western United States during this period. In 1963, operations included eight hotels or motels in Washington State, one in Oregon, three in Idaho, and eight in California. In contrast, while Holiday Inn had humble beginnings in the motor hotel sector it grew into a successful hotel chain in the second half of the 20th century.

Apartment Hotels

Apartment hotels are structures that provide a room or a suite of rooms, which include facilities for food preparation as well as amenities found in standard hotels such as traditional common spaces and housekeeping services. Buildings that were advertised as apartment hotels began to be built prior to World War I. Most of these structures were large, with around 100 units per building. They were fully furnished and usually located in central business districts.[56] The construction of apartment hotels tapered after the Great Depression and did not resume again after World War II because they were not well suited to the automobile. Their function was replaced with motels with kitchenettes after World War II.

3.4.2 Adjusted Baseline Environmental Setting

Section 3.4, Cultural and Tribal Cultural Resources, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to Cultural Resources, the changes associated with the HPSP Adjusted Baseline projects include excavation in the HPSP area and construction of new uses on the HPSP site.

There is no evidence that development in the HPSP area would affect the baseline for analysis of the archaeological or Tribal resources. No archaeological or Tribal resources have been discovered and documented during construction of the HPSP Adjusted Baseline projects that would provide additional information on the presence or sensitivity of these resources in the area. In addition, The Forum, which is listed on the National Register and the California Register, is currently visible from the Project Site, and these views will be obscured as a result of baseline

[55] Sandoval-Strausz, A.K., 2007. Hotel: An American History. New haven: Yale University Press.
[56] SurveyLA, 2017. Los Angeles Citywide Historic Context Statement, Hotels, 1870-1980. City of Los Angeles.

development in the HPSP area altering the baseline conditions with regards to architectural resources. This is considered as part of the impact analysis below.

3.4.3 Regulatory Setting

Numerous laws and regulations require state and local agencies to consider the effects a project may have on cultural resources. These laws and regulations define important cultural resources, stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (PRC section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The CEQA Guidelines (Title 14 California Code of Regulations [CCR] section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register; (2) a resource included in a local register of historical resources, as defined in PRC section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of CEQA section 21084.1 and CEQA Guidelines section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of section 21083, which is as a unique archaeological resource. As defined in PRC section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Pursuant to PRC section 21083.2, if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (PRC section 21083.1(a)). If preservation in place is not feasible, mitigation measures are required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines section 15064.5(b)(1)). According to CEQA Guidelines section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of PRC section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards)[57] is considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC section 5024.1(a)). The criteria for eligibility for the California

[57] Weeks, Kay D., and Anne E. Grimmer, 1995. The Secretary for the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstruction Historic Buildings. U.S. Department of the Interior. Washington, D.C.

Register are based upon National Register criteria (PRC section 5024.1(b)). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

Public Resources Code Section 5097.98

PRC section 5097.98, as amended by AB 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC section 5097.98

requires that no further disturbances occur in the immediate vicinity of the discovery until certain required steps have been taken, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Health and Safety Code Section 7050.5

California Health and Safety Code section 7050.5 requires that in the event human remains are discovered, the County Coroner is required to be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the NAHC within 24 hours to relinquish jurisdiction.

Assembly Bill 52 and Related Public Resources Code Sections

AB 52 was approved by Governor Brown on September 25, 2014. The act amended PRC section 5097.94, and added PRC sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which an NOP or a notice of intent to adopt a negative declaration or mitigated negative declaration (MND) is filed.

The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans, known as Tribal cultural resources, that require consideration under CEQA. PRC section 21074(a)(1) and (2) defines Tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American [T]ribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a Tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for Tribal cultural resources update to CEQA Guidelines Appendix G, which was approved by the Office of Administrative Law on September 27, 2016.

PRC section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a Tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC section 21073) and who have requested in

writing to be informed by the lead agency (PRC section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the Tribe's request for consultation (PRC sections 21080.3.1(d) and 21080.3.1(e)).

PRC section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of Tribal cultural resources; the significance of the project's impacts on the Tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a Tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC section 21080.3.2(b)).

If a California Native American Tribe has requested consultation pursuant to PRC section 21080.3.1 and does not provide comments to the lead agency, or otherwise does not engage in the consultation process, or if the lead agency has complied with section 21080.3.1(d) and the California Native American Tribe has not requested consultation within 30 days, then the lead agency may certify an EIR or adopt an MND (PRC section 21082.3(d)(2) and (3)).

PRC section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the Tribal cultural resources, that is submitted by a California Native American Tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the Tribe that provided the information. If the lead agency publishes any information submitted by a California Native American Tribe during the consultation or environmental review process, then that information shall be published in a confidential appendix to the environmental document unless the Tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Senate Bill 18

Senate Bill 18 (SB 18) (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American Tribes before making certain planning decisions and to provide notice to Tribes at certain key points in the planning process. The intent is to "provide California Native American [T]ribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."[58]

The purpose of involving Tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation

[58] Governor's Office of Planning and Research, 2005. State of California Tribal Consultation Guidelines. Sacramento, California.

requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005.

According to the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines*,[59] the following are the contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate Tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the Tribe (Government Code section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those Tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to Tribes who have filed a written request for such notice (Government Code section 65092).

Local

The City of Inglewood's General Plan does not identify any goals or policies related specifically to cultural or Tribal resources.

3.4.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to cultural resources. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;
3. 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:
   - 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); and

[59] Governor's Office of Planning and Research, 2005. State of California Tribal Consultation Guidelines. Sacramento, California.

– 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.

4. Disturb any human remains, including those interred outside of dedicated cemeteries; or

Methodology and Assumptions

Historic Architectural Resources

The analysis of impacts to historic architectural resources is based on the *Cultural Resources Assessment Report* (Appendix F) prepared by qualified personnel who meet or exceed the Secretary of the Interior's Professional Qualification Standards in history and architectural history. Key steps in completing the assessment included a survey of historic-age building within the Project Site, archival research, and field documentation. Research into the Project Site's development history included a review of historic permits for improvements to the property, historic photographs, aerial photographs, and local histories. The California State Historic Resources Inventory for Los Angeles County, records housed at the California Historic Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC), was consulted to identify any previous evaluations of potential historic resources on, or immediately adjacent to, the Project Site. The only National or California Register-listed architectural historical resource within 1 mile of the Project Site is The Forum. Sanborn Fire Insurance maps were not available for the area.

Under CEQA, the evaluation of impacts to historic resources consists of a two-part inquiry: (1) a determination of whether the Project Site contains or the immediate surroundings contain, any historic resources that may be impacted by the Project; and, if any such resources exist, (2) a determination of whether the Project would result in a "substantial adverse change" to the significance of any such resources.

Archaeological Resources

The analysis of impacts to archaeological resources is also based on the *Cultural Resources Assessment Report*, which included: (1) a cultural resource records search conducted at the SCCIC to review recorded archaeological resources within 0.5-mile radius of Project Site, as well as a review of cultural resource reports and historic topographic maps on file; (2) a review of the California Points of Historical Interest, the California Historical Landmarks, the California Register, the National Register, and the California State HRI listings; (3) a Sacred Lands File (SLF) search commissioned through the NAHC; (4) a review of available Sanborn Maps, historic aerial imagery; and other technical studies; and (5) a pedestrian survey of the Project Site.

The potential for the Project Site to contain buried archaeological resources is assessed based on the findings of the cultural resource records search (i.e., presence and proximity of known resources) and SLF search, land use history research, subsurface geological conditions, and the proposed excavation parameters (maximum depth of 35 feet below ground surface) for the Proposed Project.

Tribal Cultural Resources

The analysis of impacts to Tribal cultural resources is based on the consultation between the City and the responding Tribe, information provided by the Tribe, and the *Cultural Resources Assessment Report*. The potential for the Project Site to contain Tribal cultural resources was assessed based on information provided by Tribes and supplemented by the findings of the cultural resource records search (i.e., presence and proximity of known resources), the SLF search, land use history research, subsurface geological conditions, and the proposed excavation parameters for the Proposed Project. The NAHC was contacted on April 24, 2018, to request a search of the SLF of the Project Site (see Appendix F).

Human Remains

The analysis of impacts to human remains is based on the *Cultural Resources Assessment Report*. The potential for the Project Site to contain human remains was assessed based on the findings of the cultural resource records search (i.e., presence and proximity of known resources), the SLF search, land use history research, subsurface geological conditions, and the proposed excavation parameters for the Proposed Project.

Cultural Resources Archival Research

A records search for the Proposed Project was conducted on May 7, 2018, by ESA staff at the CHRIS-SCCIC housed at California State University, Fullerton. The records search included a review of all recorded archaeological resources and previous studies within the Project Site and a 0.5-mile radius of the Project Site, and historic architectural resources within or adjacent to the Project Site.

Previous Cultural Resources Investigations

The records search results indicate that four cultural resources studies have been conducted within a 0.5-mile radius of the Project Site. Of the four previous studies, two studies (LA-10567 and 11150) were performed in areas that are adjacent to the Project Site along West Century Boulevard. None of the study areas overlaps with the Project Site. LA-10567 is a linear survey report that covers several communities for a pipeline alignment, and LA-11150 is a memorandum from the Office of Historic Preservation regarding the section 106 process for the same project.

Previously Recorded Cultural Resources

The records search results indicate that no archaeological resources have been previously recorded within the Project Site or the 0.5-mile records search radius. The records search also indicated that no historical architectural resources have been previously recorded within or adjacent to the Project Site. The Forum is located approximately 1 mile north of the Project Site

and is listed on the National Register and the California Register; it is the only National Register or California Register-listed property within 1 mile of the Project Site. There are no California Landmarks within 1 mile of the Project Site.

Sacred Lands File Search

The NAHC maintains a confidential SLF which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on April 24, 2018, to request a search of the SLF. On April 25, 2018, the NAHC responded that there was no record of sacred lands in the SLF for the Project Site.[60]

Geoarchaeological Review

A geoarchaeological review was performed to characterize the geology of the Project Site and assess the potential for the presence of subsurface archaeological resources in the Project Site. The review included study of the geological mapping of the Project Site and vicinity, historic topographic maps, historic aerial photographs, mapped soils, and a review of the geotechnical data for the site. The Project Site is located on the alluvial Torrance Plan and is situated approximately 0.18 miles southwest of the Potrero Fault Zone and 1.13 miles southeast of the Newport-Inglewood Fault Zone. Elevation within the Project Site ranges between 87 and 106 feet above mean sea level and slopes towards the south and west. Presently, the majority of the Project Site is previously disturbed, and previously contained residences but is currently vacant land with the exception of commercial properties including a motel, manufacturing, and warehouse land uses, utilities, and paved roads and parking. In addition, the Arena Site includes a parcel containing an existing City water supply well and associated infrastructure.

Geologically, the Project Site is situated within the West Coast Basin portion of the greater Los Angeles Basin, a broad trough formed by tectonic activity and stream erosion of nearby mountains, and filled with Quaternary-aged terrestrial and shallow marine sediments overlying Tertiary-aged marine sediments. Older geological mapping[61] depicts shallow sediments underlying the Project Site as Pleistocene-aged Lakewood Formation sand, silt, silty sand, and silty clay with occasional gravel lenses. Jennings[62] identifies sediments beneath the Project Site as river terrace deposits. Recent maps by Dibblee and Minch[63] and Saucedo et al.[64] are generally consistent with earlier maps in identifying Pleistocene-aged alluvium beneath the Project Site; however, these maps additionally identify a small area of Late Pleistocene to Holocene alluvial sediment in the vicinity of South Doty Avenue. A review of historic topographic maps (1923, 1924, and 1930) and aerial photos (1923 and 1928)[65] shows an intermittent stream flowing from

60 Totton, Gayle, 2018. SLF Search Results for the Clippers Arena Project. On file at ESA.
61 California Department of Water Resources, 1961. Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County. Bulletin 104.
62 Jennings, C.W., 1962. Long Beach Sheet, Geologic Map of California: California Division of Mines and Geology, scale 1:250,000.
63 Dibblee, T.W. and T. Minch, 2007. Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California. Dibblee Foundation Map DF-322. 1:24,000.
64 Saucedo, G.J., H.G. Greene, M.P Kennedy, and S.P. Bezore, 2016. Geologic Map of the Long Beach 30' x 60' Quadrangle, California. California Geological Survey, Regional Geologic Map Series, 1:100,000 Scale.
65 Historicaerials.com, 2018. *Historic Aerials.* Electronic database accessed October 25, 2018.

north to south across the Project Site suggesting a source of the sediment. As a result of the construction of the Hollywood Park racetrack in 1938, the stream is no longer evident on maps and aerial photographs.

Historic Maps and Aerial Photographs

The available historic maps and aerial photographs indicate that the vicinity of the Project Site was largely rural until the early 1920s. An aerial image of the area from 1923 shows a mixture of residential development and agricultural properties. In 1928, the area remained sparsely developed but the agricultural properties appear uncultivated or developed with residential buildings. Between 1928 and 1963, the area became nearly fully developed with single- and multi-family residences, while the properties in the Project Site along West Century Boulevard and South Prairie Avenue transitioned from residential to commercial use. Between 1952 and 1963 many of the single family residences and lower density multi-family residences east of South Prairie Avenue were replaced with apartment buildings, hotels and commercial buildings that took up most of any given parcel with zero or minimal lot line setbacks. By 1972, the majority of the parcels on and around the Project Site west of South Prairie Avenue remained smaller, single-family homes; however, the area east of South Prairie Avenue appears to be dominated by apartment buildings with some commercial and single family homes present. This level and type of development appears to have remained consistent according to the 1972 and 1980 aerials. By 2003, large portions of land were vacant on the north side of West 102nd Street in the project area on either side of South Prairie Avenue.

Building permit information obtained from the City of Inglewood's Building Safety Division provides a history of ownership and construction within the Project Site for the two parcels (3940 West Century Boulevard and 10212 South Prairie Avenue) containing historic age buildings. The history and status of these buildings are described in the *Cultural Resources Assessment Report* in Appendix F.

Pedestrian Survey

ESA archaeologists and historians conducted an intensive survey of the entire Project Site for historic, and archaeological resources. The surveys were aimed at identifying historic architectural resources and archaeological, resources within the Project Site. Areas with visible ground surface were subject to pedestrian survey using transect intervals spaced no more than 10 meters (approximately 30 feet) apart. Existing on-site buildings and structures, as well as the immediate surroundings, were photographed. Due to the fully urbanized nature of the area surrounding the Project Site the possibility of impacts to off-site architectural historical resources diminished greatly as distance from the Project Site increased. Additionally, South Prairie Avenue and West Century Boulevard are wide, four-lane roads that provide additional buffer between the Project Site and the areas to the west and north.

The Project Site is comprised of four discontinuous areas as described in Chapter 2, Project Description, of this EIR. All but six parcels (4032-001-039 and -049; 4032-007-035; and 4032-008-002, -006, and -035) that make up the Project Site are currently vacant or undeveloped.

The developed six parcels are all within the Arena Site. The northern portion of the Arena Site currently contains buildings within its northwestern and south-central portions, and vacant/ undeveloped land in its eastern half. The undeveloped portions of the Project Site were subject to pedestrian survey and contain low-lying non-native grasses, which obscured ground surface resulting in ground surface visibility ranging from 30 to 70 percent. All undeveloped parcels on the Project Site contained modern building debris including plastic, glass, metal, ceramic, cement, and brick fragments. One historic-period isolate, a clear-glass beverage bottle (EAN-1), and one abalone shell fragment (WSN-1), were identified as a result of the survey.

Two historic-age architectural resources were identified on the Project Site as a result of the survey; the former Turf and Sky Motel (currently the Rodeway Inn & Suites motel), located at 3940 West Century Boulevard within the northwest portion of Arena Site, and a commercial building (currently Let's Have a Cart Party) located at 10212 South Prairie Avenue, within the southern portion of the Arena Site. Also, two historic-age architectural resources were identified within the boundaries of the Alternate Prairie Access Variant: 10204 South Prairie Avenue and 10226 South Prairie Avenue. Detailed descriptions and significance evaluations of these resources are provided in the *Cultural Resources Assessment Report* included as Appendix F of this Draft EIR.

Impacts and Mitigation Measures

Impact 3.4-1: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5. (Less than Significant with Mitigation)

Historic Architectural Resources

As discussed in the *Cultural Resources Assessment Report* (Appendix F), the Rodeway Inn & Suites (formerly the Turf and Sky Motel) located at 3940 West Century Boulevard, and other buildings at 10212 South Prairie Avenue are the only extant, historic-age buildings on the Project Site. Both of these buildings were constructed more than 45 years ago, meaning they meet the general age requirement to qualify as potential historical resources. As such, the buildings were evaluated for eligibility for listing under the National and California registers.

The Rodeway Inn & Suites at 3940 West Century Boulevard (4032-001-049) was evaluated against the following theme: Hotels and Motels. The Rodeway Inn & Suites is a two-story hotel designed in a contemporary and modest interpretation of the Spanish Colonial Revival style. The hotel was originally constructed in 1955 and has an "O" shaped footprint with a rectangular courtyard situated in the middle that includes a driveway providing access to the surface parking lot at the rear of the property. The hotel building is oriented toward the north with horizontal massing. It is clad in stucco and has a mansard roof with clay tiles. The hotel is set back from the road behind an asphalt parking lot. Planters are located on the east and west sides of the parking lot with mature palm trees and shrubbery. There is also a planter centered on the front property line and flanked by two driveways. There is a concrete wall present at the side (east and west) and rear (south) property lines.

The other existing, historic-age building on the Project Site is at 10212 South Prairie Avenue (4032-008-035), which is not associated with an established theme. 10212 South Prairie Avenue includes a commercial building that abuts the west property line and one smaller accessory building. The primary (west) façade of the main building faces South Prairie Avenue. It is rectangular in plan and does not represent a particular architectural style. It has a flat roof with a mansard parapet covered in Spanish-style roof tiles. The primary façade is symmetrical and features a pair of glazed, metal-frame doors flanked by two large plate glass windows. This façade is clad in stucco and large rocks while the secondary facades are clad only in stucco. One smaller accessory building, which is noted on one building permit application as a detached garage, is located along the east property line. This building is clad in stucco and has a hipped roof with shallow eves and composite shingles.

The historic-age buildings were evaluated using the criteria for the National and California registers. The buildings at 3490 West Century Boulevard, 10212 South Prairie Avenue, 10204 South Prairie Avenue, and 10226 South Prairie Avenue are not considered eligible for listing in the National or California registers, because they were not found to be significant under any of the four eligibility criteria. As such, they do not meet the definition of historical resources as outlined in CEQA Guidelines section 15064.5(a)(1) or (2), and the Proposed Project would not have an impact on historical resources. Accordingly, no further analysis of impacts on Project Site historic architectural resources qualifying as historical resources is required pursuant to CEQA.

Archaeological Resources

As a result of the archival research and archaeological resources survey, two archaeological resources consisting of one historic-period isolate (EAN-1) and one shell isolate of undetermined age (WSN-1) were identified within the Project Site. Due to their isolate nature and lack of clear cultural context, EAN-1 and WSN-1 are not eligible for listing in the California Register and do not otherwise qualify as historical or unique archaeological resources pursuant to CEQA.

Based on previous geological and geotechnical work, the Project Site is likely to contain alluvial sedimentary deposits dating to the Late Pleistocene and Holocene. These deposits are expected to be most prevalent in the vicinity of South Doty Avenue between the northern portion of the Arena Site and East Transportation and Hotel Site, which formerly contained a channel drainage. Based on age and environment, these middle/late Holocene sediments are considered more sensitive for buried, intact cultural resources than areas to the east and west, which are underlain by older alluvium. The older alluvial unit has low sensitivity to contain buried cultural resources because these landforms have remained relatively stable through the Holocene; if cultural remains had been left behind they would have tended to remain at or near ground surface, and subject to decay or other destructive forces, including from the extensive disturbance at the Project Site.

The entirety of the Project Site has been disturbed, including: historic development, demolition of development, and removal of foundations and other components; portions of the Project Site that are currently vacant have been graded and/or plowed. The likely net effect of these actions, particularly in areas with little to no younger alluvium, would have been destruction or

disturbance of any cultural resources that may have existed on the site, further reducing the prehistoric archaeological sensitivity of these areas. As described below under Impact 3.4-3, however, the City has engaged in consultations under AB 52 with Tribal representatives from the Gabrieleño Band of Mission Indians Kizh Nation in the area. During consultation, Tribal representatives expressed a concern that the Project Site vicinity has not been studied or observed during ground-disturbing activities, and according to the Tribe, could have sensitivity for prehistoric archaeological resources. Mitigation Measure 3.4-1, set forth below, incorporates the recommendations of Tribal representatives in light of these concerns. For further information concerning the consultation process, and the recommendations of Tribal representatives, please see the analysis under Impact 3.4-3.

Although the likelihood of encountering prehistoric and/or historic-period archaeological deposits is low, there remains the possibility that Project-related ground disturbance, which could extend to depths of 35 feet below ground disturbance, could encounter archaeological deposits that qualify as historical resources or unique archaeological resources. If such resources were encountered, the Proposed Project would have a **potentially significant impact** on those resources, which would be mitigated to a less-than-significant level through implementation of Mitigation Measure 3.4-1, presented below, which includes provisions for archaeological and Native American monitoring as a result of discussions with the Tribe regarding sensitivity of the Project Site.

Off-Site Resources

Historic Architectural Resources

The Proposed Project was analyzed to determine if it would result in a substantial adverse change to the integrity of adjacent or nearby historical resources. Currently, there are no National or California register-listed historic resources located adjacent to the Project Site. The Forum, located approximately 1-mile north, is the nearest listed historic resource to the Project Site. The Forum underwent a rehabilitation, was listed on the National Register and the California Register, and reopened in 2014. "Following the rehabilitation, The Forum retains significant character-defining features … It retains integrity of location, design, setting, materials, workmanship, feeling, and association."[66] The Forum has been listed on the National and California registers under Criterion C/3, respectively, for its embodiment of the distinctive characteristics of a type, period, or method of construction and its representative work of a master. It was designed by Charles Luckman and Associates in the New Formalist architectural style. The Forum is a multi-purpose indoor arena built in 1966, which hosted its first event in 1967. The following character-defining features were identified in the National Register Nomination:

Exterior:

- Symmetrical façade
- Central location on an open site with high visibility from adjacent streets and properties
- Low profile landscaping

66 National Register of Historic Places, 2014. National Register of Historic Places Registration Form, Forum, Los Angeles, CA. August 2014.

- Raised podium
- Concrete ramps and railings
- Sculptural columnar supports that form an arcade and covered passage at the exterior
- Smooth surfaces of the exterior concrete columns
- Original roof fascia profile
- Flat roof
- Suspension roof system
- Metal panel exterior walls set back from colonnade
- Four main entrances with multiple personnel doors
- Original ticket windows

Interior:

- The interior bowl spatial volume, including the elliptical seating rows, an elliptical cross aisle at the main concourse level, congruent elliptical wall at the lower event level, and the circular wall enclosure at the top
- Seating tier: risers and treads that form the lower and upper seating bowls
- Perforated metal wall cladding
- Vomitoria, truck tunnel, and other exit passages
- Two public concourses formed by an exterior circular wall and an interior elliptical seating cross aisle
- Passages from concourses to cross aisles
- Ceiling shape, texture, and light fixtures in the public concourses

The Forum is located outside of the Project Site approximately 1-mile north of West Century Boulevard along South Prairie Avenue. The Proposed Project would not involve the demolition, destruction, relocation, or alternation of the resource or its immediate surroundings. The character-defining features that are associated with setting include landscaping surrounding The Forum and views of The Forum from adjacent streets and properties. However, the surrounding views of The Forum from beyond properties and streets adjacent to The Forum (for example, from the Project Site) are not character-defining features of the resource and alterations to the surrounding setting in the area of the Project Site would not affect the resource's integrity. Therefore, the development of the HPSP Adjusted Baseline projects under Adjusted Baseline Environmental Setting conditions would not affect the baseline for analysis of the historic resource. These features would be preserved and would not be materially altered in a manner as a result of the Proposed Project. The Project Site is approximately 1 mile away and is not considered to be the resource's immediate surroundings. For these reasons, views to or from The Forum from the Project Site would not be relevant in assessing potential Project-related impacts to The Forum. The Forum is currently visible from the Project Site, and these views will be obscured as a result of the HPSP Adjusted Baseline projects. However, the setting is fully urbanized, the distance between The Forum and the Project Site (approximately 1 mile) is too

great to alter setting of The Forum, and the Proposed Project would not materially impair any of the character-defining features of The Forum. Altering the views to and from The Forum would not result in alterations to The Forum's integrity. The Forum would continue to retain all aspects of integrity and would remain eligible for listing in the National and California registers.

For the reasons described above, the Proposed Project effects on historical architectural resources would be **less than significant**.

Archaeological Resources

Archaeological resources are not evaluated for off-site impacts as they are typically underground or buried resources within the Project Site and would not be impacted indirectly by development of the Proposed Project.

For the reasons described above, this impact is considered **potentially significant**.

Mitigation Measure 3.4-1

Retention of Qualified Archaeologist. *Prior to the start of ground-disturbing activities associated with the Project, including demolition, trenching, grading, and utility installation, the project applicant shall retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (US Department of the Interior, 2008) to carry out all mitigation related to cultural resources.*

a) ***Monitoring and Mitigation Plan.*** *Prepare, design, and implement a monitoring and mitigation program for the Project. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that archaeological remains can be evaluated and recovered in a timely manner), artifact and feature treatment, procurement, and reporting. The Plan shall be prepared and approved prior to the issuance of the first grading permit.*

b) ***Cultural Resources Sensitivity Training.*** *The qualified archaeologist and Native American Monitor shall conduct construction worker archaeological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (i), for all construction personnel conducting, supervising, or associated with demolition and ground disturbance, including utility work, for the Project. In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. Construction personnel shall be informed of the types of prehistoric and historic archaeological resources that may be encountered, and of the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. Documentation shall be retained by the qualified archaeologist demonstrating that the appropriate construction personnel attended the training.*

c) ***Archaeological and Native American Monitoring.*** *The qualified archaeologist will oversee archaeological and Native American monitors who shall be retained to be present and work in tandem, monitoring during construction excavations*

such as grading, trenching, or any other excavation activity associated with the Project and as defined in the Monitoring and Mitigation Plan. If, after advanced notice, the Tribe declines, is unable, or does not respond to the notice, construction can proceed under supervision of the qualified archaeologist. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the quantity and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified archaeologist and the Native American monitor.

d) In the event of the discovery of any archaeological materials during implementation of the Project, all work shall immediately cease within 50 feet of the discovery until it can be evaluated by the qualified archaeologist. Construction shall not resume until the qualified archaeologist has made a determination on the significance of the resource(s) and provided recommendations regarding the handling of the find. If the resource is determined to be significant, the qualified archaeologist will confer with the project applicant regarding recommendation for treatment and ultimate disposition of the resource(s).

e) If it is determined that the discovered archaeological resource constitutes a historical resource or a unique archaeological resource pursuant to CEQA, avoidance and preservation in place is the preferred manner of mitigation. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement.

f) In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Cultural Resources Treatment Plan shall be prepared and implemented by the qualified archaeologist in consultation with the project applicant, and appropriate Native American representatives (if the find is of Native American origin). The Cultural Resources Treatment Plan shall provide for the adequate recovery of the scientifically consequential information contained in the archaeological resource through laboratory processing and analysis of the artifacts. The Treatment Plan will further make recommendations for the ultimate curation of any archaeological materials, which shall be curated at a public, non-profit curation facility, university or museum with a research interest in the materials, if such an institution agrees to accept them. If resources are determined to be Native American in origin, they will first be offered to the Tribe for permanent curation, repatriation, or reburial, as directed by the Tribe. If no institution or Tribe accepts the archaeological material, then the material shall be donated to a local school or historical society in the area for educational purposes.

g) If the resource is identified as a Native American, the qualified archaeologist and project applicant shall consult with appropriate Native American representatives, as identified through the AB 52 consultation process in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered, to the extent feasible.

h) Prepare a final monitoring and mitigation report for submittal to the applicant, and the South Central Coastal Information Center (SCCIC), in order to document the results of the archaeological and Native American monitoring. If there are significant discoveries, artifact and feature analysis and final disposition shall be included with the final report, which will be submitted to the SCCIC and the applicant. The final monitoring report shall be submitted to the applicant within 90 days of completion of excavation and other ground disturbing activities that require monitoring.

Level of Significance After Mitigation: Mitigation Measure 3.4-1 would avoid and/or substantially lessen the above impact by ensuring that any unanticipated archaeological resources that qualify as historical resources or unique archaeological resources pursuant to CEQA are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. Therefore, the recommended Mitigation Measure 3.4-1 for the retention of a qualified archaeologist, cultural resources sensitivity training, and inadvertent discovery protocols is proposed to address potential impacts. With implementation of Mitigation Measure 3.4-1, the impact to any unanticipated archaeological resources that qualify as historical resources or unique archaeological resources pursuant to CEQA would be **less than significant.**

Impact 3.4-2: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5. (Less than Significant with Mitigation)

Archaeological resources not qualifying as historical resources under CEQA are considered for their potential to qualify as unique archaeological resources. Review of previous investigations undertaken in the vicinity of the Project Site, as well as review of the prehistoric context for the area, provides an understanding of the potential for encountering prehistoric archaeological resources in the Project Site during construction. When completing analysis of subsurface archaeological sensitivity, important factors to consider include elevation, soil conditions, proximity to water, proximity to raw materials, and ethnographic and historic information. It is also necessary to evaluate the historic land use and past development and disturbances on the Project Site in determining the possibility for the preservation of subsurface prehistoric archaeological materials.

As discussed above under Impact 3.4-1, no archaeological resources have been previously recorded within or adjacent to the Project Site; two archaeological resources consisting of one historic-period isolate (EAN-1) and one shell isolate of undetermined age (WSN-1) were identified within the Project Site during survey. Due to their isolate nature and lack of clear cultural context, EAN-1 and WSN-1 are not eligible for listing in the California Register and do not otherwise qualify as historical or unique archaeological resources pursuant to CEQA.

The geoarchaeological review indicates that much of the Project Site is underlain by Pleistocene-aged alluvium which has low potential for intact archaeological deposits. An area of Late Pleistocene to Holocene alluvium is mapped along South Doty Avenue between the Arena Site

and the East Transportation and Hotel Site; the Late Pleistocene to Holocene alluvium has higher potential to contain buried archaeological deposits. Furthermore, the historic map and aerial photograph review indicates the Project Site was developed by the 1920s with residential subdivisions, which were largely replaced by commercial buildings sometime in the 1960s. As such, there may be historic-period archaeological deposits associated with the early residential development of the Project Site. Given the degree of disturbance within the Project Site, which has included the prior construction and demolition of residential and commercial buildings, prehistoric and/or historic-period archaeological deposits that may have underlain the Project Site could have been destroyed.

Although the likelihood of encountering prehistoric and/or historic-period archaeological deposits is low, there remains the possibility that Project-related ground disturbance, which could extend to depths of 35 feet below ground disturbance on the Arena Site, could encounter archaeological deposits that qualify as historical resources or unique archaeological resources, and would be considered a **potentially significant impact**.

Mitigation Measure 3.4-2

Implement Mitigation Measure 3.4-1. Implement Cultural Resources Monitoring and Mitigation Plan.

Level of Significance After Mitigation: Mitigation Measure 3.4-2 would avoid and/or substantially lessen the above impact by ensuring that any unanticipated archaeological resources that qualify as historical resources or unique archaeological resources pursuant to CEQA are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. Therefore, the recommended Mitigation Measure 3.4-2 for the retention of a qualified archaeologist, cultural resources sensitivity training, archaeological and Native American monitoring and inadvertent discovery protocols is proposed to address potential impacts. With implementation of Mitigation Measure 3.4-2, the impact to any unanticipated archaeological resources that qualify as historical resources or unique archaeological resources pursuant to CEQA would be **less than significant**.

Impact 3.4-3: Construction of the Proposed Project could have the potential to 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:

- **i) 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).**
- **ii) 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 section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. (Less than Significant with Mitigation)**

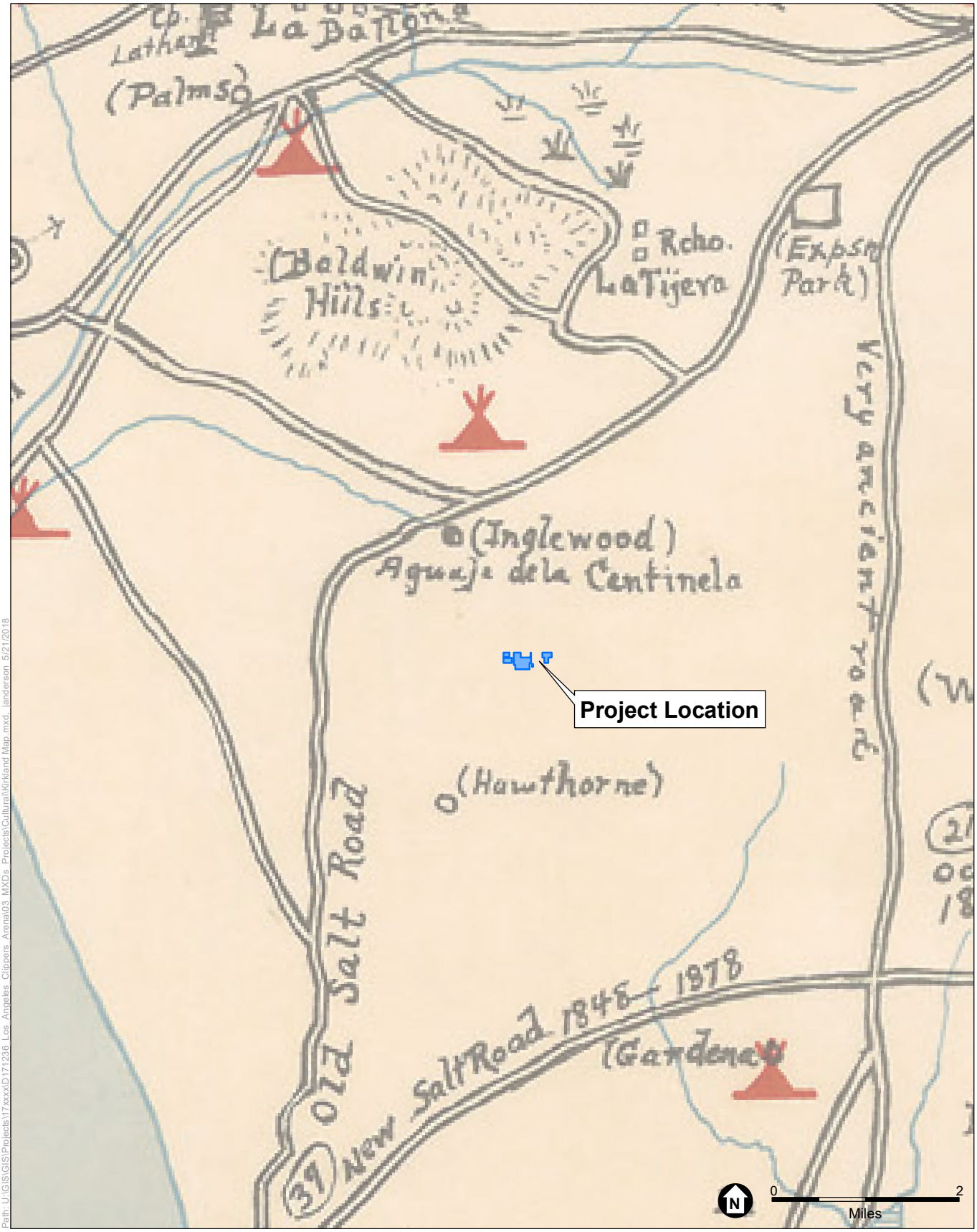
Tribal Consultation

The City has engaged in consultations with Native American Tribes pursuant to AB 52. Letters and other materials reflecting the City's consultations with Native American Tribes and the NAHC are provided in Appendix F (detailed notes of conversations are confidential and on file with the City). The following discussion summarizes those consultations.

On February 12, 2018, the City submitted letters requesting consultation to five Native American individuals and organizations on the City's AB 52 Notification List. As a result of this outreach, the City received letters via email from the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe) requesting formal consultation.

Through consultation the Tribe provided its knowledge of the Project Site and concerns about the Proposed Project. The site is located in the Tribe's ancestral territory, and they consider the area around the Project Site to have a high sensitivity for finding cultural resources and human remains related to trade routes and village activity. The Tribe also stated that the Project Site is archaeologically sensitive. The Tribe did not identify any known Tribal cultural resources (as defined in PRC section 21074) within the Project Site. The Tribe provided a map, consistent with **Figure 3.4-1**, showing the nearest known Native American village sites and trade routes. None of the village sites or trade routes is located on the Project Site. The nearest village site or trade route is labeled "Old Salt Road." This road is located approximately 2 miles to the west of the Project Site. The road curves to the north and east, and is located approximately 2 miles to the north of the Project Site.[67] The Tribe also submitted images of four pages from an untitled report. These pages consist of reproductions of four historic hand drawn maps that include: "*Rancho del paso de las carreta*" (located approximately 5 miles northwest of the Project Site), "*Rancho Sausal Redondo*" (located approximately 4 miles north of the Project Site), a portion of the Kirkman map identifying the location of "*Guacha*" (located approximately 6 miles northwest of

[67] George W. Kirkman, 1937. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County 1860 A.D.–1937 A.D, 1887, Map on File: Map Room of the History Department, Los Angeles Public Library. Los Angeles, CA.



Path: U:\GIS\GIS\Projects\17xxxx\D171236 Los Angeles Clippers Arena\03 MXDs Projects\Cultural\Kirkland Map.mxd landerson 5/21/2018

SOURCE: Kirkman, 1937

Inglewood Basketball and Entertainment Center

Figure 3.4-1

1937 Kirkman Map

ESA

the Project Site), and the Johnston 1952 map depicting the villages "*Sa'angna*" (located approximately 5.5 miles northwest of the Project Site).[68,69,70,71]

The Tribe further referenced a 1920 topographic map and the presence of the ephemeral drainage to the north of the Project Site. Additionally, the Tribe provided their recommended mitigation measures, and requested that the City (1) require sensitivity training; (2) have a Native American monitor on site to monitor ground disturbance activity; (3) provide the Tribe with an opportunity to review the EIR's description of Tribal history; and (4) provide the opportunity to review proposed mitigation measures addressing Tribal resources. The City discussed proposed mitigation with Tribe throughout the consultation process, and in June of 2019 the City and the

Tribe agreed upon the recommend mitigation for archaeological and Native American monitoring for ground disturbance as well as a provision that artifacts would be repatriated to the Tribe or reburied depending on the type of materials encountered. The City documented this mutual agreement in a close of consultation letter on July 15, 2019.

On May 16, 2019, the City met with Tribal representatives to discuss proposed mitigation measures addressing the potential presence of Tribal resources. The City stated that, as requested by the Tribe, recommended mitigation measures for archaeological and Tribal resources would include Native American monitoring during construction activities that involve ground disturbance. Tribal representatives stated that they were satisfied with this recommended mitigation measure. Tribal representatives also requested that the City add language to the recommended mitigation providing that that, if found, artifacts would be repatriated to the Tribe or reburied depending on the type of materials encountered. The Tribe further agreed that, once they concur with this request, consultations under AB 52 would be concluded. Recommended Mitigation Measure 3.4-1, as set forth above, has been revised to incorporate this request.

Analysis

The *Cultural Resources Assessment Report* includes a prehistoric and historical context of the Project Site and vicinity, and summarizes the Rancho period history of Inglewood. The report also includes a summary of the record search results, a land use analysis, and geoarchaeological analysis of the Project Site. This information was analyzed to assess the sensitivity for cultural resources during ground disturbance.

The records search results indicate that four cultural resources studies have been conducted within a 0.5-mile radius of the Project Site. Of the four previous studies, two are adjacent to the Project Site along West Century Boulevard. None of the previous studies overlaps with the Project Site. The previous studies include a linear survey report that covers several communities for a pipeline alignment, and a memorandum from the Office of Historic Preservation regarding

68 California State Archives, n.d. Diseno for the Rancho Sausal Redondo.
69 California State Archives, n.d. Location of Guacho on the 1839 diseno for the Rancho La Ballona.
70 George W. Kirkman, 1937. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County 1860 A.D.–1937 A.D, 1887, Map on File: Map Room of the History Department, Los Angeles Public Library. Los Angeles, CA.
71 Johnston, Bernice Eastman, 1962. *California's Gabrielino Indians.* Southwest Museum. Los Angeles, California.

the section 106 process for the same project. The NAHC responded to the SLF request in a letter stating that the SLF search did not reveal the presence of Native American cultural resources within or adjacent to the Project Site.

Historic maps, including the Kirkman Map and other maps provided or referenced by the Tribe, were reviewed as part of the background research for the Proposed Project to identify historic land uses and the location of Native American villages in the historic era. The Kirkman map is identified by the Tribe as a source providing the locations of Gabrielino village sites and trails, or old roads that followed aboriginal trails throughout Los Angeles County. To accurately determine the location of the Project Site on the Kirkman map, this map was georeferenced in GIS to Los Angeles County boundaries (see Figure 3.4-1). The georeferencing is based off of three control points throughout the County including: the southwest corner near Malibu, California; the northwest corner near Gorman, California; and northeast corner near Kramer Junction, California. Georeferencing the map reflected changes in the boundaries of Los Angeles County from the boundary that existed in 1937, at the time the Kirkman map was prepared. At this referenced scale**,** the Kirkman map does not show any roads, villages, trails, landforms, or locations overlapping with the Project Site. The map does show a dot which is noted as "(Inglewood) *Aguaje de la Centinela*" approximately 2 miles to the northwest of the Project Site. This location is generally consistent with the location of the Centinela Adobe, which was and still is located near the banks of the Centinela Creek. Over 2 miles to the south of the Project Site the City of "(Hawthorne)" is also indicated on the map. There are no trails or old roads depicted on the Kirkman map in the vicinity of the Project Site, the nearest route is over 2 miles to the west and is labeled "Old Salt Road"; this feature curves around to the north of the Project Site continuing east at a distance of over 2 miles to the north of the Project Site. These are the closest locations of Gabrielino village sites, old roads, or possible trails, to the Project Site as indicated on the Kirkman map.

During consultations, the Tribe stated that Centinela Springs represented a significant source of water for Tribes in the area and, as a result, Tribal resources might be located there. The Kirkman map does not show the location of such a resource; however, the Centinela Springs are commemorated with a plaque at their former location. The plaque is located in a park 2 miles to the north of the Project Site. The nearest Gabrielino villages that are depicted on the Kirkman map are located near the Baldwin Hills (approximately 3 miles north) and toward the Ballona Wetlands (approximately 4 miles northwest).

The four historic hand drawn maps provided by the Tribe include one entitled "*Rancho del paso de las carretas*," which is a hand drawing showing the location of the village of *Guacho* on a map of the *Rancho La Ballona*. The *Ballona* land grant (or rancho) is approximately 4.87 miles to the northwest of the Project Site, just to the north of the *Sausan Redondo* land grant.

The second hand drawn map is of the *Rancho Sausal Redondo*. The *Rancho Sausal Redondo's* boundaries end at West Century Boulevard to the north of the Project Site, and South Prairie Avenue to the west of the Project Site, and continue to extend northwest over 4 miles to just south

of Jefferson Boulevard. This map is also depicted in McCawley[72] who describes the map as a "Map of *Rancho Sausal Redondo* showing the Mexican land grant of *Guaspita* located on the east bank of Ballona Creek." *Guaspita* is depicted on the map a short distance from the coast on the hill overlooking Ballona Creek, which is located approximately 5 miles to the northwest of the Project Site. The third hand drawn map is a portion of the Kirkman[73] map which calls out the location of *Guacha*, which is again depicted near Playa del Rey near the banks of the Ballona Creek. The final hand drawn map is cited as "Johnston 1962" which depicts geographical features and known Gabrielino villages at the time of the Portola Expedition. The map depicts a village called *Sa'angna* just to the south of the Ballona Creek, northwest of the Project Site; the map does not depict any labeled villages in, or within the immediate vicinity of, the Project Site. McCawley indicates that *Sa'angna* was a Gabrielino village located near the banks of the Ballona, over 5 miles from the Project Site.

On March 21, 2018, the Tribe submitted another document entitled "Cultural Resources Mitigation Measures, regarding Tribal Cultural Resources and Human Remains and associated funerary objects within Kizh Gabrieleño Tribal Territory." This document provides recommendations for project applicants to follow during project construction, which include the retention of a qualified Native American Monitor during construction related ground disturbance, unanticipated discovery of Tribal cultural resources mitigation, unanticipated discovery of human remains and associated funerary objects mitigation, as well as professional standards descriptions.

As described above, the materials submitted by the Tribe provided information regarding the Project Site and vicinity as discussed during the meetings between the City and the Tribe on March 21, 2018, and March 20, 2019. The maps provided are historic maps of Gabrielino village locations throughout Los Angeles County, as well as hand drawn maps of two ranchos which were established to the north and west of the Project Site. The historic documentation provided by the Tribe has been included as context in the *Cultural Resources Assessment Report* and considered for this analysis.

The determination that the Project Site itself has low sensitivity for archaeological resources is based on many factors described in this section. In addition, the maps provided by the Tribe do not indicate the presence of any known village sites within the Project Site or the immediate vicinity. The historic maps, the geoarchaeological analysis, and the land use history, were all used to determine the proximity of a sustainable source of water and other natural resources such as wetlands that may be indicators of prehistoric habitation. The materials studied did not indicate that such resources existed at, or in the immediate vicinity of, the Project Site. Although evidence was provided by the Tribe that indicates the location of villages and known archaeological sites, none of these resources is located within 2 miles of the Project Site (i.e., all are 2 to 5 miles away). The locations of these villages and archaeological sites are close to known trade routes

[72] McCawley, William, 1996. The First Angelinos: The Gabrielino Indians of Los Angeles. Malki Museum Press, Banning, California pp. 62-63.

[73] George W. Kirkman, 1937. The Kirkman-Harriman Pictorial and Historical Map of Los Angeles County 1860 A.D.–1937 A.D, 1887, Map on File: Map Room of the History Department, Los Angeles Public Library. Los Angeles, CA.

and old roads known to have been used by prehistoric and early historic era peoples to travel from the inland to the coast. There are no such trade routes, old roads, or known villages documented within 2 miles of the Project Site. In the course of the City's investigation, including information obtained through consultations with the Tribe, the City has not obtained evidence that sacred lands or Tribal cultural resources overlap with or occur within the Project Site. The City, having reviewed the information provided by the Tribe, concludes that the Project Site does not contain any previously known Tribal cultural resources, and that the Project Site has a low sensitivity for buried archaeological resources that, if encountered, could potentially be considered a Tribal cultural resource as defined in PRC section 21074, 5020.1(k), or 5024.1.

Based on all available information, including the information provided by the Tribe during consultations, the City does not have evidence of known Tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register, or in a local register of historical resources as defined in PRC section 5020.1(k), or that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to PRC section 5024.1, within the Project Site. The Tribe provided information to the City during the consultation process under AB 52. This information indicates that sites that are likely to contain sensitive resources due to their importance to the Tribe are located 2 miles or more from the Project Site.

As described above, no sensitive Tribal cultural resources have been found on or near the Project Site. The single shell identified during survey (WSN-1) is likely related to historic subsistence practices at the site; however, should similar resources be encountered during construction the qualified archaeologist would evaluate the find as described in Mitigation Measure 3.4-1. While there is no identified Tribal cultural resource on the Project Site, there is potential that subsurface archaeological resources may be encountered during ground disturbing activity. Given the sensitivity of the Project Site, previously unknown archaeological resources identified during ground disturbing activities could be determined by the Tribe to be a potential Tribal cultural resource. If not treated properly, ground disturbing activities therefore could cause a substantial adverse change in the significance of a known Tribal cultural resource, defined in PRC 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 would be considered a **potentially significant impact**.

Mitigation Measure 3.4-3

Implement Mitigation Measure 3.4-1. Implement Cultural Resources Monitoring and Mitigation Plan.

Level of Significance After Mitigation: As documented in the July15, 2019, letter closing Tribal consultation, the City and the Tribe are in mutual agreement that the Proposed Project would not result in potentially significant impacts to Tribal cultural resources with implementation of Mitigation Measure 3.4-3. Mitigation Measure 3.4-3 would avoid and/or substantially lessen the above impact by ensuring that any unanticipated tribal cultural resources are appropriately identified, documented,

evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. With implementation of Mitigation Measure 3.4-3, the impact to any unanticipated Tribal cultural resources would be **less than significant**.

Impact 3.4-4: Construction of the Proposed Project could have the potential to disturb human remains including those interred outside of dedicated cemeteries. (Less than Significant with Mitigation)

No human remains were identified during the pedestrian survey of the Project Site and no known human remains have been recorded within the Project Site or a 0.50-mile radius. The overall sensitivity of the Project Site with respect to archaeological resources, including human remains, is low. Project-associated grading and excavation would extend into previously undisturbed subsurface areas or other locations where there is some possibility to encounter buried human remains. As a result, although unlikely, construction may disturb human remains, including those interred outside of dedicated cemeteries, which would be a **potentially significant impact**.

Mitigation Measure 3.4-4

Inadvertent Discovery of Human Remains. *In the event of the unanticipated discovery of human remains during excavation or other ground disturbance related to the Project, all work shall immediately cease within 100 feet of the discovery and the County Coroner shall be contacted in accordance with PRC section 5097.98 and Health and Safety Code section 7050.5. The project applicant shall also be notified. If the County Coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) shall be notified in accordance with Health and Safety Code section 7050.5, subdivision (c), and PRC section 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendant (MLD) for the remains per PRC section 5097.98. Until the landowner has conferred with the MLD, the project applicant shall ensure that a 50-foot radius around where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.*

Level of Significance After Mitigation: Mitigation Measure 3.4-4 requires notification of the County Coroner in the event of the unanticipated discovery of human remains and a proscribed protocol for their disposition in accordance with applicable regulations, notification of the NAHC, and subsequent Tribal coordination if remains are determined to be of Native American descent. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in PRC section 5097.94(k), if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. Thus, the impact would be considered **less than significant**.

Cumulative Impacts

The cumulative setting for cultural, archaeological, and Tribal resources varies by resource type, as is described below. The Project Site, in the southwestern portion of the fully urbanized City of Inglewood, is surrounded by residential and commercial development to the west, south, and east. The HPSP area is located to the north. Part of the HPSP Adjusted Baseline projects that are currently under development will result in new commercial, office, residential, parking, open space, and NFL Stadium uses. Prior to the development of the Project Site and vicinity, historic topographic maps indicate a north-south trending ephemeral drainage originating north from the Baldwin Hills and extending to the East Transportation and Hotel Site. The area is within the ethnographic territory of the Gabrielino Tribe. Geologically, the Project Site is situated within the West Coast Basin portion of the greater Los Angeles Basin, a broad trough formed by tectonic activity and stream erosion of nearby mountains, and filled with Quaternary-aged terrestrial and shallow marine sediments overlying Tertiary-aged marine sediments.

In addition to the Proposed Project, there are 145 projects that have been taken into consideration when developing the cumulative context, although the context varies by resource type. The closest cumulative project (Cumulative Project No. 67) is the proposed development associated with the development of the HPSP area, located immediately to the north of the Arena Site. As noted above, the HPSP Adjusted Baseline projects are currently under construction, and are considered in the project-level analysis above.

Impact 3.4-5: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to result in cumulatively considerable impacts to historical resources. (Less than Significant with Mitigation)

A cumulative impacts analysis for historic architectural resources evaluates whether impacts of a project and related projects, when taken as a whole, would have significant environmental impacts on historical resources. If these projects would result in a significant impact, then the Proposed Project contribution would need to be determined. The cumulative context for historic resources can defined by a number of factors depending on the conditions and the presence or absence of known historic resources in the area. For the Proposed Project the cumulative context for historical resources considers impacts to significant historical resources in Inglewood. There are 33 cumulative projects in the City of Inglewood, with the HPSP project being the only one in the immediate vicinity of the Project Site. The majority of the 33 projects are residential developments, many of which are small scale, while the HPSP accounts for a large portion of the cumulative development. The HPSP EIR was certified in 2009 and concluded that the HPSP project would result in a less-than-significant impact to historic resources. Given the long history of Inglewood and large number of historic-age buildings and structures throughout the City it is possible that historical resources may be significantly impacted as a result of at least one of the 33 projects that constitute the cumulative context. Therefore, the cumulative impact on historic architectural resources would be potentially significant.

As discussed above, although the likelihood of encountering prehistoric and/or historic-period archaeological deposits is low, there remains the possibility that Project-related ground disturbance, which could extend to depths of 35 feet below ground disturbance, could encounter archaeological deposits that qualify as historical resources or unique archaeological resources. If such resources were encountered, the Proposed Project would have a potentially significant impact on those resources. Given the proximity of other cumulative projects and the sensitivity for encountering such resources, the Proposed Project could contribute to cumulative impacts. Based on the above considerations, the Proposed Project, in conjunction with cumulative development within the Project vicinity, implementation of the Proposed Project could result in cumulatively considerable impacts to historical resources. Therefore, the cumulative impact would be **potentially significant**.

Mitigation Measure 3.4-5

Implement Mitigation Measure 3.4-1. (Cultural Resources Monitoring and Mitigation Plan).

Level of Significance After Mitigation: Mitigation Measure 3.4-5 would ensure that archaeological monitoring would discover unanticipated archaeological resources that qualify as historical resources, during construction, that will be identified, evaluated and treated promptly before they can be damaged or destroyed during construction, and reducing significant project-level impacts on archaeological resources that are historical resources under CEQA. Therefore, with mitigation, the Proposed Project would not have a considerable contribution to a cumulative impact on archaeological resources and would be considered **less than significant**.

Impact 3.4-6: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on archaeological resources. (Less than Significant with Mitigation)

The cumulative context for archaeological resources, which may also be historical resources under CEQA, is within 0.5 miles of the Project Site, which includes areas within the fully urbanized City of Inglewood and other urbanized areas. Within these areas, the context has been defined by the known archaeological resources or level of archaeological sensitivity in the area. The site and its vicinity were developed around the turn of the century, and there are no known historic archaeological sites within a 0.5 miles of the Project Site. However, unknown, subsurface, historic or archaeological resources, some of which may be historical resources under CEQA, could be preserved under the surface of vacant land or under the current development. As such, development in these areas could have a potentially significant cumulative impact to archaeological resources. While the Project Site is not known to contain archaeological resources, it is possible that the Project Site could contain previously undiscovered archaeological resources. The Proposed Project could have a cumulatively considerable contribution to the loss of archaeological resources, and the impact would be **potentially significant**.

Mitigation Measure 3.4-6

Implement Mitigation Measure 3.4-1. (Cultural Resources Monitoring and Mitigation Plan).

Level of Significance After Mitigation: Mitigation Measure 3.4-6 would ensure that archaeological monitoring would discover unanticipated archaeological resources, during construction, that will be identified, evaluated and treated promptly before they can be damaged or destroyed during construction, and reducing significant project-level impacts on archaeological resources that are historical resources under CEQA. Therefore, with mitigation, the Proposed Project would not have a considerable contribution to a cumulative impact on archaeological resources and would be considered **less than significant**.

Impact 3.4-7: Construction of the Proposed Project, in conjunction with construction of other cumulative development, could have the potential to contribute to cumulative impacts on the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074. (Less than Significant with Mitigation)

The cumulative context for Tribal cultural resources is within the Gabrielino Tribal territory which encompasses land within Los Angeles County north to Thousand Oaks, east to Pomona, west to the coast and south to Long Beach. Their territory also extends into Orange County as far south as Costa Mesa. The City is included within the Gabrielino Tribal territory and has been subject to historic development within the City since the rancho period, with more wide scale development occurring at the turn of the century. The Gabrielino Tribal territory has been subject to wide scale development and redevelopment projects over the past several decades and is currently experiencing a high level of redevelopment projects. Known Tribal village locations, trade routes, and known significant prehistoric archaeological sites that have a higher potential to represent a Tribal cultural resource are mapped and documented between 2 and 5 miles from the Project Site. As such, development in these areas could have a significant impact to a Tribal cultural resource. Cumulatively, the large amount of development within the Tribal territory, especially development within known village locations, trade routes, and known significant prehistoric archaeological sites could have significant and unavoidable impacts to Tribal cultural resources. All related projects would, like the Proposed Project, be required to comply with regulatory requirements governing Tribal cultural resources, including consultation with California Native American Tribes where required under AB 52. Should an impact be identified the related projects would be required to comply with PRC section 21084.3, which would require avoidance and preservation or mitigation as defined in PRC section 21084.3(b).

As described above, the Proposed Project could result in a significant impact on a previously unknown Tribal cultural resource. While there are no Tribal cultural resources identified within the Project Site, the City has consulted with Tribal representatives and recognizes the potential sensitivity. Based on the above considerations, the Proposed Project, in conjunction with cumulative development within the Project vicinity and in the City, could result in cumulatively

considerable impacts to Tribal cultural resources. Therefore, the cumulative impact would be **potentially significant**.

Mitigation Measure 3.4-7

Implement Mitigation Measure 3.4-1. (Cultural Resources Monitoring and Mitigation Plan).

Level of Significance After Mitigation: As documented in the July 15, 2019, letter closing Tribal consultation, the City and the Tribe are in mutual agreement that the Proposed Project would not result in potentially significant impacts to Tribal cultural resources with implementation of Mitigation Measure 3.4-7. Mitigation Measure 3.4-7 would avoid and/or substantially lessen the above impact by ensuring that any unanticipated Tribal cultural resources are appropriately identified, documented, evaluated, and treated promptly, so they are not inadvertently damaged or destroyed. Therefore, with mitigation, the Proposed Project would not have a considerable contribution to a cumulative impact to any unanticipated Tribal cultural resources and would be considered **less than significant**.

Impact 3.4-8: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on human remains including those interred outside of dedicated cemeteries. (Less than Significant with Mitigation)

The cumulative context for the discovery of human remains is 0.5 miles. This area was developed since the rancho period with more wide scale development occurring historically around the turn of the century. Based on the SLF search and sensitivity analysis for cultural resources, there are no known burial grounds or unmarked cemeteries in, or within a 0.5-mile radius of the Project Site, and the overall sensitivity of the area, with respect to human remains, is low. The Project Site and surrounding 0.5-mile radius is more than 1.5 miles from the nearest known village sites or known prehistoric archaeological sites. There is a lack of year round water resources in the Project vicinity that makes the presence of prehistoric resources including human remains unlikely.

During the rancho period, the settlers resided near Centinela Creek, over 2 miles north of the Project Site. The likelihood of unmarked graves associated with the Rancho period is low as the preference would have been to bury family members at the Mission or in the Pueblo near the church. The site and vicinity were developed around the turn of the century, at which time (i.e., in 1905) the Inglewood Park Cemetery was established. The cemetery is still in operation and located 1.5 miles to the north of the Project Site, and outside of the cumulative context established for human remains. Because the cemetery was close by, available, and in use, the likelihood of unmarked historic-age graves in the 0.5-mile radius of the Project Site is low. However, due to the current development and disturbance in the cumulative context area, it is not currently possible to identify any sites or resources that may exist subsurface. Any disturbance of potential subsurface human remains as a result of cumulative development would be a potentially significant cumulative impact on human remains.

The Project Site is not known to contain any unmarked graves or human remains. However, the loss of any previously unknown human remains would be significant, and the Proposed Project would have a considerable contribution to a significant impact. Therefore, the cumulative impact to human remains is **potentially significant**.

Mitigation Measure 3.4-8

Implement Mitigation Measure 3.4-4. (Inadvertent Discovery of Human Remains).

Level of Significance After Mitigation: Implementation of Mitigation Measure 3.4-8 would ensure that all work immediately cease within 100 feet of the discovery, all relevant PRC and Health and Safety Codes that pertain to human remains discovery are followed, and the identified appropriate actions have taken place. Therefore, with mitigation, the Proposed Project would not have a considerable contribution to a cumulative impact on human remains and would be considered **less than significant**.

3.5 Energy Demand and Conservation

This section describes and evaluates potential effects on energy resources in the form of electricity, natural gas, and transportation fuels that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing energy infrastructure serving and energy consumption from the Project Site, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, State, and local regulations related to energy demand and conservation; and (3) an analysis of the potential impacts related to energy demand associated with the implementation of the Proposed Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

The information has been prepared in accordance with Public Resources Code (PRC) section 21100(b)(3), CEQA Guidelines section 15126.2(b), and CEQA Guidelines Appendix F. Section 15126.2 and Appendix F provide that an EIR should include an evaluation of potential impacts of a proposed project as a result of the demand for energy during construction and operational phases of the Proposed Project, and encourage measures to avoid or reduce the inefficient, wasteful, or unnecessary consumption of energy.

Comments received in response to the NOP for the EIR regarding energy demand and conservation can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to energy demand and conservation that were raised in comments on the NOP are analyzed within this section.

The analysis included in this section was developed based on project-specific construction and operational features described in Chapter 2, Project Description and Section 3.15, Utilities and Service Systems. The analysis also takes into account, and is consistent with, Section 3.7, Greenhouse Gas Emissions, and Section 3.14, Transportation and Circulation.

3.5.1 Environmental Setting

Regional Setting

Electricity

Electricity, as a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, the capacity of a

generator is typically rated in megawatts (MW), which is 1 million watts, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Southern California Edison (SCE) provides electrical services to approximately 15 million people, 15 counties, 180 incorporated cities including the City of Inglewood and the Project Site, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area, across central, coastal and southern California, an area bounded by Mono County to the North, Ventura County to the West, San Bernardino County to the East, and Orange County to the South.[1] SCE produces and purchases energy from a mix of conventional and renewable generating sources.

SCE generates power from a variety of energy sources, including large hydropower (greater than 30 MW), coal, gas, nuclear sources, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. In 2017, the SCE power system experienced a peak demand of 23,508 MW.[2,3] Approximately 32 percent of the SCE 2017 electricity purchases were from renewable sources, which is similar to the 29 percent statewide percentage of electricity purchases from renewable sources.[4] The annual electricity sale to customers in 2018 was approximately 87,143,000 MWh.[5] See **Table 3.5-1** for a summary of SCE 2018 electricity use.

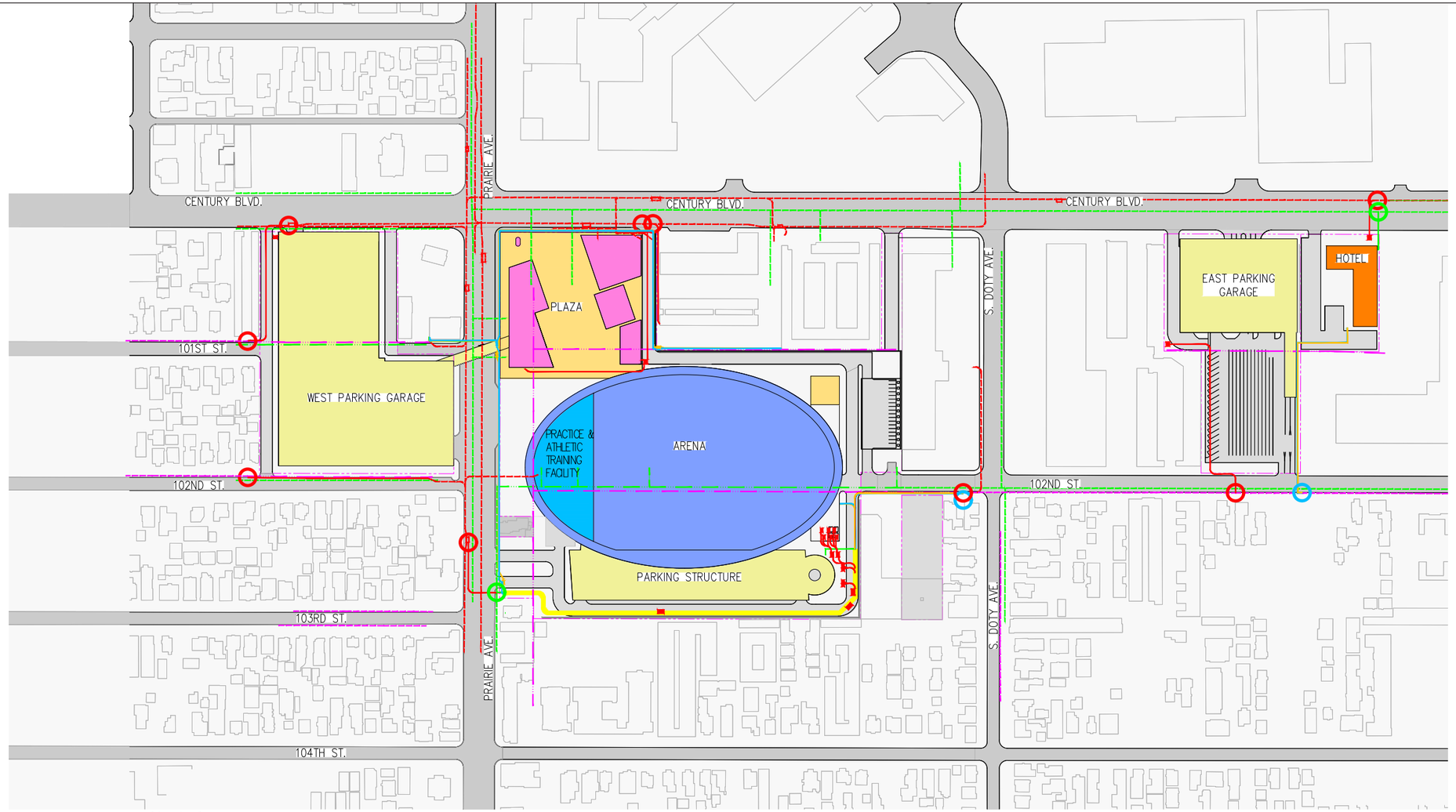
TABLE 3.5-1
EXISTING ANNUAL REGIONAL ENERGY USE

Source	Amount
Electricity (SCE)[a]	87,143,000 MWh
Natural Gas (SoCalGas)[b]	988,785,000 MMBtu
Gasoline (Statewide)[c]	3,659,000,000 gallons
Diesel (Statewide)[c]	590,196,078 gallons

SOURCES:
[a] Edison International and Southern California Edison, 2018 Annual Report, p. 2.
[b] California Gas and Electric Utilities, 2018 California Gas Report, p. 102.
[c] California Energy Commission, 2017. California Retail Fuel Outlet Annual Reporting (CEC-A15) Results.

The closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), and is the primary source of power to the existing uses on the Project Site. The substation provides two distribution service voltages: 16 kV and 4.8 kV. Overhead and underground electric power lines service the existing uses and run from west to east along West Century Boulevard and West 102nd Street, south to north along South Prairie Avenue, and along South Doty Avenue south of 102nd Street, as well as across portions of the Project Site, as illustrated in **Figure 3.5-1**.

1 Southern California Edison, About Us >Who We Are, https://www.sce.com/about-us/who-we-are. Accessed April 25, 2019.
2 Southern California Edison, 2017. 2017 Annual Report, p. 2.
3 California Energy Commission, Hydroelectric Power in California. https://ww2.energy.ca.gov/almanac/renewables_data/hydro/index_cms.php. Accessed March 27, 2019.
4 California Energy Commission, 2018. Utility Annual Power Content Labels for 2017, Southern California Edison. July 2018.
5 Southern California Edison, 2017. 2017 Annual Report, p. 2.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: BJ Palmer & Associates, 2019; D&D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 3.5-1
Existing and Proposed Dry Utilities Infrastructure

ESA

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Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. Natural gas provides almost one-third of the total energy requirements in California. Natural gas is measured in terms of both cubic feet (cf) or British thermal units (Btu).

The Project Site is served by the Southern California Gas Company (SoCalGas), which is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.6 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout central and southern California, from the City of Visalia to the US/Mexican border.[6]

SoCalGas, along with five other California utility providers, released the *2018 California Gas Report*, presenting a forecast of natural gas supplies and requirements for California through the year 2035. This report predicts gas demand for all sectors (residential, commercial, industrial, energy generation and wholesale exports) and presents best estimates, as well as scenarios for hot and cold years. Overall, SoCalGas predicts a decrease in natural gas demand in future years due to a decrease in per capita usage, energy efficiency policies, and the transition of the State to renewable energy displacing fossil fuels including natural gas.[7]

SoCalGas receives gas supplies from several sedimentary basins in the western United States (US) and Canada, including supply basins located in New Mexico (San Juan Basin), west Texas (Permian Basin), the Rocky Mountains, and western Canada as well as local California supplies.[8] Sources of natural gas in the southwestern US will continue to supply most of the SoCalGas natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport.[9] Gas supply available to SoCalGas from California sources averaged 2,625 million cf per day or 2,717 million Btu (MMBtu) in 2017, the most recent year for which data are available.[10] This equates to an annual average of 892,060 million cf per year or 992 million MMBtu per year. See Table 3.5-1 for a summary of the SoCalGas 2018 natural gas use.

Existing gas lines in the vicinity of the Project Site extend west to east along West Century Boulevard, West 101st Street, and West 102nd Street, and from south to north along South Prairie Avenue and South Doty Avenue, as well as across portions of the Project Site, as illustrated in Figure 3.5-1.

6 SoCalGas, Company Profile, https://www.socalgas.com/about-us/company-profile. Accessed March 27, 2019.
7 California Gas and Electric Utilities, 2018. 2018 California Gas Report, 2018, p. 40. 2018.
8 California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 40. 2018.
9 California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 40. 2018.
10 California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 102. 2018.

Transportation Energy

According to the California Energy Commission (CEC), transportation accounted for nearly 38.5 percent of total energy consumption in California during 2015.[11] In 2016, 15.5 billion gallons of gasoline and 3.8 billion gallons of diesel fuel were consumed in California.[12,13] Petroleum-based fuels currently account for more than 90 percent of transportation fuel use in California.[14]

The State is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas emissions (GHGs) from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, gasoline consumption in California has declined. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years, and there will be an increase in the use of alternative fuels.[15] According to fuel sales data from the CEC, fuel consumption in Los Angeles County was approximately 3.66 billion gallons of gasoline and 0.59 billion gallons of diesel fuel in 2017.[16,17] See Table 3.5-1 for a summary of Statewide fossil fuel consumption in 2017.

Telecommunications

AT&T is the primary phone provider in the surrounding area and would provide telecommunication service to the Proposed Project. AT&T has existing overhead facilities on the SCE poles along West 102nd Street, as well as across portions of the Project Site, and existing underground facilities are located along South Prairie Avenue.[18]

Spectrum Business is the primary cable provider in the surrounding area and would provide high speed internet, voice and video services to the Proposed Project. Spectrum Business has existing overhead facilities on the SCE poles along West 101st Street west of South Prairie Avenue, along West 102nd Street east of South Prairie Avenue, and from south to north paralleling South Prairie Avenue to the east within the Project Site.[19]

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11 California Energy Commission, 2018. 2017 Integrated Energy Policy Report, p. 3. February 2018. Based on the transportation sector accounting for 38.5 percent of the State GHG emissions in 2015.

12 California Energy Commission, 2018. 2017 California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed March 27, 2019. Diesel is adjusted to account for retail (52%) and non-retail (48%) diesel sales.

13 CEC A15 Results for diesel sales do not include non-retail diesel sales, which are 49% of total diesel sales. For purposes of this analysis, the 49% of non-retail diesel sales were accounted and, therefore, reported Statewide diesel sales are higher than reported in the A15 results. See footnote in A15 results.

14 California Energy Commission, 2016. 2016-2017 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program. May 2016.

15 California Energy Commission, 2018. 2017 Integrated Energy Policy Report, p. 213. February 2018.

16 California Energy Commission, 2018. 2017 California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed March 27, 2019. Diesel is adjusted to account for retail (51%) and non-retail (49%) diesel sales.

17 CEC A15 Results for diesel sales do not include non-retail diesel sales, which are 49% of total diesel sales. For purposes of this analysis, the 49% of non-retail diesel sales were accounted and, therefore, reported Countywide diesel sales are higher than reported in the A15 results. See footnote in A15 results.

18 BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 4. July 2018.

19 BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 4. July 2018.

Project Site

The Project Site is comprised of approximately 28 acres of land. All but six of the parcels that make up the Project Site are currently vacant. The vacant parcels within the Project Site total approximately 23 acres, or more than 85 percent of the Project Site. The six developed parcels, approximately 2.9 acres all within the Arena Site, include a fast food restaurant (on a privately-owned parcel), a motel (on a privately-owned parcel), a warehouse and light manufacturing facility (on two privately-owned parcels), a commercial catering business (on a privately-owned parcel), and a groundwater well and related facilities (on a City-owned parcel) (see Chapter 2, Table 2-1, Project Site and Existing Development).

All of these uses, besides the currently unoccupied light manufacturing/warehouse facilities, actively consume electricity for lighting, electronics, appliances, and water conveyance. Natural gas is also used for cooking, hot water heating, and building heating/cooling at four of the five active land uses (the well and related facilities do not use natural gas), and transportation fuels are used for visitor, vendor, and worker trips to and from the existing active land uses. The remaining, and majority, of the Project Site is undeveloped and does not consume energy or natural gas.

The existing energy consumption for the active uses within the Project Site are summarized in **Table 3.5-2**, Estimated Existing Energy Consumption. Detailed energy calculations are provided in Appendix G of this Draft EIR.

Existing Uses Relocating to Project Site

In addition to the LA Clippers NBA games being relocated to the Project Site, the uses at the existing LA Clippers Team Offices, which are currently located at 1212 South Flower Street, Los Angeles, California, and the existing LA Clippers practice and athletic training center, which is located in the Playa Vista neighborhood of Los Angeles, at 6854 South Centinela Avenue in Los Angeles, California, would be relocated to the Project Site upon completion of construction. See "Existing – LA Clippers Facilities (off Site)" in Table 3.5-1, above.

3.5.2 Adjusted Baseline Environmental Setting

Section 3.5, Energy Demand and Conservation, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to energy demand and conservation, the changes associated with the Hollywood Park Specific Plan (HPSP) Adjusted Baseline projects include provision of energy infrastructure to serve the HPSP Adjusted Baseline project (electric vehicle (EV) charging stations, electricity lines, and transformers, natural gas lines, etc.). These infrastructure improvements will be constructed and in operation at the time the Proposed Project commences operations. For purposes of this analysis, the infrastructure improvements included in the Adjusted Baseline would not affect the threshold of significance or the impact analyses related to energy demand and conservation for the Proposed Project. No other changes to the existing environmental setting related to energy demand and conservation would occur under the Adjusted Baseline.

TABLE 3.5-2
ESTIMATED EXISTING ENERGY CONSUMPTION

Emissions Sources	Electricity (MWh)	Natural Gas (MMBtu)	Gasoline (gallons)	Diesel (gallons)
Existing – on Site				
Commercial (Fast Food Restaurant)	48	296	67,226[a]	7,791
Commercial (Motel)	199	609		
Warehouse	282	637		
Light Manufacturing/Warehouse	29	30		
Commercial (Catering)	19	12		
Natural Gas-Powered Vehicles	—	76		
Subtotal[b]	**577**	**1,660**	**67,226**	**7,791**
Existing – LA Clippers Facilities (off Site)				
LA Clippers Team Office	307	247	77,969	9,036
LA Clippers Practice and Athletic Training Facility	537	845		
Natural Gas-Powered Vehicles	—	88	—	—
Subtotal	**845**	**1,180**	**77,969**	**9,036**
Total	**1,421**	**2,840**	**145,195**	**16,827**

NOTES:
Totals may not add up exactly due to rounding in the modeling calculations.
CO_2e emissions are calculated using the global warming potential values from the IPCC AR4.
[a] Existing on-site fossil fuel consumption is calculated as a total for all on-site existing land uses.
[b] Energy consumption from the proposed well would be less than under existing conditions.

SOURCES:
CalEEMod® (v. 2016.3.2) annual outputs and default emission factors were used to calculate building energy for all land uses (electricity and natural gas) http://www.caleemod.com/;
EMFAC2017 emission factors were used to calculate fossil fuel and natural gas usage from all mobile sources. https://www.arb.ca.gov/emfac/2017/.

3.5.3 Regulatory Setting

Federal

Energy Policy Act of 1992

The Energy Policy Act (EPAct) of 1992 was passed to reduce US dependence on foreign petroleum and improve air quality. EPAct includes several provisions intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain Federal, State, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. Financial incentives are also included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the EPAct to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a Federal purchase requirement for renewable energy.

Corporate Average Fuel Economy Standards

Established by the US Congress in 1975, the CAFE standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and United States Environmental Protection Agency (US EPA) jointly administer the Corporate Average Fuel Economy (CAFE) standards. The US Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given to: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[20]

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by US EPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[21] US EPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[22]

US Department of Transportation, US Department of Energy, and US Environmental Protection Agency Influence on Transportation Energy

On the federal level, the US Department of Transportation, US Department of Energy, and US EPA are three agencies with substantial influence over energy policies related to transportation fuels consumption. Generally, federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure projects.

[20] For more information on the CAFE standards, refer to https://www.nhtsa.gov/laws-regulations/corporate-average-fuel-economy. Accessed March 27, 2019.
[21] US Environmental Protection Agency, 2011. Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles. August 2011.
[22] US Environmental Protection Agency, 2016. Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2. October 25, 2016.

State

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is a State agency created by a constitutional amendment to regulate privately owned utilities providing telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation services, and in-State moving companies. The CPUC is responsible for assuring that California utility customers have safe, reliable utility services at reasonable rates, while protecting utility customers from fraud. The CPUC regulates the planning and approval for the physical construction of electric generation, transmission, or distribution facilities; and local distribution pipelines of natural gas.[23]

California Energy Commission

The CEC is primary energy policy and planning agency in California. Created by the California Legislature in 1974, the CEC has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data; (2) licensing thermal power plants 50 MW or larger; (3) promoting energy efficiency through appliance and building standards; (4) developing energy technologies and supporting renewable energy; and (5) planning for and directing State response to energy emergencies.

Senate Bill 1389

Senate Bill (SB) 1389 (PRC sections 25300–25323) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the electricity, natural gas, and transportation fuel sectors in California, and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State economy; and protect public health and safety (PRC section 25301(a)). The 2017 Integrated Energy Policy Report provides the results of the CEC assessments of a variety of energy issues facing California including energy efficiency, strategies related to data for improved decisions in the Existing Buildings Energy Efficiency Action Plan, building energy efficiency standards, the impact of drought on the California energy system, achieving 50 percent renewables by 2030, the California Energy Demand Forecast, the Natural Gas Outlook, the Transportation Energy Demand Forecast, Alternative and Renewable Fuel and Vehicle Technology Program benefits updates, an update on electricity infrastructure in Southern California, an update on trends in California sources of crude oil, an update on California nuclear plants, and other energy issues.

California Global Warming Solutions Act of 2006

In 2006, Governor Schwarzenegger signed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (codified in the California Health and Safety Code (HSC), Division 25.5), which focused on reducing GHG emissions in California to 1990 levels by 2020. Under HSC Division 25.5, California Air Resources Board (CARB) has the primary

[23] California Public Utilities Commission, California Public Utilities Commission, http://www.cpuc.ca.gov/. Accessed April 25, 2019.

responsibility for reducing the GHG emissions in California; however, AB 32 also tasked the CEC and CPUC with providing information, analysis, and recommendations to CARB regarding strategies to reduce GHG emissions in the energy sector.

In 2016, Governor Brown signed SB 32 and its companion bill AB 197. SB 32 and AB 197 amend HSC Division 25.5 and establish a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and include provisions to ensure that the benefits of state climate policies reach into disadvantaged communities. Please see Section 3.7, Greenhouse Gas Emissions, of this Draft EIR, for additional details regarding these statutes.

SB 1078 (Sher) (Chapter 516, Statutes of 2002), SB 107 (Simitian) (Chapter 464, Statutes of 2006), SB 100 (De León) (Chapter 312, Statutes of 2018) and Executive Order S-14-08

The State of California adopted standards to increase the percentage of electricity that retail sellers, including investor-owned utilities and community choice aggregators, must provide from renewable resources.[24] The standards are referred to as the Renewables Portfolio Standards (RPS). The legislation requires utilities to increase the percentage of electricity obtained from renewable sources to 33 percent by 2020 and 50 percent by 2030.

On September 10, 2018, Governor Jerry Brown signed SB 100, which further increased the California RPS and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030. SB 100 also provides that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

CPUC and the CEC jointly implement the RPS program. The responsibilities of the CPUC include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving renewable energy procurement plan of each investor-owned utility; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.[25] Refer to Section 3.7, Greenhouse Gas Emissions, of this Draft EIR for additional details regarding this program.

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2016 Title 24 standards, which became effective on January

[24] SB 1078 (Chapter 526, Statutes of 2002); SB 107 (Chapter 464, Statutes of 2006); Executive Order S-14-08.
[25] California Public Utilities Commission, RPS Program Overview, http://www.cpuc.ca.gov/RPS_Overview/. Accessed April 25, 2019.

1, 2017.[26] The 2016 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting; and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers 90.1-2013 national standards.[27]

The next update to the Title 24 energy efficiency standards (2019 standards) goes into effect on January 1, 2020.

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective on January 1, 2017. The 2016 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality.[28] Most mandatory measure changes, when compared to the previously applicable 2013 CALGreen Code, were related to the definitions and to the clarification or addition of referenced manuals, handbooks, and standards. For example, several definitions related to energy that were added or revised affect electric vehicle (EV) chargers and charging, and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For non-residential mandatory measures, Table 5.106.5.3.3 of the CALGreen Code, identifying the number of required EV charging spaces has been revised in its entirety. Refer to Section 3.7, Greenhouse Gas Emissions, of this Draft EIR for additional details regarding these standards.

A discussion of the consistency of the Proposed Project with the requirements of the CALGreen Code and Title 24 is provided under Impact 3.5-2, below.

California AB 1493 (Pavley)

The transportation sector accounts for more than half of carbon dioxide (CO_2) emissions in California. AB 1493 (commonly referred to as Pavley regulations), enacted on July 22, 2002, requires CARB to set GHG emission standards for new passenger vehicles, light duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards for model years 2017-2025.[29,30] Refer to Section 3.7, Greenhouse Gas Emissions, of this Draft EIR for additional details regarding this regulation.

[26] California Energy Commission, 2016 Building Energy Efficiency Standards, http://www.energy.ca.gov/title24/2016standards/. Accessed March 27, 2019.
[27] California Energy Commission, 2015. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. June 2015.
[28] California Building Standards Commission, 2017. Guide to the 2016 California Green Building Standards Code Nonresidential. January 2017.
[29] California Air Resources Board, Clean Car Standards—Pavley, Assembly Bill 1493, http://www.arb.ca.gov/cc/ccms/ccms.htm, last reviewed January 11, 2017. Accessed March 27, 2019.
[30] United States Environmental Protection Agency, 2012. EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks. August 2012.

California AB 341

AB 341 was approved in October 2011 and requires that integrated waste management plans set a policy goal that not less than 75 percent of solid waste is diverted from landfill disposal by 2020. AB 341 also requires any business that generates more than 4 cubic yards of commercial solid waste per week to arrange for recycling services.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling to reduce public exposure to diesel particulate matter emissions (Title 13 CCR section 2485). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure prohibits diesel-fueled commercial vehicles from idling for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

Airborne Toxic Control Measure for Stationary Compression Ignition (CI) Engines

In 2004, CARB adopted an Airborne Toxic Control Measure to reduce public exposure to diesel particulate matter emissions and criteria pollutant emissions from stationary diesel-fueled compression ignition (CI) engines (Title 17 CCR section 93115). The measure applies to any person who owns or operates a stationary CI engine in California with a rated brake horsepower greater than 50, or anyone who either sells, offers for sale, leases, or purchases a stationary CI engine. This measure outlines fuel and fuel additive requirements; emission standards; recordkeeping, reporting and monitoring requirements; and compliance schedules for CI engines.

Low-Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.

Regulation to Reduce Emissions of Diesel Particulate Matter, Nitrogen Oxides, and Other Criteria Air Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles

In addition to limiting exhaust from idling trucks, in 2008 CARB approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California (13 CCR section 2025). The phased regulation aims to reduce emissions by requiring installation of diesel soot filters and encouraging the retirement, replacement, or retrofit of older engines with newer emission-controlled models. The phasing of this regulation has full implementation by 2023.

CARB also promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower (hp) such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The In-Use Off-Road Diesel-Fueled Fleets regulation adopted by CARB on July 26, 2007, aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models (13 CCR section 2449). The compliance schedule requires full implementation by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

While the goals of these measures are primarily to reduce public health impacts from diesel emissions, compliance with the regulation has shown an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines.[31]

CARB Advanced Clean Car Program

The Advanced Clean Cars emissions-control program was approved by CARB in 2012 and is closely associated with the Pavley regulations.[32] The program requires a greater number of zero-emission vehicle models for years 2015 through 2025 to control smog, soot, and GHG emissions. This program includes the Low-Emissions Vehicle regulations to reduce criteria air pollutants and GHG emissions from light- and medium-duty vehicles; and the Zero-Emissions Vehicle regulations (ZEV) to require manufactures to produce an increasing number of pure ZEV vehicles (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles between 2018 and 2025.

Sustainable Communities and Climate Protection Act of 2008 (SB 375)

Adopted by the State on September 30, 2008, the Sustainable Communities and Climate Protection Act of 2008, or SB 375, establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, the reduction target of each region must be incorporated within that relevant Regional Transportation Plan (RTP), which is used for long-term transportation planning in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities must then be consistent with the SCS. However, SB 375 expressly provides that the SCS does not regulate local land use decisions, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or the SCS. Refer to Section 3.7, Greenhouse Gas Emissions, of this Draft EIR for additional details regarding these requirements.

California Environmental Quality Act

Under CEQA (PRC section 21100(b)(3)), EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. If the analysis of a proposed project shows that the project may result in significant environmental effects due to

[31] Cummins, Inc., Cummins Tier-4-Final Field Test Showed 10% Lower Fuel Consumption, https://cumminsengines.com/cummins-tier-4-final-field-test-program. Written March 5, 2014. Accessed March 27, 2019.

[32] California Air Resources Board, Clean Car Standards – Pavley, Assembly Bill 1493, https://www.arb.ca.gov/cc/ccms/ccms.htm, last reviewed January 11, 2017. Accessed March 27, 2019.

wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, then the EIR must identify mitigation measures to address that energy use. This analysis should include the project energy use for all project phases and components, including transportation-related energy, during construction and operation. In addition to building code compliance, other relevant considerations may include, among others, the project size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project (CEQA Guidelines section 15126.2(b)). CEQA Guidelines Appendix F provides a list of energy-related topics that should be analyzed in the EIR, and more specifically provides the following topics for consideration in the evaluation of energy impacts in an EIR, to the extent the topics are applicable or relevant to the Proposed Project:

- The Proposed Project energy requirements and its energy use efficiencies by amount and fuel type for each stage of the Proposed Project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the Proposed Project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the Proposed Project on peak and base period demands for electricity and other forms of energy;
- The degree to which the Proposed Project complies with existing energy standards;
- The effects of the Proposed Project on energy resources; and
- The Proposed Project projected transportation energy use requirements and its overall use of efficient transportation alternatives.[33]

The effect of the Proposed Project relevant to each of these issues is addressed in this section.

Regional

Southern California Association of Governments

As described in Section 3.10, Land Use and Planning, the 2016–2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. Although the RTP/SCS is not technically an energy efficiency plan, consistency with the RTP/SCS has energy implications, including the reduction of VMT which reduces GHG emissions and has the co-benefit of reducing fossil fuel consumption from travel to and from the Project Site.

Consistency of the Proposed Project with the 2016–2040 RTP/SCS, including the per capita passenger vehicle emission goals, is discussed under Impact 3.5-2, below.

[33] CEQA Guidelines, Appendix F (II)(C).

Local

City of Inglewood General Plan

The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City.

There are no goals and policies in the General Plan that directly address energy demand and conservation. However, the following goals from the Land Use Element of the City of Inglewood General Plan are relevant to transportation-related energy demand and conservation.[34]

> **Circulation Goal:** Promote and support adequate public transportation within the City and the region.
>
> **Circulation Goal:** Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

See further discussion of transit and pedestrian circulation in Section 3.14, Transportation and Circulation.

City of Inglewood Climate Action Plan

The Inglewood Energy and Climate Action Plan (ECAP) presents community and municipal inventories, emissions forecasts, and recommended reduction targets for emissions to mitigate impacts on climate change.[35]

The ECAP includes a business-as-usual (BAU) forecast that estimates future emissions in 2020 and 2035 from six sectors: Transportation, Residential Energy, Commercial/Municipal Energy, Industrial Energy, Solid Waste, and Water. The BAU forecast assumes a future under regulatory conditions as they existed in 2010, and it does not include the effects of updates to Title 24, the Renewables Portfolio Standard, and the Pavley Clean Car Standards on future GHG emissions. Under the BAU forecast, total GHG emissions in Inglewood are expected to increase approximately 14 percent from 2010 (594,273 $MTCO_2e$) to 2035 (678,283 $MTCO_2e$). On a per-service population (SP)[36] basis, the increase is shown to be 4.5 percent, from 4.22 $MTCO_2e$/SP in 2010 to 4.41 $MTCO_2e$/SP in 2035. The GHG emissions reductions realized by state and local measures would be a direct result of energy efficiency upgrades aimed at increasing building energy performance, promoting renewable energy, and increasing vehicle fuel economy.

The ECAP includes energy reductions from the following implementing strategies and actions:

Strategy 1 – Lead by Example with Municipal Government Actions

- Continue Building and Facility Energy Upgrades to reduce energy use
- Replace all City-owned street, park, and traffic lights with LED lights

[34] City of Inglewood, Department of Community Development and Housing, 1980. Land Use Element of the Inglewood General Plan. January 1980. Amended September 14, 2016.
[35] City of Inglewood, 2013. Inglewood Energy and Climate Action Plan. March 2013.
[36] Service population = residents plus employees working within the City limits.

- Accelerate city vehicle fleet replacement
- Continue commute trip reduction program
- Planning for electric vehicle infrastructure

Strategy 2: Increase Energy Efficiency

- Make commercial buildings more efficient
- Increase the energy efficiency of residential buildings
- Increase the energy efficiency of street and traffic lights.

Strategy 3: Support Renewable Energy Generation

- Remove barriers to renewable energy generation
- Make renewable energy generation more affordable
- Educate potential customers

Strategy 4: Improve Transportation Options and Manage Transportation Demand

- Make roadways more efficient
- Improve transit
- Improve bicycle facilities
- Make parking more efficient
- Reduce commute trips
- Encourage land use intensification and diversity

Strategy 5: Reduce Consumption and Waste

- Use less water
- Produce less water
- Promote local food production

The ECAP strategies and local actions support reducing energy consumption. A discussion of the consistency of the Proposed Project with the ECAP is provided under Impact 3.5-2, below.

3.5.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to energy. The following thresholds of significance are consistent with CEQA Guidelines section 15065 and CEQA Guidelines Appendix G. These thresholds are also based on PRC section 21100(b)(3),

CEQA Guidelines section 15126.2(b), and CEQA Guidelines Appendix F. A significant impact would occur if the Proposed Project would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In addition, Section XIX, Utilities and Service Systems, of CEQA Guidelines Appendix G addresses impacts on electric power, natural gas, and telecommunications facilities. In accordance with this, a significant impact would occur if the Proposed Project would:

3. Require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation or which would cause significant environmental effects.

Methodology and Assumptions

The discussion below presents the methodology used to analyze the potential energy usage of the Proposed Project, including electricity, natural gas, and transportation fuels during construction and operational phases. Specific assumptions and data sources needed to quantify energy consumption during both construction and operation are presented. The methods and scenarios used for the energy calculations (see Appendix G of this Draft EIR) are the same as those used for the GHG calculations, as discussed in the Methodology and Assumptions on pages 3.7-31 through 3.7-50 in Section 3.7, Greenhouse Gas Emissions, of this Draft EIR.

Baseline Conditions

Baseline annual energy consumption includes the operational energy use associated with, and vehicle trips to and from, LA Clippers games at the Staples Center, LA Clippers team business operations at the existing team offices, the existing practice and athletic training facilities, market-shifted non-NBA events, and the existing on-site structures that would be removed and replaced with construction of the Proposed Project. This energy use is currently occurring, and is therefore part of the existing environmental setting.

The Proposed Project would include relocation of the existing LA Clippers team offices, which are located in downtown Los Angeles, at 1212 South Flower Street, and the existing LA Clippers practice and athletic training facility, which is located in the Playa Vista neighborhood within Los Angeles, at 6854 South Centinela Avenue. Energy use at the existing team offices and practice and training facilities are currently occurring, and are therefore arguably part of the existing environmental setting. The use of energy at the existing team offices and practice and athletic training facility was included in the "baseline" energy use.

Although these uses would be relocated to the Project Site upon completion of construction, it is likely that these facilities would be backfilled with new tenants once they are vacated by the LA Clippers. This is particularly true of the current LA Clippers team offices in downtown Los Angeles, located in a multi-tenant office building where demand for commercial real estate is

relatively high. For the LA Clippers practice and athletic training facility, it would be speculative to assume the type of use that could occupy it in the future, given its unique use, design and space allocation, but for the purposes of this analysis it is assumed that a new tenant would backfill it with a similar energy use intensity. Thus, the existing energy from operations of both the team offices and the training center were considered part of the baseline conditions against which the Proposed Project energy use was measured.

Relocated LA Clippers Games and Market Shifted Events

Starting in the first NBA season following completion of the Proposed Project, all LA Clippers games currently hosted at the Staples Center would relocate to the new Arena. Although these games would not be replaced by home games for another professional sports team, it is reasonable to assume that the operator of the Staples Center would attempt to replace those LA Clippers games with other events. It is difficult to estimate the extent to which these vacant dates at Staples Center would backfill with other events. An expert consultant retained by the applicant has prepared an estimate of the extent to which Staples Center would backfill with events.[37] Based on an evaluation of the past several years of Staples Center schedules, the consultant estimated that seven events would be backfilled at the Staples Center.

In addition, a total of 178 non-NBA game events (e.g., concerts, family shows, non-NBA sports games, etc.) are expected to occur at the Project Arena. Some of these events will be events that would otherwise occur at other venues in the region absent construction of the Proposed Project and some of these events will be new to the region. The City retained an expert to estimate, out of this total, the number of market-shifted events. Of the 178 non-NBA events, 89 would be market-shifted to the Project Arena, and the balance would be new events.[38] For these 89 market-shifted events, a backfill event may or may not occur at the vacated venue. As is the case for relocated LA Clippers games, it is difficult to estimate the extent to which these market-shifted events will result in backfilled events at the venues from whence they came. For the market-shifted events, there may be no backfilled events at the vacated venues; backfill may occur for all such events; or the outcome could be something in between.

The estimate of energy use is dependent in part on the number of relocated, market-shifted, and backfilled events. The applicant has also engaged with CARB, as part of the AB 987 application process. At CARB's request, the applicant has prepared an analysis that presumes that all relocated LA Clippers games, and all non-NBA game market-shifted events, would be backfilled by other events at Staples Center or other venues.

In light of this uncertainty, this EIR presents two analyses. These analyses present a range of potential outcomes for these dates representing what could occur once the LA Clippers have vacated Staples Center and approximately 89 non-NBA events shift to the Project Arena. Under

[37] See Conventions, Sports and Leisure (CSL), 2019. *Staples Center Vacated Event Days Analysis*. May 14, 2019.
[38] Based on information included in Appendix R, a total of 80 percent of concerts and family shows, and 41 percent of other events would be market-shifted. For this analysis 41 percent of civic and community events are also assumed to be market-shifted, resulting in a total of 89 market-shifted events.

either scenario, the energy use from these backfilled events could be attributable to the Proposed Project. Because of the unavoidable uncertainty regarding the extent to which vacated venues will backfill with other events, the EIR describes and analyzes two potential scenarios: a Full Backfill Scenario and a Partial Backfill Scenario. Each is described and analyzed below.

Full Backfill Scenario

The Full Backfill Scenario accounts for the possibility that all relocated LA Clippers games and market-shifted non-NBA events at the Project Arena would be backfilled with other events at Staples Center and other existing venues in the Los Angeles region. Under this "Full Backfill" Scenario, all 47 LA Clippers games being relocated from Staples Center to the Project Arena would be backfilled with other events at Staples Center. In addition, all of the non-NBA game events being market shifted to the Project Arena would be backfilled with comparable events at the vacated venue. The energy use from these backfilled events are considered to be attributable to the Proposed Project under the Full Backfill Scenario.

Partial Backfill Scenario

The Partial Backfill Scenario assumes that seven of the vacated LA Clippers games would be backfilled by new events at Staples Center. Under the Partial Backfill Scenario, the energy use from these seven backfill events are considered to be attributable to the Proposed Project. This scenario assumes none of the vacated market-shifted non-NBA events would be backfilled with new events at the other existing venues.

Construction

Baseline annual energy use includes mobile sources and energy usage associated with the existing on-site structures that would be removed and replaced with construction of the Proposed Project. Existing buildings within the Project Site include a 16,806 square foot (sf) motel; an 1,118 sf fast food restaurant; a 28,809 sf light manufacturing/warehouse building; an 1,134 sf commercial building; and a 6,231 sf warehouse. See Chapter 2, Project Description, for a detailed discussion of the existing land uses that would be demolished as part of the Proposed Project.

Construction energy consumption would result from transportation fuels (e.g., diesel, gasoline, and compressed natural gas [CNG]) used for haul trucks, heavy-duty construction equipment, construction workers traveling to and from the Project Site, electricity consumed to power the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses such as lights, conveyance of water for dust control, and any electrically-driven construction equipment. Natural gas would be used for CNG powered off-road vehicles.

Construction activities could vary substantially from day to day, depending on the specific type of construction activity and the number of workers and vendors that would travel to the Project Site. This analysis considered these factors and provides the estimated maximum construction energy consumption for the purposes of evaluating the associated impacts on energy resources.

Construction fuel use was forecasted by assuming a conservative estimate of construction activities and applying mobile source emission factors. Construction of the Proposed Project would occur over approximately 40 months, from July 2021 through October 2024 (i.e., assuming all construction occurs at the earliest feasible date). If, for various site planning, financial, or other reasons, the onset of construction is delayed to a later date than assumed in the analysis, construction impacts would be similar to or less than those analyzed, because more energy-efficient and cleaner burning construction equipment and vehicle fleet mix would be expected in the future. This is due to the In-Use Off-Road Diesel-Fueled Fleets Regulation implemented by CARB that requires construction equipment fleet operators to phase-in less polluting heavy-duty equipment and trucks over time.[39]

Electricity

Construction electricity use was estimated for a temporary construction office, for construction equipment that would use electricity as an alternative to diesel fuel, and for water usage from dust control activities. The CalEEMod® emissions model, described further in Section 3.7, Greenhouse Gas Emissions, was used to estimate project emissions of criteria air pollutants and GHGs, and was also used to estimate electricity, natural gas, and water use. The same model used for air quality and GHG analyses was also used for the purpose of estimating energy use.

The construction office was assumed to be two 2,500 sf trailers and was modeled using the CalEEMod® land use category for "General Office." Electricity demand by construction equipment was estimated using default horsepower (hp) and load factors from CalEEMod® and hours of operation per day.[40] The total horsepower-hours (hp-h) were then converted to kilowatt-hours (kWh) using a standard conversion factor.[41] Electricity use from water conveyance for dust control on site was conservatively estimated using a standard water usage factor per square foot for irrigated landscaping areas that would be generally equivalent to conveying water to a construction site.[42] The calculated water usage was then converted to electricity used for conveyance using default CalEEMod® electricity intensity factors for the South Coast Air Basin.[43]

The electricity demand under existing, baseline conditions was then subtracted from the construction electricity use to determine the net electricity use during construction of the Proposed Project.

39 California Air Resources Board, 2010. In-Use Off-Road Diesel-Fueled Fleets Regulation. December 2010, revised October 2016.
40 South Coast Air Quality Management District, 2017. CalEEMod® Users Guide Appendix D: Default Data Tables. October 2017.
41 Iowa State University, 2008. Energy Measurements and Conversions. October 2008.
42 US Department of Energy, Energy Efficiency and Renewable Energy, Federal Energy Management Program, 2010. Guidelines for Estimating Unmetered Landscaping Water Use p. 12, Table 4. July 2010.
43 South Coast Air Quality Management District, 2017. CalEEMod® Users Guide Appendix D: Default Data Tables. October 2017.

Natural Gas

Natural gas would not be consumed in large quantity during construction of the Proposed Project because construction offices would not be heated with natural gas, and construction equipment and vehicles would be primarily powered by either diesel, gasoline, or electricity. However, the Proposed Project could use CNG powered forklifts during construction. Therefore, natural gas associated with construction activities was calculated by converting the hp and usage factor provided in CalEEMod®. The total hp-h of CNG-powered equipment was then multiplied by fuel usage estimates per hp-h to estimate the amount of CNG fuel used.[44]

Transportation Fuels

Transportation fuels would be consumed for transportation of construction workers and materials to and from the Project Site, and operation of construction equipment on the Project Site throughout the construction phase.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix estimated by the project applicant and usage factors provided in the CalEEMod® construction output files included in Appendix D of this Draft EIR. The total hp was then multiplied by fuel usage estimates per hp-h from the CARB off-road vehicle (OFFROAD) model.[45]

Fuel consumption from construction on-road worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances consistent with the air quality and GHG emissions modeling worksheets and CalEEMod® construction output files. Total VMT for these on-road vehicles were then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using the CARB EMFAC2017 model. The model was used to calculate fuel consumed based on the total annual VMT for each vehicle type. A combination of CalEEMod® assumed trip lengths and client-provided specific trip lengths were used for worker commutes, vendor and concrete trucks, and haul truck trips. Consistent with CalEEMod®, construction worker trips were assumed to include a mix of light duty gasoline automobiles and light duty gasoline trucks. Construction vendor trucks were assumed to be a mix of medium-heavy duty and heavy duty diesel trucks and concrete and haul trucks were assumed to be heavy-duty diesel trucks. The fuel consumption of the baseline conditions was then subtracted from the construction fuel consumption to determine the net fuel consumption during construction of the Proposed Project. Please see Appendix G of this Draft EIR for detailed energy calculations.

The energy usage required for construction of the Proposed Project was estimated based on the number and type of construction equipment that would be used during construction by assuming a conservative estimate of construction activities (i.e., maximum daily equipment usage levels). Energy for construction worker commuting trips was estimated based on the predicted number of workers for the various phases of construction and the estimated VMT based on the conservative values in the CalEEMod® and EMFAC2017 models. The assessment also includes a discussion

44 International Gas Union 2012. Natural Gas Conversion Guide. 2012.
45 California Air Resources Board, 2017. Off-Road Diesel Emission Factor Update for NO_x and PM. 2017.

of the Proposed Project compliance with relevant energy-related regulatory requirements and incorporation of design features discussed in Section 3.7, Greenhouse Gas Emissions, that would minimize the amount of energy usage during construction. These measures are also discussed in Chapter 2, Project Description; and Section 3.2, Air Quality, of this Draft EIR.

The estimated fuel economy for heavy-duty construction equipment was based on fuel consumption factors from the CARB OFFROAD emissions model, which is a state-approved model for estimating emissions from off-road heavy-duty equipment. The estimated fuel economy for haul trucks, vendor trucks, concrete trucks, and worker commute vehicles was based on fuel consumption factors from the CARB EMFAC2017 emissions model, which is a state-approved model for estimating emissions from on-road vehicles and trucks.

Operation

Operational energy impacts were assessed based on the increase in energy demand compared to baseline conditions described above. The analysis assumes that an annual average of 5 pre-season, 41 regular season, and 3 postseason LA Clippers home NBA games would be hosted at the proposed Arena. The LA Clippers currently play 3 pre-season games per year, but up to 5 pre-season games are assumed for the purposes of this analysis (see Chapter 2.0, Project Description, Table 2-3, Anticipated Annual Event Characteristics). The annual average number of post-season games was based on the average number of post-season home games per NBA team per year.

The same assumptions are used here that were used in Section 3.7, Greenhouse Gas Emissions. Also, some events currently occurring at the Staples Center would be market-shifted to the IBEC. Therefore, operational energy associated with the baseline conditions (demolished existing uses, the off-site LA Clippers facilities, and relocated LA Clippers games and market-shifted non-NBA events) was subtracted from the total operations of the Project to calculate the net energy consumed by the Proposed Project. Within the CalEEMod® software, building electricity and natural gas usage rates were adjusted to account for prior Title 24 Building Energy Efficiency Standards for the existing uses.[46] As stated above, the net change in operational energy demand was based on the difference between the existing baseline condition energy demand and the energy demand of the Proposed Project at full buildout. The following discusses only the methodology for the new operations at the Project Site; the methodology for determining energy usage from the baseline conditions is described above.

Electricity

The Proposed Project estimated electricity demand was analyzed relative to the SCE existing and planned energy supplies in 2024 (i.e., the Proposed Project buildout year)[47] to determine whether the utility would be able to meet the Proposed Project energy demands. Annual consumption of electricity (including electricity usage associated with the supply and conveyance of water) from operation of the Proposed Project was calculated using demand factors provided in CalEEMod®

[46] California Air Resources Board, 2016. CalEEMod® Users Guide, Appendix E, Section 5. September 2016. Factors for the prior Title 24 standard are extrapolated based on the technical source documentation.
[47] California Energy Commission, 2018. California Energy Demand 2018-2030 Revised Forecast. January 2018.

and adjusted for the Proposed Project compliance with 2019 Title 24 building energy efficiency standards, which go into effect on January 1, 2020. Because lighting and air handling would be controlled by zone within the proposed Arena, it was estimated that large events (12,000 or more attendees) require full arena energy demand, medium events (between 5,000 and 10,000 attendees) require 80 percent of the full arena energy demand and small events (less than 5,000 attendees) required 25 percent of the full arena energy demand. It was assumed that the 16 plaza events require 0 percent of arena energy demand because the Arena would not be in use. Additionally, the Proposed Project energy demand was analyzed relative to SCE expected total capacity in 2024.

A total of 330 electric vehicle charging stations would be installed at the South, East, and West Parking Garages. Electricity estimates from the charging stations were calculated by multiplying the number of spaces, days of operation, charge hours per day, and charging station capacity resulting in the total annual electricity.

Electricity from water use associated with operation of the Proposed Project was calculated using CalEEMod® and the Water Supply Assessment prepared for the Proposed Project, and the electrical intensity factors for water supply and distribution. Water-related energy intensities in CalEEMod® are based on the CEC report *Refining Estimates of Water-Related Energy Use in California*.[48] For more detail on the Water Supply Assessment, see Section 3.15, Utilities and Service Systems. The Water Supply Assessment is included in Appendix M of this Draft EIR.

Natural Gas

The Proposed Project operational natural gas demand would be generated mainly by building heating/cooling, restaurant kitchen equipment, and other appliances. The Proposed Project estimated natural gas demand was analyzed relative to the SoCalGas existing and planned energy supplies in 2024 (i.e., the Proposed Project buildout year)[49] to determine whether the utility would be able to meet the Proposed Project energy demands. Furthermore, natural gas demand generated by the baseline conditions were calculated using demand factors provided in CalEEMod® and subtracted from the Proposed Project natural gas demand to obtain the net annual natural gas demand.

Transportation Fuels

Mobile source fuel consumption for the Proposed Project would include event-day trips related to LA Clippers games and other events at the Arena, commute trips by arena and sports team management employees, vendors and suppliers, concert/event attendees, and visitor trips associated with the accompanying development land uses.

48 California Energy Commission, 2006. Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report, CEC-500-2006-118. December 2006.

49 California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 101-103. 2018. While the estimated life of the Proposed Project would be 30 years, comparison to the analyzed first full operational year of 2024 provides a conservative analysis as supply projections for electricity and natural gas increase in future years.

Energy demand due to the transportation of spectators, employees, vendors and suppliers, and visitors to and from the Project Site was estimated based on the predicted number of trips to and from the Project Site and the estimated VMT for the Proposed Project; see Section 3.14, Transportation and Circulation, and Appendix K for additional transportation-related details.

Based on the Proposed Project annual operational VMT, gasoline and diesel consumption rates were calculated using the county-specific miles per gallon in EMFAC2017. The vehicle fleet mix for vehicles anticipated to visit the Project Site was calculated and deemed consistent with the CalEEMod® defaults based on the Project Site location within Los Angeles County. Supporting calculations are provided in Appendix G of this Draft EIR.

Energy Consumption from Backfilled Uses and Events

For the uses that will backfill the current off-site LA Clippers' off-site team offices and practice and athletic training facility, energy use estimates were based on the same methodology used to estimate existing energy use at those locations, where the mobile source fuel emission factor was also adjusted for the operational year (i.e., 2024).

For the backfilled events at Staples Center, energy use was calculated based on the same methodology used to estimate energy use from relocated LA Clippers games, using an event size of 10,500 attendees (conservatively considered as a large event), based on the 2019 market analysis by Conventions, Sports and Leisure (CSL) that averaged attendance at Staples Center third-party events over a 3-year period report.[50] As mentioned above, the analysis assumed 47 backfilled Staples Center events under the Full Backfill Scenario and 7 backfilled Staples Center events under the Partial Backfill Scenario. In addition, the mobile source fuel emission factors were adjusted for the operational year (i.e., 2024).

The analysis assumed 89 backfilled market-shifted non-NBA events under the Full Backfill Scenario and no backfilled market-shifted non-NBA events under the Partial Backfill Scenario. Under the Full Backfill Scenario, backfilled events at other regional venues vacated by market-shifted non-NBA events, energy use was calculated based on the same methodology used to estimate energy use from the market-shifted events.

LEED Gold Certification Requirements

The Proposed Project would be designed and constructed to meet the US Green Building Council Leadership in Energy and Environmental Design (LEED) Gold certification requirements. LEED provides a level of flexibility for projects to choose the exact credits and project features that reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials, and create healthier indoor environments. The Proposed Project design is in the conceptual stage, so the exact LEED credits and project features that would be selected to achieve LEED Gold certification (i.e., 60-79 LEED points) are not yet

[50] Conventions, Sports and Leisure (CSL), 2019. *Staples Center Vacated Event Days Analysis*. May 14, 2019.

finalized. Section 3.7, Greenhouse Gas Emissions, provides details of the potential design features resulting from the expected LEED Gold certification of the Proposed Project.

A brief summary of the design features that could be applicable to energy are described below:

- *Location and Transportation.* The Proposed Project would be eligible for LEED credits in the location and transportation category in the following areas: (1) the Project Site has access to high quality transit, (2) the Proposed Project would include bicycle and electric vehicle charging facilities, and (3) the Proposed Project would minimize its parking footprint.
- *Access to Quality Transit.* The Proposed Project would be eligible to achieve the Access to Quality Transit credit because local transit service to the Project Site would be provided by the Los Angeles Metropolitan Transportation Authority (Metro) in the form of future below- and at-grade light rail on the Metro Crenshaw/LAX Line, which is currently under construction and expected to be complete in 2019. The Proposed Project would provide shuttle pick-up and drop-off service at the following two Metro rail stations: the existing Metro Green Line – Hawthorne/Lennox Station and the future Metro Crenshaw/LAX Line – Florence/La Brea Station. In addition, the Proposed Project would also be served by above-ground, route bus service; the Project Site is located within a quarter of a mile of 8 existing Metro bus stops along the following four Metro routes, 117, 211/215, and 212/312.
- *Green Vehicles.* The Proposed Project would also provide electric vehicle charging stations for 8 percent of parking spaces, which would exceed the requirements for the Proposed Project to be eligible for the Green Vehicles credit.
- *Sustainable Sites.* The Proposed Project would be eligible for LEED credits for rainwater management, open space, heat island reduction, and light pollution reduction. Credits for open space are based on the percentage of permeable surfaces.
- *Water Efficiency.* The Proposed Project would be eligible for LEED credits for the use of ultra-low-flow fixtures in restrooms such as low-flow faucets with aerators, dual-flush toilets, and waterless urinals. These features would reduce indoor water use by a minimum of 40 percent and would be required to meet Universal Plumbing Code standards. The Proposed Project would also be eligible for credits for using 100 percent recycled water at the West Parking Garage and Arena sites to service project landscaping designed for low water usage.
- *Energy and Atmosphere.* The Proposed Project would be eligible for LEED credits for optimized energy performance and renewable energy production. The Proposed Project would include a 700-kilowatt (kW) PV system, generating approximately 1,085,000 kWh of carbon-free energy annually. The Proposed Project would also implement the following energy efficiency measures: Title 24 compliance; use of 100 percent light emitting diode (LED) lighting indoors and outdoors throughout the site; and implementation of high efficiency HVAC systems. In addition, the Proposed Project design would include compliance with CALGreen Code Voluntary Tier 1, which is estimated to achieve a reduction in energy consumption greater than Title 24 2019 standards based on the preliminary design of the Proposed Project.
- *Materials and Resources.* The Proposed Project would be eligible for LEED credits for Construction and Demolition Waste Management and sourcing of raw materials. The Proposed Project would recycle at least 75 percent of demolition materials, which exceeds the City of Inglewood target of 50 percent demolition waste recycling and would be in accordance with state diversion targets that aim to divert a minimum of 75 percent of construction and demolition materials from landfill disposal.

- *Innovation.* The Proposed Project would be eligible for innovation credits. Innovative strategies include the following: implementation of the FanFirst/Occupant Comfort Survey,[51] green education program, LEED Operations + Management (O+M) Starter Kit (Pest Management and Green Cleaning Program), and the purchase of 100 percent LED lamps.

Impacts and Mitigation Measures

Impact 3.5-1: Construction and operation of the Proposed Project could cause wasteful, inefficient, or unnecessary consumption of energy resources. (Less than Significant)

Construction

During construction of the Proposed Project, energy would be consumed in the form of electricity for powering the construction trailers (lights, electronic equipment, and heating and cooling) and exterior uses, such as lights, water conveyance for dust control, and other construction activities. Natural gas would be used for CNG-powered off-road vehicles. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction workers travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

Table 3.5-3 provides a summary of the annual average electricity, natural gas, gasoline fuel, and diesel fuel estimated to be consumed during Project construction. Net construction energy use subtracts out all existing on-site use (see Table 3.5-2) from the construction energy use since the construction of the Proposed Project would require the demolition of all on-site existing uses. All off-site existing uses and market shifted events would be operational during construction and therefore are left out of the net energy calculation. Each of these is discussed and analyzed in greater detail in the sections below.

[51] FanFirst Connected Comfort utilizes real time crowdsourced feedback during an event to adjust temperature in the arena bowl to increase fan comfort and reduce over cooling/wasted energy.

TABLE 3.5-3
NET ENERGY USE DURING PROJECT CONSTRUCTION

Energy Type	Annual Average Quantity During Construction[a,b]
Electricity	
Existing on Site	(577 MWh)
Total Construction Electricity	1,248 MWh
Off-Road Equipment	*1,026 MWh*
Construction Office	*65 MWh*
Electricity from Water (Dust Control)	*157 MWh*
Total Net Electricity	**671 MWh**
Natural Gas	
Existing on Site	(1,660 MMBtu)
Off-road Equipment	254 MMBtu
Total Net Natural Gas	(1,405 MMBtu)
Gasoline	
Existing on Site	(67,226 gallons)
On-Road Construction Equipment	464,062 gallons
Off-Road Construction Equipment	0 gallons
Total Net Gasoline	**396,836 gallons**
Diesel	
Existing on Site	(7,791 gallons)
On-Road Construction Equipment	162,673 gallons
Off-Road Construction Equipment	139,291 gallons
Total Net Diesel	**294,173 gallons**

NOTES:
kWh = kilowatt-hours; N/A = not applicable
Detailed calculations are provided in Appendix G of this Draft EIR.
[a] Totals may not add up due to rounding of decimals.
[b] Negative values are denoted using parentheses.

SOURCE: ESA, 2019; CalEEMod®, 2019. EMFAC, 2017

Electricity

During construction of the Proposed Project, electricity would be consumed to power lighting, heating, and cooling in the construction trailers, outdoor lighting of the site, electric equipment, and supply and convey water for dust control. Electricity would be supplied to the Project Site by SCE and would be obtained from the existing electrical lines that connect to the Project Site.

As shown in Table 3.5-3, annual average construction electricity usage would be approximately 1,248 MWh. The existing electricity usage at the Project Site is approximately 577 MWh annually; therefore, the average annual net construction electricity consumption would be increased by approximately 671 MWh per year. Although there is a temporary increase in electricity consumption at the site during construction, the electrical consumption would be

within the supply and infrastructure capabilities of SCE (87,143 GWh net energy for 2018).[52] The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Proposed Project net annual operational electricity. Furthermore, the electricity used for off-road light construction equipment would have the effect of reducing construction-related air pollutant and GHG emissions from more traditional construction-related energy in the form of diesel fuel. Therefore, impacts from construction electrical demand would be **less than significant** and would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Natural Gas

As stated above, construction activities, including the construction of new buildings and facilities, would consume natural gas in the form of CNG for powering a portion of the off-road equipment. CNG needed for this equipment would be brought to the site or the equipment taken to a CNG fueling station. Therefore, natural gas would not be directly supplied by SoCal Gas to support Project construction activities. Existing annual natural gas usage at the site equals 1,660 MMBtu. Annual natural gas demand for construction activities would be approximately 254 MMBtu. Therefore, the average annual net natural gas consumption would be decreased by approximately 1,405 MMBtu per year during construction. Therefore, impacts from construction natural gas demand would be **less than significant** and would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Transportation Energy

Table 3.5-3 reports the amount of petroleum-based transportation energy that could potentially be consumed during Proposed Project construction based on the conservative set of assumptions provided in Appendix G of this Draft EIR. As shown, the current annual demand on the Project Site is approximately 67,226 gallons of gasoline and 8,017 of diesel fuel. During Project construction, on- and off-road vehicles would consume an estimated annual average of approximately 464,062 gallons of gasoline and 301,964 gallons of diesel. Proposed Project construction activities would last for approximately 40 months; therefore, the annual average net fuel consumption would be approximately 396,836 gallons of gasoline and 294,173 gallons of diesel per year of construction. For informational purposes only, and not for the purpose of determining significance, the fuel usage during Project construction would represent approximately 0.01 percent of the 2017 annual on-road gasoline-related energy consumption and 0.05 percent of the 2017 annual diesel fuel-related energy consumption in Los Angeles County,[53] as shown in Appendix G of this Draft EIR.

[52] Southern California Edison, 2018. 2018 Annual Report, p. 2. 2018.
[53] California Energy Commission, 2018. 2017 California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://www.energy.ca.gov/almanac/transportation_data/gasoline/2010-2017_A15_Results.xlsx. Accessed December 26, 2018.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption.[54] The Proposed Project would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings in addition to compliance with CAFE standards.

Construction of the Proposed Project would utilize fuel-efficient equipment consistent with state and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with section 2485 in CCR Title 13, and fuel requirements for stationary equipment in accordance with section 93115 (concerning Airborne Toxic Control Measures) in CCR Title 17, and would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

In addition, the Proposed Project would divert mixed construction and demolition debris to City-certified construction and demolition waste processors using City-certified waste haulers, consistent with State targets of 75 percent waste diversion by 2020 and consistent with achieving the USGBC LEED Gold Certification level as discussed in design features (Green Building Features) in Section 3.7, Greenhouse Gas Emissions. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from City centers, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption.[55]

Based on the analysis above, construction would utilize energy only for necessary on-site activities, construction worker travel to and from the Project Site, and to transport construction materials and demolition debris to and from the Project Site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus minimize the Proposed Project construction-related energy use. Therefore, construction of the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy, and the impact would be **less than significant**.

[54] BP Global, Oil reserves, https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil.html. Accessed December 26, 2018.

[55] Energy savings result from the avoidance of needing to mine and process virgin materials and then transport those materials to the project. As shown on MS52 California Aggregates Map (https://www.conservation.ca.gov/cgs/Documents/MS_052_California_Aggregates_Report_201807.pdf) Aggregate production areas in the Los Angeles areas include Irwindale and areas further away in Upland and Temescal Canyon areas in Orange County. Irwindale is a lesser producer of virgin aggregate as most of the mines have been depleted to their permitted limits. According to LA County (https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf) there are recycling facilities much closer that supply recycled aggregate and other construction materials to the region.

Operations

During operation of the Proposed Project, energy would be consumed for multiple purposes, including, but not limited to, HVAC, lighting, EV charging, emergency generators, aerial lifts, and forklifts for building operations. Energy would also be consumed during Proposed Project operations related to water usage, solid waste disposal, and vehicle trips.

On- and off-site existing uses shown in Table 3.5-2 are netted out of the Proposed Project operational energy use. Market shifted events presented in **Tables 3.5-4a** and **3.5-4b** are also netted from the Proposed Project operational energy use. It is assumed that an estimated seven events would be backfilled at the Staples Center, and that the existing LA Clippers team office and LA Clippers practice and athletic training facility would be backfilled with new tenants once they are vacated by the LA Clippers.[56] Future energy consumption at the existing LA Clippers practice and athletic training facility is conservatively assumed to remain unchanged because no specific tenants or changes in use have been identified.

For reasons described above and in greater detail in Section 3.7, Greenhouse Gas Emissions, a Full Backfill Scenario and Partial Backfill Scenario were analyzed. Energy consumption for both of the scenarios have been calculated based on estimated event number and sizes and are presented in **Table 3.5-4a** (Full Backfill) and **Table 3.5-4b** (Partial Backfill), respectively. Energy consumption for the backfilled events and the backfilled existing team office use are included as part of the Proposed Project operational energy consumption.

TABLE 3.5-4A
ANNUAL ENERGY USE DURING PROJECT OPERATION – FULL BACKFILL SCENARIO

Source	Electricity (MWh/yr)	Natural Gas (MMBtu/yr)[a,b]	Gasoline (gal)	Diesel (gal)
Existing Uses (2018)				
Off Site	845	1,180	77,968.84	9,036
On Site	577	1,660	67,226	7,791
Subtotal	**1,421**	**2,840**	**145,195**	**16,827**
Shifted Events (2024)				
Staples Center	1,380	2,403	490,095	17,430
Regional Event Venue	2,571	4,308	338,991	10,932
Subtotal	**3,951**	**6,711**	**829,086**	**28,362**
Backfill Uses (2024)				
Practice Facility and Office	845	1,180	93,840	9,298
Staples Center	1,358	2,403	274,468	15,784
Regional Event Venue	2,571	4,308	338,991	10,932
Subtotal	**4,774**	**7,891**	**707,298**	**36,015**

[56] AECOM, 2019. AB 987 Application for the Inglewood Basketball and Entertainment Center Project, Attachment 3, Exhibit 1, Staples Center Vacated Event Days Analysis. January 2019.

TABLE 3.5-4A
ANNUAL ENERGY USE DURING PROJECT OPERATION – FULL BACKFILL SCENARIO

Source	Electricity (MWh/yr)	Natural Gas (MMBtu/yr)[a,b]	Gasoline (gal)	Diesel (gal)
Project (2024)				
Arena Site				
Arena/Team Offices/Practice Facility/Medical Clinic	4,749	9,867	1,137,868	34,184
Full-Service Restaurant/Bar/Coffee Shop/Quick Service Restaurant	852	6,205		
Retail	269	48		
Outdoor Plaza	24	0		
Community Space	195	136		
Parking Garage	1,366	322		
Cooling Tower	63	—	—	—
EV Charging Stations	356	—	—	—
Emergency Generators	—	—	—	6,898
Media Truck Power Hook-Ups	132	—	—	—
Operational Heavy-Duty Equipment	43	—	—	—
Subtotal	**8,049**	**16,577**	**1,137,868**	**41,082**
Ancillary Uses				
West Parking Garage	6,532	453	512,885	59,440
EV Charging (West Parking)	237	0		
East Parking Garage	767	0		
EV Charging (East Parking)	28	0		
East Site Hotel	1,892	7,396		
Transportation Hub	28	0		
Subtotal	**9,483**	**7,849**	**512,885**	**59,440**
Project Total	**17,532**	**24,426**	**1,850,753**	**100,522**
Net Total (Project + Backfill - Existing and Relocated/Shifted Events)	**16,934**	**22,767**	**1,583,770**	**91,347**
SCE (2018)/SoCalGas (2018)/LA County Fuel Consumption (2017)	**87,143,000**	**988,785,000**	**3,659,000,000**	**590,196,078**
Project Contribution to LA County Consumption	**0.019%**	**0.002%**	**0.043%**	**0.015%**

NOTES:
All mobile fuel consumption calculated using fleet mixes, vehicle types, fuel efficiencies, and fuel types from EMFAC2017.
[a] EMFAC2017 includes natural gas vehicles which are incorporated into natural gas totals in this table.
[b] Natural Gas consumption includes consumption of natural gas through vehicles that would access the Project Site.

SOURCES: ESA, 2019; CalEEMod®, 2019; EMFAC, 2017; Southern California Edison, 2018 Annual Report, p.2. https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/eix-sce-2018-annual-report.pdf; California Gas and Electric Utilities, 2018 California Gas Report, p. 102. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf; California Energy Commission, California Annual Retail Fuel Outlet Report Results (2017). https://www.energy.ca.gov/almanac/transportation_data/gasoline/2010-2017_A15_Results.xlsx.

TABLE 3.5-4B
ANNUAL ENERGY USE DURING PROJECT OPERATION – PARTIAL BACKFILL SCENARIO

Source	Electricity (MWh/yr)	Natural Gas (MMBtu/yr)[a,b]	Gasoline (gal)	Diesel (gal)
Existing Uses (2018)				
Off Site	845	1,180	77,968.84	9,036
On Site	577	1,660	67,226	7,791
Subtotal	**1,421**	**2,840**	**145,195**	**16,827**
Shifted Events (2024)				
Staples Center	1,380	2,403	490,095	17,430
Regional Event Venue	2,571	4,308	338,991	10,932
Subtotal	**3,951**	**6,711**	**829,086**	**28,362**
Backfill Uses (2024)				
Practice Facility and Office	845	1,180	93,840	9,298
Staples Center	202	358	40,989	2,352
Subtotal	**1,047**	**1,538**	**134,829**	**11,650**
Project (2024)				
Arena Site				
Arena/Team Offices/Practice Facility/Medical Clinic	4,749	9,867	1,137,868	34,184
Full-Service Restaurant/Bar/Coffee Shop/Quick Service Restaurant	852	6,205		
Retail	269	48		
Outdoor Plaza	24	0		
Community Space	195	136		
Parking Garage	1,366	322		
Cooling Tower	63	—	—	—
EV Charging Stations	356	—	—	—
Emergency Generators	—	—	—	6,898
Media Truck Power Hook-Ups	132	—	—	—
Operational Heavy-Duty Equipment	43	—	—	—
Subtotal	**8,049**	**16,577**	**1,137,868**	**41,082**
Ancillary Uses				
West Parking Garage	6,532	453	512,885	59,440
EV Charging (West Parking)	237	0		
East Parking Garage	767	0		
EV Charging (East Parking)	28	0		
East Site Hotel	1,892	7,396		
Transportation Hub	28	0		
Subtotal	**9,483**	**7,849**	**512,885**	**59,440**
Project Total	**17,532**	**24,426**	**1,850,753**	**100,522**

TABLE 3.5-4B
ANNUAL ENERGY USE DURING PROJECT OPERATION – PARTIAL BACKFILL SCENARIO

Source	Electricity (MWh/yr)	Natural Gas (MMBtu/yr)[a,b]	Gasoline (gal)	Diesel (gal)
Net Total (Project + Backfill - Existing and Relocated/Shifted Events)	**13,194**	**16,413**	**1,011,301**	**66,983**
SCE (2018)/SoCalGas (2018)/LA County Fuel Consumption (2017)	**87,143,000**	**988,785,000**	**3,659,000,000**	**590,196,078**
Project Contribution to LA County Consumption	**0.015%**	**0.002%**	**0.028%**	**0.011%**

NOTES:
All mobile fuel consumption calculated using fleet mixes, vehicle types, fuel efficiencies, and fuel types from EMFAC2017.
[a] EMFAC2017 includes natural gas vehicles which are incorporated into natural gas totals in this table.
[b] Natural Gas consumption includes consumption of natural gas through vehicles that would access the Project Site.

SOURCES: ESA, 2019; CalEEMod®, 2019; EMFAC, 2017; Southern California Edison, 2018 Annual Report, p.2. https://www.edison.com/content/dam/eix/documents/investors/corporate-governance/eix-sce-2018-annual-report.pdf; California Gas and Electric Utilities, 2018 California Gas Report, p. 102. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf; California Energy Commission, California Annual Retail Fuel Outlet Report Results (2017). https://www.energy.ca.gov/almanac/transportation_data/gasoline/2010-2017_A15_Results.xlsx.

As shown in Table 3.5-4a, the Proposed Project's annual net new energy demand for the Full Backfill Scenario would be approximately 16,934 MWh of electricity, 22,767 MMBtu of natural gas, 1,583,770 gallons of gasoline, and 91,347 gallons of diesel.

As shown in Table 3.5-4b, the Proposed Project's annual net new energy demand for the Partial Backfill Scenario would be approximately 13,194 MWh of electricity, 16,413 MMBtu of natural gas, 1,011,301 gallons of gasoline, and 66,983 gallons of diesel fuel.

Electricity

Assuming compliance with 2019 Title 24 standards and applicable 2019 CALGreen requirements, at buildout the Full Backfill Scenario would result in a projected net increase in the annual demand for electricity totaling approximately 16,934 MWh and the Partial Backfill Scenario would result in approximately 13,194 MWh, as shown in Tables 3.5-4a and 3.5-4b. In addition to compliance with CALGreen, the Proposed Project would also incorporate design features (Green Building Features) as described in Section 3.7, Greenhouse Gas Emissions, of this Draft EIR. The design features would achieve USGBC LEED Gold Certification level, as well as reduce indoor water use by 40 percent and outdoor water use by 50 percent.

By 2020 SCE is required to procure at least 33 percent of its energy portfolio from renewable sources. The current sources for SCE include wind, solar, and geothermal sources. These sources accounted for 32 percent of the SCE overall energy mix in 2017, the most recent year for which

data are available, and represent the available off-site renewable sources of energy that would meet the Proposed Project energy demand.[57]

Based on data collected by SCE in its 2018 Annual Report, SCE total system sales for 2017-2018 fiscal year (the latest data available) was 87,143,000 MWh of electricity.[58] As such, the Project-related net increase in annual electricity consumption of 16,934 MWh for the Full Backfill Scenario and 13,194 MWh for the Partial Backfill Scenario would represent approximately 0.019 percent or 0.015 percent of SCE supplied electricity, respectively. Furthermore, SCE projected energy demand for 2024 (the Proposed Project opening year) is estimated at 106,000,000 MWh.[59] The Full Backfill Scenario future energy use would represent about 0.016 percent and the Partial Backfill Scenario future energy use would represent about 0.012 percent of total SCE sales, and both scenarios would be within the SCE projected electricity supplies. As previously described, the Proposed Project incorporates a variety of energy and water conservation measures and features to reduce energy usage and minimize energy demand as evidenced by the reduced contribution of the Proposed Project to overall sales between 2018 and 2024. Therefore, with the incorporation of these measures and features, operation of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity and the impact would be **less than significant**.

Natural Gas

With compliance with 2019 Title 24 standards and applicable 2016 CALGreen requirements, at buildout, the Proposed Project would generate an estimated net increase in the on-site annual demand for natural gas totaling approximately 22,767 MMBtu for the Full Backfill Scenario and 16,413 MMBtu for the Partial Backfill Scenario, as shown in Tables 3.5-4a and 3.5-4b. As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen), the Proposed Project would incorporate design features to further reduce energy use. The Proposed Project incorporates design features (Green Building Features) as described in Section 3.7, Greenhouse Gas Emissions, which includes achievement of the USGBC LEED Gold Certification level.

In the 2018 California Gas Report, SoCalGas accounts for anticipated regional demand based on various factors including growth in employment by economic sector, growth in housing and population, and increasingly demanding State goals for reducing GHG emissions. SoCalGas accounts for an increase in employment and housing from 2018 to 2035. The Proposed Project would add jobs within the SoCalGas region and would be consistent with the growth projections set forth in the 2018 California Gas Report.[60]

[57] California Energy Commission, 2018. Utility Annual Power Content Labels for 2017, Southern California Edison. July 2018.
[58] Southern California Edison, 2018. 2018 Annual Report, p. 2.
[59] California Energy Commission. 2018. California Energy Demand 2018-2030 Revised Forecast. January 2018.
[60] California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 63.

Furthermore, the 2018 California Gas Report, estimates that natural gas supplies within the SoCalGas planning area will be approximately 923,282,100 MMBtu in 2024 (the year the Proposed Project would become operational).[61] As stated above, the Proposed Project annual net increase in demand for natural gas is estimated to be approximately 22,767 MMBtu for the Full Backfill Scenario and 16,413 MMBtu for the Partial Backfill Scenario. Under both scenarios, the Proposed Project would account for approximately 0.002 percent of the 2024 forecasted annual consumption in the SoCalGas planning area and would fall within the SoCalGas projected consumption for the area and would be consistent with the SoCalGas anticipated regional demand from population or economic growth.[62] Therefore, with the incorporation of the project design features described above, operation of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of natural gas, and the impact would be **less than significant**.

Transportation Energy

During operation, Proposed Project-related vehicle use would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The Project Site would be located near shopping areas with a grocery store, restaurants, and retail/commercial land uses, and the Project Site itself would be connected to multiple transit options through the use of shuttles in and around events, providing alternatives to the use of passenger vehicles. A majority of the vehicle fleet that would be used by the Proposed Project employees and visitors would consist of light-duty automobiles and light-duty trucks, which are subject to fuel efficiency standards. Annual trips for the Proposed Project were estimated using trip rates provided in the Section 3.14, Transportation and Circulation, and Appendix K of this Draft EIR.

As reported in Table 3.5-4a and Table 3.5-4b, the Proposed Project estimated annual net increase in petroleum-based fuel usage would be approximately 1,583,770 gallons of gasoline and 91,347 gallons of diesel for the Full Backfill Scenario and 1,011,301 gallons of gasoline and 66,983 gallons of diesel under the Partial Backfill Scenario. Based on the California Energy Commission *California Annual Retail Fuel Outlet Report*, residents and employees in Los Angeles County consumed 3,659,000,000 gallons of gasoline and approximately 590,200,000 gallons of diesel fuel in 2017.[63] The Proposed Project would account for 0.043 percent of County-wide gasoline consumption and 0.015 percent of County-wide diesel consumption under the Full Backfill Scenario and account for 0.028 percent of County-wide gasoline consumption and 0.011 percent of County-wide diesel consumption under the Partial Backfill Scenario, based on the available County fuel sales data for the year 2017.

[61] California Gas and Electric Utilities, 2018. 2018 California Gas Report, p. 103.
[62] Note while actual operations would only occur for part of 2024, the energy analysis assumes a full year of operations to present a conservative estimate as energy efficiencies will increase in subsequent years therefore reducing energy consumption from the same activities.
[63] California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed December 26, 2018.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption.[64] Fuels used for vehicle trips resulting from the Proposed Project would be required to comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles used for Project-related vehicle trips would also comply as applicable with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings, in addition to compliance with CAFE standards.

The Proposed Project would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles for the reasons provided below. As discussed in detail in Section 3.10, Land Use and Planning, the Proposed Project design and characteristics would be consistent with and would not conflict with the goals of the SCAG 2016 RTP/SCS. As discussed below under Impact 3.5-2, the mixed use design of the Proposed Project would increase the density of an infill site served by a variety of transit options. The Project Site is adjacent to two bus lines (the 117 and 212/312 lines, which stop at the intersection of West Century Boulevard and South Prairie Avenue) and within one half mile of a third bus route (the combined 740/40 Metro bus). The Proposed Project also would provide shuttle service from the Metro Green Line Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line Downtown Inglewood Station to the Project Site during LA Clippers basketball games and other large events.

The close proximity of the Proposed Project to retail, restaurant, entertainment, commercial, and job destinations supports achievement of reductions in VMT. Additionally, the Project design would provide for the installation of electric vehicle charging stations for a minimum of 8 percent of the parking spaces pursuant to the CALGreen Code, reducing the amount of fossil fuel consumed during vehicular travel to and from the Proposed Project.

For the reasons described above, the Proposed Project would reduce operational transportation fuel demand consistent with and not in conflict with State, regional, and City goals. Therefore, operation of the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and the impact would be **less than significant** under either scenario.

Mitigation Measure

None required.

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[64] BP Global, Oil reserves, https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil.html. Accessed December 26, 2018.

Impact 3.5-2: Construction and operation of the Proposed Project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency. (Less than Significant)

CALGreen Code and Title 24

The Proposed Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The Proposed Project would comply with CALGreen and Title 24 requirements to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, providing EV charging spaces, and installing energy-efficient appliances and equipment.

The Proposed Project would be designed to obtain a LEED Gold level of certification. The Proposed Project would be designed to optimize building energy performance with a minimum of a 5 percent reduction from the CCR, Title 24, Part 11 baseline requirement (this corresponds to a minimum of 18 percent energy efficiency beyond the American Society of Heating, Refrigerating and Air-Conditioning Engineers Standard 90.1).

Final design of the Proposed Project has not yet been finalized and is still being refined; therefore, specific green building strategies to obtain LEED certification for each proposed building have not been fully identified. However, LEED Certification of the Proposed Project necessarily could not occur prior to the completion of construction. The strategies and measures identified in the IBEC Project AB 987 Application demonstrate that the IBEC Project would meet LEED Gold Certification requirements, as appropriate at this stage in the design and approval process. The LEED scorecards (included as Attachment B to the IBEC Project AB 987 Application) would be key components of the Proposed Project Basis of Design documentation required for compliance with the Title 24 commissioning requirements and the LEED collaborative design requirements. Compliance with LEED requirements would be demonstrated in a two-step process - with a first submittal being made at the completion of design, and a second submittal upon completion of construction. The credit strategies identified on the LEED scorecard would be monitored and approved through each design submittal. LEED Gold certification achieved through this process would be anticipated prior to completion of the first NBA season at the proposed Arena (expected to be June 30, 2025).

The Proposed Project would implement LEED efficiency strategies and incorporate water conservation, energy conservation, and other features consistent with the CALGreen, Title 24, and City sustainability goals. As a result, the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, the impact would be **less than significant**.

SCAG 2016–2040 RTP/SCS

As discussed in Section 3.7, Greenhouse Gas Emissions; Section 3.10, Land Use and Planning; and Section 3.14, Transportation and Circulation, the Proposed Project would be consistent with the 2016-2040 RTP/SCS. The SCAG 2016-2040 RTP/SCS is designed to support development of

compact communities in existing urban areas, with more mixed-use and infill development, and reuse of developed land that is also accessible to transit and/or served by high quality transit. The 2016-2040 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by reducing VMT to achieve an 8 percent reduction in passenger vehicle emissions by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis. Section 3.7, Greenhouse Gas Emissions, details the features incorporated into the Proposed Project to reduce vehicle trips, resulting in less gasoline and diesel fuel use.

Overall, the Proposed Project would be consistent with the goals and policies of the SCAG 2016 RTP/SCS because it is an infill site accessible to transit, and by supporting reductions in VMT to and from the Project Site. Although the 2016-2040 RTP/SCS is not technically an energy efficiency plan, consistency with the RTP/SCS has energy implications, including the reduction of VMT from the plan which reduces GHG emissions and reduces fossil fuel consumption from travel to and from the Project Site. For these reasons, the impact would be **less than significant**

City of Inglewood ECAP

ECAP implementation is expected to reduce emissions by 18.8 percent below 2005 levels by 2020, enabling the City to meet its 2005 target. However, the City would, need to reduce emissions by an additional 111,702 MT CO_2e per year by 2035 to meet its 2035 target. The ECAP identifies a number of strategies aimed at reducing emissions through increased energy efficiency, renewable energy generation, improved transit options, and reduced consumption and waste. Based on the concept designs, the Proposed Project would be consistent with the City of Inglewood ECAP. However, because the final design of the Proposed Project is not yet available and the specific LEED credits and project features are not finalized. Assuming the final design does incorporate the planned LEED efficiency strategies, the impact would be **less than significant.** See Section 3.7, Greenhouse Gas Emissions, for a detailed explanation of each strategy and the consistency of the Proposed Project with the energy efficiency goal of the ECAP.

Summary

The Proposed Project would incorporate physical design features such that it would be consistent with applicable plans, policies and regulations adopted for the purpose of promoting renewable energy and overall energy efficiency. Thus impacts would be **less than significant**.

Mitigation Measures

None required.

Impact 3.5-3: Construction and operation of the Proposed Project could result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant)

Construction

Electricity

During construction of the Proposed Project, electricity would be consumed to power lighting, heating, and cooling in the construction trailers; outdoor lighting of the site; electric equipment; and supply and convey water for dust control. Electricity would be supplied to the Project Site by SCE and would be obtained from the existing electrical lines that connect to the Project Site. As previously discussed, although there would be a temporary increase in electricity consumption at the Project Site during construction (a net increase of approximately 671 MWh per year), the electrical consumption would be within the supply and infrastructure capabilities of SCE (87,143 GWh net energy for 2018).[65] Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and represent a small fraction of the Proposed Project's net annual operational electricity. While existing off-site infrastructure would not have to be expanded and new infrastructure would not be required to provide electrical service during construction activities, it may be necessary to construct temporary overhead and/or underground facilities to provide sources or change the direction of "feed" to accommodate improvement requirements for the removal of existing facilities. These facilities would be considered temporary in nature and would be removed upon installation of permanent electrical facilities. Therefore, Proposed Project construction would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be **less than significant**.

With regard to existing electrical distribution lines, the Proposed Project would be required to coordinate electrical infrastructure removals or relocations with SCE, who would provide electric power to the Project Site,[66] and comply with site-specific requirements set forth by SCE. This coordination would ensure that service disruptions and potential service impacts associated with grading, construction, and development within SCE easements would be minimized. As previously discussed, existing electric power lines are located across portions of the Project Site. These existing electric power lines would need to be rerouted around the Project Site as the parameters of the building footprint would prohibit the undergrounding within the boundaries of the Project Site, as shown in Figure 3.5-1. These relocations would occur prior to the removal of the existing on-site facilities. In addition, the Proposed Project would be required to construct structures, including switches, capacitor banks, transformers and metering equipment, for the anticipated operational electric power demand generated by the Proposed Project. The proposed

[65] Southern California Edison, 2018. 2018 Annual Report, p. 2. 2018.
[66] SCE Will Serve Letter provided in Appendix G, of this Draft EIR.

locations for these facilities is in the southeast corner of the Arena Site.[67] Analysis of other construction-related impacts associated with providing electricity to the Project Site during construction, including the removal and relocation of facilities, are described in sections 3.1 through 3.15 of this Draft EIR, as applicable. As such, construction of the Proposed Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity and would not result in the construction of new electric power facilities or expansion of existing facilities, which could cause significant environmental effects, and impacts would be **less than significant**.

Natural Gas

As stated above, construction activities, including the construction of new buildings and facilities, would consume natural gas in the form of CNG for powering a portion of the off-road construction equipment. CNG needed for this construction equipment would be brought to the Project Site or the equipment taken to a CNG fueling station. Natural gas would not be directly supplied by SoCalGas to support Proposed Project construction activities. Therefore, construction of the Proposed Project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Project construction would involve installation of new natural gas connections to serve the Project Site. The natural gas lines in the surrounding area were installed decades ago for residential uses and are typically 2 inches in size and not large enough to handle the necessary volume for the Proposed Project's natural gas demand. To accommodate the Proposed Project's natural gas demand during operation of the Proposed Project, the natural gas distribution main in West 102nd Street would need to sized up to 4 inches and would tie into an 8-inch natural gas main on the west side of South Prairie Avenue. The Proposed Project would also require abandonment of several existing natural gas lines as well as new connections and extensions to existing natural gas lines, shown in Figure 3.5-1.[68] Construction impacts associated with the installation of natural gas connections are expected to be limited to grading/trenching activities in order to replace, relocate, and extend existing natural gas pipes below grade. In addition, prior to ground disturbance, Project contractors would be required to notify and coordinate with SoCalGas, who would provide natural gas service to the Project Site,[69] to identify the locations and depth of all existing gas lines and avoid disruption of natural gas service to other properties. Analysis of other construction-related impacts associated with providing electricity to the Project Site during construction, including the removal and relocation of facilities, are described in sections 3.1 through 3.15 of this Draft EIR, as applicable. Therefore, construction of the Proposed Project would not result in an increase in demand for natural gas that would affect the available supply or distribution infrastructure capabilities and would not result in the construction of new

[67] BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 4. July 2018.
[68] BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 11. July 2018.
[69] SoCalGas Will Serve Letter provided in Appendix G of this Draft EIR.

natural gas facilities or expansion of existing facilities, which could cause significant environmental effects, and impacts would be **less than significant**.

Telecommunications

Construction activities, including the construction of new buildings and hardscape, typically do not have the need for the construction of telecommunication facilities. As a majority of the Project Site is currently undeveloped, installation of new underground telecommunication lines (for telephone, internet, and other services) to serve the Proposed Project and related uses would be required on the Project Site. Existing AT&T and Spectrum Business facilities that are located along West 102nd Street as well as those that traverse the Project Site would need to be relocated in order to prepare the Project Site for development. In addition, AT&T has fiber capability to service the Project Site from existing infrastructure on West 104th Street;[70] the existing infrastructure would need to be extended to the Project Site. Furthermore, Spectrum Business would provide service to the Project Site[71] from the southwest corner of the Arena Site. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve trenching in order to place the lines below ground surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. No upgrades to off-site telecommunications facilities are anticipated. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers (i.e., AT&T and Spectrum Business). Analysis of other construction-related impacts associated with providing electricity to the Project Site during construction, including the removal and relocation of facilities, are described in sections 3.1 through 3.15 of this Draft EIR, as applicable. As such, construction of the Proposed Project is not anticipated to adversely affect telecommunications infrastructure and would not result in the relocation or construction of new telecommunication facilities or expansion of existing facilities, which could cause significant environmental effects, and impacts would be **less than significant**.

Operations

Electricity

At buildout, the Proposed Project would result in a projected net increase in the annual demand for electricity totaling approximately 16,934 MWh for the Full Backfill Scenario and 13,194 MWh for the Partial Backfill Scenario, as shown in Table 3.5-4a and Table 3.5-4b, and would represent approximately 0.019 percent and 0.015 percent of SCE-supplied electricity, respectively. The electrical demand for the Proposed Project would be within SCE's projected electricity supplies. As previously discussed, the closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), which is the primary source of power to the few existing uses on the Project Site. The substation provides two distribution service

[70] AT&T Will Serve Letter provided in Appendix G of this Draft EIR.
[71] Spectrum Business (also known as Charter Communications) Will Serve Letter provided in Appendix G of this Draft EIR.

voltages: 16 kV and 4.8 kV. SCE does not anticipate the need for a new substation as the current capacity of the 16 kV system would be adequate to service the anticipated electricity demand of the Proposed Project. During operation of the Proposed Project, it is expected that SCE's existing infrastructure, planned electricity capacity, and electricity supplies would be sufficient to support the Proposed Project's electricity demand. Therefore, the Proposed Project would not create the need for additional off-site electrical infrastructure (i.e., substation), which could cause significant environmental effects, and impacts would be **less than significant**.

Natural Gas

At buildout, the Proposed Project would generate an estimated net increase in the on-site annual demand for natural gas totaling approximately 22,767 MMBtu for the Full Backfill Scenario and 16,413 MMBtu for the Partial Backfill Scenario, as shown above in Table 3.5-4a and Table 3.5-4b. Under both scenarios, the Proposed Project would account for approximately 0.002 percent of the 2024 forecasted annual consumption in the SoCalGas planning area and would fall within the SoCalGas projected consumption for the area, and would be consistent with the SoCalGas anticipated regional demand from population or economic growth.[72] SoCalGas expects overall natural gas demand to decline through 2035 accounting for population and economic growth as well as efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. The 2018 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 0.5 percent per year from 2018 to 2035. The decline in throughput demand is due to modest growth in the natural gas vehicle market and across-the board declines in other market segments."[73] Based on the Proposed Project's small fraction of total natural gas capacity for the region, ongoing SoCalGas long-range planning efforts to provide natural gas for this service region, and sufficient existing infrastructure, it is expected that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Proposed Project's demand for natural gas. Therefore, the Proposed Project would not create the need for additional off-site natural gas infrastructure, which could cause significant environmental effects, and impacts would be **less than significant**.

Telecommunications

As previously discussed, underground telecommunication lines (for telephone, internet, and other services) to serve the to serve the Proposed Project would be installed on the Project Site during construction activities. As telecommunication providers already deliver their services to a large number of homes and commercial businesses in in the vicinity of the Project Site, it is anticipated that existing telecommunications facilities would be sufficient to support the Proposed Project's needs for telecommunication services. As such, no upgrades to off-site telecommunications facilities are anticipated. Therefore, the Proposed Project would not create the need for additional

[72] Note while actual operations would only occur for part of 2024, the energy analysis assumes a full year of operations to present a conservative estimate as energy efficiencies will increase in subsequent years therefore reducing energy consumption from the same activities.

[73] California Gas and Electric Utilities, 2018. 2018 California Gas Report, 2018, p. 4. 2018.

off-site telecommunications infrastructure, which could cause significant environmental effects, and impacts would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

Impact 3.5-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cause wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation of the Proposed Project. (Less than Significant)

Electricity

The geographic context for the cumulative analysis of electricity is the SCE service area. Growth within this service area is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

Future development, including the Proposed Project, would result in the increased use of electricity resources. However, SCE has determined that the use of such resources would be minor compared to existing supply and infrastructure within the SCE service area and would be consistent with growth expectations.[74] Furthermore, like the Proposed Project, other cumulative developments would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code, State energy standards under Title 24, and incorporate mitigation measures, as necessary. Therefore, the cumulative electricity impact would be **less than significant**.

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area. Growth within this service area is anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities.

Cumulative development projects, including the Proposed Project, in the SoCalGas service area would result in the use of natural gas resources, however the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for the SoCalGas service area. Further, like the Proposed Project, other future development projects would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen and State energy standards in Title 24, and incorporate mitigation measures, as necessary. Therefore, the cumulative natural gas impact would be **less than significant**.

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[74] California Energy Commission, 2018. California Energy Demand 2018-2030 Revised Forecast. January 2018.

Transportation Energy

The geographic context for the cumulative analysis of transportation energy is the SCAG region. Growth within this region is anticipated to increase the demand for transportation and the need for infrastructure, such as new or expanded facilities.

Buildout of the Proposed Project and cumulative projects in the SCAG region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be reduced by future improvements to vehicle fuel economy pursuant to Federal and State regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 35.5 mpg standard in the 2012–2016 standards. Siting land use development projects at infill sites is consistent with the overall goals of the State to reduce VMT pursuant to SB 375. Cumulative development projects would need to demonstrate consistency with these goals and incorporate any mitigation measures required under CEQA, which would also ensure cumulative development projects contribute to transportation energy efficiency and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.5-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with or obstruct a State or local plan for renewable energy or energy efficiency. (Less than Significant)

The geographic scope of analysis for cumulative impacts related to compliance with State or local plans for renewable energy or energy efficiency includes those past, present, and reasonably foreseeable cumulative projects located within the in the City of Inglewood and the surrounding area, as identified in Table 3.0-2, Cumulative Projects List (see Section 3.0, Introduction to the Analysis).

Pursuant to State law, all present and reasonably foreseeable cumulative projects would be required to comply with CALGreen and Title 24 energy efficiency requirements, which would reduce energy consumption by implementing energy efficient building designs and installing energy-efficient appliances and equipment, among other measures and would support and promote the use of renewable energy and energy efficiency. Assuming the compliance of the Proposed Project and other cumulative projects with State energy efficiency requirements, the cumulative impact would be **less than significant**.

All of the cumulative development projects included in Table 3.0-1 are in the SCAG region and are infill projects which would be constructed within existing urbanized areas and, therefore, demonstrate characteristics that would be consistent with the guidance provided in the SCAG 2016 RTP/SCS. As infill developments, these projects would support development of compact

communities in existing urban areas, with more mixed-use and infill development, and reuse of developed land that is also accessible to transit and/or served by transit. Development of infill areas supports the reduction of VMT by locating jobs and housing in closer proximity to each other, thereby reducing energy consumption and GHG emissions. VMT reductions also result in reducing fossil fuel consumption from travel to and from project sites within the cumulative context. Since the Proposed Project and other cumulative projects would support the RTP/SCS goals for infill of existing urbanized areas, the cumulative impact would be considered **less than significant**.

A total of 33 of the 145 cumulative projects in the Cumulative Projects List presented in Table 3.0-2 are located within the City of Inglewood (Cumulative Projects numbers 42 through 74). Each of those 33 cumulative projects in the City of Inglewood would be expected to comply with the energy efficiency goal established in the ECAP. The ECAP identifies a number of strategies aimed at reducing emissions through increased energy efficiency, renewable energy generation, improved transit options, and reduced consumption and waste. Assuming the compliance of the cumulative projects with the energy efficiency goals of the ECAP, impacts would be **less than significant**.

For the reasons described above, cumulative development including the Proposed Project would not conflict with or obstruct implementation of a State or local plan for renewable energy or energy efficiency, and the cumulative impact would be **less than significant**. Assuming the final design does incorporate the planned LEED efficiency strategies, complies with Title 24 requirements, and complies with the City of Inglewood ECAP, the project would not have a considerable contribution to this significant impact and, thus, the cumulative impact is **less than significant**.

Mitigation Measures

None required.

Impact 3.5-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in the relocation or construction of new or expanded electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant)

Electricity

The geographic context for the cumulative analysis of electricity is the SCE service area, which includes as 50,000-square-mile service area, across central, coastal and southern California and is bounded by Mono County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the south.[75] Growth within this service area is anticipated to increase the demand for electricity and potentially the need for infrastructure, such as new or expanded facilities.

[75] Southern California Edison, About Us >Who We Are, https://www.sce.com/about-us/who-we-are. Accessed April 25, 2019.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SCE are ongoing. Generally, aside from ongoing maintenance, SCE has currently, and will continue to install additional system upgrades to support other large projects in its service area.[76] It is expected that SCE would continue to expand delivery capacity as necessary to meet demand increases within its service area. Development projects within the SCE service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each cumulative project would be reviewed by SCE to identify necessary power facilities and service connections to meet individual project needs. In addition, as with the Proposed Project, related projects would need to analyze potential environmental effects of infrastructure extensions, adhere to any applicable ground-disturbing design features, and implement necessary mitigation measures, which would also serve to reduce potential impacts from any infrastructure removal or relocation activities. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the surrounding area. As such, the electricity demands of customers in the SCE service area would continue to be met, and the cumulative impact would be **less than significant**.

Natural Gas

The geographic context for the cumulative analysis of natural gas is the SoCalGas service area, which includes approximately 20,000 square miles throughout central and southern California, from the City of Visalia to the US/Mexico border. Growth within this service area is anticipated to increase the demand for natural gas and potentially the need for infrastructure, such as new or expanded facilities.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity as necessary to meet demand increases within its service area. At this time, SoCalGas does not have plans for the construction of any new medium or high-pressure mains in the surrounding area.[77] Development projects within its service area, including the Proposed Project and other cumulative projects also served by the existing SoCalGas infrastructure, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. In addition, as with the Proposed Project, cumulative projects would need to analyze potential environmental effects of infrastructure extensions, adhere to any applicable ground-disturbing design features, and implement necessary mitigation measures, which would also serve to reduce potential impacts from any off-site infrastructure improvement activities. As such, the natural gas demands of customers in the SoCalGas service area would continue to be met, and the cumulative impact would be **less than significant**.

Telecommunications

The geographic context for the cumulative analysis of telecommunication facilities is the service areas for the telecommunication service providers (i.e., AT&T and Spectrum Business). Growth

[76] BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 9. July 2018.
[77] BJ Palmer and Associates, Inc., 2018. Dry Utilities Study, page 11. July 2018.

within this service area is anticipated to increase the demand for telecommunication services (such as telephone, internet, and other services) and potentially the need for infrastructure, such as new or expanded facilities.

Expansion of telecommunication infrastructure, including telephone and internet services, is typically at the discretion of the service providers and would occur as needed. It is expected that the telecommunication service providers would expand off-site telecommunications systems if necessary to meet demand increases within their service area. Cumulative projects may require the relocation or installation of new underground telecommunication lines to serve individual projects. As with the Proposed Project, relocation and installation of new telecommunications infrastructure for the related projects are anticipated to be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. Installation would be short term in duration and would cease to occur when installation is complete. In addition, as with the Proposed Project, cumulative projects would need to analyze potential environmental effects of infrastructure extensions, adhere to any applicable ground-disturbing design features, and implement necessary mitigation measures, which would also serve to reduce potential impacts from any installation activities. As such, the telecommunications demands of customers in the telecommunications service areas would continue to be met, and the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

3.6 Geology and Soils

This section describes and evaluates potential impacts related to geology and soils conditions and hazards, including paleontological resources. The section contains: (1) a description of the existing regional and local conditions of the Project Site and the surrounding areas as it pertains to geology and soils as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, State, and local regulations related to geology and soils; and (3) an analysis of the potential impacts related to geology and soils associated with the implementation of the Proposed Project, as well as identification of potentially feasible mitigation measures that could mitigate the significant impacts.

Comments received in response to the NOP for the EIR regarding geology and soils can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to geology and soils that were raised in comments on the NOP are analyzed in this section.

The analysis included in this section was developed based on Project-specific construction and operational features; the *Paleontological Resources Assessment Report* prepared by ESA and dated July 2019 (Appendix I); and the site-specific existing conditions, including geotechnical hazards, identified in the *Preliminary Geotechnical Report* prepared by AECOM and dated September 14, 2018 (Appendix H).[1]

3.6.1 Environmental Setting

Regional Setting

The Project Site is located in the northern Peninsular Ranges geomorphic province close to the boundary with the Transverse Ranges geomorphic province. The Transverse Ranges geomorphic province is characterized by east-west trending mountain ranges that include the Santa Monica Mountains. The southern boundary of the Transverse Ranges province is marked by the Malibu Coast, Santa Monica, Hollywood, Raymond, Sierra Madre, and Cucamonga faults.

The Peninsular Range province is characterized by northwest/southeast trending alignments of mountains and hills and intervening basins, reflecting the influence of northwest trending major faults and folds controlling the general geologic structural fabric of the region. This province extends northwesterly from Baja California into the Los Angeles Basin and westerly into the offshore area, including Santa Catalina, Santa Barbara, San Clemente and San Nicolas islands. It is bounded by the Colorado Desert along the San Jacinto Fault Zone on the east. The Los Angeles Basin is the northernmost part of the Peninsular Ranges province. The Project Site is located within the Los Angeles Basin, which is a broad sediment-filled trough that forms an alluvial plain of low relief. The basin was created by tectonic subsidence and subsequent deposition of sediments derived from ancestral streams from erosion along the flanks of the local mountains since the Pliocene time (approximately 2.6 million to 11,700 years ago). Within this portion of

[1] AECOM, *Preliminary Geotechnical Report*, September 14, 2018.

the basin, thick accumulations of non-marine to shallow marine deposits overlie older marine sediments.[2]

Project Vicinity and Project Site

The Project Site is located within the southwest block of the Los Angeles Basin and is part of the Torrance Plain, which is a southward-dipping gently sloping alluvial plain developed by continued uplift and subsequent filling of sediments derived from headward erosion along the flanks of the Santa Monica Mountains and local uplands.[3] The southwestern block of the Los Angeles Basin is interrupted by a series of a left-stepping pattern of dome-shaped hills. These hills (Baldwin Hills, Dominguez Hills, and Signal Hills) were formed due to folding and deformation produced by the Newport-Inglewood Fault Zone and extend southeasterly from the Santa Monica Mountains on the north to the San Joaquin Hills in the Newport Beach area to the south.

Overall, the Project Site is in a relatively level area that is blanketed by artificial fill overlying native alluvial and older alluvial deposits. Due to the varied history of different developments throughout the Project Site, some of the fill could have been placed with or without control following demolition of older structures that occupied most of the parcels. There are no known records of fill placement available, but the borings drilled at the Project Site during the geotechnical investigation encountered artificial fill to depths ranging from 5 to 10 feet below ground surface (bgs).[4] According to the *Preliminary Geotechnical Report*, native materials underlying the fill consist of alluvial sediments described as fine to medium-grained silty sand and sand with trace fine gravels interbedded with discontinuous flood plain fine-grained sediments consisting of clayey silt, lean clay, and sandy clay.[5] Based on the geotechnical report borings, the younger alluvium may extend to depths ranging from 30 to 40 feet bgs.[6] Older alluvium that consists of dense to very dense silty sands and stiff to hard sandy clays was noted as present from approximately 30 to 40 feet bgs to the maximum depth explored of 100 feet bgs; however, geological mapping indicates that older alluvium is present at the surface (below fill soils).

Groundwater was encountered during the geotechnical investigation at depths that were generally below 75 feet bgs. According to Seismic Hazard Zone Report 027, the historically highest groundwater level in the area has been inferred to be more than 50 feet bgs.[7]

Fault Rupture

Background

Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults are

2 AECOM, *Preliminary Geotechnical Report*, September 14, 2018.
3 AECOM, *Preliminary Geotechnical Report*, September 14, 2018.
4 AECOM, *Preliminary Geotechnical Report*, September 14, 2018.
5 AECOM, *Preliminary Geotechnical Report*, September 14, 2018.
6 Note that the description of the younger alluvium does not agree with the geologic mapping for the area which shows the site as being underlain by Older alluvium. See also discussion in the Paleontology methodology.
7 AECOM, *Preliminary Geotechnical Report*, September 14, 2018, p. 10.

classified as either active, potentially active, or inactive.[8] Faults are considered active when they have shown evidence of movement within the past 11,000 years (i.e., Holocene epoch). Potentially active faults are those that have shown evidence of movement between 1.6 million and 11,000 years ago (Quaternary age). Faults showing no evidence of surface displacement within the last 1.6 million years are considered inactive.

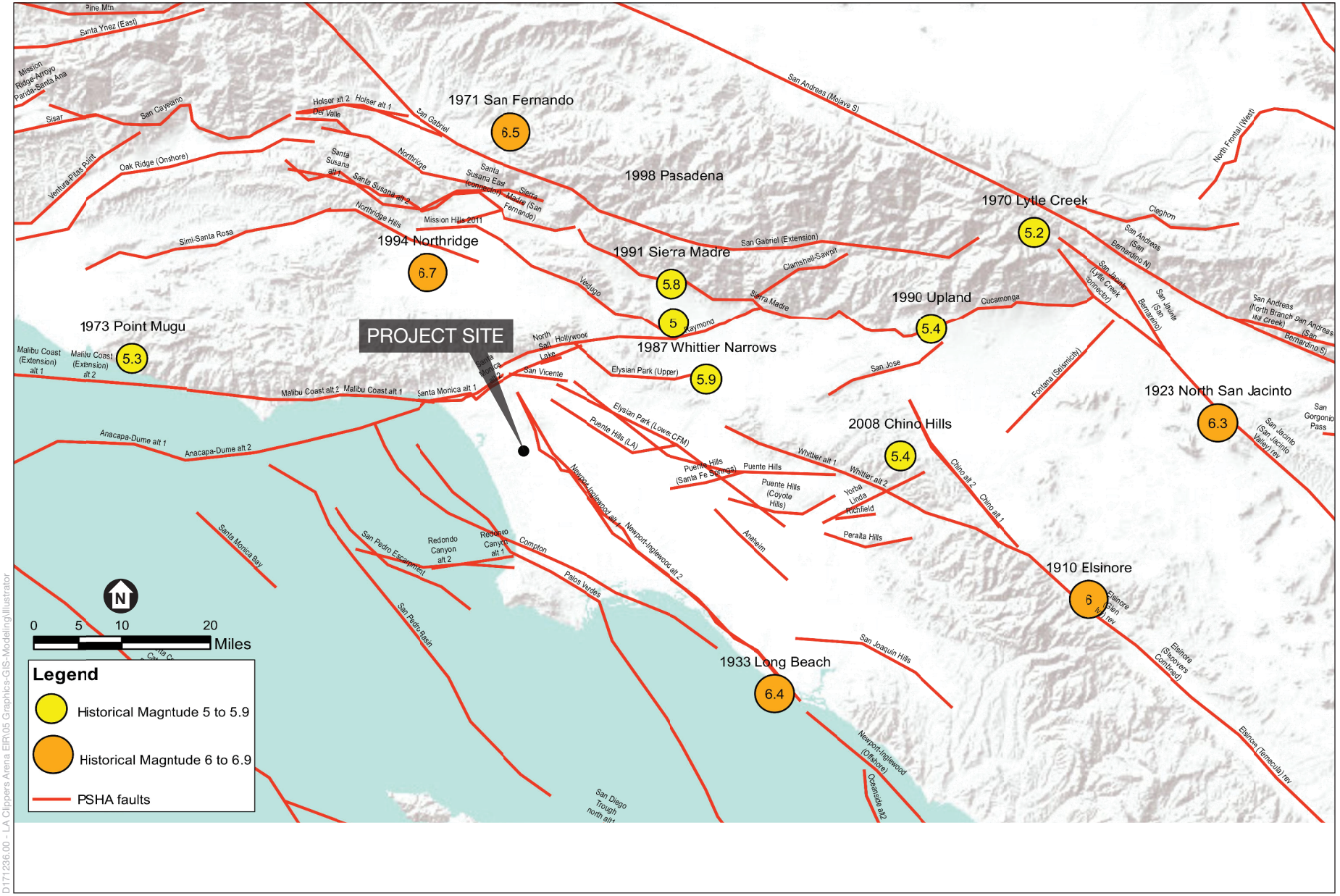
Blind thrust faults are defined as faults that are deeper and do not exhibit surface expression or displacement but that nonetheless can become a potential significant source of seismic activity. Since they are essentially buried, their existence is usually not known until they produce an earthquake. Several blind thrust faults underlie the Los Angeles Basin at depth, including the Puente Hills Blind Thrust, Compton Thrust, and Upper Elysian Park (**Figure 3.6-1**). However, blind thrust faults are not exposed at the ground surface and do not present a potential for surface fault rupture.

The Alquist-Priolo Earthquake Fault Zoning Act (formerly known as the Alquist-Priolo Special Studies Zones Act) established state policy to identify active faults and determine a boundary zone on either side of a known fault trace, called the Alquist-Priolo Earthquake Fault Zone. The delineated width of an Alquist-Priolo Earthquake Fault Zone is based on the location precision, complexity, or regional significance of the fault and can be between 200 and 500 feet in width on either side of the fault trace. If a site lies within a designated Alquist-Priolo Earthquake Fault Zone, a geologic fault rupture investigation must be performed to demonstrate that a proposed building site is not threatened by surface displacement from the fault, before development permits may be issued.

Project Site

Based on the available geologic data, no active or potentially active faults with the potential to cause surface fault rupture are known to be located directly beneath the Project Site, which includes the Arena Site, the West Parking Garage Site, the East Transportation and Hotel Site, and the Well Relocation Site. The closest and most significant active fault to the Project Site with surface rupture potential (e.g., non-blind thrust faults) is the Newport-Inglewood Fault Zone, located approximately 1.13 miles to the northwest.[9] The Project Site is not located within or near a designated Alquist-Priolo Earthquake Fault Zone.

8 The California Geological Survey was formerly called the California Division of Mines and Geology (CDMG).
9 AECOM, *Preliminary Geotechnical Report*, September 14, 2018, Figure 5, p. 147. Note that while the Potrero Fault is located 0.18 miles northeast of the Project Site, for purposes of this analysis, it is not considered a significant active fault.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2018

Inglewood Basketball and Entertainment Center

Figure 3.6-1
Regional Fault Locations

ESA

Ground Shaking

The Project Site is located within a very seismically active Southern California region, within 50 miles of many active or potentially active faults that are capable of producing very strong ground shaking (Figure 3.6-1). The Newport-Inglewood Fault is the closest and most significant active fault to the Project Site. As mentioned above, the Newport-Inglewood Fault Zone is approximately 1.13 miles to the northwest. The Newport-Inglewood Fault is considered to connect with fault zones south of Newport Beach (the "offshore zone of deformation" and the Rose Canyon Fault) forming a system of faults that extend from Santa Monica to Baja California. The Newport-Inglewood Fault was the source for the 1933 magnitude 6.4 (M6.4) Long Beach earthquake. It caused major damage and the loss of 115 lives in Long Beach and surrounding communities of Los Angeles. Other significant historic earthquakes that have occurred relatively near (30 miles or less) the Project Site include:

- The 1971 San Fernando Earthquake (M6.5) on the San Fernando Fault,
- The 1987 Whittier Earthquake (M5.9), and
- The 1994 Northridge Earthquake (M6.7).

The effects of seismic shaking are dependent on the distance between the Project Site, the causative fault, and the on-site geology. Based on the latest forecasting by the US Geological Survey, the Southern California region has a 93 percent likelihood of experiencing a magnitude 6.7 or greater earthquake over the following 30 years.[10] The secondary effects of seismic shaking potentially include subsidence, liquefaction, settlement (including landslides), and lateral spreading.

Subsidence

Subsidence is characterized as a sinking of ground surface relative to surrounding areas and can occur when underlying soils fail to support new loadings, such as structures or placement of additional fill materials. Subsidence in areas of thick alluvial deposits can also be associated with regional fluid (groundwater and/or petroleum) withdrawal, peat oxidation, or hydrocompaction. Subsidence can result in the development of ground cracks and damage to subsurface vaults, pipelines, and other improvements.

Subsidence can occur from immediate settlement, consolidation, shrinkage of expansive soil (see also discussion below), and/or liquefaction (discussed below). Immediate settlement occurs when a load from a structure or placement of new fill material is applied, causing distortion in the underlying materials. This settlement occurs quickly and is typically complete after placement of the final load. Consolidation settlement occurs in saturated clay from the volume change caused by squeezing out water from the pore spaces. Consolidation occurs over a period of time and is followed by secondary compression, which is a continued change in void ratio under the continued application of the load. Soils tend to settle at different rates and by varying amounts

[10] United States Geological Survey, 2015. UCERF3: A New Earthquake Forecast for California's Complex Fault System, USGS Fact Sheet 2015-3009, March 2015. Note that the relatively recent Ridgecrest earthquake, located over 150 miles northeast from the Project Site, had a magnitude of 7.1.

depending on the load weight or changes in properties over an area, which is referred to as differential settlement. According to the geotechnical report, the presence of undocumented fill materials makes the Project Site susceptible to settlement unless site preparations, such as removal of artificial fill and replacement, with engineered fill is conducted.

According to the California Division of Gas and Geothermal Resources (DOGGR), the Project Site is not located within the limits of any existing or former oil fields.[11] The Project Site does not contain existing oil production wells, and no plugged or abandoned oil exploration wells are known to be located at the Project Site. The closest known oil production well is located approximately 1,200 feet northeast of the Arena Site and is categorized as "idle." Therefore, while there is some history of oil extraction in the area, as indicated by a cluster of wells located over a half mile to the northeast, no oil extraction occurs or is known to have historically occurred at the Project Site. There is one operational groundwater well in the southwest part of the Arena Site, proposed to be relocated as part of the Proposed Project, though it is not extensively used and use would not change with the Proposed Project.

According to the *Preliminary Geotechnical Report*, the Project Site is not located within an area of known subsidence associated with fluid (e.g., groundwater or petroleum) withdrawal, and no major extraction of water or petroleum is planned in the future in the vicinity of the Project Site.[12]

Liquefaction

Liquefaction is a form of earthquake-induced ground failure that occurs when relatively shallow, loose, granular, water-saturated soils behave similarly to a liquid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow (50 feet bgs or less) groundwater; (2) low-density non-cohesive (granular) soils; and (3) high-intensity ground motion. Liquefaction is typified by a buildup of pore-water pressure in the affected soil layer to a point where a total loss of inherent shear strength occurs, thus causing the soil to behave as a liquid. Saturated, loose to medium-dense, near-surface non-cohesive soils and cohesive soils exhibit the highest liquefaction potential. Liquefaction usually results in horizontal and vertical movement of soils from lateral spreading (i.e., lateral displacement of gently sloping ground) of liquefied materials and post-earthquake settlement of liquefied materials. The effects of liquefaction on level ground include potential seismic settlement, sand boils, ground oscillation, and bearing capacity failures below structures.

According to the *Preliminary Geotechnical Report*, the Project Site is not located within an area identified as having a potential for liquefaction. As mentioned above, the historic-high groundwater levels in the area would be more than 50 feet bgs, and groundwater was not encountered in the borings carried out during the site-specific investigation which went to a depth of 75 feet bgs.[13] Therefore, according to the *Preliminary Geotechnical Report* prepared for the

[11] California Division of Gas and Geothermal Resources (DOGGR), Well Finder, https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.32073/33.94064/15. Accessed January 28, 2019.
[12] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 12.
[13] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 10.

Project Site, the potential for liquefaction and associated ground deformation at the Project Site is considered low.

Seismically Induced Settlement

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials (particularly loose, uncompacted, and variable sandy sediments above the water table) due to the rearrangement of soil particles during prolonged ground shaking. Settlement can occur both uniformly and differentially (i.e., where adjoining areas settle at different amounts). Areas underlain by artificial fill can be susceptible to this type of settlement. Given the geologic setting of the Project Site and the surrounding area, and the artificial fill identified beneath the Project Site, all areas of the Project Site could potentially be subjected to earthquake-induced settlement.

Site Soils

Compressible/Collapsible Soils

Compressible and collapsible soils are considered to have a greater potential in soils with high porosities and low densities, such as with windblown silt deposits (i.e., loess deposits), which are more commonly found in arid climates. Loess deposits are characterized by relatively low density and cohesion, appreciable strength and stiffness in the dry state, but susceptible to significant deformations as a result of wetting.

Typical collapsible soils are lightly colored, low in plasticity and relatively low densities. Based on the geotechnical borings completed at the Project Site, the underlying natural soils are generally firm and dense and, thus, would not be considered susceptible to collapse. The fill materials above the natural soils were characterized as not uniformly well compacted, but the potential for collapse was considered to be very low.[14]

Expansive Soils

Expansive soils include clay minerals characterized by their ability to undergo significant volume change (shrink or swell) due to variation in moisture content. Sandy soils are generally not expansive, while clayey soils generally are expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, perched groundwater, drought, or other factors. Volumetric change of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials.

According to the *Preliminary Geotechnical Report*, the materials encountered in the exploratory borings conducted at the Project Site include: (1) artificial fill to a depth of 12.5 feet bgs, consisting primarily of silty sand and sand with silt and gravel; (2) alluvial deposits from 12.5 feet to 30 feet bgs, consisting of sand, gravel, and cobles; and (3) alluvial deposits from 30 feet bgs to the

[14] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

maximum boring depths of up to 130 feet bgs, consisting of silty sand, sand, silty clay, and sandy clay.[15] Typically, sandy soils have a low expansion potential while clayey soils can have a high expansion potential. The predominance of granular content in the soils on site including gravels, sands, and cobbles indicate a generally low potential for expansive soils at the Project Site.

Corrosive Soils

Soil corrosion is a geologic hazard that affects buried metals and concrete materials that are in direct contact with soil or bedrock. Depending on the chemical constituents of the soil or bedrock, electrochemical corrosion processes can degrade the structural integrity of the buried metal or concrete. Soil corrosion is a complex phenomenon, with a multitude of variables involved. Pitting corrosion and stress-corrosion cracking (SCC) are a result of soil corrosion, which can eventually lead to substantive damage.

The results of corrosivity tests conducted as part of the *Preliminary Geotechnical Report* for the Project Site indicated that the on-site soils, at present moisture content, are mildly corrosive to ferrous metals, aggressive to copper, and the potential for sulfate attack on Portland cement concrete is considered negligible.[16]

Soil Erosion

Erosion is the wearing-away of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind, and underground water. Excessive soil erosion can eventually lead to damage of building foundations and roadways. In general, areas that are most susceptible to erosion are those that would be exposed during the construction phase when earthwork activities disturb soils and require stockpiling. Typically, the soil erosion potential is reduced once the soil is graded and covered with concrete, structures, asphalt, or landscaping. However, changes in drainage patterns can also cause areas to be susceptible to the effects of erosion.

Landslides

Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or the earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic ground shaking. According to the *Preliminary Geotechnical Report*, the relatively flat-lying topography at the Project Site precludes both stability problems and the potential for seismically induced landslides. Also, according to the Seismic Hazard Zones Map for the Inglewood Quadrangle, the Project Site is not located within areas designated by the State Geologist as susceptible to landslide movement or local topographic, geological, geotechnical and subsurface conditions that indicate a potential for landslides.[17] Furthermore, there are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Lastly, the Project Site is not located within an area identified as having a potential for seismic slope instability according to the California

[15] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. pp. 9 and 10.
[16] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 33.
[17] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

Division of Mines and Geology. Therefore, the potential for landslides, slope failures, and mudflows at the Project Site is considered low.

Oil Fields and Methane

As indicated previously, the Project Site is not located within the immediate vicinity of an active or abandoned oil well. The closest known oil production well is located approximately 1,200 feet northeast of the Project Site and is categorized as "idle."

Methane (CH_4) is a naturally occurring colorless gas associated with the decomposition of organic materials. In high-enough concentrations, methane can be considered an explosion hazard. According to the Los Angeles County Department of Public Works Solid Waste Information Management System, the Project Site or its elements are not within 300 feet of an oil or gas well or 1,000 feet of a methane producing site.[18] As such, the potential for explosive methane gases impacting the Project Site is low.

Paleontological Setting

The Project Site is located in the Los Angeles Basin, a structural depression approximately 50 miles long and 20 miles wide in the northernmost Peninsular Ranges Geomorphic Province.[19] The Los Angeles Basin developed as a result of tectonic forces and the San Andreas Fault Zone, with subsidence occurring 18 million to 3 million years ago (Ma).[20] While sediments dating back to the Cretaceous (66 Ma) are preserved in the basin, continuous sedimentation began in the middle Miocene (around 13 Ma).[21] Since that time, sediments have been eroded into the basin from the surrounding highlands, resulting in thousands of feet of accumulation.[22] Most of these sediments are marine, as they eroded from surrounding marine formations, until sea level dropped in the Pleistocene Era and deposition of the alluvial sediments that compose the uppermost units in the Los Angeles Basin began.

The Los Angeles Basin is subdivided into four structural blocks, with the Project Site occurring in the Southwestern Block, where alluvial sediments can be 5,000 to 14,000 feet below sea level.[23] The Southwest Block is roughly rectangular, extending from Santa Monica in the northwest to Long Beach to the southeast.[24]

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18 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 12.
19 Ingersoll, R.V. and P.E. Rumelhart, 1999. Three-stage basin evolution of the Los Angeles basin, southern California. Geology 27: 593-596.
20 Critelli, S.P. Rumelhart, and R. Ingersoll, 1995. Petrofacies and provenance of the Puente Formation (middle to upper Miocene), Los Angeles Basin, southern California: implications for rapid uplift and accumulation rates. Journal of Sedimentary Research A65: 656-667.
21 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
22 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A.
23 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A, p. A14.
24 Yerkes, R.F., T.H. McCulloh, J.E. Schollhamer, and J.G. Vedder. 1965. Geology of the Los Angeles Basin – an introduction. Geological Survey Professional Paper 420-A, p. A14.

3.6.2 Adjusted Baseline Environmental Setting

Section 3.6, Geology and Soils, assumes the Adjusted Baseline as described in Section 3.0, Introduction to the Analysis. Construction of the HPSP Adjusted Baseline projects will be subject to City of Inglewood plan check and building inspection functions which ensures that projects in the City are constructed in accordance with current building code requirements.[25] Construction of these structures is not likely to have any effect on the geotechnical hazards present at the Project Site as geotechnical conditions tend to be site specific, particularly in areas with low topographic relief, as is the case for the Project Site. In addition, pursuant to the General Construction Permit overseen and enforced by the Los Angeles Regional Water Quality Control Board, construction of the NFL Stadium and associated improvements is required to implement best management practices (BMPs) to minimize the potential for erosion and, thus, will not have any material effect on the potential for erosion at the Project Site. There is no evidence that HPSP Adjusted Baseline projects would affect the baseline for analysis of paleontological resources. No paleontological resources have been discovered and documented during construction of the HPSP Adjusted Baseline projects that would provide additional information on the presence or sensitivity of these resources in the area.

3.6.3 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to geology and soils relevant to the Proposed Project.

State

Alquist-Priolo Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code section 2621) was enacted by the State of California in 1972 to address the hazard of surface faulting to structures for human occupancy. The Alquist-Priolo Earthquake Fault Zoning Act was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged homes, commercial buildings, and other structures. The primary purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings intended for human occupancy on the surface traces of active faults. The Alquist-Priolo Earthquake Fault Zoning Act is also intended to provide the citizens with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings against ground shaking.

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory "earthquake fault zones" around the surface traces of active faults and to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Maps are distributed to all affected cities and counties to assist them in regulating new construction and

[25] The California Building Code is updated on a triennial basis. The current code in effect is the 2016 CBC and the 2019 CBC is anticipated to become effective on January 1, 2020.

renovations. These maps are required to sufficiently define potential surface rupture or fault creep. The State Geologist is charged with continually reviewing new geologic and seismic data, revising existing zones, and delineating additional earthquake fault zones when warranted by new information. Local agencies must enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requirements. Projects within an earthquake fault zone can be permitted, but only after cities and counties have required a geologic investigation, prepared by licensed geologists, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be "set back." Although setback distances may vary, a minimum 50-foot setback is generally required.

The Alquist-Priolo Earthquake Fault Zoning Act and its regulations are presented in CGS Special Publication (SP) 42, Fault-Rupture Hazard Zones in California (2007). The Proposed Project is not located with an Alquist-Priolo Fault Rupture Hazard Zone and, therefore, would be not be subject to the requirements of the Alquist-Priolo Earthquake Fault Zoning Act.

Seismic Hazards Mapping Act

In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code sections 2690–2699). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of their project sites have been investigated and appropriate mitigation measures, if any, have been incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plan and encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety. Under Public Resources Code section 2697, cities and counties must require, prior to the approval of a project located in a seismic hazard zone, submission of a *Preliminary Geotechnical Report* defining and delineating any seismic hazard. Each city or county must submit one copy of each *Preliminary Geotechnical Report*, including mitigation measures, to the State Geologist within 30 days of its approval. Under Public Resources Code section 2698, cities and counties may establish policies and criteria which are stricter than those established by the Mining and Geology Board.

State publications supporting the requirements of the Seismic Hazards Mapping Act include the CGS SP 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California,[26] discussed above, and SP 118, Recommended Criteria for Delineating Seismic Hazard Zones in California (2004).[27] SP 117A provides guidelines to assist in the evaluation and mitigation of

[26] Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, prepared by California Geologic Survey, 2008, http://www.conservation.ca.gov/cgs/shzp/webdocs/Documents/sp117.pdf.

[27] Special Publication 118, Recommended Criteria for Delineating Seismic Hazard Zones in California, dated May 1992, Revised April 2004, http://www.conservation.ca.gov/cgs/shzp/webdocs/Documents/sp118_revised.pdf.

earthquake-related hazards for projects within designated zones requiring investigations and to promote uniform and effective Statewide implementation of the evaluation and mitigation elements of the Seismic Hazards Mapping Act.[28] SP 118 provides recommendations to assist the CGS in carrying out the requirements of the Seismic Hazards Mapping Act to produce the Probabilistic Seismic Hazard Maps for the State. The Project Site is not located within a Seismic Hazard Zone for liquefaction or landslides.

California Building Code

The 2016 California Building Code (CBC), Title 24 of the California Code of Regulations, is a compilation of building standards, including seismic safety standards, for new buildings. California Building Code standards are based on building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The CBC applies to all occupancies in California, except where stricter standards have been adopted by local agencies. Specific CBC building and seismic safety regulations have been incorporated by reference into the current Inglewood Municipal Code, with local amendments.

The California Building Code is published on a triennial basis, and supplements and errata can be issued throughout the cycle. The 2016 edition of the California Building Code became effective on January 1, 2017, and incorporates by adoption the 2015 edition of the International Building Code of the International Code Council, with California amendments. The 2016 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. The 2019 California Building Code is anticipated to become effective on January 1, 2020. The current California Building Code has been adopted by the City with local amendments.

California Environmental Quality Act

The CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, section 15000 et seq.), are prescribed by the Secretary of Resources to be followed by state and local agencies in California in their implementation of the CEQA. CEQA Guidelines Appendix G includes an Environmental Checklist Form with questions that may be used by public agencies in their assessment of impacts on the environment. The question within Appendix G that relates to paleontological resources states: “Will the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?”

Public Resources Code Sections 5097.5 and 30244

Other state requirements for paleontological resource management are included in PRC sections 5097.5 and 30244. Section 5097.5 prohibits the removal of any paleontological site or

[28] Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, prepared by California Geologic Survey, 2008, http://www.conservation.ca.gov/cgs/shzp/webdocs/Documents/sp117.pdf.

feature from public lands without permission of the jurisdictional agency. It defines the removal of paleontological sites or features as a misdemeanor, and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, district) lands. Section 30244 requires that, where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Local

City of Inglewood General Plan

The following goal from the City of Inglewood General Plan is relevant to geology and soils issues:

Safety Element

Goal 1: Provide measures to reduce seismic impacts.

This policy is implemented through adherence to the seismic safety requirements of the California Building Code, established in City of Inglewood Municipal Code Chapter 11, Article 2, and enforced through plan check and building inspection services administered by the City of Inglewood and imposed on the Proposed Project. The Proposed Project would be consistent with this policy through adherence to the California Building Code, the City of Inglewood Municipal Code, and all plan check and building inspection services administered by the City of Inglewood.

3.6.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to geology and soils. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. 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;
    ii. Strong seismic ground shaking;
    iii. Seismic-related ground failure, including liquefaction; or
    iv. Landslides.
2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

4. 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;
5. 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; or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

Paleontological Resources Significance Criteria

Fossils are considered to be of significant scientific interest if one or more of the following criteria apply:

1. The fossils provide information on the evolutionary relationships and developmental trends among organisms, living or extinct;
2. The fossils provide data useful in determining the age(s) of the rock unit or sedimentary stratum, including data important in determining the depositional history of the region and the timing of geologic events therein;
3. The fossils provide data regarding the development of biological communities or interaction between paleobotanical and paleozoological biotas;
4. The fossils demonstrate unusual or spectacular circumstances in the history of life; or
5. The fossils are in short supply and/or in danger of being depleted or destroyed by the elements, vandalism, or commercial exploitation, and are not found in other geographic locations.[29]

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.[30,31]

Methodology and Assumptions

The potential for significant impacts related to geology and soils through construction and operation of the Proposed Project were determined based on a thorough review of the existing conditions informed by the *Preliminary Geotechnical Report* prepared for the Project Site,[32] and data from the US Geological Survey, CGS, and Southern California Earthquake Data Center.

[29] Scott, E. and K. Springer, 2003. CEQA and Fossil Preservation in California. The Environmental Monitor.
[30] Scott, E. and K. Springer, 2003. CEQA and Fossil Preservation in California. The Environmental Monitor.
[31] Scott, E., K. Springer, and J. C. Sagebiel, 2004. Vertebrate paleontology in the Mojave Desert: the continuing importance of "follow-through" in preserving paleontological resources. In The human journey and ancient life in California's deserts: Proceedings from the 2001 Millennium Conference. Ridgecrest: Maturango Museum Publication 15: 65-70.
[32] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018.

Paleontological Resources

The analysis of paleontological resources is based on the *Paleontological Resources Assessment Report* (Appendix I), which includes a review of the Natural History Museum of Los Angeles County (LACM) paleontological records search results and other documentation regarding disturbances to the Project Site and its subsurface geological conditions. The objective of the record search through the LACM was to determine the geological formations underlying the Project Site, whether any paleontological localities have previously been identified within the Project Site or in the same or similar formations near the Project Site, and the potential for excavations associated with the Proposed Project to encounter paleontological resources. These methods are consistent with the Society for Vertebrate Paleontology (SVP) guidelines for assessing the importance of paleontological resources in areas of potential environmental effect.

There are no plans, policies, or regulations with which the Proposed Project is required to comply with regard to treatment of paleontological resources. However, it is accepted professional practice to recognize standard guidelines promulgated by the SVP that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. Most practicing professional vertebrate paleontologists adhere closely to the SVP's assessment, mitigation, and monitoring requirements as specifically provided in its standard guidelines. Most state regulatory agencies with paleontological resource-specific Laws, Ordinances, Regulations, and Standards accept and use the professional standards set forth by the SVP.

As defined by the SVP,[33] significant nonrenewable paleontological resources are:

> Fossils and fossiliferous deposits here restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.

As defined by the SVP,[34] significant fossiliferous deposits are:

> A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material

[33] Society of Vertebrate Paleontology, 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontological resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

[34] Society of Vertebrate Paleontology, 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontological resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

> and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years B.P. [before present].

Based on the significance definitions of the SVP,[35] all identifiable vertebrate fossils are considered to have significant scientific value. This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

The loss of any identifiable fossil that could yield information important to prehistory, or that embodies the distinctive characteristics of a type of organism, environment, period of time, or geographic region, would be a significant environmental impact. A geologic unit known to contain significant fossils is considered to be "sensitive" to adverse impacts if there is a high probability that earth-moving or ground-disturbing activities in that rock unit will either directly or indirectly disturb or destroy fossil remains. Direct impacts to paleontological resources primarily concern the potential destruction of nonrenewable paleontological resources and the loss of information associated with these resources. This includes the unauthorized collection of fossil remains. If potentially fossiliferous bedrock or surficial sediments are disturbed, the disturbance could result in the destruction of paleontological resources and subsequent loss of information (significant impact). Paleontological sites indicate that the containing sedimentary rock unit or formation is fossiliferous. The limits of the entire rock formation, both areal and stratigraphic, therefore define the scope of the paleontological potential in each case.[36]

Fossils are contained within surficial sediments or bedrock, and are therefore not observable or detectable unless exposed by erosion or human activity. In general, for project sites that are underlain by paleontologically sensitive geologic units, the greater the amount of ground disturbance, the higher the potential for significant impacts to paleontological resources. For project sites that are directly underlain by geologic units with no paleontological sensitivity, there is no potential for impacts on paleontological resources unless sensitive geologic units which underlie the non-sensitive unit are also affected. In summary, paleontologists cannot know either the quality or quantity of fossils prior to natural erosion or human-caused exposure. As a result, even in the absence of surface fossils, it is necessary to assess the sensitivity of rock units based on their known potential to produce significant fossils elsewhere within the same geologic unit (both within and outside of the study area), a similar geologic unit, or based on whether the unit in question was deposited in a type of environment that is known to be favorable for fossil preservation. Monitoring by experienced paleontologists greatly increases the probability that

[35] Society of Vertebrate Paleontology, 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontological resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

[36] Society of Vertebrate Paleontology, 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontological resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

fossils will be discovered during ground-disturbing activities and that, if these remains are significant, successful mitigation and salvage efforts may be undertaken in order to prevent adverse impacts to these resources.

Paleontological Sensitivity

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Non-renewable Paleontologic Resources," the SVP[37] defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential:

- **High Potential.** Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rocks units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations and some volcanoclastic formations (e.g., ashes or tephras), and some low-grade metamorphic rocks which contain significant paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils (e.g., middle Holocene and older, fine-grained fluvial sandstones, argillaceous and carbonate-rich paleosols, cross-bedded point bar sandstones, fine-grained marine sandstones, etc.).
- **Low Potential.** Reports in the paleontological literature or field surveys by a qualified professional paleontologist may allow determination that some rock units have low potential for yielding significant fossils. Such rock units will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e.g., basalt flows or Recent colluvium. Rock units with low potential typically will not require impact mitigation measures to protect fossils.
- **Undetermined Potential.** Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources. A field survey by a qualified professional paleontologist to specifically determine the paleontological resource potential of these rock units is required before a paleontological resource impact mitigation program can be developed. In cases where no subsurface data are available, paleontological potential can sometimes be determined by strategically located excavations into subsurface stratigraphy.
- **No Potential.** Some rock units have no potential to contain significant paleontological resources, for instance high-grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.

[37] Society of Vertebrate Paleontology. 2010. Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. Available: http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx Accessed January 3, 2017.

For geologic units with high potential, full-time monitoring is generally recommended during any Project-related ground disturbance. For geologic units with low potential, protection or salvage efforts will not generally be required. For geologic units with undetermined potential, field surveys by a qualified vertebrate paleontologist should be conducted to specifically determine the paleontological potential of the rock units present within the study area.

Geologic Map and Paleontological Literature Review

Geologic mapping by Dibblee and Minch[38] indicates that the Project Site is underlain with Pleistocene-age older alluvium (mapped as Qoa). However, as noted above, the *Preliminary Geotechnical Report* determined that the older alluvium was encountered at the Project Site at depths of 30 to 40 feet bgs and overlain by younger alluvium (mapped as Qa and dated within Holocene age – up to 11,700 years).[39] The *Preliminary Geotechnical Report* does not reconcile the discrepancy between the Dibblee and Minch mapping which was referenced in the report and their identification of the native materials. Thus, for the purposes of providing a conservative analysis, the paleontological analysis assumes that the native materials encountered across the Project Site consisted of the older alluvium. These sediments consist of pebble-gravel, sand, and silt-clay deposited from erosion of the surrounding highlands that has since been dissected by recent erosion.[40] Older alluvium is poorly constrained in age, but is generally considered to have been deposited during the Pleistocene, 11,700 to 2.58 Ma.[41]

These sediments are old enough to preserve fossil resources (i.e., over 5,000 years, as per the SVP,[42] and have a rich fossil history in Los Angeles[43,44] and throughout southern

[38] Dibblee, T.W. and T. Minch, 2007. Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California. Dibblee Foundation Map DF-322. 1:24,000.
[39] AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 10.
[40] Dibblee, T.W. and T. Minch, 2007. Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California. Dibblee Foundation Map DF-322. 1:24,000.
[41] Dibblee, T.W. and T. Minch, 2007. Geologic map of the Venice and Inglewood quadrangles, Los Angeles County, California. Dibblee Foundation Map DF-322. 1:24,000.
[42] Society of Vertebrate Paleontology, 2010. Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. Available: http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx Accessed January 3, 2017.
[43] Brattstrom, B.H. and A. Sturn, 1959. A new species of fossil turtle from the Pliocene of Oregon, with notes on other fossil Clemmys from western North America. Bulletin of the Southern California Academy of Sciences 58:65-71).
[44] Steadman, D.W., 1980. A Review of the osteology and paleontology of turkeys (Aves: Meleagridinae). Contributions in Science, Natural History Museum of Los Angeles County 330:131-207.

California.[45,46,47,48,49,50] The most common fossils include the bones of mammoth, bison, horse, lion, cheetah, wolf, camel, antelope, peccary, mastodon, capybara, and giant ground sloth, as well as small animals such as rodents and lizards.[51] In addition to illuminating the striking differences between Southern California in the Pleistocene and today, this abundant fossil record has been vital in studies of extinction,[52,53] ecology,[54] and climate change.[55]

LACM Records Search

On April 24, 2018, ESA requested a database search from the LACM for records of fossil localities in and around the Project Site. The purpose of the museum records search was to: (1) determine whether any previously recorded fossil localities occur in the Project Site, (2) assess the potential for disturbance of these localities during construction, and (3) evaluate the paleontological sensitivity within the Project Site and vicinity. The records search returned no known localities within the Project Site, however a number of vertebrate fossils are known from similar sedimentary deposits in Los Angeles.[56] These are summarized here.

The closest locality known to the LACM from older alluvial sediments is approximately 2.0 miles west of the Project Site on Bellanca Avenue south of 98th Street, where a fossil mammoth was recovered from 40 feet bgs.[57] North of that locality, 2.2 miles northwest of the Project Site near the intersection of Bellanca Avenue and Manchester Avenue, specimens of mammoth (*Mammuthus*), rodent (Rodentia), and a speckled sanddab (*Citharichthys stigmaeus*), were

45 Hudson, D. and B. Brattstrom, 1977. A small herpetofauna from the Late Pleistocene of Newport Beach Mesa, Orange County, California. Bulletin of the Southern California Academy of Sciences 76: 16-20.
46 Jefferson, G.T., 1991. A catalogue of Late Quaternary Vertebrates from California: Part One, nonmarine lower vertebrate and avian taxa. Natural History Museum of Los Angeles County Technical Reports No. 5.
47 Jefferson, G.T., 1991. A catalogue of Late Quaternary Vertebrates from California: Part Two, Mammals. Natural History Museum of Los Angeles County Technical Reports No. 7.
48 McDonald, H. G. and G.T. Jefferson, 2008. Distribution of Pleistocene Nothrotheriops (Xenartha, Nothrotheridae) in North America. In: Wang, X. and L. Barnes, eds., Geology and Vertebrate Paleontology of Western and Southern North America. Natural History Museum of Los Angeles County Science Series 41: 313-331.
49 Miller, W.E., 1971. Pleistocene Vertebrates of the Los Angeles Basin and Vicinity: exclusive of Rancho La Brea. Los Angeles County Museum of Natural History, No. 10.
50 Springer, K., E. Scott, J. Sagebiel, and L. Murray, 2009. The Diamond Valley Lake local fauna: late Pleistocene vertebrates from inland southern California. In: Albright, L., ed., Papers on Geology, Vertebrate Paleontology, and Biostratigraphy in Honor of Michael O. Woodburne. Museum of Northern Arizona Bulletin 65: 217-237.
51 Graham, R.W., and E.L. Lundelius, 1994. FAUNMAP: A database documenting the late Quaternary distributions of mammal species in the United States. Illinois State Museum Scientific Papers XXV(1).
52 Sandom, C., S. Faurby, B. Sandel, and J.-C. Svenning, 2014. Global late Quaternary megafauna extinctions linked to humans, not climate change. Proceedings of the Royal Society B 281, 9 p.
53 Barnosky, A., C. Bell, S. Emslie, H. T. Goodwin, J. Mead, C. Repenning, E. Scott, and A. Shabel, 2004. Exceptional record of mid-Pleistocene vertebrates helps differentiate climatic from anthropogenic ecosystem perturbations. Proceedings of the National Academy of Sciences 101: 9297-9302.
54 Connin, S., J. Betancourt, and J. Quade, 1998. Late Pleistocene C4 plant dominance and summer rainfall in the Southwestern United States from isotopic study of herbivore teeth. Quaternary Research 50: 179-193.
55 Roy, K., J. Valentine, D. Jablonski, and S. Kidwell, 1996. Scales of climatic variability and time averaging in Pleistocene biotas: implications for ecology and evolution. Trends in Ecology and Evolution 11: 458-463.
56 McLeod, S. 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.
57 McLeod, S. 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.

collected from 14 feet below the surface.[58] Near the intersection of Airport Boulevard and Manchester Avenue, fossil specimens of horse (*Equus*), mammoth (*Mammuthus*), bison (*Bison*), and rabbit (*Lepus*) were collected from 13 to 16 feet bgs.[59] Further west, during construction of Tom Bradley International Terminal 3.75 miles from the Project Site, a fossil elephant (Proboscidea) was collected from 25 feet bgs.[60]

Issues Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood has determined that due to the physical characteristics of the Project Site and the design of the Proposed Project, several environmental issues or resources addressed in the CEQA geology and soils significance criteria would not be affected by the Proposed Project and need not be further considered in the Draft EIR.[61] The discussions below provide statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

In December 2015, the California Supreme Court found that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." In *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 392, the Supreme Court explained that except under a limited number of circumstances specifically identified in CEQA, an agency is only required to analyze the potential impact of such hazards on future residents if the project would worsen those existing environmental hazards or conditions. CEQA analysis is, therefore, concerned with a project's impact on the environment, rather than the environment's impact on a project, including its users or residents. Thus, with respect to geologic and seismic hazards, the City is not required to consider the effects of bringing people or structures into an area where such hazards exist, because the project itself would not worsen or otherwise affect the geologic conditions that create those risks. Nonetheless, in order to provide a complete picture of the Proposed Project, these impacts are discussed below.

58 McLeod, S. 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.

59 McLeod, S. 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.

60 McLeod, S. 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.

61 Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

The Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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. (No Impact)

No known active, sufficiently active, or well-defined faults have been recognized as crossing or being immediately adjacent to the Project Site.[62,63] CGS does not delineate any part of the Project Site as being within an Alquist-Priolo Earthquake Fault Zone. The Alquist-Priolo Earthquake Fault Zone closest to the Project Site is the Newport-Inglewood Fault, located approximately 1.13 miles to the northwest.[64] Since there are no active faults on or adjacent to the Project Site, the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the California State Geologist for the area. Further, there is no evidence that development of the Proposed Project would increase the frequency or effects of seismic activity in the area. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking. (No Impact)

Strong Seismic Ground Shaking

The Project Site is located in a seismically active region with numerous active faults. The Newport-Inglewood Fault is the active fault closest to the Project Site, which is approximately 1.13 miles to the northwest.[65] Given the proximity of known faults, there is potential for high-intensity groundshaking associated with the earthquakes in this region. The intensity of such an event would depend on the causative fault and the distance to the epicenter, the strength and duration of shaking, and the nature of the geologic materials on which the Proposed Project would be constructed. The geologic material on which the Proposed Project would be constructed would be removed, compacted, or replaced as necessary pursuant to further subsurface investigations of areas where near-surface structures are planned.[66] All fill and backfill materials would be observed and tested by the geotechnical engineer prior to their use in order to evaluate their suitability. The properties of fill and backfill material that would be investigated may include grain size, shear strength, compressibility, expansion, compaction, and corrosivity characteristics.[67]

62 A sufficiently active fault is "one that has evidence of Holocene surface displacement along one or more of its segments or branches."
63 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 16.
64 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 16.
65 AECOM, 2018. *Preliminary Geotechnical Report*, Project Condor, August 23, 2018. p. 16.
66 AECOM, 2018. Preliminary Geotechnical Report for Murphy's Bowl LLC. p. 22.
67 AECOM, 2018. Preliminary Geotechnical Report for Murphy's Bowl LLC. p. 24.

The structural elements of the Proposed Project would be required to undergo appropriate design-level geotechnical evaluations prior to final design and construction in accordance with CBC Chapter 18. Implementing the regulatory requirements of the most recent CBC (currently 2016, but the 2019 CBC will likely go into effect on January 1, 2020), County and City ordinances, the CGS Guidelines for Evaluating and Mitigating Seismic Hazards in California, and ensuring all buildings and structures are constructed in compliance with the law is the responsibility of the project engineers and building officials as also detailed in CBC Chapter 18. The proposed pedestrian footbridge would utilize cast-in-drilled-hole piles (CIDH) or spread footings. Construction of the pedestrian footbridge would undergo the same geotechnical investigations to ensure that the soil or fill is suitable to support the pedestrian footbridge; any unsuitable material would be excavated and compacted until suitable.[68] Compliance with the CBC and local ordinances would minimize the potential for damage from strong seismic ground shaking. The Proposed Project would not directly or indirectly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Further, there is no evidence that development of the Proposed Project would increase the frequency or effects of seismic activity in the area. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. (No Impact)

Liquefaction occurs when saturated, granular soils within 50 feet of ground surface lose their inherent shear strength due to excess pore water pressure build-up, such as that generated during repeated cyclic loading from an earthquake. Factors that contribute to liquefaction include low relative density and loose consistency of soils, shallow groundwater tables, and long duration and high acceleration of seismic ground shaking. The Project Site is not within a liquefaction zone area as mapped by the CGS or as shown in the Earthquake Zones of Required Investigation Map, Inglewood Quadrangle, and the *Preliminary Geotechnical Report* indicated the potential for liquefaction was remote.[69] The historic high groundwater level beneath the Project Site is reported as more than 50 feet bgs, and the Project Site is characterized by the presence of dense to very dense and very stiff to hard soils.[70] The Proposed Project would not directly or indirectly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Further, there is no evidence that development of the Proposed Project would increase the frequency or effects of seismic activity in the area. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

68 AECOM, 2018. Preliminary Geotechnical Report for Murphy's Bowl LLC. p. 22.
69 California Geological Survey, 1999. Earthquake Zones of Required Investigation Inglewood Quadrangle, released March 25, 1999. AECOM, 2018. Preliminary Geotechnical Investigation, September 14, 2018. p. 17.
70 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

The Proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (No Impact)

The Project Site and its surrounding area are relatively flat, with gentle slopes from east to west and north to south, depending on the parcel. The Project Site is not within areas designated by the State Geologist where previous landslide movement has occurred.[71] The Project Site is also not mapped within areas designated as having the potential for seismically induced landslides.[72] Local topographic, geological, geotechnical, and subsurface conditions indicate that the potential for permanent ground displacement, such as a landslide, is minimal.[73] The Proposed Project would not directly or indirectly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Further, there is no evidence that development of the Proposed Project would increase the potential occurrence of landslides. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. (No Impact)

Collapsible soils undergo settlement upon wetting, even without the application of additional load. Water weakens the bonds between soil particles and reduces the bearing capacity of the soil. Collapsible soils are typically lightly colored, have low plasticity, and relatively low densities. The Project Site fill soils are expected to be predominantly clayey, which are not soil properties that typically lead to collapsible soils.

Subsidence is the gradual settling or sinking of the ground, most often caused by the removal of water, oil, natural gas, or mineral resources from the ground. There is no historic evidence of subsidence in the City of Inglewood, and no major extraction of petroleum is planned in the vicinity of the Project Site in the future. While an existing groundwater well would be relocated as part of the Proposed Project, it would pump groundwater at the same rates as in the existing condition. As such, there would be no effect on unstable geologic units, including subsidence or liquefaction. The historic high groundwater level beneath the Project Site is reported as more than 50 feet bgs. Excavations of up to 35 feet bgs may be required during construction of the Proposed Project. Given the depth of excavation and the depth of groundwater, it is expected that no temporary dewatering would be required during construction of the Proposed Project; therefore, the risk of subsidence during construction and operation is minimal.

Lateral spread displacement can occur during strong earthquakes, especially when conditions such as free-face, sloping ground surfaces and liquefiable layers are present. The Project Site does

71 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.
72 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 18.
73 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

not have unsupported free-face, sloping ground surfaces, and has a very low susceptibility of liquefaction. The risk of lateral spreading is minimal.

The Proposed Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project, and would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Further, there is no evidence that development of the Proposed Project would increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not 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. (No Impact)

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. The Project Site includes areas that are underlain by clayey soils that could exhibit expansion potential when not properly addressed during site preparation during construction.[74] The structural elements of the Proposed Project would be required to undergo appropriate design-level geotechnical evaluations prior to final design and construction, which would include all necessary measures, such as removal of expansive soils, if present, that would be replaced with engineered fill to ensure that expansive soil hazards are minimized. In addition, the Proposed Project would increase the amount of impervious surface on the Project Site, thereby reducing the amount of stormwater that directly percolates into the soil and reduces the potential for soil expansion. Implementing the regulatory requirements of the CBC, County, and City ordinances, the CGS *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, and ensuring all buildings and structures are constructed in compliance with the law is the responsibility of the project engineers and building officials. Therefore, with implementation of the recommendations from the final design-level geotechnical report in accordance with building code requirements, would eliminate the potential for substantial direct or indirect risks to life or property from expansive soils. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

The Proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of waste water. (No Impact)

The Proposed Project would not include the use or construction of any septic tank or alternative wastewater disposal systems. All proposed sewer impacts would involve connections to existing service systems, as discussed further in Section 3.15, Utilities and Service Systems. Thus, there

74 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

Impacts and Mitigation Measures

Impact 3.6-1: Construction and operation of the Proposed Project could have the potential to result in the substantial erosion or the loss of topsoil. (Less than Significant with Mitigation)

Erosion of exposed soils can occur as a result of the forces of wind or water, and could be worsened through ground disturbing activities that take place during construction of the Proposed Project. Substantial earth work and excavation would occur during construction of the Proposed Project. Additionally, the Project Site would change from largely soil surfaces to developed hardscape areas.

Projects that disturb more than one acre of land during construction, such as the Proposed Project, are required to file a Notice of Intent with the State Water Resources Control Board (SWRCB) to be covered under the National Pollution Discharge Elimination System (NPDES) Construction General Permit for discharges of stormwater associated with construction activity (also discussed further in Section 3.9, Hydrology and Water Quality). In addition, City of Inglewood Municipal Code Chapter 10, Article 16, section 10-208(H.1) (Low Impact Development Requirements for New Development and Redevelopment) establishes that the City is required to evaluate the consistency of the Proposed Project with the NPDES regional municipal separate storm sewer system (MS4) Permit (discussed further in Section 3.9, Hydrology and Water Quality) and erosion and grading requirements of the City Building Official or Authorized Enforcement Officer. The City has the discretion to impose conditions upon the issuance of the building permit, in addition to any required by the State Construction General Permit for the Proposed Project, in order to minimize the flow of pollutants into the City's municipal stormwater system.

In addition, in compliance with Municipal Code section 10-208, the project applicant would be required to prepare and submit to the City a Low Impact Development (LID) Report (a draft of which can be found in Appendix Q to this EIR), which would implement LID standards and practices for stormwater pollution mitigation consistent with the County's LID Standards Manual. The LID Report serves to demonstrate the compliance of the Proposed Project with the MS4 Permit.

As part of the Construction General Permit, prior to construction of the Proposed Project, the project applicant would be required to prepare a SWPPP, which would describe BMPs that would be implemented to reduce runoff and subsequent erosion. The SWRCB also issues the NPDES MS4 Permit. The MS4 permit imposes a number of basic programs, called Minimum Control Measures, on all permittees in order to maintain a level of acceptable runoff conditions through the implementation of practices, devices, or designs generally referred to as BMPs, that mitigate stormwater quality problems, including erosion, during construction and operational phases of a project. The SWPPP would include erosion and sediment control BMPs to minimize the potential for erosion and sedimentation to occur during construction. BMPs would include, but would not

be limited to, filtering runoff during construction, avoiding heavy grading and earthwork operations during the rainy season, and incorporating landscaping as early as possible. In addition, prior to receiving grading and building permits from the City, the project applicant would be required to prepare a final design-level geotechnical report, which requires recommendations for surface and subsurface drainage, slope stabilization, erodible soils, and compliance with City drainage requirements. During construction of the Proposed Project, all activities would also be required to adhere to the applicable BMPs that would be prescribed in order to prevent erosion and runoff during construction.

Following construction of the Proposed Project, it is estimated that approximately 90 percent of the Project Site would be covered by impervious surfaces (an increase from approximately 15 percent under existing conditions). During operation of the Proposed Project, most of the Project Site would be covered with impervious surfaces such as asphalt or concrete that include required drainage control measures consistent with NPDES MS4 requirements (see Section 3.9, Hydrology and Water Quality) such that the Proposed Project would not result in substantial erosion or loss of topsoils. Further, through compliance with the County's LID[75] Standards Manual, the Proposed Project would utilize a combination of County standard bio-filtration planters and bio-filtration systems to treat the stormwater. Runoff would be directed from drainage areas to on-site biofiltration plants and bio-swales. The bio-filtration systems would be designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions. Given the developed nature of the Proposed Project, the Project Site would not be readily susceptible to erosion.[76] However, because a final LID Report and SWPPP have not yet been approved by the City or Los Angeles RWQCB and the City, construction impacts would be **potentially significant**. Erosion is also discussed in Section 3.9, Hydrology and Water Quality, under Impact 3.9-3.

Mitigation Measure 3.6-1

Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.6-1, the Proposed Project would comply with the MS4 permit regulations, NPDES General Construction Permit, Inglewood Municipal Code regulation, the County's LID Standards manual, and the USGBC's LEED Program. In addition, an LID Plan and SWPPP will be prepared to the satisfaction of the City and Los Angeles RWQCB. Therefore, the Proposed Project would not result in substantial erosion or the loss of topsoil. Thus, this impact would be considered **less than significant**.

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75 Low Impact Development features are systems and practices that use or mimic natural processes to all stormwater runoff to infiltrate, evapotranspirate or reuse stormwater in order to protect water quality and retain runoff on site.

76 AECOM, 2018. *Preliminary Geotechnical Report*, September 14, 2018. p. 11.

Impact 3.6-2: Construction of the Proposed Project could have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant with Mitigation)

A direct effect on a unique paleontological resource would result in the direct damage or destruction of such a resource. Indirect impacts are not specifically caused by a development project, but may be a reasonably foreseeable result of such a project. Typical indirect impacts to paleontological resources include the destruction or loss of surface fossils from increased erosion or the non-scientific or unauthorized surface collection or subsurface excavation of a fossil or paleontological site. Following the guidelines of the SVP,[77,78] a review of the scientific literature and geologic mapping, as well as and the records search from Natural History Museum, were used to assign paleontological sensitivities to the geologic units present in the subsurface of the Project Site that would be subject to ground-disturbing activities. As noted above in Section 3.6.1, the *Preliminary Geotechnical Report* determined that the site is underlain by approximately 5 to 10 feet of artificial fill materials before alluvial soils are encountered. As a result of this study, the subsurface sediments of the Project Site identified as Older Quaternary Alluvium, present at depths ranging from 30 to 40 feet bgs, are assigned high paleontological sensitivity, as they have a proven record throughout Los Angeles of containing scientifically significant fossils. Although no known resources were identified within the Project Site from the Natural History Museum search, this does not preclude the possibility that previously unknown buried paleontological resources within the Project Site could be impacted during construction. The potential to encounter paleontological resources during construction was determined by reviewing the results of the records search, the depth of native versus fill soils, land use history, past disturbances, and the proposed excavation parameters for the Proposed Project.

A wide variety of Ice Age fossils are known from the Older Alluvium sediments across the Los Angeles Basin, as reviewed above in Section 3.6.1, including multiple specimens belonging to ten taxa known from within 2 to 4 miles of the Project Site.[79] Excavation during construction within the Arena Site, the West Parking Garage Site, and the East Transportation and Hotel Site, is planned at depths of up to 35 feet bgs, which could impact Older Quaternary Alluvium determined to have a high sensitivity for fossils. As a result, construction of the Proposed Project would have the potential to directly or indirectly destroy a previously unknown unique paleontological resource not identified in the analysis conducted for the Proposed Project. This would be considered a **potentially significant impact**.

77 Society of Vertebrate Paleontology, 1995. Assessment and mitigation of adverse impacts to nonrenewable paleontological resources: standard guidelines. Society of Vertebrate Paleontology News Bulletin 163:22-27.

78 Society of Vertebrate Paleontology, 2010. Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. Available: http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed January 3, 2017.

79 McLeod, S., 2018. Re: Paleontological resources for the proposed Clippers Arena Project, Project # 171236.00, in the City of Inglewood, Los Angeles County, project area. Letter response to Vanessa Ortiz. May 8, 2018.

Mitigation Measure 3.6-2

A qualified paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards (SVP, 2010) shall be retained by the project applicant and approved by the City prior to the approval of grading permits. The qualified paleontologist shall:

a) Prepare, design, and implement a monitoring and mitigation program for the Project consistent with Society of Vertebrate Paleontology Guidelines. The Plan shall define pre-construction coordination, construction monitoring for excavations based on the activities and depth of disturbance planned for each portion of the Project Site, data recovery (including halting or diverting construction so that fossil remains can be salvaged in a timely manner), fossil treatment, procurement, and reporting. The Plan monitoring and mitigation program shall be prepared and approved by the City prior to the issuance of the first grading permit. If the qualified paleontologist determines that the Project-related grading and excavation activity will not affect Older Quaternary Alluvium, then no further mitigation is required.

b) Conduct construction worker paleontological resources sensitivity training at the Project kick-off meeting prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.) and will present the Plan as outlined in (a). In the event construction crews are phased or rotated, additional training shall be conducted for new construction personnel working on ground-disturbing activities. The training session shall provide instruction on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the qualified paleontologist demonstrating that the appropriate construction personnel attended the training.

c) Direct the performance of paleontological resources monitoring by a qualified paleontological monitor (meeting the standards of the SVP, 2010). Paleontological resources monitoring shall be conducted pursuant to the monitoring and mitigation program developed under (a), above. Monitoring activities may be altered or ceased if determined adequate by the qualified paleontologist. Monitors shall have the authority to, and shall temporarily halt or divert work away from exposed fossils or potential fossils, and establish a 50-foot radius temporarily halting work around the find. Monitors shall prepare daily logs detailing the types of ground disturbing activities and soils observed, and any discoveries.

d) If fossils are encountered, determine their significance, and, if significant, supervise their collection for curation. Any fossils collected during Project-related excavations, and determined to be significant by the qualified paleontologist, shall be prepared to the point of identification and curated into an accredited repository with retrievable storage.

e) Prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the paleontological monitoring. If there are significant discoveries, fossil locality information and final disposition shall be included with the final report which will be submitted to the appropriate repository and the City. The final monitoring report shall be submitted to the City within 90 days of completion of excavation and other ground disturbing activities that could affect Older Quaternary Alluvium.

Level of Significance After Mitigation: Implementation of Mitigation Measure 3.6-2 would ensure that paleontological resources would be identified before they are damaged or destroyed, and are properly evaluated and treated. Thus, the impact would be considered **less than significant**.

Cumulative Impacts

The geographic scope considered for the cumulative analysis for the issue of erosion and loss of topsoil is the Torrance Plain, which is the alluvial plain located within the southwest block of the Los Angeles Basin. The Torrance Plain was developed by uplift and deposition of sediments derived from the erosion of the uplands including the Santa Monica Mountains.[80] The geographic scope for paleontology resources is the Southwestern Block of the Los Angeles Basin, which is one of four structural blocks in the Basin that contains the Project Site. According to geologic mapping, the Southwestern Block includes the Pleistocene-age (2.58 million to 11,700 years ago) Older Alluvium, which has a rich fossil history in the Los Angeles Basin.

Impact 3.6-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in substantial erosion or loss of topsoil. (Less than Significant with Mitigation)

Development activities associated with the cumulative projects found in Table 3.0-2, many of which are located within the Torrance Plain, include past, present, and reasonably foreseeable projects that have construction components, such as earthwork activities. These ground disturbing activities could expose soils in a manner that lead to increased erosion if not managed properly. Such erosion could cause unstable ground surfaces and result in eventual damage to roads, foundations and other improvements. Cumulative effects of increased erosion on receiving water quality is addressed in Section 3.9, Hydrology and Water Quality, Impact 3.9-7.

Construction activities at the Project Site, as well as other current and future cumulative projects greater than 1 acre in size, which would apply to the vast majority of the cumulative projects, are required to comply with the NPDES Construction General Permit, which contains erosion control requirements that would minimize the potential for soil erosion. The NPDES program requires the preparation and implementation of stormwater pollution prevention programs (SWPPPs) for construction activities that include BMPs that ensure erosion control measures are included during construction. All cumulative projects, including the Proposed Project, would be required to comply with these regulations, as would other nearby reasonably foreseeable development and other construction projects. In addition, once construction is completed, the cumulative projects, such as the apartment developments, commercial developments, hotels, and office complexes, and various other developments identified in Table 3.0-2, would generally include the cover of site soils with either landscaping or impervious surfaces, which limits the potential for erosion.

[80] AECOM, 2018. Preliminary Geotechnical Investigation, September 14, 2018, p. 10.

As shown in Figure 3.0-1, the cumulative projects that are located throughout the Torrance Plain are primarily within urban areas and within highly developed areas where previous development has disturbed surface soils to the point where native topsoil has largely been reworked or covered by artificial fill similar to the Project Site. As noted above, the *Preliminary Geotechnical Report* determined that the Project Site is underlain by approximately 5 to 10 feet of artificial fill materials. Therefore, considering that the Project Site is underlain by artificial fill at the surface, there would be no potential for the Proposed Project to contribute to a cumulative impact related to loss of topsoil. However, if not constructed or designed appropriately, the Proposed Project, in conjunction with cumulative projects within the larger region, could result in substantial erosion. Therefore, the cumulative impact would be **potentially significant**.

Mitigation Measure 3.6-3

Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.6-3, the Proposed Project would comply with the MS4 permit regulations, NPDES General Construction Permit, Inglewood Municipal Code regulation, the County's LID Standards manual, and the USGBC's LEED Program. In addition, an LID Report and SWPPP will be prepared to the satisfaction of the City and Los Angeles RWQCB. Therefore, the Proposed Project would not have a considerable contribution to a cumulative impact related to erosion or loss of topsoil and would be considered **less than significant**.

Impact 3.6-4: Construction of the Proposed Project, in conjunction with other cumulative development, could have the potential to contribute to cumulative impacts on paleontological resources. (Less than Significant with Mitigation)

Projects within the vicinity of the Proposed Project and within the Southwestern Block of the Los Angeles Basin could also be within Quaternary-age terrestrial and shallow marine sediments overlying Tertiary-age marine sediments, which have been found to contain significant fossil resources. The majority of the current and future development contained with Table 3.0-2 includes subsurface disturbances for the construction of foundations and utilities, which increases the likelihood that paleontological resources could be uncovered, and it is therefore possible that cumulative development would result in the demolition or destruction of significant paleontological resources. This potential loss of resources is considered a significant cumulative impact. The Proposed Project could contribute to this impact if paleontological resources are located beneath the Project Site and damaged or destroyed during the excavation process. In that event, the Proposed Project contribution to the significant cumulative impact would be cumulatively considerable and impacts would be **potentially significant**.

Mitigation Measure 3.6-4

Implement Mitigation Measure 3.6-2. (Paleontological Monitoring and Mitigation Plan).

Level of Significance After Mitigation: Mitigation Measure 3.6-4 would lessen the Proposed Project contribution to the loss of paleontological resources by requiring that work stop if such resources are discovered until the resource can be evaluated, collected, properly treated, and curated with accredited repository with retrievable storage. With implementation of this mitigation measure, the Proposed Project contribution to the cumulative loss of paleontological resources would be less than cumulatively considerable, and, therefore, this cumulative impact would be **less than significant**.

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3.7 Greenhouse Gas Emissions

This section addresses the potential impacts of greenhouse gas (GHG) emissions from the proposed Inglewood Basketball and Entertainment Center (IBEC, or Proposed Project). The section contains: (1) a description of the local setting of the Project Site and surrounding areas to establish baseline conditions; (2) a summary of the relationship between GHG emissions and global climate change; (3) an overview of applicable plans, policies, and regulations related to GHG emissions; (4) an assessment of current GHG emissions at the City, State, national, and global levels; (5) a quantitative analysis of future GHG emissions associated with construction and operation of the Proposed Project; and (6) an analysis of the consistency of the Proposed Project with applicable regulations, plans, and policies to reduce GHGs as set forth by the State of California, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG) and the City of Inglewood (City).

Comments received in response to the NOP for the EIR regarding GHG emissions can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to GHG emissions that were raised in comments on the NOP are analyzed within this section.

The analysis included in this section was developed based on Project-specific construction and operational features described in Chapter 2, Project Description.

3.7.1 Environmental Setting

GHG Fundamentals

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation and storms. Historical records indicate that global climate changes have occurred in the past due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) GHG emissions is currently one of the most important and widely debated scientific, economic and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy that otherwise is radiated back from the Earth towards space, resulting in a warming of the atmosphere.

Not all GHGs possess the same capacity to induce atmospheric warming; as a result, the warming contribution of a GHG is commonly quantified in the common unit of carbon dioxide equivalent

(CO_2e) over a 100-year period, by applying the appropriate global warming potential (GWP) value.[1] By using the applicable GWP for each GHG, Project-related emissions can be tabulated in the common unit of metric tons per year CO_2e. GWP ratios are provided by the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories were calculated using the GWPs from the IPCC's Second Assessment Report (SAR), published in 1996. The IPCC has since updated the GWP values based on the latest science in its Fourth Assessment Report (AR4)[2] and Fifth Assessment Report (AR5),[3] published in 2007 and 2014, respectively. California Air Resources Board (CARB) uses the AR4 GWPs in the statewide GHG emissions inventory,[4] in the current Climate Change Scoping Plan,[5] and in the current version of the California Emissions Estimator Model (CalEEMod®)[6] that is used to calculate CO_2e values for construction as well as operations for existing and Proposed Project build-out conditions. Compounds that are regulated as GHGs are discussed below.

Carbon Dioxide (CO_2): CO_2 is the most abundant anthropogenic GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the reference gas (GWP of 1) for determining the GWPs of other GHGs. CO_2 accounted for approximately 83 percent of anthropogenic GHG emissions (CO_2e) in California in 2016.

Methane (CH_4): CH_4 is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, anaerobic decomposition of organic matter in landfills, manure management, and leaks in natural gas pipelines. The GWP of CH_4 is 25 in the IPCC AR4. CH_4 accounted for approximately 9 percent of anthropogenic GHG emissions (CO_2e) in California in 2016.

Nitrous Oxide (N_2O): N_2O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 298 in the IPCC AR4. N_2O emissions accounted for approximately 3 percent of anthropogenic GHG emissions (CO_2e) in California in 2016.

Hydrofluorocarbons (HFCs): HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air

1 GWPs and associated CO_2e values were developed by the IPCC, and published in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's SAR. The IPCC updated the GWP values based on the latest science in its AR4. The CARB reports GHG emission inventories for California using the GWP values from the IPCC AR4.

2 Intergovernmental Panel on Climate Change, 2007. *Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: https://www.ipcc.ch/assessment-report/ar4/. Accessed March 10, 2019.

3 Intergovernmental Panel on Climate Change, 2014. *Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: www.ipcc.ch/report/ar5/syrhttps:/. Accessed March 10, 2019.

4 California Air Resources Board, 2018. California Greenhouse Gas Emission Inventory – 2018 Edition. 2016 Inventory Documentation. Available: https://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed February 8, 2019.

5 California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target*. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 9, 2019. November, 2017.

6 Version 2016.3.1, Available: www.caleemod.com.

conditioning systems. The GWPs of HFCs range from 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4. HFCs and PFCs (see below) combined accounted for approximately 5 percent of anthropogenic GHG emissions (CO_2e) in California in 2016.

Perfluorocarbons (PFCs): PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 7,390 to 17,700 in the IPCC AR4.

Sulfur Hexafluoride (SF_6): SF_6 is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 22,800 in the IPCC AR4. SF_6 emissions accounted for less than 1 percent of anthropogenic GHG emissions (CO_2e) in California in 2016.

Effects of Global Climate Change

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of and inability to accurately model Earth's climate system, the uncertainty surrounding climate change may never be completely eliminated. Nonetheless, the IPCC's AR5 states that is extremely likely that the dominant cause of the observed warming since the mid-20th century is the anthropogenic increase in GHG concentrations.[7] A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.[8]

The Fourth California Climate Change Assessment (Fourth Assessment), published in 2018, found that the potential impacts in California due to global climate change include: loss in snow pack; sea-level rise; more extreme heat days per year; more high ozone days; more extreme forest fires; more severe droughts punctuated by extreme precipitation events; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[9] The Fourth Assessment's findings are consistent with climate change studies published by the California Natural Resources Agency

7 Intergovernmental Panel on Climate Change, 2014. *Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*. Available: www.ipcc.ch/report/ar5/syrhttps:/. Accessed March 10, 2019.

8 Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, 2010. Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America. 2010; 107:12107-12109.

9 California Governor's Office of Planning and Research, Scripps Institution of Oceanography, CEC, California Public Utilities Commission. 2018. *Statewide Summary Report. California's Fourth Climate Change Assessment*. Publication number: SUMCCCA4-2018-013. Available: http://www.climateassessment.ca.gov/state/docs/20190116-StatewideSummary.pdf. Accessed March 11, 2019.

(CNRA) since 2009, starting with the *California Climate Adaptation Strategy*[10] as a response to the Governor's Executive Order S-13-2008. In 2014, the CNRA rebranded the first update of the 2009 adaptation strategy as the *Safeguarding California Plan*.[11] The 2018 update to *Safeguarding California Plan* identifies hundreds of ongoing actions and next steps state agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations.[12]

In 2016, the CNRA released *Safeguarding California: Implementation Action Plans* in accordance with Executive Order B-30-15, identifying a lead agency to lead adaptation efforts in each sector. In accordance with the 2009 *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers. The website, known as Cal-Adapt, became operational in 2011.[13] The information provided on the Cal-Adapt website represents a projection of potential future climate scenarios comprised of local average values for temperature, sea-level rise, snowpack and other data representative of a variety of models and scenarios, including potential social and economic factors.

Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change.

Temperature Increase

The primary effect of adding GHGs to the atmosphere has been a rise in the average global temperature. The impact of human activities on global temperature is readily apparent in the observational record. Since 1895, the contiguous US has observed an average temperature increase of 1.5°F per century. The last 5-year period (2014–2018) is the warmest on record for the contiguous US,[14] while the 20 warmest years have occurred over the past 22-year period.[15]

The Fourth Assessment indicates that average temperatures in California cold rise 5.6°F to 8.8°F by the end of the century, depending on the global trajectory of GHG emissions.[16] According to the Cal-Adapt website, the portion of the state in which the Project Site is located could result in an average increase in temperature of approximately 4.2° to 6.9°F by 2070–2090, compared to the baseline period of 1961–1990.

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10 California Natural Resources Agency, 2009. *2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding. Accessed March 10, 2019.

11 California Natural Resources Agency, 2014. *Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

12 California Natural Resources Agency, 2018. *Safeguarding California Plan: 2018 Update*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. January 2018.

13 Cal-Adapt. Available: http://cal-adapt.org. Accessed March 10, 2019.

14 National Oceanic and Atmospheric Association, Assessing the US Climate in 2018. https://www.ncei.noaa.gov/news/national-climate-201812. Accessed April 25, 2019. Published February 6, 2019.

15 Climate Central, 2019. Available: https://www.climatecentral.org/gallery/maps/2018-global-temp-review-land-ocean. Accessed April 25, 2019. Published February 6, 2019.

16 Governor's Office of Planning and Research, 2018. *California's Fourth Climate Change Assessment: Statewide Summary Report*. August 2018.

With climate change, extreme heat conditions and heat waves are predicted to impact larger areas, last longer, and have higher temperatures. Heat waves, defined as three or more days with temperatures above 90°F, are projected to occur more frequently by the end of the century. Extreme heat days and heat waves can negatively impact human health. Heat-related illness includes a spectrum of illnesses ranging from heat cramps to severe heat exhaustion and life-threatening heat stroke.[17]

Wildfires

The hotter and dryer conditions expected with climate change will make forests more susceptible to extreme wildfires. One study found that, if GHG emissions continue to rise, the frequency of extreme wildfires burning over approximately 25,000 acres would increase by nearly 50 percent, and the average area burned statewide each year would increase by 77 percent, by the year 2100. In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055 and the fraction of property insured would decrease.[18]

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California and make it more difficult for the state to achieve air quality standards. Climate change may increase the concentration of ground-level ozone in particular, which can cause breathing problems, aggravate lung diseases such as asthma, emphysema, chronic bronchitis, and cause chronic obstructive pulmonary disease (COPD) but the magnitude of the effect, and therefore, its indirect effects, are uncertain. Emissions from wildfires can lead to excessive levels of particulate matter, ozone, and volatile organic compounds.[19] Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[20]

Precipitation and Water Supply

There is a high degree of uncertainty with respect to the overall impact of global climate change on future water supplies in California. Studies indicate considerable variability in predicting precise impacts of climate change on California hydrology and water resources. Increasing uncertainty in the timing and intensity of precipitation will challenge the operational flexibility of California's water management systems. Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time

[17] California Environmental Protection Agency, 2013. *Preparing California for Extreme Heat: Guidance and Recommendations*. Available: https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-and-recommendations. Accessed March 10, 2019. October 2013.

[18] Westerling, Anthony LeRoy. (2018). Wildfire Simulations for the Fourth California Climate Assessment: Projecting Changes in Extreme Wildfire Events with a Warming Climate. California's Fourth Climate Change Assessment, California Energy Commission. Publication number: CCCA4-CEC-2018-014.

[19] Kenward, A, et al. (2013). *Wildfires and Air Pollution: The Hidden Health Hazards of Climate Change*. Climate Central. Available: http://assets.climatecentral.org/pdfs/WildfiresAndAirPollution.pdf. Accessed April 11, 2019.

[20] California Environmental Protection Agency, 2013. *Preparing California for Extreme Heat: Guidance and Recommendations*. Available: https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-and-recommendations. Accessed March 10, 2019. October 2013.

when some basins are either being recharged at their maximum capacity or are already full. Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[21]

Hydrology and Sea-Level Rise

As discussed above, climate changes could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea-level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea-level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Sea level could rise as much as 2 feet along most of the US coastline. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.[22]

Agriculture

California has a massive agricultural industry that represents 11.3 percent of total US agricultural revenue. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, a changing climate presents significant risks to agriculture due to "potential changes to water quality and availability; changing precipitation patterns; extreme weather events including drought, severe storms, and floods; heat stress; decreased chill hours; shifts in pollinator lifecycles; increased risks from weeds, pest and disease; and disruptions to the transportation and energy infrastructure supporting agricultural production."[23]

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increased concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2–11.5°F (1.1–6.4°C) by 2100, with significant regional variation.[24] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. With climate change, ecosystems and wildlife will be challenged by the spread of invasive species, barriers to species migration or movement in response to changing climatic

21 California Natural Resources Agency, 2014. *Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

22 California Natural Resources Agency, 2014. *Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

23 California Natural Resources Agency, 2014. *Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

24 National Research Council, 2010. *Advancing the Science of Climate Change*. Available: http://dels.nas.edu/resources/static-assets/materials-based-on-reports/reports-in-brief/Science-Report-Brief-final.pdf. Accessed March 11, 2019.

conditions, direct impacts to species health, and mismatches in timing between seasonal life-cycle events such as species migration and food availability.[25]

Existing Conditions

Global Emissions

Global estimates are based on country inventories developed as part of programs of the United Nations Framework Convention on Climate Change (UNFCCC). Worldwide man-made emissions of GHGs were approximately 49 billion metric tons CO_2e in 2010, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (e.g., deforestation). Emissions of CO_2, primarily from fossil fuel use and industrial processes, account for 76 percent of total GHG (CO_2e) emissions. Methane emissions account for 16 percent and N_2O emissions for 6.2 percent. Worldwide emissions of GHGs in 1970 were 27 billion metric tons of CO_2e per year.[26]

US Emissions

In 2017, the United States emitted about 6,457 million metric tons (MMT) of CO_2e, with 76.1 percent of those emissions coming from fossil fuel combustion. Of the major sectors nationwide, transportation accounts for the highest amount of GHG emissions (approximately 29 percent), followed by electricity (28 percent), industry (22 percent), agriculture (9 percent), commercial buildings (6 percent), and residential buildings (5 percent). Between 1990 and 2017, total US GHG emissions rose by 1.3 percent, but emissions have generally decreased since peaking in 2005. Since 1990, US emissions have increased at an average annual rate of 0.4 percent.[27]

California Greenhouse Gas Emissions Inventory

CARB compiles GHG inventories for the state. Based on the 2016 GHG inventory data (i.e., the latest year for which data are available from CARB) prepared by CARB in 2018, California emitted 429.4 $MMTCO_2e$ including emissions resulting from imported electrical power.[28] Between 1990 and 2016, the population of California grew by approximately 9.4 million (from 29.8 to 39.2 million).[29] This represents an increase of approximately 31 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $773 billion in 1990 to $2.26 trillion in 2016 representing an increase of approximately

[25] California Natural Resources Agency, 2014. *Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy*. Available: http://resources.ca.gov/climate/safeguarding/. Accessed March 10, 2019. July 2014.

[26] Intergovernmental Panel on Climate Change, 2014. *Climate Change 2014 Synthesis Report.* Available: http://ipcc.ch/report/ar5/syr/. Accessed March 10, 2019.

[27] U.S. Environmental Protection Agency (U.S. EPA), 2019. Inventory of U.S. Greenhouse Gas Emissions and Sinks Fast Facts. Available: https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-fast-facts. Accessed April 25, 2019.

[28] California Air Resources Board, 2018. California Greenhouse Gas 2000-2016 Inventory by Scoping Plan Category – Summary. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf. Accessed March 10, 2019. June 22, 2018.

[29] California Department of Finance, 2019. E-5 Population and Housing Estimates for Cities, Counties and the State. Available: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/. Accessed February 8, 2019.

292 percent (almost three times the 1990 gross state product) in today's dollars.[30] Despite the population and economic growth, CARB's 2016 statewide inventory indicated that California's net GHG emissions in 2016 were just below 1990 levels, which is the 2020 GHG reduction target codified in California Health and Safety Code (HSC), Division 25.5, also known as The Global Warming Solutions Act of 2006 (AB 32). **Table 3.7-1** identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2016. As shown in the table, the transportation sector is the largest contributor to statewide GHG emissions at approximately 39 percent in 2016.

TABLE 3.7-1
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions Using IPCC SAR ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2016 Emissions Using IPCC AR4 ($MMTCO_2e$)	Percent of Total 2016 Emissions
Transportation	150.7	35%	169.4	39%
Electric Power	110.6	26%	68.6	16%
Commercial Fuel Use	14.4	3%	15.2	4%
Residential	29.7	7%	24.2	6%
Industrial	103.0	24%	89.6	21%
Recycling and Waste[a]	–	–	8.8	2%
High GWP/Non-Specified[b]	1.3	<1%	19.8	5%
Agriculture/Forestry	23.6	6%	33.8	8%
Forestry Sinks	-6.7	-2%	—[c]	—
Net Total (IPCC SAR)	**426.6**	**100%**[e]	—	—
Net Total (IPCC AR4)[d]	**431**	**100%**[e]	**429.4**	**100%**[e]

NOTES:
[a] Included in other categories for the 1990 emissions inventory.
[b] High GWP gases are not specifically called out in the 1990 emissions inventory.
[c] Revised methodology under development (not reported for 2012).
[d] CARB revised the state's 1990 level GHG emissions using GWPs from the IPCC AR4.
[e] Total of individual percentages may not add up to 100% due to rounding

SOURCES:

CARB, 2017. 1990 to 2004 Inventory Data and Documentation. Available: https://www.arb.ca.gov/cc/inventory/1990level/1990data.htm. Accessed March 11, 2019;

CARB, 2018. California Greenhouse Gas 2000-2016 Inventory by Scoping Plan Category – Summary. Available: https://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_sum_2000-16.pdf. Accessed March 10, 2019.

City of Inglewood Greenhouse Gas Emissions Inventory

The South Bay Cities Council of Governments (SBCCOG) received funding from Southern California Edison's 2013-2014 Local Government Partnership Strategic Plan Pilots program to assist local governments within the South Bay sub-region perform inventories of local GHG

[30] California Department of Finance, 2018. Gross State Product. Available: http://www.dof.ca.gov/Forecasting/Economics/Indicators/Gross_State_Product/. Accessed February 8, 2019. Amounts are based on current dollars as of the date of the report (May 2018).

emissions and develop GHG reduction programs and policies. As a member of the SBCCOG, the City collaborated with the SBCCOG to develop inventories of community-wide GHG emissions for the years 2005 and 2007.[31] Additionally, the City developed a community-wide inventory for 2010 as reported in the 2013 Inglewood Energy and Climate Action Plan.[32] **Table 3.7-2**, *City of Inglewood GHG Emissions by Sector: 2005 to 2010*, is a summary of the City's emissions from each sector for the years 2005, 2007 and 2010 and the percent change from 2005 to 2010. As shown in Table 3.7-2, the City's community and municipal GHG emissions decreased approximately 2.7 percent from 2005 to 2010, falling from 610,910 $MTCO_2e$ in 2005 to 594,273 $MTCO_2e$ in 2010.

TABLE 3.7-2
CITY OF INGLEWOOD GHG EMISSIONS BY SECTOR: 2005 TO 2010 ($MTCO_2e$)

Sector	2005	2007	2010	2010 % of total	Percent Change (2005–2010)
Transportation	320,254	311,853	322,042	54.2%	+0.6%
Residential Energy	124,872	123,062	122,429	20.6%	-2.0%
Commercial/Municipal Energy	97,176	99,458	95,261	16.0%	-2.0%
Industrial Energy	34,940	31,272	26,100	4.4%	-25.3%
Solid Waste	19,855	16,841	16,448	2.8%	-17.2%
Water	13,813	13,272	11,993	2.0%	-13.2%
Total	**610,910**	**595,758**	**594,273**	**100%**	**-2.7%**

SOURCE: City of Inglewood, *Inglewood Energy and Climate Action Plan* (2013).

The City's Community-wide emissions were categorized in six sectors: Transportation, Residential Energy, Commercial/Municipal Energy, Industrial Energy, Solid Waste, and Water.

- **Transportation** includes emissions from vehicles traveling (wholly or partially) within the City, and emissions from operating off-road vehicles and equipment (e.g., lawn and garden equipment, construction equipment, industrial equipment, and light commercial equipment).
- **Residential Energy** includes emissions from electricity and natural gas consumption in residential buildings.
- **Commercial/Municipal Energy** includes emissions from electricity and the on-site combustion of natural gas and fuel use in nonresidential buildings and city facilities (including outdoor lighting).
- **Industrial Energy** includes emissions from electricity and the on-site combustion of natural gas and fuel use in industrial buildings and facilities.
- **Solid Waste** includes emissions from solid waste that is generated in the community and sent to landfills.

[31] South Bay Cities Council of Governments, 2011. *City of Inglewood Community Greenhouse Gas Emissions Inventory Report*. Available: http://www.southbaycities.org/sites/default/files/documents/inventories/Inglewood_Community_Inventory.pdf. Accessed March 10, 2019.

[32] City of Inglewood, 2013, *Inglewood Energy and Climate Action Plan*. Available: https://www.cityofinglewood.org/225/Sustainability. Accessed Feb 15, 2019. March 2013.

- **Water** includes emissions from the electricity used to source, treat, and deliver imported water in the community that is not accounted for in the community utility data.

As shown in Table 3.7-2, the transportation sector was the largest contributor to the most recent inventory (2010) at over 54 percent of the total. Residential Energy consumption is the second-largest contributor to emissions at 20.6 percent of the total, followed by Commercial/Municipal Energy (16 percent), Industrial Energy (4.4 percent), Solid Waste (2.8 percent), and Water (2 percent).

Existing Project Site

The entire Project Site is comprised of approximately 28 acres of land. All but six of the parcels that make up the Project Site are currently vacant. The vacant parcels within the Project Site total approximately 23 acres, or more than 85 percent of the Project Site. The six developed parcels include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facility (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel) that would be relocated on site during Proposed Project operations.

GHG emissions are currently associated with vehicle trips to and from the existing land uses at the Project Site (on-road mobile sources), on-site combustion of natural gas for heating and cooking, on-site combustion emissions from landscaping equipment (area source), off-site combustion of fossil fuels for electricity, and off-site emissions from solid waste decomposition, water conveyance, and wastewater treatment. The existing GHG emissions at the Project Site are estimated to be approximately 1,119 $MTCO_2e$ per year, as shown in **Table 3.7-6**, below, generated primarily from transportation sources.

Existing Uses Relocating to Project Site

The existing off-site LA Clippers Team Offices, which are currently located at 1212 South Flower Street, Los Angeles, California, and the existing off-site LA Clippers practice and athletic training facility, which is located in the Playa Vista neighborhood within Los Angeles, at 6854 South Centinela Avenue, would be relocated to the Project Site upon completion of construction. The existing GHG emissions from off-site uses are estimated to be 1,333 $MTCO_2e$ per year, as shown in Table 3.7-6, generated primarily from transportation sources.

3.7.2 Adjusted Baseline Environmental Setting

Section 3.7, Greenhouse Gas Emissions, assumes the Adjusted Baseline as described in Section 3.0, Introduction to the Analysis. Analysis of GHG emissions is cumulative in nature because global climate change effects are caused by cumulative global emissions. Although the Hollywood Park Specific Plan project will be constructed and in operation prior to opening of the Proposed Project, its potential impact on global emissions would not affect the threshold of significance or the impact analysis regarding GHG emissions from the Proposed Project. For this reason, the Adjusted Baseline is not relevant to the GHG impact analysis for the Proposed

Project. No other changes to the existing environmental setting related to GHG emissions would occur under the Adjusted Baseline.

3.7.3 Regulatory Setting

This section provides a summary of pertinent federal, State, and local GHG laws, executive orders, regulations, and policies.

Federal

US Environmental Protection Agency "Endangerment" and "Cause or Contribute" Findings

In *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (2007), twelve states and cities, including California, together with several environmental organizations, sued to require the US EPA to regulate GHGs as pollutants under the Federal Clean Air Act (CAA). The US Supreme Court ruled that GHGs fit within the CAA's definition of a pollutant and the US Environmental Protection Agency (EPA) had the authority to regulate GHGs.

On December 7, 2009, the US EPA Administrator signed two distinct findings regarding GHGs under CAA section 202(a):

- **Endangerment Finding:** The current and projected concentrations of the six key GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The combined emissions of these GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

These findings did not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for motor vehicles.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the US EPA released its final Greenhouse Gas Reporting Rule (Reporting Rule). The Reporting Rule was a response to the fiscal year (FY) 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), that required the US EPA to develop "… mandatory reporting of GHGs above appropriate thresholds in all sectors of the economy …" The Reporting Rule applied to most entities that emit 25,000 $MTCO_2e$ or more per year at their facility from stationary sources. Starting in 2010, facility owners were required to submit an annual GHG emissions report with detailed calculations of facility GHG emissions. The Reporting Rule also mandated recordkeeping and administrative requirements in order for the US EPA to verify annual GHG emissions reports.

Vehicle Emissions Standards

In 1975, Congress enacted the Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the US. Pursuant to the act, the US EPA and National Highway Traffic Safety Administration (NHTSA) are responsible for establishing additional vehicle standards. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. Under the standards, by 2025 vehicles are required to achieve 54.5 miles per gallon (mpg) (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile. According to the US EPA, a model year 2025 vehicle would emit one-half of the GHG emissions as compared to emissions from a model year 2010 vehicle.[33] California harmonized its vehicle efficiency standards through 2025 with the federal standards (see Advanced Clean Cars Program below).

In January 2017, the US EPA issued its Mid-Term Evaluation of the GHG emissions standards, finding that it would be practical and feasible for automakers to meet the model year 2022-2025 standards through a number of existing technologies. In August 2018, the US EPA revised its 2017 determination, and issued a proposed rule that maintains the 2020 Corporate Average Fuel Economy (CAFE) and CO_2 standards for model years 2021 through 2026.[34] The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO_2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. On February 7, 2019, the state of California, joined by 16 other states and the District of Columbia, filed a petition challenging the US EPA's proposed rule to revise the vehicle emissions standards, arguing that the US EPA had reached erroneous conclusions about the feasibility of meeting the existing standards.[35] As of December 2019, the US EPA's proposed rule remains subject to multiple lawsuits that have been filed in federal court regarding the US EPA's GHG emissions standards. Because the outcome of pending litigation is speculative, this analysis assumes that the US EPA's existing CAFE standards will remain unchanged, and applies those standards as opposed to relying on speculative future standards.

State

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the state. The major components of California's climate protection initiative are reviewed below.

[33] United States Environmental Protection Agency, 2012. 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards. Available: (August 2012). Available: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-model-year-2017-and-later-light-duty-vehicle. Accessed March 11, 2019.

[34] Federal Register. Vol. 83, No. 165. August 24, 2018. Proposed Rules.

[35] Amicus brief, 2019. USCA Case #18-1114, Doc#1772455_filed February 14, 2019. Available: http://climatecasechart.com/case/california-v-epa-4/. Accessed April 17, 2019.

Executive Orders Establishing California Greenhouse Gas Reduction Targets

Through executive order, California governors have established long-term GHG reduction goals for the state.

Executive Order S-3-05

On June 1, 2005, Governor Schwarzenegger announced Executive Order S-3-05,[36] which established the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels.

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15,[37] in which, the Governor:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030;
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets; and
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

California Health and Safety Code, Division 25.5 – California Global Warming Solutions Act of 2006 (AB 32)

Following the issuance of Executive Order S-3-05, in 2006, the California State Legislature adopted the California Global Warming Solutions Act of 2006 (passed as Assembly Bill [AB] 32 and codified in the California Health and Safety Code [HSC], Division 25.5), which focuses on reducing GHG emissions in California to 1990 levels by 2020. HSC Division 25.5 defines GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6 and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective.

Under HSC Division 25.5, CARB has the primary responsibility for reducing GHG emissions. CARB is required to adopt rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

[36] California Office of the Governor, 2005. Executive Order S-3-05. Available: https://www.climatechange.ca.gov/state/executive_orders.html. Accessed March 4, 2019.
[37] California Office of the Governor, 2005. Executive Order B-30-15. Available: https://www.climatechange.ca.gov/state/executive_orders.html. Accessed March 4, 2019.

CARB 2008 and 2014 Scoping Plans

A specific requirement of AB 32 was the preparation of a Climate Change Scoping Plan for achieving the maximum technologically feasible and cost-effective GHG emission reduction by 2020. CARB developed and approved the initial Scoping Plan in 2008, outlining the regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs that would be needed to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives.[38]

The First Update to the Scoping Plan was approved by CARB in May 2014 and built upon the initial Scoping Plan with new strategies and recommendations. In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 $MMTCO_2e$. CARB also updated the state's 2020 NAT emissions estimate to account for the effect of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were adopted for motor vehicles and renewable energy.[39]

SB 32/AB 197

In 2016, Senate Bill (SB) 32 and its companion bill AB 197, augmented AB 32 and amended HSC Division 25.5, establishing a new climate pollution reduction target of 40 percent below 1990 levels by 2030 and including provisions to ensure the benefits of state climate policies reach into disadvantaged communities.

2017 Climate Change Scoping Plan Update

In response to SB 32 and the 2030 GHG reduction target, CARB approved the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update) in December 2017.[40] The 2017 Scoping Plan Update outlines the proposed framework of action for achieving the 2030 GHG target of 40 percent reduction in GHG emissions relative to 1990 levels.[41] The 2017 Scoping Plan Update identifies key sectors of the state's implementation strategy, which includes improvements in low-carbon energy, industry, transportation sustainability, natural and working lands, waste management, and water. Through a combination of data synthesis and modeling, CARB determined that the target statewide 2030 emissions limit is 260 $MMTCO_2e$, and that further commitments will need to be made to achieve an additional reduction of 50 $MMTCO_2e$ beyond current policies and programs. The cornerstone of the 2017 Scoping Plan Update is an expansion of the Cap-and-Trade Program (discussed further below) to meet the aggressive 2030 GHG emissions goal and ensure achievement of the 2030 limit set forth by E.O. B-30-15.

38 California Air Resources Board, 2008. *Climate Change Scoping Plan*. Available: https://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm. Accessed March 4, 2019. December 2008.
39 California Air Resources Board, 2014. *First Update to the Climate Change Scoping Plan*. Available: https://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm. Accessed March 4, 2019. May 2014.
40 California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan.* Available: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed March 4, 2019. November 2017.
41 California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan.* Available: https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm. Accessed March 4, 2019. November 2017.

The 2017 Scoping Plan Update's strategy for meeting the state's 2030 GHG target incorporates the full range of legislative actions and state-developed plans that have relevance to the year 2030, including the following, described elsewhere in this section:

- Extending the low-carbon fuel standard (LCFS) beyond 2020 and increasing the carbon intensity reduction requirement to 18 percent by 2030;
- SB 350, which increases the Renewables Portfolio Standard (RPS) to 50 percent by 2030 and requires the CEC to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by 2030. These targets may be achieved through energy efficiency savings and demand reductions from a variety of programs, including but not limited to appliance and building energy efficiency standards and a comprehensive program to achieve greater energy efficiency standards in existing buildings;
- The 2016 Mobile Source Strategy is estimated to reduce emissions from mobile sources including an 80 percent reduction in smog-forming emissions and a 45 percent reduction in diesel particulate matter from 2016 levels in the South Coast Air Basin, a 45 percent reduction in statewide GHG emissions (from both on-road and off-road mobile sources) and a 50 percent reduction in statewide consumption of petroleum-based fuels;
- The Sustainable Freight Action Plan to improve freight efficiency and transition to zero emission freight handling technologies (described in more detail below);
- SB 1383, which requires a 50 percent reduction in anthropogenic black carbon and a 40 percent reduction in hydrofluorocarbon and methane emissions below 2013 levels by 2030; and
- AB 398, which extends the state Cap-and-Trade Program through 2030.

In the 2017 Scoping Plan Update, CARB recommends statewide targets of no more than six MT CO_2e per capita by 2030 and no more than two metric tons CO_2e per capita by 2050. CARB acknowledges that because the statewide per capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state (including large industrial sources covered under the state's cap and trade program), they are not applicable for use at the local level. Rather, it is appropriate for local jurisdictions to derive evidence-based local per-capita goals based on local emissions sectors and growth projections.

To demonstrate how a local jurisdiction can achieve their long-term GHG goals at the community plan level, CARB recommends developing a geographically specific GHG reduction plan (i.e., climate action plan) consistent with the requirements of CEQA Guidelines section 15183.5(b). A so-called "CEQA-qualified" GHG reduction plan, once adopted, can provide local governments with a streamlining tool for project-level environmental review of GHG emissions, provided there are adequate performance metrics for determining project consistency with the plan. Absent conformity with such a plan, CARB recommends "that projects incorporate design features and GHG reduction measures, to the degree feasible, to minimize GHG emissions. Achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development."[42]

[42] California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan*. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 9, 2019. November 2017. pp. 100–101.

Cap-and-Trade Program

Initially authorized by the California Global Warming Solutions Act of 2006 (AB 32), and extended through the year 2030 with the passage of AB 398 (2017), the California Cap-and-Trade Program is a core strategy that the state is using to meet its GHG reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. CARB designed and adopted the California Cap-and-Trade Program to reduce GHG emissions from "covered entities"[43] (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO_2e per year), setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve reductions.[44] Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors. The statewide cap for GHG emissions from the capped sectors commenced in 2013. The cap declines over time. Facilities subject to the cap can trade permits to emit GHGs.[45]

If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will require relatively more emission reductions. In other words, the Cap-and-Trade Program can be adaptively managed by the state to ensure achievement of California's 2020 and 2030 GHG emissions reduction mandates, depending on whether other regulatory measures are more or less effective than anticipated.

California Environmental Quality Act and Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledged that climate change is an environmental issue requiring analysis under CEQA. This bill directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the CNRA guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, no later than July 1, 2009. SB 97 required the CNRA to certify or adopt those guidelines by January 1, 2010. On December 30, 2009, the Natural Resources Agency adopted amendments to the CEQA Guidelines, as required by SB 97. The CEQA Guidelines amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The amendments became effective March 18, 2010.

CEQA Guidelines

The current CEQA Guidelines section 15064.4 specifically addresses the significance of GHG emissions, directing that a lead agency shall make a "good-faith effort" to "describe, calculate or estimate" GHG emissions in CEQA environmental documents.[46] Section 15064.4 further states that

[43] "Covered Entity" means an entity within California that has one or more of the processes or operations and has a compliance obligation as specified in subarticle 7 of the Cap-and-Trade Regulation; and that has emitted, produced, imported, manufactured, or delivered in 2008 or any subsequent year more than the applicable threshold level specified in section 95812 (a) of the regulation.

[44] 17 CCR §§ 95800 to 96023.

[45] See generally 17 CCR §§ 95811, 95812.

[46] California Natural Resources Agency, 2018. CEQA Guidelines Amendments, Sections 15064.4, 15183.5, 15364.5. Available: http://resources.ca.gov/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf. Accessed March 18, 2019.

the analysis of GHG impacts should include consideration of (1) the extent to which the project may increase or reduce GHG emissions, (2) whether the project GHG emissions would exceed a threshold of significance that the lead agency determines applies to the project, and (3) the extent to which the project would comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions."

The CEQA Guidelines focus on the effects of GHG emissions as cumulative impacts, and direct that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis.[47] CEQA Guidelines section 15064.4 states that "the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes." The CEQA Guidelines also establish that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including plans or regulations for the reduction of GHG emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located (CEQA Guidelines section 15064(h)(3)).

The CEQA Guidelines do not require or recommend a specific analytical methodology or provide quantitative criteria for determining the significance of GHG emissions, nor do they set a numerical threshold of significance for GHG emissions. Guideline 15064.7(c) clarifies that in adopting or using thresholds of significance, a lead agency may appropriately consider thresholds developed by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

When GHG emissions are found to be significant, CEQA Guidelines section 15126.4(c) includes the following direction on measures to mitigate GHG emissions:

> Consistent with section 15126.4(a), lead agencies shall consider feasible means, supported by substantial evidence and subject to monitoring or reporting, of mitigating the significant effects of greenhouse gas emissions. Measures to mitigate the significant effects of greenhouse gas emissions may include, among others:
>
> (1) Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision;
>
> (2) Reductions in emissions resulting from a project through implementation of project features, project design, or other measures;
>
> (3) Off-site measures, including offsets that are not otherwise required, to mitigate a project's emissions;

[47] California Natural Resources Agency, 2009. Final Statement of Reasons for Regulatory Action, December 2009, pp. 20-26. Available: http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Accessed March 15, 2019.

(4) Measures that sequester greenhouse gases; and

(5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of greenhouse gas emissions, mitigation may include the identification of specific measures that may be implemented on a project-by project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

In late 2018, the CNRA finalized amendments to the CEQA Guidelines, including changes to CEQA Guidelines section 15064.4, which addresses the analysis of GHG emissions. The amendments were approved by the Office of Administrative Law and filed with the Secretary of State. The amendments became effective on December 28, 2018. The revision of CEQA Guidelines section 15064.4 clarified several points, including the following:

- Lead agencies must analyze the GHG emissions of proposed projects.
- The focus of the lead agency's analysis should be on the project's effect on climate change, rather than simply focusing on the quantity of emissions and how that quantity of emissions compares to statewide or global emissions.
- The impacts analysis of GHG emissions is global in nature and thus should be considered in a broader context. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions.
- Lead agencies should consider a timeframe for the analysis that is appropriate for the project.
- A lead agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes.
- Lead agencies may rely on plans prepared pursuant to section 15183.5 (Plans for the Reduction of Greenhouse Gases) in evaluating a project's greenhouse gas emissions.
- In determining the significance of a project's impacts, the lead agency may consider a project's consistency with the state's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is consistent with those plans, goals, or strategies.
- The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Transportation Sector

AB 1493

In 2002, Governor Davis signed AB 1493 (Pavley), which required CARB to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is non-commercial personal transportation manufactured in and after 2009.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004, requiring automobile manufacturers to meet fleet-average GHG

emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes (i.e., any medium-duty vehicle with a gross vehicle weight [GVW] rating of less than 10,000 pounds and that is designed primarily for the transportation of persons), beginning with model year 2009. For passenger cars and light-duty trucks with a loaded vehicle weight (LVW) of 3,750 pounds or less, the GHG emission limits for model year 2016 are approximately 37 percent lower than the limits for the first year of the regulations, model year 2009. For light-duty trucks with an LVW of 3,751 pounds to a GVW of 8,500 pounds, as well as for medium-duty passenger vehicles, GHG emissions will be reduced approximately 24 percent between 2009 and 2016.

Because the Pavley standards (named for the bill's author, state Senator Fran Pavley) would impose stricter standards than those under the CAA, California applied to the US EPA for a waiver under the CAA. In 2008, the US EPA denied the application. In 2009, however, the US EPA granted the waiver. The waiver has been extended consistently since 2009; however, in 2018 the US EPA and NHTSA indicated their intent to revoke California's waiver, and prohibit future state emissions standards enacted under the CAA. As of April 2019, the waiver was still in place and the status of the federal government's revocation of the waiver was uncertain.

As discussed previously, the federal government adopted standards for model year 2012 through 2016 light-duty vehicles. In addition, the US EPA and US Department of Transportation (DOT) have adopted GHG emission standards for model year 2017 through 2025 vehicles. These standards are slightly different from the state's standards (described below in the Advanced Clean Cars Program), but the state of California has agreed not to contest them, in part due to the fact that while the national standard would achieve slightly less reductions in California, the national standard would achieve greater reductions nationally and is stringent enough to meet state GHG emission reduction goals.

Advanced Clean Cars Program

In 2012, CARB approved the Pavley II (LEV III) Advanced Clean Cars Program, an emissions-control scheme for model years 2015 through 2025 that allows manufacturers to comply with the 2017 through 2025 national standards while meeting state law. The program includes components to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. The zero-emissions vehicle (ZEV) program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles (PHEV) in the 2018 to 2025 model years.[48]

Executive Order B-16-12 – 2025 Goal for Zero Emission Vehicles

In March 2012, Governor Brown issued Executive Order B-16-12 establishing a goal of 1.5 million ZEVs on California roads by 2025. In addition to the ZEV goal, EO B-16-12 stipulated that by 2015 all major cities in California will have adequate infrastructure and be

[48] California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan*. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017.

'zero-emission vehicle ready'; that by 2020 the state will have established adequate infrastructure to support 1 million ZEVs; that by 2050, virtually all personal transportation in the state will be based on ZEVs; and that GHG emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

Mobile Source Strategy

In May 2016, CARB released the updated Mobile Source Strategy that demonstrates how the state can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next 15 years. The strategy promotes a transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled (VMT). The Mobile Source Strategy calls for 1.5 million ZEVs (including plug-in hybrid electric, battery-electric, and hydrogen fuel cell vehicles) by 2025 and 4.2 million ZEVs by 2030. The strategy also calls for more-stringent GHG requirements for light-duty vehicles beyond 2025 as well as GHG reductions from medium-duty and heavy-duty vehicles and increased deployment of zero-emission trucks primarily for class 3–7 "last mile" delivery trucks in California. Statewide, the Mobile Source Strategy would result in a 45 percent reduction in GHG emissions from mobile sources and a 50 percent reduction in the consumption of petroleum-based fuels.[49]

Executive Order B-48-18 – 2030 Goal for Zero Emission Vehicles

On January 26, 2018, Governor Brown issued Executive Order B-48-18 establishing a goal of 5 million ZEVs on California roads by 2030, in recognition of the critical need to reduce emissions from the transportation sector in order to meet the GHG emissions target of SB 32.

Low Carbon Fuel Standard

In January 2007, Governor Schwarzenegger enacted Executive Order S-01-07, which mandates that the state: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt a Low Carbon Fuel Standard (LCFS) for transportation fuels in California. The overall goal of the LCFS is to lower the carbon intensity of California transportation fuel. The 2017 Scoping Plan Update calls for the LCFS to reduce fuel carbon intensity by at least 18 percent by 2030. In September 2018, CARB extended the LCFS program to 2030, making significant changes to the design and implementation of the Program including a doubling of the carbon intensity reduction to 20 percent by 2030.

Land Use Transportation Planning

On September 30, 2008, Governor Schwarzenegger signed SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the

[49] California Air Resources Board, 2016. *Mobile Source Strategy*. Available: https://www.arb.ca.gov/planning/sip/2016sip/2016mobsrc.htm. Accessed March 10, 2019. May 2016.

state's Metropolitan Planning Organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.[50]

Under SB 375, the regional reduction target must be incorporated within the applicable MPO's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities need to be consistent with the SCS, and consistency with the SCS can provide certain CEQA streamlining for proposed projects; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS.

In 2011, CARB adopted GHG emissions reduction targets for SCAG, the MPO for the region in which the City is located. In March 2018, the CARB updated the SB 375 targets to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[51,52] As these reduction targets were updated after SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), it is expected that a future iteration of the RTP/SCS will be updated to reflect these targets. The proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the LCFS regulations.[53]

Energy Sector

Appendix F of the CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in Chapter 2, Project Description, and in technical sections found in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, as well as through mitigation measures and alternatives. In accordance with Appendix F, the energy effects of the Proposed Project are addressed in Section 3.5, Energy Demand and Conservation, of this EIR.

Title 24 Building Energy Efficiency Standards

CCR Title 24 establishes California's Building Energy Efficiency Standards; Part 11 is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories:

[50] California Air Resources Board, Sustainable Communities. Available: https://www.arb.ca.gov/cc/sb375/sb375-rd.htm. Accessed April 25, 2019.
[51] California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan*. Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017.
[52] California Air Resources Board, 2018. *SB 375 Regional Greenhouse Gas Emissions Reduction Targets*. Available: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf. Accessed March 11, 2019.
[53] California Government Code section 65080(b)(2)(A)(iii).

(1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality."[54] Since 2011, the CALGreen Code is mandatory for all new residential and non-residential buildings constructed in the state. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. The CALGreen Code was most recently updated in 2016 to include new mandatory measures for residential and nonresidential uses; the new measures took effect on January 1, 2017.[55]

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods.

The current Title 24, Part 6 standards (2016 standards) were made effective on January 1, 2017. The next update to the Title 24 energy efficiency standards (2019 standards) go into effect on January 1, 2020.

Renewables Portfolio Standard

In 2002, the passage of SB 1078 established the Renewables Portfolio Standard (RPS), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from eligible renewable sources by 2017. SB 107, adopted in 2006, changed the target date to 2010.

In November 2008, Executive Order S-14-08 expanded the state's RPS goal to 33 percent renewable power by 2020. In September 2009, Executive Order S-21-09 directed CARB (under its AB 32 authority) to enact regulations to help the state meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified in April 2011 with the passage of Senate Bill X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators.

Senate Bill 350

The Clean Energy and Pollution Reduction Act of 2015, SB 350 (Chapter 547, Statutes of 2015), was approved by Governor Brown on October 7, 2015. SB 350 increased the RPS by requiring an increase in the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources from 33 percent to 50 percent by December 31, 2030. The Act also

[54] California Building Standards Commission, 2010. *California 2010 Green Building Standards Code (CALGreen).* Available: http://www.hcd.ca.gov/building-standards/docs/2010_CA_Green_Bldg.pdf. Accessed March 11, 2019.

[55] California Building Standards Commission, 2016. 2016 California Green Building Standards Code (Part 11 of Title 24). Available: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen. Accessed April 25, 2019.

requires the State Energy Resources Conservation and Development Commission to establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in existing electricity and natural gas final end uses of retail customers by January 1, 2030.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100, establishing that 100 percent of all electricity in California must be obtained from renewable and zero-carbon energy resources by December 31, 2045. SB 100 also creates new standards for the RPS, increasing required energy from renewable sources for both investor-owned utilities and publicly owned utilities from 50 percent to 60 percent by December 31, 2030. Incrementally, these energy providers must also have a renewable energy supply of 44 percent by December 31, 2024, and 52 percent by December 31, 2027. The updated RPS goals are considered achievable, since many California energy providers are already meeting or exceeding the RPS goals established by SB 350.

SB 1383 (Short-lived Climate Pollutants)

Senate Bill 1383, passed in 2016, requires statewide reductions in short-lived climate pollutants (SLCPs) across various industry sectors. The SLCPs covered under AB 1383 include methane, fluorinated gases, and black carbon—all GHGs with a much higher warming impact than carbon dioxide and with the potential to have detrimental effects on human health. SB 1383 requires the CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025.

AB 987

AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added section 21168.6.8 to the California Public Resources Code (PRC). AB 987 does not change the substantive content of this EIR, or the public review requirements for the EIR. AB 987 does, however, establish specific timelines for judicial review in the event that the adequacy of this EIR is challenged, so long as certain requirements are met. The discussion of AB 987 below is focused on the provisions of PRC 21168.6.8 that address GHG emissions; a full description of AB 987 is provided in Chapter 1, Introduction.

AB 987 is described in this chapter under Regulatory Setting because the statute potentially applies to the Proposed Project and addresses issues related to GHG emissions. However, AB 987 is not a regulatory statute, per se, in that the Proposed Project is not required to comply with the provisions of PRC section 21168.6.8. Instead, AB 987 established provisions by which the project applicant for the Proposed Project may voluntarily decide to attempt to qualify under the provisions of the statute. If certified as qualified by the Governor's Office, then specific timelines for judicial review identified in AB 987 would apply to any action brought to challenge the certification of this EIR or the approval of the Proposed Project. In the event that the Proposed Project does not qualify under the provisions of AB 987, then the Proposed Project could still be

reviewed and approved by the City, but judicial review would occur under the standard provisions of CEQA.

The provisions of PRC section 21168.6.8 are similar to the provisions of the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (AB 900; PRC sections 21178 through 21189.3), as subsequently amended, which established expedited judicial review of certified Environmental Leadership Development Projects. In order to qualify for expedited judicial review under AB 987, the Proposed Project would have to achieve certain vehicle trip reduction goals, and, most relevantly for this section, would have to achieve a "no net new" GHG emissions standard.[56] Further, as a condition of approval of the Proposed Project, the lead agency must require the project applicant, in consultation with SCAQMD, to implement measures that will achieve certain reductions in criteria air pollutant and toxic air contaminant emissions, over and above any reductions required by other laws or regulations in communities surrounding the Project Site.

Regional

SCAQMD

The Project Site is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. SCAQMD is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment with the ambient air quality standards. This is accomplished though air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and supporting and implementing measures to reduce emissions from motor vehicles.

SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

[56] Office of the Governor, 2018. Assembly Bill 987 Signing Message. September 30.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[57] Within its October 2008 document, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is the lead agency. However, SCAQMD did not adopt a GHG significance threshold for land use development projects (e.g., mixed-use/commercial projects) and formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds. This Working Group has been inactive since 2011 and SCAQMD has not formally adopted any GHG significance threshold guidance for land use development projects.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

As described in Section 3.10, Land Use and Planning, the 2016–2040 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level. Consistency of the Proposed Project with the 2016–2040 RTP/SCS, including Goals 6 and 7, is discussed under Impact 3.7-2, below, as well as in Section 3.10, Land Use and Planning, Impact 3.10-2.

Local

City of Inglewood General Plan

The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City.

The following goals from the Land Use Element[58] of the City of Inglewood General Plan are relevant to GHG emissions.

> **Circulation Goal**: Promote and support adequate public transportation within the City and the region.
>
> **Circulation Goal**: Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

The use of public transportation reduces the GHG emissions that would otherwise occur through the use of private vehicles. Safe and adequate pedestrian networks promote walking and the use of assisted mobility devices (e.g., wheelchairs) instead of driving. The Proposed Project would include provisions that would promote the use of public transportation as a means of travel to and from the proposed Arena, including a transportation hub at the East Transportation and Hotel

[57] South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008. Available: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed April 17, 2019.

[58] City of Inglewood, Department of Community Development and Housing, 1980. Land Use Element of the Inglewood General Plan. January 1980. Amended September 14, 2016.

Site, shuttle stops on South Prairie Avenue, and a shuttle system for large events that would connect the Proposed Project to nearby Metro stations. In addition, improvements to the sidewalks fronting the Project Site and a pedestrian bridge crossing South Prairie Avenue would promote a safe pedestrian circulation system that would meet ADA requirements. For these reasons, the Proposed Project would not be inconsistent with the General Plan Land Use Element circulation goals listed above. Ultimately, it is within the authority of the City Council to determine whether the Proposed Project is consistent with the City of Inglewood General Plan.

The Proposed Project's consistency with the City of Inglewood General Plan is discussed under Impact 3.7-2.

City of Inglewood Energy and Climate Action Plan

The Inglewood Energy and Climate Action Plan (ECAP) presents the City's community and municipal inventories, emissions forecasts, and recommended reduction targets for emissions to mitigate the City's impacts on climate change.[59] The ECAP includes a business-as-usual (BAU) forecast that estimates future emissions in 2020 and 2035 from six sectors: Transportation, Residential Energy, Commercial/Municipal Energy, Industrial Energy, Solid Waste, and Water. The BAU forecast assumes GHG emissions that would occur in the future under regulatory conditions as they existed in 2010; the BAU forecast does not include the effects of updates to Title 24, the Renewables Portfolio Standard, and the Pavley Clean Car Standards on future GHG emissions. Under the ECAP's BAU forecast, Inglewood's total GHG emissions are expected to increase approximately 14 percent from 2010 (594,273 $MTCO_2e$) to 2035 (678,283 $MTCO_2e$). On a per-service population (SP)[60] basis, the increase is shown to be just 4.5 percent, from 4.22 $MTCO_2e$/SP in 2010 to 4.41 $MTCO_2e$/SP in 2035.

The City's GHG inventories and forecasts are summarized in **Table 3.7-3**.

[59] City of Inglewood, 2013, *Inglewood Energy and Climate Action Plan*. Available: https://www.cityofinglewood.org/225/Sustainability. Accessed Feb 15, 2019. March 2013.
[60] Service population = residents plus employees working within the City limits.

TABLE 3.7-3
CITY OF INGLEWOOD COMMUNITY GHG EMISSIONS BY SECTOR: EXISTING AND FORECASTED ($MTCO_2e$)

Sector	2005	2007	2010	2020	2035
Transportation	320,254	311,853	322,042	327,998	337,552
Residential Energy	124,872	123,062	122,429	134,843	156,574
Commercial/Municipal Energy	97,176	99,458	95,261	106,041	124,749
Industrial Energy	34,940	31,272	26,100	26,376	26,830
Solid Waste	19,855	16,841	16,448	16,782	17,555
Water	13,813	13,272	11,993	14,707	15,044
Total	**610,910**	**595,758**	**594,273**	**626,748**	**678,284**
Target/goal (change from 2005)				**519,273** (-15%)	**412,364** (-32.5%)
Reductions from state-level actions				-121,139	-160,002
Forecasts with implementation of state-level actions				**505,609**	**518,282**
Reductions from local actions				-9,803	-10,994
Forecasts with CAP Implementation				495,806	499,208
Resulting change from 2005				-18.8%	-18.3%
Meet target/goal?				**Yes**	**No**

SOURCE: City of Inglewood, 2013. *Inglewood Energy and Climate Action Plan*.

The ECAP establishes an emissions reduction target of 15 percent below 2005 levels by 2020 and an emissions reduction goal of 32.5 percent below 2005 levels by 2035. As shown in Table 3.7-3, state-level actions, such as the Pavley Clean Cars legislation, the Low Carbon Fuel Standard, the Renewables Portfolio Standard, and Title 24 upgrades are expected to reduce community emissions by 121,139 $MTCO_2e$ per year by 2020, and 160,002 $MTCO_2e$ by year 2035. Local measures in the CAP are expected to reduce community emissions an additional 9,803 $MTCO_2e$ per year by 2020, and 10,994 $MTCO_2e$ per year by year 2035. The ECAP quantifies GHG reductions from the following five implementing strategies and actions:

Strategy 1 – Lead by Example with Municipal Government Actions

- Continue Building and Facility Energy Upgrades to reduce energy use
- Replace all City-owned street, park, and traffic lights with light-emitting diode (LED) lights
- Accelerate city vehicle fleet replacement
- Continue commute trip reduction program
- Planning for electric vehicle infrastructure

Strategy 2: Increase Energy Efficiency

- Make commercial buildings more efficient
- Increase the energy efficiency of residential buildings

- Increase the energy efficiency of street and traffic lights.

Strategy 3: Support Renewable Energy Generation

- Remove barriers to renewable energy generation
- Make renewable energy generation more affordable
- Educate potential customers

Strategy 4: Improve Transportation Options and Manage Transportation Demand

- Make roadways more efficient
- Improve transit
- Improve bicycle facilities
- Make parking more efficient
- Reduce commute trips
- Encourage land use intensification and diversity

Strategy 5: Reduce Consumption and Waste

- Use less water
- Produce less waste
- Promote local food production

The Proposed Project's consistency with the ECAP is discussed under Impact 3.7-2.

3.7.4 Analysis, Impacts and Mitigation

Approach to Analysis

GHG emissions and global climate change represent cumulative impacts from human activities and development projects locally, regionally, statewide, nationally, and worldwide. GHG emissions from all of these sources cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects around the world have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The following analysis of the Proposed Project's impact on climate change focuses on the Proposed Project's contribution to cumulatively significant GHG emissions. Given that the analysis of GHG emissions is only relevant in a cumulative context, this section does not include an individual project-specific impact assessment.

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts related to GHG emissions. As described above, in 2009 the CNRA adopted amendments to the CEQA Guidelines addressing the analysis and mitigation of GHG emissions. As a result of the amendments, Appendix G of the CEQA Guidelines was amended to provide screening questions to assist lead agencies when assessing a project's potential impacts with regard to GHG emissions, and additional amendments were made in 2018. The following thresholds of significance are consistent with CEQA Guidelines section 15064.4 and CEQA Guidelines Appendix G.

A significant impact would occur if the Proposed Project would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines section 15064.4 gives lead agencies the discretion to determine whether to assess the significance of GHG emissions quantitatively or qualitatively. Section 15064.4 recommends considering certain factors, among others, when determining the significance of a project's GHG emissions, including the extent to which the Proposed Project may increase or reduce GHG emissions as compared to the existing environment; whether the Proposed Project exceeds an applicable significance threshold; and extent to which the Proposed Project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. None of the amendments establishes a threshold of significance; rather, so long as any threshold selected is supported by substantial evidence (see section 15064.7(c)), lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including by looking to thresholds developed by other public agencies, such as air districts, or suggested by experts, such as the California Air Pollution Control Officers Association (CAPCOA).

The CNRA's *Final Statement of Reasons for Regulatory Action* from December 2009 similarly provides that project-level quantification of emissions should be conducted where it would assist in determining the significance of emissions, even where no numeric threshold applies. In such cases, CNRA's guidance provides that qualitative thresholds can be utilized to determine the ultimate significance of project-level impacts based on a project's consistency with plans, which can include applicable regional transportation plans. Even when using a qualitative threshold, quantification can inform "the qualitative factors" and indicate "whether emissions reductions are possible, and, if so, from which sources."[61]

Neither CARB, SCAQMD, nor the City has adopted quantitative significance thresholds for assessing project-level impacts related to GHG emissions. CEQA Guidelines section 15183.5 states that a lead agency may determine that a project's incremental contribution to a cumulative

[61] California Natural Resources Agency, 2009. Final Statement of Reasons for Regulatory Action, December 2009, pp. 20–26. Available: http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf. Accessed March 15, 2019.

effect is not cumulatively considerable if the project complies with the requirements in a previously adopted mitigation program, or plan for the reduction of GHG emissions that includes the following elements:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

The City's ECAP, adopted in 2013, provides a set of strategies and supporting actions for achieving the City's 2020 GHG reduction targets, but it does not demonstrate how the City plans to reduce GHG emissions consistent with the State's post-2020 targets as represented by SB 32 and EO S-3-05.

CARB's 2017 Scoping Plan Update advises that absent conformity with a qualified GHG reduction plan, projects should incorporate all feasible GHG reduction measures and that achieving "no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development."[62] Accordingly, for the purposes of this EIR, the City used a quantitative threshold for the Proposed Project of no net additional GHG emissions, including emissions from employee transportation.

The "no net new" emissions threshold means that if the Proposed Project would not emit any additional GHG emissions beyond the baseline over its estimated 30-year life, the impact would be less than significant. Further, the "no net new" emissions threshold for the Proposed Project is consistent with the project applicant's commitment to abide by the requirements of AB 987, which stipulates that the Proposed Project would not result in any net additional emissions of GHGs compared to the baseline, including GHG emissions from employee transportation. This threshold serves as a *project-specific* GHG threshold and does not set precedent for future City projects.[63]

62 California Air Resources Board, 2017. *California's 2017 Climate Change Scoping Plan*. pp. 100-101.Available: www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed March 10, 2019. November 2017.

63 Project-specific thresholds are not required to be formally adopted because the requirement for formal adoption of thresholds under 14 CCR §15064.7(b) applies only to thresholds of general application.

Consistent with CEQA Guidelines Appendix G, the City is also assessing whether the Proposed Project would be inconsistent with applicable plans, policies, regulations or requirements adopted to implement a statewide, regional or local plan for the reduction of GHG emissions.

Determining Net New Emissions of Greenhouse Gases

The net new GHG emissions associated with the Proposed Project is defined as the difference in emissions between baseline conditions and the Proposed Project buildout. Baseline operational emissions are the annual operational GHG emissions produced by existing emissions sources and activities against which the Proposed Project's GHG emissions will be compared. The Proposed Project's operational emissions would occur starting in 2024 and for analytical purposes are assumed to continue through the 30-year life of the Proposed Project to 2054.

For the purpose of this analysis, the Proposed Project's annual operational emissions include total construction emissions amortized over the 30-year life of the Proposed Project, consistent with regulatory guidance from SCAQMD and with the typical average lifespan of past NBA arenas.[64] SCAQMD recognizes that construction-related GHG emissions from projects "occur over a relatively short-term period of time" and that "they contribute a relatively small portion of the overall lifetime project GHG emissions." SCAQMD recommends that construction project GHG emissions be "amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies."[65]

Project Consistency with Existing Plans, Policies and Regulations

A significant impact would occur if the Proposed Project would conflict with applicable regulations, plans and policies that were adopted to reduce GHG emissions that contribute to global climate change. For the Proposed Project, as a land use development project, this analysis considers the Proposed Project's consistency with the following applicable plans, policies and regulations to reduce GHG emissions:

- The 2017 Climate Change Scoping Plan Update, CARB's plan for achieving a 40 percent reduction on GHG emissions from 1990 levels by 2030, statewide, as mandated by SB 32;
- SCAG's 2016-2040 RTP/SCS, the regional plan for achieving sustainable land use patterns that reduce passenger vehicle GHG emissions, as mandated by SB 375;
- Executive Order S-3-05, which established a goal of reducing the state's GHG emissions to 80 percent below the 1990 level by the year 2050;
- CARB's Mobile Source Strategy and Executive Order B-48-18, which are designed to achieve GHG reductions from the state's largest contributing sector (transportation), consistent with the goals of SB 32 and the 2017 Scoping Plan Update; and
- The City's ECAP.

64 Wikipedia, List of National Basketball Association arenas, accessed July 7, 2019, https://en.wikipedia.org/wiki/List_of_National_Basketball_Association_arenas.

65 South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Available: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed March 11, 2019. October 2008, pp. 3-8.

Methodology and Assumptions

As described in Chapter 2, Project Description (see Table 2-3), the Proposed Project includes an annual average of 5 pre-season, 41 regular season, and 3 post-season LA Clippers home games that would be hosted at the Project Arena, for an average of 49 games per year. The Project Arena would also host concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events, which would take place throughout the year and have maximum attendance ranging from 2,000 attendees to full Arena capacity of 18,500. It is estimated that the new Arena could host approximately 178 non-LA Clippers events annually, with an additional 16 smaller outdoor events in the plaza.

The baseline for determining the Proposed Project's net new annual emissions includes GHGs from:

a. mobile sources and energy usage associated with the existing on-site structures that would be removed and replaced with construction of the Proposed Project;

b. the existing LA Clippers team offices and practice and athletic training facility uses that would be relocated to the Project Site, and;

c. LA Clippers games that would be relocated from the Staples Center,

d. non-NBA events that would be market-shifted to the proposed Arena, as described below.

Existing Operations

Baseline annual emissions include GHGs from mobile sources and energy usage associated with the existing on-site structures that would be removed and replaced with construction of the Proposed Project. Existing buildings within the Project Site include a 16,806-square-foot (sf) motel, an 1,118 sf fast food restaurant, a 28,809 sf light manufacturing/warehouse building, an 1,134 sf commercial building, and a 6,231 sf warehouse and a groundwater well and related facilities that would be relocated on site. GHG emissions from the demolition and construction of the existing groundwater well and related facilities on site were calculated and included as Project emissions; however, the operational GHG emissions of the relocated groundwater well and related facilities "net out" since their operations would not change once relocated.

The Proposed Project would also include relocation of the existing off-site LA Clippers team offices, which are currently located approximately 11 miles northeast of the Project Site at 1212 South Flower Street in downtown Los Angeles, and the existing off-site LA Clippers practice and athletic training facility, which is located approximately 6 miles northwest of the Project Site at 6854 South Centinela Avenue in the Playa Vista neighborhood within Los Angeles. GHG emissions associated with the use of the existing team offices and the practice and athletic training facility (including travel to and from) are currently occurring, and are therefore part of the existing environmental setting.

GHG emissions associated with the use of the existing team offices and the practice and athletic training facility would be relocated to the Project site and are thus included in "baseline" GHG

emissions. However, it is likely that the facilities would be backfilled with new tenants once they are vacated by the LA Clippers. This is particularly true of the current LA Clippers team offices in downtown Los Angeles, located in a multi-tenant office building where demand for commercial real estate is relatively high. For the LA Clippers' practice and athletic training facility, it would be speculative to assume the type of use that could reoccupy it in the future given its unique design and space allocation, but for the purposes of this analysis it was assumed that a new tenant would backfill it with the same emissions profile. To account for the backfilling of these existing facilities, the future emissions of new tenants were added to the Project's operational emissions.

Relocated LA Clippers Games and Market Shifted Events

Starting in the first NBA season following completion of the Proposed Project, all LA Clippers games currently hosted at the Staples Center would relocate to the new Arena. Although these games would not be replaced by home games for another professional sports team, it is reasonable to assume that the operator of the Staples Center would attempt to replace those LA Clippers games with other events. It is difficult to estimate the extent to which these vacant dates at Staples Center will backfill with other events. An expert consultant retained by the applicant has prepared an estimate of the extent to which Staples Center would backfill with events.[66] Based on an evaluation of the past several years of Staples Center schedules, the consultant estimated that seven events would be backfilled at the Staples Center.

In addition, a total of 178 non-NBA game events (e.g., concerts, family shows, non-NBA sports games, etc.) are expected to occur at the Project Arena. Some of these events will be events that would otherwise occur at other venues in the region absent construction of the Proposed Project and some of these events will be new to the region. The City retained an expert to estimate, out of this total, the number of market-shifted events. Of the 178 non-NBA events, 89 would be market-shifted to the Project Arena, and the balance would be new events.[67] For these 89 market-shifted events, a backfill event may or may not occur at the vacated venue. As is the case for relocated LA Clippers games, it is difficult to estimate the extent to which these market-shifted events will result in backfilled events at the venues from whence they came. For the market-shifted events, there may be no backfilled events at the vacated venues; backfill may occur for all such events; or the outcome could be something in between.

The estimate of GHG emissions is dependent in part on the number of relocated, market-shifted, and backfilled events. The applicant has also engaged with CARB, as part of the AB 987 application process. At CARB's request, the applicant has prepared an analysis that presumes that

66 See Conventions, Sports and Leisure (CSL), 2019. *Staples Center Vacated Event Days Analysis*. May 14, 2019. The majority of LA Clippers games at the Staples Center occur on weekday evenings from Monday through Thursday or on days that are double-booked with a home game for one of the other professional sports teams that play at Staples Center.

67 Based on information included in Appendix R, a total of 80 percent of concerts and family shows, and 41 percent of other events would be market-shifted. For this analysis 41 percent of civic and community events are also assumed to be market-shifted, resulting in a total of 89 market-shifted events.

all relocated LA Clippers games, and all non-NBA game market-shifted events, would be backfilled by other events at Staples Center or other venues.

In light of this uncertainty, this EIR presents two analyses. These analyses present a range of potential outcomes for these dates representing what could occur once the LA Clippers have vacated Staples Center and approximately 89 non-NBA events shift to the Project Arena. Under either scenario, the emissions from these backfilled events could be attributable to the Proposed Project. Because of the unavoidable uncertainty regarding the extent to which vacated venues will backfill with other events, the EIR describes and analyzes two potential scenarios: a Full Backfill Scenario and a Partial Backfill Scenario. Each is described and analyzed below.

Full Backfill Scenario

The Full Backfill Scenario accounts for the possibility that all relocated LA Clippers games and market-shifted non-NBA events at the Project Arena would be backfilled with other events at Staples Center and other existing venues in the Los Angeles region. Under this Full Backfill Scenario, all 47 LA Clippers games being relocated from Staples Center to the Project Arena would be backfilled with other events at Staples Center. In addition, all of the non-NBA game events being market shifted to the Project Arena would be backfilled with comparable events at the vacated venue. The emissions from these backfilled events are considered to be attributable to the Proposed Project under the Full Backfill Scenario.

Partial Backfill Scenario

The Partial Backfill Scenario assumes that seven of the vacated LA Clippers games would be backfilled by new events at Staples Center. Under the Partial Backfill Scenario, the emissions from these seven backfill events are considered to be attributable to the Proposed Project. This scenario assumes none of the vacated market-shifted non-NBA events would be backfilled with new events at the other existing venues.

Summary of Event Characteristics under Backfill Scenarios

Table 3.7-4 provides a summary of annual events anticipated at the Project Arena, including the number of events that would be relocated or market-shifted from existing venues within the region, and the number of events that would be backfilled under the Full Backfill and Partial Backfill Scenarios discussed above. Under both scenarios, 47 LA Clippers games currently being played at Staples Center are relocated to the Project Arena,[68] and 89 non-NBA events are market-shifted from existing venues in the region. Under the Full Backfill Scenario, backfill would occur at Staples Center for all 47 of the vacated LA Clippers games, and at the existing venues that would have vacated event times for all 89 of the non-NBA game market-shifted events. Under the Partial Backfill Scenario, backfill would occur at Staples Center for seven of the vacated LA Clippers games, and for none of the 89 market-shifted events.

[68] It is anticipated that the proposed Arena would host up to five pre-season LA Clippers games per year, which is two more that is typically hosted by the Staples Center. The annual average number of post-season games at the Arena was based on the average number of post-season home games per NBA team per year.

TABLE 3.7-4
INGLEWOOD BASKETBALL & ENTERTAINMENT CENTER ANTICIPATED ANNUAL EVENT CHARACTERISTICS

Event Type	Anticipated Annual Frequency	Maximum Attendance	Event-Day Employees[a]	Relocated or Market-Shifted[b]	Backfilled: Full Backfill Scenario	Backfilled: Partial Backfill Scenario
LA Clippers Home Basketball Games	Up to 5 Pre-season Games	18,000	1,320[c]	3	3	0
	41 Regular Season Games	18,000	1,320[c]	41	41	7
	3 Post-season Games[d]	18,000	1,320[c]	3	3	0
Concerts[e]	Up to 5 per year (large)	18,500	1,120[f]	4	4	0
	Up to 8 per year (medium)	14,500	795[f]	6	6	0
	Up to 10 per year (small)	9,500	530[f]	8	8	0
Family Shows[g]	Up to 20	8,500	530[f]	16	16	0
Other Events[h]	Up to 35	7,500	480[f]	14	14	0
Corporate/Community Events[i]	Up to 100	2,000	25[f]	41	41	0
Plaza Events[j]	Up to 16	4,000	25	0	0	0
Total	Up to 243	na	na	136	136	7

NOTES:
[a] Estimates do not include full-time arena management and operations employees, LA Clippers basketball operations employees including players and coaches, LA Clippers employees that work in the management offices or related facilities during the day, or visiting event performers and their support staff at the arena.
[b] Number of relocated LA Clippers Games and market shift events as provided in Appendix R.
[c] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations; includes 1,200 non-LA Clippers employees and 120 LA Clippers employees to provide game-day operations support.
[d] The current NBA playoff format, implemented in the 2002–03 season, involves four rounds of best-of-seven series and allows for a potential maximum of 16 home games in one season. Based on an analysis of the past playoff appearances of all current NBA teams, the anticipated average annual number of home playoff games is 3 games.
[e] Annual number and size of concerts may vary according to market conditions and availability of the arena; these estimates represent the anticipated annual average occurrences of each concert type.
[f] Provided by Venue Solutions Group based on a blended analysis of the Amway Center, American Airlines Arena, Madison Square Garden, and Staples Center operations.
[g] Examples of family shows include Disney Live, Harlem Globetrotters and Marvel Universe Live.
[h] Examples of other sporting events include college basketball, boxing, lacrosse, arena football, or non-recurring events such as professional wrestling shows. Events could be professional, collegiate or amateur competitions. Other events could include speaking events or civic events such as local graduation ceremonies.
[i] Examples of corporate or community events include small conventions, conferences, cultural events, civic events and private events. Events could be hosted on the arena floor or in club, locker room and concourse space throughout the arena, or in the plaza.
[j] Examples of plaza events include outdoor exhibitions or festivals for arts, food, technology, or similar activities, fan appreciation days, holiday celebrations, and similar outdoor events.

For purposes of this analysis, the HPSP Adjusted Baseline projects would not affect GHG emissions associated with the Proposed Project and, as such, were not relevant to the impacts and thresholds related to GHG emissions associated with the Proposed Project.

GHG Calculation Methodology

The evaluation of potential impacts to GHG emissions that may result from the construction and long-term operations of the Proposed Project is consistent with CEQA Guidelines section

15064.4(a) and recent related guidance from OPR.[69] This analysis considered GHG emissions resulting from Project-related incremental (net) increases in the use of on road vehicles, electricity, and natural gas compared to existing conditions. This included construction activities associated with the Proposed Project such as demolition, site preparation, excavation/grading, building construction, paving, hauling, and construction worker trips. This analysis also considered indirect GHG emissions from water conveyance, wastewater generation, and solid waste handling. Because potential impacts resulting from GHG emissions would be long-term rather than acute, GHG emissions were calculated on an annual basis. In accordance with SCAQMD guidance, GHG emissions from construction have been amortized (i.e., averaged annually) over the lifetime of the Project. SCAQMD defines the lifetime of a project as 30 years.[70] As stated above, a 30-year lifetime is consistent with the average lifespan of past NBA arenas. Therefore, the Project's total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions.

GHG quantification methods rely on guidance from State and regional agencies with scientific expertise in quantifying GHG emissions, including CARB and SCAQMD. GHG emissions were estimated using CalEEMod Version 2016.3.2, which is a California based land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria air pollutant and GHG emissions from land use projects of various types and in various air basins. CalEEMod was developed in collaboration with the air districts of California and is recommended by SCAQMD for evaluating GHG emissions for projects under CEQA.[71] Regional data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. According to the California Air Pollution Control Officers Association, the model is an established, accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.[72]

CalEEMod uses CARB's approved on-road and off-road equipment emission models including the EMission FACtor model (EMFAC) and ARB In-Use Off-Road Equipment model (OFFROAD2011), and studies commissioned by California agencies such as the California Energy Commission and CalRecycle. OFFROAD is an emission factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment, agricultural equipment). The off-road diesel emission factors used in CalEEMod are based on the CARB

69 The GHG operational analysis is consistent with the OPR's *CEQA and Climate Change Advisory Discussion Draft*. As stated therein, "when possible, lead agencies should quantify the project's construction and operational greenhouse gas emissions, using available data and tools, to determine the amount, types, and sources of greenhouse gas emissions resulting from the project." Governor's Office of Planning and Research, CEQA and Climate Change Advisory Discussion Draft, December 2018, p. 8. Accessed March 2019.

70 South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhous Gas (GHG) Significance Threshold. Available: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed March 11, 2019. October 2008, pp. 3–8.

71 South Coast Air Quality Management District, Air Quality Modeling for CEQA, www.aqmd.gov/home/rules-compliance/ceqa/air-quality-modeling. Accessed April 25, 2019.

72 California Air Pollution Control Officers Association, California Emissions Estimator Model, 2017. http://www.aqmd.gov/caleemod/, Accessed April 25, 2019.

OFFROAD2011 program. EMFAC is an emission factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles). The emission factors used in CalEEMod are based on the CARB EMFAC2014 program. CARB has released an updated EMFAC2017 version that includes various updates, notably the incorporation of USEPA and CARB regulations and standards (e.g., Advanced Clean Cars and the Truck and Bus Rule), and was recently approved by USEPA for use in California.[73] To more accurately assess the mobile GHG emissions, EMFAC2017 emission factors were used in the analysis.

Emissions from Existing Operations

Existing operations at the Project Site and at the LA Clippers' current off-site team offices and practice and athletic training facility generate GHG emissions from energy (electricity and natural gas), on-road motor vehicles (mobile), solid waste, water and wastewater, and area sources, as described further below.

Energy

The existing operations consume energy (electricity and natural gas) for multiple purposes including, but not limited to, building heating and cooling, lighting, and electronics. The existing buildings on the Project Site and the off-site team offices and the practice and athletic training facility were built before 2005. Thus, building energy consumption for these facilities was based on CalEEMod historical (pre-2005) electricity and natural gas usage rates per CalEEMod instructions.[74] For pre-2005 buildings, CalEEMod bases its energy usage estimates on the CEC's California Commercial End-Use Survey (CEUS), which lists energy demand by building type based on data from 2002.[75]

For on-site existing land uses, electricity is supplied by Southern California Edison (SCE) and natural gas is supplied by Southern California Gas Company. CalEEMod provided default CO_2e intensity factors for natural gas and for SCE-supplied electricity. The CalEEMod default CO_2e intensity factor for SCE-provided electricity, 705 pounds CO_2e/MWh (0.320 $MTCO_2e$/MWh), is based on the SCE portfolio in 2012.[76] However, as described in Section 3.7.3, California's Renewables Portfolio Standard, mandates that publicly owned electric utilities procure an increasing percentage of their total sales from renewable power sources, with a 2020 goal of 33 percent qualifying renewables. SCE's average power mix in 2017 included 32 percent qualified

[73] United States Environmental Protection Agency, Official Release of EMFAC2017 Motor Vehicle Emission Factor Model for Use in the State of California, 2019, https://www.federalregister.gov/documents/2019/08/15/2019-17476/official-release-of-emfac2017-motor-vehicle-emission-factor-model-for-use-in-the-state-of-california.

[74] California Air Pollution Control Officers Association, California Emissions Estimator Model User's Guide, 2017. http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, Accessed April 25, 2019.

[75] California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/ChartsSF/Default2.aspx. Accessed April 25, 2019.

[76] Southern California Edison, 2012. 2012 Corporate Responsibility and Sustainability Report. Available: https://www1.sce.com/wps/wcm/connect/68145014-2eba-40c2-8587-6482ce056977/CRR_08202013.pdf?MOD=AJPERES&ContentCache=NONE. Accessed April 5, 2019.

as renewable under the RPS.[77] SCE's progress in meeting its 2020 RPS obligation is reflected in its decreasing average CO_2e intensity factor since 2012. For 2016 and 2017, SCE reports average CO_2e intensity factors for its total electricity mix as 0.259 and 0.232 $MTCO_2e/MWh$, respectively.[78] Thus, the analysis of on-site existing operations emissions used SCE's 2017 CO_2e intensity factor for electricity rather than the CalEEMod default, because that was the most recent SCE emission factor available.

For the off-site team offices and practice and athletic training facility, electricity is supplied by Los Angeles Department of Water and Power (LADWP) and natural gas is supplied by Southern California Gas Company. For quantifying energy emissions from the off-site team offices and practice and athletic training facility, a 2017 intensity factor for LADWP-supplied electricity (0.334 $MTCO_2e/MWh$) was provided through direct correspondence with LADWP.[79]

For estimating electricity emissions for the Proposed Project through the expected life of the project, CO_2e intensity factors were projected for each operational year through 2054, based on RPS compliance, as shown in **Table 3.7-5**. Annual operational emissions account for the anticipated change over time in CO2e intensity factors for electricity (due to the RPS) and mobile sources (due to state regulations for vehicle efficiency). Consistent with estimates of operational emissions over the life of the Project, estimates of electricity emissions associated with the existing on-site and off-site uses were adjusted through the year 2054, as shown in Table 3.7-9, below, using projected CO2e intensity factors for each operational year, based on RPS compliance (see Table 3.7-5).

For quantifying emissions from natural gas usage, CalEEMod calculated operational GHGs emissions using CalEEMod's default CO_2e intensity factor for natural gas combustion.

77 California Energy Commission, 2017. 2017 Power Content Label. Available: https://www.energy.ca.gov/pcl/. Accessed April 5, 2019.
78 Southern California Edison, 2018. ESG/Sustainability Template. Report date: September 27, 2018. Available: https://www.edison.com/content/dam/eix/documents/sustainability/eix-esg-pilot-quantitative-section-sce.pdf. Accessed April 5, 2019.
79 Edgar Mercado, LADWP, Email correspondence with ESA, April 5, 2019.

TABLE 3.7-5
EMISSION FACTORS OVER TIME

Year	RPS Mandate	SCE Electricity Emission Factor ($MTCO_2e/MWh$)[a]	LADWP Electricity Emission Factor ($MTCO_2e/MWh$)[a]	Mobile Source Running Exhaust Emissions Factor: Aggregate ($g\ CO_2e/mile$)[b]
2020	**33%**	0.229	0.334	392
2021		0.219	0.321	382
2022		0.210	0.307	371
2023		0.200	0.293	359
2024	**44%**	0.191	0.279	350
2025		0.182	0.266	340
2026		0.173	0.253	331
2027	**52%**	0.164	0.239	323
2028		0.155	0.226	315
2029		0.146	0.213	308
2030	**60%**	0.136	0.200	302
2031		0.127	0.186	297
2032		0.118	0.173	292
2033		0.109	0.160	288
2034		0.100	0.146	284
2035		0.091	0.133	281
2036		0.082	0.120	279
2037		0.073	0.106	276
2038		0.064	0.093	274
2039		0.055	0.080	273
2040		0.045	0.067	271
2041		0.036	0.053	270
2042		0.027	0.040	270
2043		0.018	0.027	269
2044		0.009	0.013	268
2045	**100%**	**0.000**	**0.000**	268
2046		0.000	0.000	268
2047		0.000	0.000	268
2048		0.000	0.000	268
2049		0.000	0.000	268
2050		0.000	0.000	268
2051		0.000	0.000	268
2052		0.000	0.000	268
2053		0.000	0.000	268
2054		0.000	0.000	268

NOTES:
[a] See Appendix G for derivation of electricity emission factors for RPS milestone years; emission factors for other years are derived using linear interpolation.
[b] Based on EMFAC 2017; Aggregate emission factors are provided to illustrate the expected decreasing emissions intensity of vehicles over time. See Appendix G for derivation of mobile source emission factors used in the analysis, which accounted for emission factors specific to vehicle classes and vehicle speeds.

SOURCE: ESA, 2019.

Mobile Sources

Mobile source GHG emissions associated with existing operations were calculated using EMFAC2017 emission factors and the estimated VMT for existing uses as presented in Section 3.14, Transportation and Circulation. Emissions modeling was conducted using the vehicle fleet mix for the South Coast Air Basin as provided in the EMFAC models, and South Coast Air Basin-specific vehicle fleet emission factors for 2018 in units of grams or metric tons per mile.

Consistent with estimates of operational emissions over the life of the Project, estimates of mobile emissions associated with the existing on-site and off-site uses were adjusted through the year 2054, as shown in Table 3.7-9, using EMFAC 2017's projected mobile CO2e intensity factors for each operational year (see Table 3.7-5).

Solid Waste

Existing operations generate solid waste from day-to-day activities, which generally consists of product packaging, grass clippings, bottles, food scraps, newspapers, plastic, and other items routinely disposed of in trash bins. A portion of the waste is diverted to waste recycling and reclamation facilities. Waste that is not diverted is typically sent to local landfills for disposal, where it results in GHG emissions of CO_2 and CH_4 from the decomposition of the waste that occurs over the span of many years.

Emissions of GHGs associated with solid waste disposal from existing on-site operations were calculated using the CalEEMod model, using waste generation values by land use as provided in Section 3.15, Utilities and Service Systems, and the CalEEMod GHG emission factors for solid waste decomposition. Solid waste generation rates for existing off-site team offices and practice and athletic training facility were also estimated based on generation rates by land use as provided in Section 3.15, and the CalEEMod GHG emission factors for solid waste decomposition. A waste diversion rate of 50 percent was used, consistent with State regulations.

The CalEEMod model allows the input of several variables to quantify solid waste emissions. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. In CalEEMod the default values for landfill gas capture (e.g., no capture, no flaring, no energy recovery) are statewide averages and were used in this assessment to provide a conservative analysis.

Water and Wastewater

GHG emissions from water and wastewater are a result of the required energy for supply, distribution, and treatment. Wastewater generation also results in emissions of GHGs from wastewater treatment systems (e.g., septic, aerobic, or lagoons) as well as from solids that are digested either through an anaerobic digester or with co-generation from combustion of digester gas.

GHG emissions from water use associated with existing operations at the Project Site were calculated using CalEEMod and the Water Supply Assessment prepared for the Proposed Project (see Appendix M), the electrical intensity factors for water supply and distribution, and the GHG emission factors for the electricity utility provider. Water usage rates for existing off-site team

offices and practice and athletic training facility were also estimated based on usage rates by land use as described in the Water Supply Assessment prepared for the Proposed Project (see Appendix M). GHG emissions from water use were calculated using CalEEMod's electrical intensity factors for water supply and distribution and the appropriate GHG emission factor for the electricity utility provider.[80] For more detail on Water Supply impacts of the Proposed Project, see Section 3.15, Utilities and Service Systems, and Appendix M.

Area Sources

Area source emissions associated with existing operations include landscaping equipment. The emissions for landscaping equipment were estimated using CalEEMod, based on the size of the existing land uses, the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted. CalEEMod uses landscaping equipment GHG emission factors from the CARB OFFROAD model and CARB's *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)*.[81] In the South Coast Air Basin CalEEMod estimates that landscaping equipment operates for 250 days per year.

Stationary Sources

As a conservative approach, it was assumed that the existing operations do not include emergency generators as a source of GHG emissions. Thus, the GHG emissions from generators in the Proposed Project were treated as net new GHG emissions.

Project Construction Emissions

Construction of the Proposed Project would result in GHG emissions of CO_2 and smaller amounts of CH_4 and N_2O from construction equipment and mobile sources such as haul trucks and worker vehicles. Construction emissions were calculated for each year of construction activity using CalEEMod and applying emission factors from EMFAC2017 to calculate mobile source emissions. Construction emissions were forecasted based on an expectation that construction of the Proposed Project would occur in several overlapping phases over approximately 40 months, from July 2021 through October 2024. This is a conservative approach that assumes all construction occurs at the earliest feasible date.

The CalEEMod software provides options for specifying equipment, horsepower ratings, load factors, and operational hours per day. Project-specific information about equipment types and the current anticipated construction schedule, including construction equipment lists for each phase of construction activity, was provided by the project applicant. Equipment operational hours were increased for the majority of the heavy-duty off-road equipment from CalEEMod default values, which are typically 8 hours or less, but ranged from 4 hours to 21 hours per day to

[80] Water-related energy intensities in CalEEMod are based on the California Energy Commission report, *Refining Estimates of Water-Related Energy Use in California*, PIER Final Project Report, CEC-500-2006-118, 2006. Available: https://ww2.energy.ca.gov/2006publications/CEC-500-2006-118/CEC-500-2006-118.PDF. Accessed April 5, 2019.

[81] California Air Resources Board, OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, June 13, 2003. Available: https://ww3.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf. Accessed April 5, 2019.

conservatively estimate the Proposed Project's maximum emissions. These values were applied to the same construction equipment and phasing assumptions used in the criteria air pollutant analysis (see Section 3.2, Air Quality, of this EIR) to generate GHG emissions values for each construction year.

The indirect emissions from electricity used by two 2,500 sf temporary construction trailers/ offices were estimated using CalEEMod default energy consumption factors and an estimated SCE CO_2e intensity factor for year 2021 (start of construction).

The electricity needed to convey water for dust control was estimated based on each site's acreage, estimated days of water use, US Department of Energy irrigation rates and CalEEMod default electricity intensity factors for water supply, treatment, and distribution.[82,83] Water conveyance for dust control was assumed to occur prior to building construction at each site. GHG emissions associated with dust control were estimated based on the total electricity use multiplied by the SCE emissions intensity factor for year 2021 (start of construction).

As explained above in "Approach to Analysis," GHG emissions from construction were amortized over the 30-year lifetime of the Proposed Project.

Project Operational Emissions

Operational emissions associated with the Proposed Project would include emissions from energy use (electricity and natural gas), on-road motor vehicles (mobile), electric off-road motor vehicles (e.g., forklifts and aerial lifts), solid waste, water and wastewater, area sources (landscaping), and on-site stationary sources (emergency generators and a cooling tower). Detailed methodology for each emission source is presented below.

The operational life of the Proposed Project was assumed to be 30 years, consistent with the average lifespan of past NBA arenas and SCAQMD guidance.[84] Accordingly, operational emissions were estimated from the anticipated start of operations at the Proposed Project during the 3rd quarter of 2024 through 2054, using the CalEEMod software and on-road vehicle emissions factors from the EMFAC2017 model. CalEEMod was used to estimate GHG emissions from electricity, natural gas, solid waste, water and wastewater, and landscaping equipment. Emissions estimates for on-road mobile sources were based on VMT data provided in Appendix K.

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82 Estimated construction water use assumed to be generally equivalent to landscape irrigation, based on a factor of 20.94 gallons per year per square foot of landscaped area within the Los Angeles area (Mediterranean climate), which assumes high water demand landscaping materials and an irrigation system efficiency of 85%. Factor is therefore (20.94 GAL/SF/year) x (43,560 SF/acre) / (365 days/year) / (0.85) = 2,940 gallons/acre/day, rounded up to 3,000 gallons/acre/day. U.S. Department of Energy, Energy Efficiency & Renewable Energy, Federal Energy Management Program. "Guidelines for Estimating Unmetered Landscaping Water Use." July 2010. p. 12, Table 4 – Annual Irrigation Factor – Landscaped Areas with High Water Requirements.

83 CAPCOA, CalEEMod User's Guide for CalEEMod Version 2016.3.2, Appendix D, Default Data Tables, Table 9.2. http://www.aqmd.gov/caleemod/user's-guide. Accessed July 31, 2019.

84 South Coast Air Quality Management District, 2008. Draft Guidance Document – Interim CEQA Greenhous Gas (GHG) Significance Threshold. Available: www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed March 11, 2019. October 2008, pp. 3–8.

Energy

The Proposed Project would consume energy (electricity and natural gas) for multiple purposes including, but not limited to, building heating and cooling, lighting, and electronics. For all land uses, building electricity and natural gas usage rates were based on CalEEMod defaults for building types (e.g., arena, office, hotel, retail/restaurant and parking), adjusted to account for the Proposed Project's expected compliance with 2019 Title 24 building energy efficiency standards. The Proposed Project's electricity would be supplied by SCE and natural gas is supplied by Southern California Gas Company.

As shown in Table 3.7-4, annual non-NBA market-shifted events at the new Arena would include 10 large events, 38 medium events, and 41 small events. Because lighting and air handling would be controlled by zone within the proposed Arena, it was estimated that large events (12,000 or more attendees) require full arena energy demand, medium events (between 5,000 and 10,000 attendees) require 80 percent of the full arena energy demand and small events (less than 5,000 attendees) required 25 percent of the full arena energy demand. It was assumed that the 16 plaza events require 0 percent of arena energy demand because the Arena would not be in use.

For electricity usage, CalEEMod calculated GHG emissions based on the estimated electricity usage, the GHG emission factors for the electricity utility provider (SCE), and the GWP values for the GHGs emitted. CalEEMod provides default CO2e intensity factors for natural gas and for SCE-supplied electricity. However, as described in Section 3.7.3, SB 100 increased California's Renewables Portfolio Standard and requires retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 60 percent of retail sales by December 31, 2030, and that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also mandated interim RPS milestones of 44 percent of retail sales by December 31, 2024, and 52 percent by December 31, 2027. To achieve the RPS mandate, utilities such as SCE are expected to steadily increase their renewable resources for energy production. This assumption is appropriate because utilities have steadily increased the percentage of energy obtained from renewable resources in response to existing mandates. Therefore, all electricity consumption from SCE sources would decrease in GHG intensity (i.e., emissions generated per kilowatt-hour) as the RPS milestones are met.

For estimating electricity emissions for the Proposed Project through the expected life of the project, CO_2e intensity factors were projected for each operational year through 2054, based on RPS compliance, as shown in Table 3.7-5.

In addition to electricity used for regular building operations, the electricity used by media vans parked at the proposed Arena was also calculated. Media vans would use a direct line hookup to draw electricity for use to power parked vehicles. The analysis assumed a maximum of 18 media vans (equal to the total number of media van parking spaces) operating four hours per day for each basketball game taking place at the proposed Arena (49 games total per year). Electricity generation was calculated by assuming media vans would require the equivalent of a 50

horsepower generator to operate, converting the horsepower to kilowatts, and then multiplying by the hours per day and days per year to estimate the total kilowatt-hours per year.

The GHG emissions associated with the Proposed Project's operational off-road equipment were calculated using default equipment data for horsepower and load factor. The operational equipment would include aerial lifts and forklifts operating twice a week for five hours per day for deliveries at the Arena Site loading zone. All operational equipment would be electric-powered and associated emissions were calculated by converting the total horsepower-hours to kilowatt-hours and calculating annual emissions using SCE energy intensity factors from 2024 through 2054.

Electric vehicle charging stations would generate emissions related to electricity generation. A total of 330 electric vehicle charging stations would be installed at the South, East, and West Parking Garages. Emissions estimates from the charging stations were calculated by multiplying the number of spaces, days of operation, charge hours per day, and charging station capacity resulting in the total annual electricity. The GHG emissions were then calculated using the total annual electricity and SCE energy intensity factors from 2024 through 2054.

For natural gas usage, CalEEMod was used to calculate operational GHGs emissions using the estimated natural gas demand of the various land uses, the GHG emission factors for natural gas combustion, and the GWP values for the GHGs emitted. Natural gas demand was based on data from the CEUS, which lists energy demand by building type.[85] However, since the data from the CEUS is from 2002, correction factors were applied to account for compliance with the updated 2019 Title 24 Building Standards Code. CalEEMod's default statewide emission factor for natural gas combustion was used in the analysis.

Mobile Sources

As described in Section 3.14, Transportation and Circulation, the Proposed Project operations would include vehicle trips related to LA Clippers games and other events at the Arena, commute trips by employees of the Arena and all trips associated with the ancillary development land uses (including retail, restaurant, office, training facilities, and sports medicine clinic employee trips and delivery truck trips).

Mobile source emissions were calculated using VMT data, which takes into account mode (vehicle trip types including private attendee vehicles, transportation network company (TNC) vehicles, employee vehicles, shuttles, and miscellaneous vehicles), ridership (occupancy per vehicle), and trip lengths, as provided in Appendix K.

As discussed in Section 3.2, Air Quality, vehicles traveling at lower speeds have higher emission rates. For the Proposed Project arena land use and associated events-related VMT, trips lengths were separated into three trip length segments with different vehicle speeds to account for travel on residential and business district roadways, freeways and the local study area (for additional details

[85] California Energy Commission, California Commercial End-Use Survey, http://capabilities.itron.com/CeusWeb/ChartsSF/Default2.aspx. Accessed April 25, 2019.

regarding trip length segments and speed derivations see Section 3.2 and Appendix D). For the Proposed Project ancillary uses-related VMT, as provided in Appendix K, vehicles emissions were modeled using the average speed for all vehicle travel in the SCAQMD region as determined through EMFAC2017 (for additional information on trip length and speed derivation to select mobile emissions factors, refer to Section 3.2's Regional Operational Emissions Methodology).

Mobile source emissions are the product of the estimated VMT and the emission factors representative of the vehicle fleet as shown in Appendix K. Emission factors for CO_2, CH_4, and N_2O were obtained from EMFAC2017 for SCAQMD.[86] For vehicle trips associated with the arena land use, the on-road vehicle trips associated with spectators, event-day staff, and employees would be primarily passenger vehicles, so the default SCAQMD fleet mix was adjusted for a passenger fleet mix of light-duty autos, motorcycles, light duty trucks, and medium-duty vehicles to estimate passenger fleet-average emission factors. For on-road trips associated with TNC vehicles, the default SCAQMD fleet mix was adjusted for a TNC vehicle fleet mix of light-duty autos, light duty trucks, and medium-duty vehicles to estimate TNC fleet-average emission factors. For on-road vehicle trips associated with shuttles used to transport attendees and employees, the default SCAQMD fleet mix was adjusted for a shuttle fleet mix of light-heavy duty trucks to estimate shuttle fleet-average emission factors. For on-road vehicle trips associated with miscellaneous vehicles, the default SCAQMD fleet mix was adjusted for a miscellaneous vehicle fleet mix of medium-heavy duty and heavy-heavy duty trucks to estimate miscellaneous vehicle fleet-average emission factors. For ancillary land uses, including the hotel and restaurant/retail land uses, the default SCAQMD fleet mix was used to estimate fleet-average emission factors.

Delivery truck emissions generated by traveling to and from the Project Site, as well as on-site idling, were based on the proposed loading dock capacity at the proposed Arena and emission factors from EMFAC2017. As a conservative assumption, the maximum number of delivery trucks was assumed to be six at one time based on the proposed Arena's loading dock capacity and with half of the delivery trucks using diesel powered Transport Refrigeration Units (TRUs). TRU emission factors were provided from CARB.[87,88] Delivery trucks emissions were based on twenty-two truck deliveries per day with half containing TRUs.

Emission factors for mobile source emissions are assumed to decrease in future years due to fleet turnover and regulations such as Advanced Clean Cars Program. Therefore, emission factors were derived from EMFAC2017 for each year after 2024 (first operational year) through 2050. To illustrate this change over time, the annual aggregate emission factor for all vehicle classes through 2054 is shown in Table 3.7-5. EMFAC2017 does not provide emission factors beyond

86 CalEEMod incorporates on-road vehicle emission factors from the prior release of the model, EMFAC2014. ESA incorporated updated EMFAC2017 emission factors as it is the best available data.

87 California Air Resources Board, 2011. Staff Report: 2011 Amendments for the Airborne Toxic Control Measure for In-USE Diesel Fueled TRUs and TRU Generator Sets, and Facilities where TRUs Operate, August 2011. CARB does not provide emission factors beyond 2050 for TRUs; thus, emissions associated with TRUs were conservatively assumed to remain constant from 2050 through 2054.

88 California Air Resources Board, 2012, Final Regulation Order, Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities where TRUs Operate, October 2012.

2050; thus, emissions associated with mobile sources were conservatively assumed to remain constant through 2050 and 2054.

Solid Waste

The Proposed Project would generate solid waste from day-to-day operational activities, which generally consists of product packaging, grass clippings, bottles, food scraps, newspapers, plastic, and other items routinely disposed of in trash bins. A portion of the waste is diverted to waste recycling and reclamation facilities. Waste that is not diverted is typically sent to local landfills for disposal, where it results in GHG emissions of CO_2 and CH_4 from the decomposition of the waste that occurs over the span of many years.

Solid waste generated by the Proposed Project was estimated using waste generation values by land use as provided in Section 3.15, Utilities and Service Systems. Emissions of GHGs associated with solid waste disposal under the Proposed Project were calculated using the CalEEMod software, using the waste generation data, the waste diversion rate, the GHG emission factors for solid waste decomposition, and the GWP values for the GHGs emitted.

CalEEMod allows the input of several variables to quantify solid waste emissions. The GHG emission factors, particularly for CH_4, depend on characteristics of the landfill, such as the presence of a landfill gas capture system and subsequent flaring or energy recovery. CalEEMod's default values for landfill gas capture (e.g., no capture, flaring, energy recovery), based on statewide averages, were used in the assessment. A waste diversion rate of 50 percent was used, consistent with State regulations.

Water and Wastewater

GHG emissions from water use and wastewater associated with the Proposed Project operations were calculated using CalEEMod and the Water Supply Assessment prepared for the Proposed Project, the electrical intensity factors for water supply and distribution, and the GHG emission factors for the electricity utility provider. For more detail on the Water Supply Assessment, see Section 3.15, Utilities and Service Systems, and Appendix M.

Area Sources

The GHG emissions associated with the Proposed Project's area sources were calculated using the CalEEMod model. The emissions for landscaping equipment were based on the Proposed Project's land uses, the GHG emission factors for fuel combustion, and the GWP values for the GHGs emitted. CalEEMod uses landscaping equipment GHG emission factors from CARB's OFFROAD model and CARB's *Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment (6/13/2003)* where commercial landscape equipment emission factors are multiplied by the project's non-residential building square footage and residential landscape equipment emission factors are multiplied by the project's residential square footage.[89]

[89] California Air Resources Board, 2003. OFFROAD Modeling Change Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment, June 13, 2003. Available: https://ww3.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf. Accessed April 5, 2019.

Stationary Sources

Stationary sources would include two on-site emergency generators and two emergency fire pumps. Emissions associated with periodic maintenance and testing of the emergency generators were estimated separately from the CalEEMod model. The emergency generator emissions were calculated based on compliance with the applicable federal emissions standards and compliance with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines) mandated emission limits and operating hour constraints. Rule 1470 applies to stationary compression ignition engine greater than 50 brake horsepower and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Stationary sources would also include an on-site cooling tower to assist in dissipating heat from commercial processes, such as heating, ventilation and air conditioning (HVAC) systems, of the Proposed Project. The cooling tower would utilize a flow rate of 4,800,000 gallons per year (refer to the Water Supply Assessment prepared for the Proposed Project and Appendix M). The cooling tower would require energy to supply, distribute, and treat the water. The emissions associated with this energy use were estimated based on the default energy demand factors in the CalEEMod software.

Emissions from Relocated LA Clippers Games and Market-Shift Events

Mobile Sources

Mobile source GHG emissions associated with relocated LA Clippers games and market-shifted events from the region were calculated using EMFAC2017 emission factors and the VMT data presented in Appendix K, using the same mix of vehicles that were used for the air quality analysis in Section 3.2, Air Quality.[90]

As with operational emissions, emission factors for mobile source emissions associated with relocated LA Clippers games and market-shifted events were assumed to decrease in future years due to fleet turnover and regulations such as Advanced Clean Cars Program. Therefore, emission estimates for future years were based on factors derived from EMFAC2017 for each year after 2024 (first operational year) through 2050. EMFAC2017 does not provide emission factors beyond 2050; thus, emissions associated with mobile sources were assumed to remain constant through 2050 and 2054.

Energy

For relocated LA Clippers games and market-shifted events (see Table 3.7-4), electricity and natural gas use were based on CalEEMod defaults for land use type and facility square footage, which are based on the 2016 Title 24 energy efficiency standards. The 2016 standards are assumed to be

[90] For backfilled events at Staples Center, the third length segment was assumed to be the average distance each vehicle would travel from the two nearest freeways to the nearest parking structure associated with the Staples Center. Accordingly, the third length segment at Staples Center is 0.3 miles, rather than the 1.3 miles used for the third length segment at the Proposed Project site.

appropriate for the Staples Center operations for the 47 relocated LA Clippers games because of the $20 Million energy upgrade project that was completed for the arena in 2016. To match assumptions in Appendix K, the Staples Center also served as a proxy for a regional event venue, which serves as the arena use modeled for the non-NBA shifted events. As shown in Table 3.7-4, non-NBA shifted events include 10 large events, 38 medium-size events, and 41 small events. It was assumed that the relocated LA Clippers games and other large (12,000 or more attendees) market-shifted events, would require full arena energy demand; medium events (between 5,000 and 10,000 attendees) would require 80 percent of the arena energy demand; and small events (less than 5,000 attendees) would require 25 percent arena energy demand.

CalEEMod calculated GHG emissions based on the estimated electricity usage, the GHG emission factors for the electricity utility provider (LADWP), and the GWP values for the GHGs emitted. As with existing off-site emissions, estimates for future electricity emissions were based on the forecasted emission factor for LADWP-supplied electricity.

Solid Waste

Solid waste generated by the relocated LA Clippers games from the Staples Center and the market-shifted events shifted at the regional event venue was estimated using waste generation factors from the analysis done for the Sacramento Entertainment and Sports Center EIR, 2014 (see Section 3.15, Utilities and Service Systems, for more information). A diversion rate of 50 percent was assumed for the relocated LA Clippers games and market-shifted events, consistent with state regulations. Emissions were calculated using CalEEMod default factors for solid waste decomposition, and the GWP values for the GHGs emitted. Similar to energy use, it was assumed that large events (12,000 or more attendees) would generate 100 percent of the solid waste generated by a full arena; medium events (between 5,000 and 10,000 attendees) would generate 80 percent of the waste generated by a full arena; small events (less than 5,000 attendees) would generate 25 percent of the solid waste generated by a full arena.

Water and Wastewater

Water usage rates for relocated LA Clippers games and market-shifted events were estimated based on event employee and visitor water usage rates from the Water Supply Assessment prepared for the Proposed Project (see Appendix M). GHG emissions from water use were calculated using CalEEMod's electrical intensity factors for water supply and distribution, and the GHG emission factors for the electricity utility provider. For more detail on the Water Supply Assessment, see Section 3.15, Utilities and Service Systems and Appendix M.

Area Sources

The GHG emissions associated with area sources for relocated LA Clippers games and market-shifted events were calculated using CalEEMod defaults for the arena land use type and facility square footage.

Stationary Sources

It is assumed that emissions from emergency generators are not associated with the relocated Clippers games and market-shifted events because they are accounted for in the Proposed Project's emissions and would occur regardless of how many events are relocated or market-shifted to the proposed Arena.

Emissions from Backfilled Uses and Events

For the uses that will backfill the current off-site LA Clippers' off-site team offices and practice and athletic training facility, emissions estimates were based on the same methodology used to estimate existing emissions at those locations, where the electricity emission factor was also adjusted for the operational year (i.e., 2024 through 2054).

For the backfilled events at Staples Center, emissions were calculated based on the same methodology used to estimate emissions from relocated LA Clippers games, using an event size of 10,500 attendees (conservatively considered as a large event), based on the 2019 market analysis by Conventions, Sports and Leisure (CSL) that averaged attendance at Staples Center third-party events over a 3-year period report.[91] As shown in Table 3.7-4, the analysis assumed 47 backfilled Staples Center events under the Full Backfill Scenario and 7 backfilled Staples Center events under the Partial Backfill Scenario. In addition, the mobile source and electricity emission factors were adjusted for the operational year (i.e., 2024 through 2054).

As shown in Table 3.7-4, the analysis assumed 89 backfilled market-shifted events under the Full Backfill Scenario and no backfilled non-NBA market-shifted events under the Partial Backfill Scenario. Under the Full Backfill Scenario, for backfilled events at other regional venues vacated by market-shifted events, emissions were calculated based on the same methodology used to estimate emissions from the existing market-shifted events.

LEED Gold Certification Requirements

The Proposed Project would be designed and constructed to meet the US Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification requirements under the Building Design + Construction (BD+C) category. LEED provides a level of flexibility for projects to choose the exact credits and project features that reduce energy and water use, promote resource conservation through redevelopment and the sourcing of local construction materials, and create healthier indoor environments. LEED certification for the Arena Structure would be sought under LEED BD+C New Construction and Major Renovation, and certification for the other buildings surrounding the proposed plaza would be sought under LEED BD+C Core + Shell. The hotel would be LEED Gold certified under LEED BD+C Hospitality. Measures would be incorporated into the final design of each component to achieve sufficient points for LEED Gold certification. Based on prior experience with sports facilities and other major venues, the design team for the Proposed Project has identified a menu of project features that are within control of the project applicant and that could be feasibly implemented to

[91] Conventions, Sports and Leisure (CSL), 2019. *Staples Center Vacated Event Days Analysis*. May 14, 2019.

achieve the necessary points to achieve a LEED Gold certification, consistent with the requirements of AB 987. Based on the project applicant's AB 987 application, the Proposed Project's design features related to LEED certification could include the following:[92]

Location and Transportation. The Proposed Project would be eligible for credits in the location and transportation category in the following areas: (1) the Project Site would have access to high quality transit, (2) the Proposed Project would include bicycle and electric vehicle charging facilities, and (3) the Proposed Project would minimize its parking footprint.

The Proposed Project would be eligible to achieve the Access to Quality Transit credit because local transit service to the Project Site would be provided by the Los Angeles Metropolitan Transportation Authority (Metro) in the form of future below- and at-grade light rail on the Metro Crenshaw/LAX Line, which is currently under construction and expected to be complete in 2019. The Proposed Project would provide shuttle pick-up and drop-off service at the following two Metro rail stations: the existing Metro Green Line – Hawthorne/Lennox Station and the future Metro Crenshaw/LAX Line – Downtown Inglewood Station. In addition, the Project Site is adjacent to two LA Metro bus routes (lines 117 and 212/312 stop at the intersection of West Century Boulevard and South Prairie Avenue) and is also within 0.5 miles of a third Metro bus route (the combined 740/40 line stops at the intersection of West Century Boulevard and La Brea/Hawthorne Boulevard).

The Proposed Project would also provide electric vehicle charging stations for 8 percent of parking spaces, which would exceed the requirements for the Proposed Project to be eligible for the Green Vehicles credit.

Sustainable Sites. The Proposed Project would be eligible for credits for rainwater management, open space, heat island reduction, and light pollution reduction. Credits for open space are based on the percentage of permeable surfaces, including roof-top gardens.

Water Efficiency. The Proposed Project would be eligible for credits for the use of ultra-low flow fixtures in restrooms such as low flow faucets with aerators, dual flush toilets, and waterless urinals. These features would reduce indoor water use by a minimum of 40 percent and would be required to meet Universal Plumbing Code standards. The Proposed Project would also be eligible for credits for using 100 percent recycled water to service project landscaping designed for low water usage.

Energy and Atmosphere. The Proposed Project would be eligible for credits for optimized energy performance and renewable energy production. The Proposed Project would include a 700-kilowatt (kW) photovoltaic (PV) system, generating approximately 1,085,000 kilowatt-hours (kW-hrs) of carbon-free energy annually. The Proposed Project would also implement the following energy efficiency measures: Title 24 compliance; use of 100 percent LED lighting

[92] Murphy's Bowl LLC, 2018. *AB 987 Application for the Inglewood Basketball and Event Center, Attachment G: Greenhouse Gas Analysis.* November 2018.

indoors and outdoors throughout the site; and implementation of high efficiency HVAC systems. In addition, the Proposed Project's design would include compliance with CALGreen Code Voluntary Tier 1, which is estimated to achieve a reduction in energy consumption greater than Title 24 2019 standards based on the preliminary design of the Proposed Project.

Materials and Resources. The Proposed Project would be eligible for credits for Construction and Demolition Waste Management and sourcing of raw materials. To achieve this credit, the Proposed Project would recycle at least 75 percent of demolition materials, which would exceed the City's target of 50 percent demolition waste recycling and is in accordance with State diversion targets that aim to divert a minimum of 75 percent of construction and demolition materials from landfill disposal.

Indoor Environmental Quality. The Proposed Project would be eligible for credits for enhanced indoor and outdoor air quality, and would meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 62.1:2010 indoor air quality requirements and ASHRAE 55 thermal comfort requirements.

Innovation. The Proposed Project would be eligible for innovation credits. Innovative strategies include the following: implementation of the FanFirst/Occupant Comfort Survey,[93] green education program, LEED Operations + Management (O+M) Starter Kit (Pest Management and Green Cleaning Program), and the purchasing of 100 percent LED lamps.

Impacts and Mitigation Measures

Impact 3.7-1: Construction and operation of the Proposed Project could generate "net new" GHG emissions, either directly or indirectly, that could have a significant impact on the environment. (Less Than Significant with Mitigation)

As noted above the Proposed Project's baseline emissions are the annual operational GHG emissions produced by existing conditions and activities against which the Proposed Project's GHG emissions are compared, which include existing on-site structures that would be removed and replaced with construction of the Proposed Project, the existing LA Clippers team offices and practice and athletic training facility uses, as well as the operational emissions associated with relocated LA Clippers games and non-NBA events that would be market-shifted from existing venues in the region.

Existing Emissions

Table 3.7-6 presents total annual GHG emissions by source representing the existing conditions (2018).

[93] FanFirst Connected Comfort utilizes real time crowdsourced feedback during an event to adjust temperature in the arena bowl to increase fan comfort and reduce over cooling/wasted energy.

TABLE 3.7-6
EXISTING CONDITIONS (2018) – TOTAL ANNUAL GHG EMISSIONS BY SOURCE AND CATEGORY ($MTCO_2E$)

Category	Existing On-Site[a]	Existing Off-Site[b]	Total Existing
Mobile	835	962	1,797
Electricity	127	293	420
Natural Gas	85	59	144
Water and Wastewater	9	3	12
Solid Waste	62	17	79
Area Sources (Landscaping)	<1	<1	<1
Total[c]	**1,119**	**1,333**	**2,452**

NOTES:
[a] Emissions from existing on-site operations that would be removed.
[b] Emissions from existing off-site operations associated with the LA Clippers' team business operations and the LA Clippers' practice and athletic training facility.
[c] Due to rounding, emissions from individual sectors may not add up to exact total.

SOURCE: ESA, 2019. See Appendix G.

Construction Emissions

Table 3.7-7 presents the total annual GHG emissions from construction of the Proposed Project by calendar year over the duration of the construction schedule.

TABLE 3.7-7
ANNUAL CONSTRUCTION GHG EMISSIONS

Year	CO_2e Emissions (MT/year)
2021 – Off-Road Equipment	1,128
2022 – Off-Road Equipment	1,968
2023 – Off-Road Equipment	889
2024 – Off-Road Equipment	488
Construction Mobile – On-Road[a]	12,794
Off-Road Electric Equipment[b]	711
Construction Office[b]	14
Construction Electricity (Water)[b]	34
Off-Road CNG Equipment[b]	52
Total[c]	**18,078**
Amortized over 30 years[d]	603

NOTES:
[a] Represents the total GHG emissions from on-road mobile sources over the entire construction duration. This category includes workers, vendor and haul trucks.
[b] Represents the total GHG emissions over the entire construction duration.
[c] Due to rounding, emissions from individual years may not add up to total.
[d] Construction emissions amortized over a period of 30 years per SCAQMD guidance.

SOURCE: ESA, 2019. See Appendix G.

Operational Emissions

Operational emissions associated with the Proposed Project would include emissions from energy use (electricity and natural gas), on-road motor vehicles (mobile), off-road motor vehicles, solid waste, water and wastewater, area sources (landscaping), and on-site stationary sources (emergency generators). Emissions reductions would result from the IBEC Transportation Demand Management (TDM) Plan and the physical design features incorporated in the Project that stem from LEED Gold certification and Title 24 compliance. As discussed above under Methodology, the operational emissions associated with the Proposed Project were calculated using methods consistent with the CalEEMod model.

Section 3.14, Transportation and Circulation, presents estimates that the Proposed Project would result in approximately 48,899,432 net new total annual VMT under the Full Backfill Scenario and approximately 31,781,542 net new total annual VMT for the Partial Backfill Scenario after accounting for use of alternative modes of transportation, internal trip capture, and transportation demand management features of the Proposed Project.

Table 3.7-8 presents total annual GHG emissions by source for the first full year of operations (2025). Pursuant to SCAQMD guidance, construction emissions were amortized over a period of 30 years and then added to annual operational emissions. As indicated in Table 3.7-8, the Proposed Project's first full year of operational GHG emissions at full buildout, including amortized construction emissions, would be approximately 23,729 $MTCO_2e$ per year.

TABLE 3.7-8
ANNUAL OPERATIONAL GHG EMISSIONS AT FIRST FULL YEAR OF OPERATIONS (2025)

Category	CO_2e Emissions (MT/year)
Mobile	18,233
Electricity	2,811
Natural Gas	1,270
Water and Wastewater	55
Solid Waste	432
Area Sources (Landscaping)	<1
Emergency Generators	71
Cooling Tower	11
EV Charging Stations	113
Media Van Generators	24
Electric Off-Road Equipment	8
Delivery Trucks (TRU Exhaust and Idling)	13
Construction Emissions[a]	603
Total[b]	**23,643**

NOTES:
[a] Construction emissions amortized over a period of 30 years per SCAQMD guidance.
[b] Due to rounding, emissions from individual sectors may not exactly add up to total.

SOURCE: ESA, Appendix G.

Net New Emissions

Full Backfill Scenario

Table 3.7-9a presents annual net new annual GHG emissions by source over the 30-year lifetime of the Proposed Project (2024 through 2054) under the Full Backfill Scenario. The baseline for determining net new emissions includes existing emissions (as summarized in Table 3.7-6), as well as events that would be relocated or market-shifted to the Project Arena. As summarized in Table 3.7-4, under the Full Backfill Scenario all of the 47 LA Clippers games that currently occur at Staples Center and all of the 89 annual non-NBA market-shifted events that currently occur at other existing venues in the region would be backfilled. Thus, the GHG emissions from the backfilled Staples Center events and backfilled market shifted events are considered attributable to the Proposed Project under the Full Backfill Scenario. As indicated in Table 3.7-9a, the Proposed Project's net new GHG emissions for the first full year of operation in 2025 would be approximately 20,991 $MTCO_2e$ under the Full Backfill Scenario. By the year 2054, annual net new emissions would be reduced to approximately 14,354 $MTCO_2e$, due to anticipated improvements in vehicle fuel efficiency and lower GHG intensity of the electricity supply.

TABLE 3.7-9a
FULL BACKFILL SCENARIO: PROPOSED PROJECT TOTAL NET NEW GHG EMISSIONS (MT CO_2e/YEAR)

Year	Operational[a]	Existing On-Site[b]	Existing Off-Site[b]	Relocated LA Clippers Games[c]	Market Shifted Regional Event Venue[d]	Backfilled Off-Site[e]	Backfilled Staples Center (LA Clippers) Event [f]	Backfilled Market Shifted Regional Event Venues[g]	"Net New"[h]
2024[i]	12,209	(485)	(565)	(2,397)	(1,767)	565	1,512	1,767	10,839
2025	23,643	(943)	(1,094)	(4,632)	(3,414)	1,094	2,923	3,414	20,991
2026	22,947	(920)	(1,062)	(4,487)	(3,307)	1,062	2,833	3,307	20,373
2027	22,307	(898)	(1,032)	(4,356)	(3,210)	1,032	2,750	3,210	19,803
2028	21,719	(877)	(1,003)	(4,238)	(3,121)	1,003	2,674	3,121	19,279
2029	21,179	(858)	(976)	(4,130)	(3,040)	976	2,605	3,040	18,795
2030	20,681	(841)	(950)	(4,033)	(2,966)	950	2,541	2,966	18,349
2031	20,224	(825)	(927)	(3,944)	(2,898)	927	2,482	2,898	17,938
2032	19,802	(810)	(904)	(3,864)	(2,836)	904	2,428	2,836	17,556
2033	19,412	(796)	(883)	(3,791)	(2,779)	883	2,379	2,779	17,204
2034	19,052	(783)	(864)	(3,725)	(2,727)	864	2,333	2,727	16,876
2035	18,719	(772)	(845)	(3,665)	(2,678)	845	2,290	2,678	16,572
2036	18,413	(761)	(827)	(3,611)	(2,634)	827	2,251	2,634	16,292
2037	18,129	(751)	(811)	(3,562)	(2,593)	811	2,215	2,593	16,031
2038	17,865	(742)	(795)	(3,518)	(2,556)	795	2,182	2,556	15,788
2039	17,619	(733)	(780)	(3,477)	(2,521)	780	2,151	2,521	15,560
2040	17,389	(725)	(766)	(3,440)	(2,488)	766	2,122	2,488	15,345
2041	17,173	(718)	(752)	(3,406)	(2,458)	752	2,094	2,458	15,143
2042	16,969	(711)	(739)	(3,375)	(2,430)	739	2,069	2,430	14,951
2043	16,775	(704)	(726)	(3,346)	(2,403)	726	2,044	2,403	14,768

TABLE 3.7-9a
FULL BACKFILL SCENARIO: PROPOSED PROJECT TOTAL NET NEW GHG EMISSIONS (MT CO_2e/YEAR)

Year	Operational[a]	Existing On-Site[b]	Existing Off-Site[b]	Relocated LA Clippers Games[c]	Market Shifted Regional Event Venue[d]	Backfilled Off-Site[e]	Backfilled Staples Center (LA Clippers) Event [f]	Backfilled Market Shifted Regional Event Venues[g]	"Net New"[h]
2044	16,588	(698)	(714)	(3,319)	(2,377)	714	2,020	2,377	14,592
2045	16,408	(692)	(701)	(3,293)	(2,352)	701	1,998	2,352	14,421
2046	16,384	(692)	(701)	(3,286)	(2,347)	701	1,994	2,347	14,400
2047	16,364	(691)	(701)	(3,280)	(2,344)	701	1,991	2,344	14,383
2048	16,348	(691)	(700)	(3,276)	(2,340)	700	1,988	2,340	14,369
2049	16,336	(691)	(700)	(3,272)	(2,338)	700	1,985	2,338	14,358
2050	16,331	(692)	(701)	(3,269)	(2,336)	701	1,984	2,336	14,354
2051	16,331	(692)	(701)	(3,269)	(2,336)	701	1,984	2,338	14,354
2052	16,331	(692)	(701)	(3,269)	(2,336)	701	1,984	2,336	14,354
2053	16,331	(692)	(701)	(3,269)	(2,336)	701	1,984	2,338	14,354
2054	16,331	(692)	(701)	(3,269)	(2,336)	701	1,984	2,336	14,354
Total over 30-year life of Proposed Project	**562,310**	**(23,269)**	**(25,023)**	**(111,068)**	**(80,603)**	**25,023**	**68,772**	**80,603**	**496,745**

NOTES:
a Includes construction emissions amortized over 30 years. For details, see Appendix G. Annual operational emissions account for the anticipated change over time in CO2e intensity factors for electricity (due to the RPS) and mobile sources (due to state regulations for vehicle efficiency).
b Existing emissions from Table 3.7-6. Includes emissions from existing on-site structures that would be removed and replaced with construction of the Proposed Project, as well as the existing off-site uses such as the LA Clippers' team business operations, and the existing LA Clippers' practice and athletic training facility. Annual existing emissions account for the anticipated change over time in CO2e intensity factors for electricity (due to the RPS) and mobile sources (due to state regulations for vehicle efficiency).
c Includes operational emissions from the relocated LA Clippers games at the Staples Center, See Appendix G.
d Includes 89 non-NBA market shifted events transferred to the Proposed Project from elsewhere in the region.
e Includes the backfilled LA Clippers' team business offices and the backfilled LA Clippers' practice and athletic training facility.
f Includes the backfilling of Staples Center vacated LA Clippers game dates with 47 non-NBA events.
g Includes 89 non-NBA market shifted events backfilled elsewhere in the region.
h Net new emissions subtracts existing emissions, relocated LA Clippers game and market-shifted event emissions from operational emissions, and adds emissions from back-filled events.
i Represents emissions from 6 months of operation.

SOURCE: ESA, 2019.

TABLE 3.7-9b
PARTIAL BACKFILL SCENARIO: PROPOSED PROJECT TOTAL NET NEW GHG EMISSIONS (MT CO_2e/YEAR)

Year	Operational[a]	Existing On-Site[b]	Existing Off-Site[b]	Relocated LA Clippers Games[c]	Market Shifted Regional Event Venue[d]	Backfilled Off-Site[e]	Backfilled Staples Center (LA Clippers) Event[f]	"Net New"[g]
2024[h]	12,209	(485)	(565)	(2,397)	(1,767)	565	226	**7,786**
2025	23,643	(943)	(1,094)	(4,632)	(3,414)	1,094	436	**15,090**
2026	22,947	(920)	(1,062)	(4,487)	(3,307)	1,062	423	**14,655**
2027	22,307	(898)	(1,032)	(4,356)	(3,210)	1,032	410	**14,254**
2028	21,719	(877)	(1,003)	(4,238)	(3,121)	1,003	399	**13,882**
2029	21,179	(858)	(976)	(4,130)	(3,040)	976	389	**13,539**
2030	20,681	(841)	(950)	(4,033)	(2,966)	950	379	**13,221**
2031	20,224	(825)	(927)	(3,944)	(2,898)	927	370	**12,928**
2032	19,802	(810)	(904)	(3,864)	(2,836)	904	362	**12,654**
2033	19,412	(796)	(883)	(3,791)	(2,779)	883	355	**12,401**
2034	19,052	(783)	(864)	(3,725)	(2,727)	864	348	**12,165**
2035	18,719	(772)	(845)	(3,665)	(2,678)	845	342	**11,946**
2036	18,413	(761)	(827)	(3,611)	(2,634)	827	336	**11,742**
2037	18,129	(751)	(811)	(3,562)	(2,593)	811	331	**11,553**
2038	17,865	(742)	(795)	(3,518)	(2,556)	795	326	**11,376**
2039	17,619	(733)	(780)	(3,477)	(2,521)	780	321	**11,209**
2040	17,389	(725)	(766)	(3,440)	(2,488)	766	317	**11,052**
2041	17,173	(718)	(752)	(3,406)	(2,458)	752	313	**10,903**
2042	16,969	(711)	(739)	(3,375)	(2,430)	739	309	**10,762**
2043	16,775	(704)	(726)	(3,346)	(2,403)	726	305	**10,627**
2044	16,588	(698)	(714)	(3,319)	(2,377)	714	302	**10,496**
2045	16,408	(692)	(701)	(3,293)	(2,352)	701	298	**10,370**
2046	16,384	(692)	(701)	(3,286)	(2,347)	701	298	**10,357**
2047	16,364	(691)	(701)	(3,280)	(2,344)	701	297	**10,346**
2048	16,348	(691)	(700)	(3,276)	(2,340)	700	297	**10,338**
2049	16,336	(691)	(700)	(3,272)	(2,338)	700	296	**10,332**
2050	16,331	(692)	(701)	(3,269)	(2,336)	701	296	**10,331**
2051	16,331	(692)	(701)	(3,269)	(2,336)	701	296	**10,331**
2052	16,331	(692)	(701)	(3,269)	(2,336)	701	296	**10,331**
2053	16,331	(692)	(701)	(3,269)	(2,336)	701	296	**10,331**
2054	16,331	(692)	(701)	(3,269)	(2,336)	701	296	**10,331**
Total over 30-year life of Proposed Project	**562,310**	**(23,269)**	**(25,023)**	**(111,068)**	**(80,603)**	**25,023**	**10,265**	**357,635**

TABLE 3.7-9b
PARTIAL BACKFILL SCENARIO: PROPOSED PROJECT TOTAL NET NEW GHG EMISSIONS (MT CO_2e/YEAR)

Year	Operational[a]	Existing On-Site[b]	Existing Off-Site[b]	Relocated LA Clippers Games[c]	Market Shifted Regional Event Venue[d]	Backfilled Off-Site[e]	Backfilled Staples Center (LA Clippers) Event[f]	"Net New"[g]

NOTES:
[a] Includes construction emissions amortized over 30 years. For details, see Appendix G. Annual operational emissions account for the anticipated change over time in CO2e intensity factors for electricity (due to the RPS) and mobile sources (due to state regulations for vehicle efficiency).
b Existing emissions from Table 3.7-6. Includes emissions from existing on-site structures that would be removed and replaced with construction of the Proposed Project, as well as the existing off-site uses such as the LA Clippers' team business operations, and the existing LA Clippers' practice and athletic training facility. Annual existing emissions account for the anticipated change over time in CO2e intensity factors for electricity (due to the RPS) and mobile sources (due to state regulations for vehicle efficiency).
c Includes operational emissions from the relocated LA Clippers games at the Staples Center, See Appendix G.
d Includes 89 non-NBA market shifted events transferred to the Proposed Project from elsewhere in the region.
e Includes the backfilled LA Clippers' team business offices and the backfilled LA Clippers' practice and athletic training facility.
f Includes the backfilling of Staples Center vacated LA Clippers game dates with 7 non-NBA events.
g Net new emissions subtracts existing emissions, relocated LA Clippers Games and market-shift emissions from operational emissions, and adds emissions from back-filled events due to vacated LA Clippers game dates.
h Represents emissions from 6 months of operation.

SOURCE: ESA, 2019.

Partial Backfill Scenario

Table 3.7-9b presents annual net new annual GHG emissions by source over the 30-year lifetime of the Proposed Project (2024 through 2054) under the Partial Backfill Scenario. The baseline for determining net new emissions includes existing emissions (as summarized in Table 3.7-6), as well as events that would be relocated or market-shifted to the Project Arena. As summarized in Table 3.7-4, under the Partial Backfill Scenario, 7 of the 47 annual LA Clippers games at Staples Center would be backfilled, and none of the 89 non-NBA market-shifted events would be backfilled. The GHG emissions from the 7 backfilled Staples Center events are considered to be attributable to the Proposed Project. As indicated in Table 3.7-9b, the Proposed Project's net new GHG emissions for the first full year of operation in 2025 would be approximately 15,090 $MTCO_2e$ under the Partial Backfill Scenario. By the year 2054, annual net new emissions would be reduced to approximately 10,331 $MTCO_2e$, due to anticipated improvements in vehicle fuel efficiency and lower GHG intensity of the electricity supply.

Based on the analyses presented above, over the 30-year operational life of the Proposed Project, a net increase of 496,745 $MTCO_2e$ of GHG would occur under the Full Backfill Scenario, and a net increase of 357,635 $MTCO_2e$ of GHG would occur under the Partial Backfill Scenario. Between now and the year 2054, there is considerable uncertainty about changes in the regulatory or technological environment that could affect the actual total GHG emissions of the Proposed Project. Nevertheless, based on the analysis presented above, this impact is considered **significant**.

The following mitigation measures have been designed to achieve no net increase in GHG emissions and thereby reduce the impact to a less-than-significant level. AB 987 imposes additional requirements that will be addressed through project conditions of approval.

Mitigation Measure 3.7-1(a)

1) ***Project GHG Emissions.*** *Estimate the Project's net new GHG emissions over the 30-year operational life of the Project. The estimate shall be based on final design, project-specific traffic generation, actual energy use estimates, equipment to be used on site, and other emission factors appropriate for the Project, using the best available emissions factors for electricity, transportation engines, and other GHG emission sources commonly used at the time the GHG Reduction Plan is completed, reflecting existing vehicle emission standards and building energy standards. Net operational (incremental) emissions shall be derived by adding the annual operational emissions and backfill emissions and then subtracting from that total existing emissions and emissions from relocated LA Clippers games and market shifted non-NBA events, as illustrated in Table 3.7-9a and Table 3.7-9b. The estimate shall include the Project's construction GHG emissions, which shall be amortized over the 30-year operational life of the Project, shown in Table 3.7-7 to be 603 metric tons of carbon dioxide equivalent ($MTCO_2e$)/year.*

2) ***GHG Mitigation.*** *Include reduction measures that are sufficient to reduce or offset incremental emissions over the net neutral threshold, are verifiable, and are feasible to implement over project life. At a minimum, the GHG Reduction Plan shall include:*
(i) implementation of all measures set forth under Section A. below; and
(ii) emissions reductions associated with implementation of Project Design Features 3.2-1 and 3.2-2 and Mitigation Measures 3.2-2(b) and 3.14-2(b) regarding the reduction of NOx and PM2.5 emissions, to the extent these features and measures have co-benefits in the form of quantifiable GHG emissions reductions. The project applicant shall be required to implement a combination of measures identified in Section B below, or co-benefits of NOx and PM2.5 emissions reduction measures required under AB 987, to achieve any remaining GHG emission reductions beyond those identified in (i) and (ii) above necessary to meet the no net new GHG emissions threshold over the 30-year operational life of the Project.

   A. Required GHG Reduction Measures.

      a. Minimize energy demand, including electricity and natural gas demand, through implementation of LEED Gold certification design features.

      b. Implement a transportation demand management (TDM) program that includes the following, subject to further refinement and revision through coordination between the City and the project applicant at the time of project approval:

         i. TDM 1 – Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool).

            The IBEC Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as, but not limited to:

            - *Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates.*

- *Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method).*
- *Giveaways for transit users (goods for attendees, free tickets for employees, etc.).*
- *Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices.*
- *Bus stop facilities improvements: the IBEC Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the IBEC Project.*
- *Transit and/or Multi-Modal Subsidy: the IBEC Project shall provide pre-tax commuter benefits for employees.*
- *Vanpool Subsidy: This shall provide pre-tax commuter benefits for employees.*
- *Marketing and outreach campaign to event attendees and employees for transit usage.*

ii. *TDM 2 – Event-day Dedicated Shuttle Services*

The following shall be provided to ensure sufficient connectivity to existing and planned Metro Rail Stations:

- *The IBEC Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Street Station, and Crenshaw/LAX Line at La Brea/Florence (Downtown Inglewood) Stations for Arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees.*
- *The IBEC Project shall provide no less than 27 shuttles with a capacity of no less than 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to and after the attendees, respectively, the same shuttles shall be utilized for the employees. Shuttle service shall begin no less than two hours before the event and extend to at least 30 minutes after the start of the event. After the event, shuttle service shall begin no less than 30 minutes before the end of the event and shall continue for at least one hour after the end of the event.*
- *The IBEC Project shall implement Mitigation Measure 3.14-2(b), requiring the IBEC operator to provide enough shuttles to ensure that there is successful and convenient connectivity with short wait times to these light rail stations. To this end, the IBEC operator will monitor the number of people using shuttles to travel between the*

above light rail stations and the IBEC. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the IBEC operator must add enough additional shuttle runs to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit.

- *The IBEC Project shall provide a convenient and safe location on site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the Arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the Arena. The IBEC Project shall implement Mitigation Measure 3.14-3(f), which requires constructing a dedicated northbound right-turn lane that would extend from the bus pull-out on the east side of South Prairie Avenue to West Century Boulevard.*

iii. *TDM 3 – Encourage Carpools and Zero-Emission Vehicles*

The IBEC Project shall provide incentives to encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site. The incentives shall include:

- *Incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other, similar benefits) to incentivize sharing/pooling for attendees using transportation network company (TNC) rides to or from an event, or other discounts/benefits.*

- *Variable parking price based on car occupancy, structured to encourage carpooling.*

- *8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent (i.e., a minimum of three hundred and thirty (330) electric vehicle charging stations (EVCS) shall be installed within the three proposed on-site parking garages serving the Project for use by employees, visitors, event attendees, and the public).*

iv. *TDM 4 – Encourage Active Transportation*

The IBEC Project shall include features that would enhance the access for bicyclists and pedestrians, including the following:

- *Bicycle parking in excess of applicable code requirements as follows: 60 employee bike parking spaces and 23 attendee bike parking spaces.*

- *Showers and lockers for employees.*

- *A bike valet service if needed to accommodate bike parking space needs.*
- *A bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition.*
- *Coordination of bike pools and walk pools.*
- *Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.*

v. *TDM 5 – Employee Vanpool Program*

The IBEC Project shall provide an employee vanpool program to accommodate up to 66 employees utilizing the vanpool service. Each vanpool shall have a capacity of at least 15 persons per vehicle. The vanpool program shall be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.

vi. *TDM 6 – Park-n-Ride Program*

The IBEC Project shall provide a regional park-n-ride program that utilizes charter coach buses with a capacity of no less than 45 persons per bus. Parking lot locations shall correspond to zip code ticket purchase data, and the site circulation shall be designed to account for the charter coaches.

vii. *TDM 7 – Information Services*

The IBEC Project shall provide services to inform the public about activities at the IBEC, including the following:

- *Strategic Multi-modal Signage/Wayfinding.*
- *Real-time travel information; Changeable Message Sign (CMS) and social media.*
- *Welcome packets for new employees and ongoing marketing*
- *Commercials/Advertisement – Television, Website, Social Media, Radio, etc.*
- *Information kiosk or bulletin board providing information about public transportation options.*

viii. *TDM 8 – Reduce On-Site Parking Demand*

The IBEC Project shall include features that reduce on-site parking demand. These features shall include:

- *Provide coach bus/minibus/microtransit staging and parking areas: the IBEC Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/paratransit shall be no less than 10 persons per vehicle.*

- *Allocate sufficient TNC staging spaces: the IBEC Project shall be designed to accommodate approximately 160 spaces for TNC staging.*

ix. *TDM 9 – Event Day Local Microtransit Service*

The IBEC Project shall provide a local minibus/microtransit[94] service for all event days with a service range of approximately six (6) miles surrounding the Project Site. Each minibus shall have a capacity of no less than 10 persons per vehicle and shall provide service to employees and event attendees.

x. *Monitoring*

The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis.

c. *A monitoring report shall be prepared not less than once each year. The report shall evaluate the extent to which the TDM Program encourages employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and the State of California Office of Planning and Research (through 2030).*

d. *The TDM Program shall be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in addressing the issues set forth above.*

94 A minibus is a physically smaller bus and/or shuttle (i.e., with capacity for 20 or fewer people). Microtransit refers to short-distance (i.e., approximately 6 miles or less) shuttle service.

e. Install "smart parking" systems in the on-site parking garages serving the Project to reduce vehicle circulation and idle time within the structures by more efficiently directing vehicles to available parking spaces.

B. Potential Additional GHG Reduction Measures

The GHG Reduction Plan shall identify and quantify any additional GHG reduction measures proposed by the project applicant to reduce incremental emissions to below the net zero threshold. These additional measures may include one or more of the following:

a. Potential on-site measures:

i. Installation of additional photovoltaic systems as carports on the East Parking Garage.

ii. Purchase of energy for on-site consumption through the Southern California Edison (SCE) Green Rate, which facilitates SCE's purchase of renewable energy to meet the needs of Green rate participants from solar renewable developers within the SCE service territory or similar opportunities for renewable electricity that may arise in the future.

iii. If available after approval by applicable regulatory agencies, on-site use of renewable natural gas.[95]

iv. Implementation of a waste diversion program with a goal of reducing landfill waste to zero.

b. Potential off-site measures:

i. Carbon offset credits. The project applicant may purchase carbon offset credits that meet the requirements of this paragraph. Carbon offset credits must be verified by an approved registry. An approved registry is an entity approved by CARB to act as an "offset project registry" to help administer parts of the Compliance Offset Program under CARB's Cap and Trade Regulation. Carbon offset credits shall be permanent, additional, quantifiable, and enforceable.

ii. Transit and City Fleet Vehicles Replacement. The project applicant may enter into an agreement to cover replacement costs of existing City municipal fleet and transit vehicles with Zero Emissions Vehicles (ZEVs) and install related Electric Vehicle Charging Stations (EVCS).

iii. Local EV Charging Stations. The project applicant may enter into agreements to install EVCS locations in the City for use by the public.

95 Renewable natural gas is a biogas which has been upgraded to a quality similar to fossil natural gas and having a methane concentration of 90% or greater. A biogas is a gaseous form of methane obtained from biomass. By upgrading the quality to that of natural gas, it becomes possible to distribute the gas to customers via the existing gas grid within existing appliances.

iv. The project applicant may develop or enter into partnership with other organizations to develop a tree planting program in the City.

v. EV Home Charger Program. The project applicant may implement a program to cover 100 percent of the costs of purchasing and installing EV chargers for residential use in local communities near the Project Site.

The GHG Reduction Plan may include different, substitute GHG reduction measures that are equally effective or superior to those proposed above, as new technology and/or other feasible measures become available during construction or the operational life of the Project. The GHG Reduction Plan shall identify such different, substitute GHG reduction measures, and shall provide enough information to assess the feasibility of these measures. The Project Applicant may rely on such measures only if they are reviewed by the City Chief Building Official, are quantified, are found to be feasible, and are found to be at least as effective as those measures listed above. The Plan shall identify and quantify any other GHG reduction measures needed to reduce the Project incremental GHG emissions to no net new GHG emissions, or better.

Mitigation Measure 3.7-1(b)

***Annual GHG Verification Report**. The project operator shall prepare an Annual GHG Verification Report, which shall be submitted to the City, with a copy provided to CARB, in the first quarter of each year following the commencement of project operations. The Annual GHG Verification Report shall estimate the Project's emissions for the previous year based on operational data and methods, and using appropriate emissions factors for that year, as set forth in the GHG Reduction Plan, and determine whether additional offset credits, or other measures, are needed for the Project to result in net zero GHG emissions. It shall include a process for verifying the actual number and attendance of net new, market-shifted, and backfill events.*

If an Annual GHG Verification Report determines that the Project's emissions for the previous year were lower than necessary to achieve net zero GHG emissions, credit for any emissions reductions achieved below net zero shall be applied to the next year in the following Annual GHG Verification Report. The Annual GHG Verification Report shall be verified by a qualified, independent expert entity retained at the project applicant's expense. GHG offset credits to achieve net zero GHG emissions for the previous year, if necessary, shall have been purchased by the end of each reporting year.

Following completion and verification of the Annual GHG Verification Report, the GHG Reduction Plan shall be refined as may be needed in order to maintain emissions below net zero over the next reporting year. Any such revisions shall be prepared by the qualified expert retained by the project applicant and shall be subject to review and approval by the City.

In reviewing the GHG Reduction Plan, any revisions to that plan, or other reports related to implementation of the Plan, the City may retain a qualified expert to assist with this review. The selection of such an expert shall be at the City's discretion. Any expenses incurred by the City in retaining this expert shall be borne by the project applicant.

The provisions of this Mitigation Measure 3.7-1(b) may be consolidated with the reporting obligations pursuant to AB 987, as memorialized in the conditions of approval to the Project, into a single GHG reduction monitoring and verification report.

Impact 3.7-2: Construction and operation of the Proposed Project could be inconsistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs. (Less Than Significant)

CARB 2017 Scoping Plan Update

As directed by Executive Order B-30-15, CARB's 2017 Scoping Plan Update describes how the State plans to achieve the 2030 GHG emission reduction goal for California of 40 percent below 1990 levels by 2030, as mandated by SB 32. The 2017 Scoping Plan Update strategy for meeting the 2030 GHG target incorporates the full range of legislative actions and State-developed plans that have relevance to the year 2030, including the LCFS, SB 350, the 2016 Mobile Source Strategy, the Sustainable Freight Action Plan, SB 1383, and the Cap-and-Trade Program (AB 398).

The Proposed Project would be consistent with key state plans and regulatory requirements referenced in the 2017 Scoping Plan Update designed to reduce statewide emissions. According to the 2017 Scoping Plan Update, reductions needed to achieve the 2030 target are expected to be achieved by increasing the RPS to 50 percent of the State's electricity by 2030, greatly increasing the fuel economy of vehicles and the number of zero-emission or hybrid vehicles, reducing the rate of growth in VMT, supporting high-speed rail and other alternative transportation options, and increasing the use of high-efficiency appliances, water heaters, and HVAC systems. The Proposed Project would not impede implementation of these potential reduction strategies identified by CARB, and it would benefit from statewide and utility-provider efforts towards increasing the portion of electricity provided from renewable resources.[96] The Proposed Project would also benefit from statewide efforts towards increasing the fuel economy standards of vehicles and reducing the carbon content of fuels. The Proposed Project would utilize energy-efficient appliances and equipment, as required by Title 24, and it would provide EV charging stations to support the future use of electric and hybrid-electric vehicles by employees and visitors.

For these reasons described above, the Proposed Project post-2020 emissions trajectory would decline over time, consistent with the 2017 Scoping Plan Update.

[96] As discussed previously, with the passage of SB 100, California's RPS has been increased over what is prescribed by the 2017 Scoping Plan Update, requiring retail sellers and local publicly owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

SCAG 2016 RTP/SCS

As discussed in Section 3.2, Air Quality, the 2016 RTP/SCS is designed to support development of compact communities in existing urban areas, with more mixed-use and infill development, and reuse of developed land that is also served by high quality transit. The 2016 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by reducing VMT to achieve an 8 percent reduction in passenger vehicle GHG emissions by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per-capita basis.

The 2016 RTP/SCS includes strategies for transportation and land use that are designed to reduce VMT and the GHG emissions associated with on-road vehicle travel. This includes but is not limited to strategies that increase the density and mix of land uses; focus growth around transit; provide transit improvements; expand active transportation networks; expand regional charging infrastructure for electric vehicles, and expand TDM programs.

As discussed in Section 3.10, Land Use and Planning, the 2016 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in infill areas well served by transit. The TDM strategies in the 2016 RTP/SCS are focused on reducing peak period and SOV travel by encouraging behavior shifts to carpooling or vanpooling or reducing peak period travel. SCAG encourages employers to offer telecommuting or alternative work week schedules to help reduce peak period travel.

In June 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016 RTC/SCS and the determination that the 2016 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.[97]

Goal 6 of the 2016 RTP/SCS aims to improve air quality and encourage active transportation. The Proposed Project would be consistent with Goal 6 through the implementation of a comprehensive TDM Program provides transportation services, monetary incentives and project design features that encourage and support the use by employees, event attendees and customers of alternative modes of transportation and the reduction of vehicle trips, including by increasing average vehicle occupancy. The program is designed to be consistent with the requirements and achieve the reduction in vehicle trips set forth in AB 987 and would be required under Mitigation Measure 3.14-2(b). The Proposed Project TDM Program would include the following components: encourage alternative modes of transportation (rail, public bus, and vanpool); provide event-day dedicated shuttle services; encourage carpools and zero-emission vehicles; encourage active transportation; implement an employee vanpool program and a park-n-ride program; provide alternative transportation information services; reduce on-site parking demand; and provide event-day local microtransit service.

[97] California Air Resources Board, 2016. *Southern California Association of Governments' (SCAG) 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination.* June 2016.

The TDM program (including TDM Program elements included in the Proposed Project) would be designed to achieve and maintain a 15 percent reduction in the number of vehicle trips, on an annual basis, by attendees, employees, visitors, and customers as compared to trips generated by Project operations absent the TDM program. Pursuant to AB 987, the measures included in the Proposed Project TDM program must be implemented so that a 7.5 percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the Arena, anticipated to occur by June 2025. A 15 percent reduction in vehicle trips must be achieved no later than January 1, 2030. This requirement directly supports SCAG's 2035 target of reducing per-capita VMT 18 percent reduction by 2035.The reduction in trips achieved under the Proposed Project TDM program would reduce GHG emissions from Project-related transportation.

In addition, as described above and in Section 3.14, Transportation and Circulation, the TDM Program would encourage active transportation and alternative modes of travel. For example, the Proposed Project would include 23 spectators and 60 employee on-site bicycle parking spaces, which would exceed the bicycle parking requirements established in Municipal Code Chapter 12, Article 19, section 12-42.1. To promote pedestrian travel, the Proposed Project would include improvements to the sidewalks fronting the Project Site and a pedestrian bridge crossing South Prairie Avenue to promote a safe pedestrian circulation system and would provide high-capacity pedestrian pathways. In addition, the Proposed Project would include provisions that would promote the use of public transportation as a means of travel to and from the Arena, including a transportation hub at the East Transportation and Hotel Site, shuttle stops on South Prairie Avenue, and a shuttle system for large events that would connect the Proposed Project to nearby Metro stations. This would further support Goal 6 of the RTP/SCS.

Goal 7 of the 2016 RTP/SCS aims to actively encourage and create incentives for energy efficiency. The Proposed Project would utilize energy efficiency appliances and equipment, as required by Title 24, and it would provide EV charging stations to support the future use of electric and hybrid-electric vehicles by employees and visitors traveling to and from the Project Site. In addition, the Proposed Project would be designed and constructed to meet LEED Gold certification requirements, which would require the incorporation of energy efficiency measures. The Proposed Project would comply with Title 24 energy efficiency requirements, use of 100 percent LED lighting indoors and outdoors throughout the site, and install high efficiency HVAC systems. In addition, the Proposed Project's design would include compliance with CALGreen Code Voluntary Tier 1, which, based on the preliminary design of the Proposed Project, is estimated to achieve a reduction in energy consumption greater than Title 24 2019 standards. These actions would be consistent with Goal 7 of the 2016 RTP/SCS.

For the reasons described above, the Proposed Project would be consistent with the 2016 RTP/SCS, and would not be inconsistent with its policies that were adopted for the purposes of avoiding or mitigating environmental effects.

Executive Order S-3-05

Executive Order No. S-3-05 established a long-term goal of reducing California's GHG emissions to 80 percent below the 1990 level by the year 2050. The Proposed Project GHG emissions would decline from its first operational year in 2024 through at least 2050 due to continued regulatory and technological advancements. The extent to which GHG emissions from mobile sources indirectly attributed to the Proposed Project would change in the future depends on the quantity (e.g., number of vehicles, average daily mileage) and quality (i.e., carbon content) of fuel that would be available and required to meet both regulatory standards, and resident and worker needs.

Renewable power requirements, the LCFS, and vehicle emissions standards discussed above will all decrease GHG emissions per unit of energy delivered or per VMT. Due to the uncertainty of technological advancements that could be anticipated over the next 30 years and the unknown parameters of the regulatory framework in 2050, further quantitative analysis of the Proposed Project impacts relative to the 2050 target would be speculative. CEQA Guidelines section 15145 directs that "[i]f, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact."

Even though the State has not provided a clear regulatory and technological roadmap to achieve the 2050 goal, it has demonstrated the potential pace at which emission reductions can be achieved through new regulations, technology deployments, and market developments. In developing the 2017 Scoping Plan Update, CARB, CEC, CPUC, and the California Independent System Operator (CAISO) commissioned a study to evaluate the feasibility and cost of meeting the 2030 target along the way to reaching the State goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, the California State Agencies' PATHWAYS Project explores scenarios for meeting the State long-term GHG emissions targets, encompassing the entirety of California economy with detailed representations of the buildings, industry, transportation, and electricity sectors.[98] While acknowledging the inherent uncertainty associated with its modeling assumptions, the PATHWAYS study emphasizes the need for significant action and continued policy development by the State to support low-carbon technologies and markets for energy efficiency, building electrification, renewable electricity, zero emission vehicles, and renewable liquid fuels. The study underscores the need for a periodic review of State policies and programs for reducing GHG emissions, as was anticipated by AB 32 in its directive to update the Scoping Plan at least every 5 years.

A 2018 update to the PATHWAYS study advanced the understanding of what is required for technology deployment and other GHG mitigation strategies if California is to meet its long-term climate goals. The 2018 study concludes that to achieve high levels of consumer adoption of zero-carbon technologies, particularly of electric vehicles and energy efficiency and electric heat

[98] Energy + Environmental Economics (E3), 2015. *Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios*. Available: https://www.ethree.com/public_proceedings/summary-california-state-agencies-pathways-project-long-term-greenhouse-gas-reduction-scenarios/. Accessed March 19, 2019 and April 4, 2015.

in buildings, market transformation is needed to reduce the capital cost and to increase the range of options available. This market transformation can be facilitated by (1) higher carbon prices (which can be created by the Cap and Trade and LCFS programs); (2) codes and standards, regulations and direct incentives, to reduce the upfront cost to the customer; and (3) business and policy innovations to make zero-carbon technology options the cheaper, preferred solutions compared to fossil fueled alternatives.[99]

Statewide efforts are underway to facilitate the achievement of the EO S-3-05 goals. It is reasonable to expect the Proposed Project GHG emissions to decline over time, as the regulatory initiatives identified by CARB in the 2017 Scoping Plan Update are implemented, and other technological innovations occur. Given the reasonably anticipated decline in Proposed Project emissions, the Proposed Project would not conflict with or frustrate the ability of the State to achieve the 2050 horizon-year goal of EO S-3-05.

Mobile Source Strategy and Executive Order B-48-18

State goals for ZEVs are expressed in the Advanced Clean Cars Initiative (ACC) and the ZEV mandate established by Governor's Executive Order B-16-1, which sets a target of reaching 1.5 million ZEVs (meaning battery electric vehicles and fuel cell electric vehicles) and plug-in hybrid electric vehicles on California's roadways by 2025.

According to EMFAC2017, which incorporates the State ZEV mandate, there will be approximately 31,700,000 passenger cars and light trucks on the road in California by 2030, at which time 1.5 million ZEVs would constitute approximately 4.7 percent of all vehicles.[100] The more aggressive Mobile Source Strategy, included in the 2017 Scoping Plan Update as a component of the overall strategy for achieving the 2030 GHG target, calls for 4.2 million ZEVs on the road by 2030, equivalent to about 13.2 percent of passenger vehicles + light duty trucks (LDTs).

The Proposed Project would be consistent with the State ZEV mandate by providing a minimum of 8 percent of on-site parking spaces with EV charging capability.

City of Inglewood ECAP

As shown in Table 4.7-2, total reductions from ECAP implementation are expected to reduce emissions by 18.8 percent below 2005 levels by 2020, enabling the City to meet its 2005 target. However, the City would need to reduce emissions by an additional 111,702 $MTCO_2e$ per year by 2035 to meet its 2035 emissions reduction goal.

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99 Energy + Environmental Economics (E3), 2018. *Deep Decarbonization in a High Renewables Future. Updated Results from the California PATHWAYS Model*. Available: https://www.ethree.com/wp-content/uploads/2018/06/Deep_Decarbonization_in_a_High_Renewables_Future_CEC-500-2018-012-1.pdf. Accessed March 18, 2019. June 2018.

100 EMFAC2017 estimates the future percentage of the state's ZEVs based on compliance with the State's ZEV mandate. EMFAC2017's forecasted ZEV population for 2030 is approximately 3.6 percent of all passenger and light duty vehicles, but the 3.6 percent figure represents the equivalent percentage of all vehicles operating as a pure zero emission vehicle (e.g., 100 percent battery electric), whereas the actual population would include PHEVs that operate partially on fossil fuels.

The ECAP includes the following strategies and actions that are applicable to the Proposed Project:

- **Strategy 2: Increase Energy Efficiency.** Specific actions under this strategy include making commercial buildings more efficient and increasing the energy efficiency of street and traffic lights. The Proposed Project would be designed and constructed to meet LEED Gold certification requirements, which would require the incorporation of energy efficiency measures. Although the specific LEED credits and project features that will allow the Proposed Project to be certified as LEED Gold are currently uncertain, achieving LEED Gold certification would likely require extensive energy efficiency measures including, but not limited to, the use of 100 percent LED lighting indoors and outdoors throughout the Proposed Project; and implementation of high efficiency HVAC systems.
- **Strategy 3: Support Renewable Energy Generation.** This strategy is focused on City actions that promote more renewal energy generation in the community, like permit streamlining and support for funding and financing programs that help make renewable energy affordable. The Proposed Project design is in the conceptual stage, so the specific LEED credits and project features that would be selected to achieve LEED Gold certification are uncertain, but receiving LEED Gold certification would include a 700 kW on-site solar PV system, generating approximately 1,085,000 kW-hrs of carbon free energy annually.
- **Strategy 4: Improve Transportation Options and Manage Transportation Demand.** Specific actions under this strategy include improving the safety and efficiency of existing roadways, improving transit systems, improving bicycle facilities, making parking more efficient, reducing commute trips, and encourage land use intensification and diversity. The Proposed Project TDM Program would be consistent with these goals by encouraging use of transit, active transportation and alternatives to single-occupant vehicle travel.
- **Strategy 5: Reduce Consumption and Waste.** Specific actions under this strategy include using less water, producing less waste, and promote local food production. The Proposed Project design is in the conceptual stage, so the specific LEED credits and project features that would be selected to achieve LEED Gold certification are uncertain, but achieving LEED Gold certification is likely to include credits under the Water Efficiency and Materials and Resources categories. The Proposed Project would likely include use of recycled water for landscaping, ultra-low flow fixtures in restrooms such as low-flow faucets with aerators, dual flush toilets, and waterless urinals, and recycling of at least 75 percent of demolition materials. Achievement of this amount of waste reduction and diversion would exceed the City of Inglewood target of 50 percent demolition waste recycling and would be in accordance with State goals to divert a minimum of 75 percent of construction and demolition materials from landfill disposal.

Based on the concept designs available at this time and the Proposed project's commitment to achieve LEED Gold Certification in part with planned energy efficiency strategies discussed above, the Proposed Project would be consistent with the City's ECAP.

Conclusion

For the reasons described above, the Proposed Project would not be inconsistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, including the CARB 2017 Scoping Plan Update, SCAG 2016 RTP/SCS, Executive Order S-3-05,

Mobile Source Strategy and Executive Order B-48-18, and the City of Inglewood ECAP. Therefore, the impact is considered **less than significant**.

Mitigation Measures

None required.

Although no mitigation measures are required to achieve consistency of the Proposed Project with applicable plans, policies, and regulations adopted for the purpose of reducing emissions of GHGs, implementation of Mitigation Measure 3.14-2(b) would require the implementation of a comprehensive TDM program that would reduce vehicular trip making and associated GHG emissions, and Mitigation Measures 3.7-1(a) and 3.7-1(b) would require incorporation of physical design features, on-site GHG reduction measures, and any necessary off-site GHG reduction measures, and would result in no net new Proposed Project GHG emissions. The implementation of these measures would further ensure consistency of the Proposed Project with State, regional, and local GHG reduction plans.

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3.8 Hazards and Hazardous Materials

This section describes and evaluates potential impacts related to hazards and hazardous materials that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing land uses of the Project Site and surrounding areas as they pertain to hazardous materials use, as well as a description of the Adjusted Baseline Environmental Setting; (2) a summary of the federal, State, and local regulations related to hazards or hazardous materials; and (3) an analysis of the potential impacts related to hazards and hazardous materials associated with the implementation of the Proposed Project, as well as identification of potentially feasible measures that could mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding hazards and hazardous materials can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to hazards and hazardous materials as a result of implementation of the Proposed Project are analyzed within this section.

The analysis of hazardous materials included in this section was developed based on publicly available information from the State Water Resources Control Board (SWRCB), California Department of Toxic Substances Control (DTSC), and California Department of Forestry and Fire Protection (CAL FIRE). In addition, two site specific technical memoranda prepared by Environment & Water, Incorporated (EKI) provided information regarding the potential presence of contamination in subsurface materials on the Project Site (see Appendix O); these memoranda were peer reviewed by ESA and considered in the analysis. The EKI technical memorandum titled *Inglewood Basketball and Entertainment Center Project Investigations* presents information developed in 2017, and did not originally include a database search of the Well Relocation Site.[1] Therefore, data regarding the potential for contamination in subsurface materials was supplemented with a database search conducted by GeoSearch in accordance with American Society for Testing and Materials E 1527-13 (see Appendix O).[2] A subsequent investigation in 2019 and presented in a technical memorandum titled *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations* provided soil and gas sampling data for the Well Relocation Site and the West Parking Garage Site which were also not covered in the 2017 investigation effort.[3] Portions of the Project Site were also the subject of past phase I environmental site assessments that were included as part of this analysis and referenced, as relevant, below.

This section also addresses the potential of creating both temporary and permanent hazards related to the proximity of the Project Site to navigable airspace associated with airports in the vicinity. An obstruction evaluation and airspace analysis technical memorandum for the Proposed

1 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019.
2 GeoSearch, 2018. *Preliminary Radius Report*. December 27, 2018.
3 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019.

Project was prepared by Capitol Airspace Group (CAG) (see Appendix P).[4] The technical memorandum was peer reviewed by airport planners from ESA, including confirmation that all information from each of the relevant airports is current; the results of the peer review was that the technical memorandum was accurate and objective, and appropriate for use in this Draft EIR.

3.8.1 Environmental Setting

The study area for evaluation of hazards and hazardous materials impacts includes the Project Site and surrounding areas. The EKI technical memoranda included an environmental database search that considered selected radii that are as much as 1 mile from the site; however, the analysis focused on the Project Site and the immediately adjacent area (within 0.25 miles from the Project Site). Sites beyond the immediately adjacent area (within 0.25 miles from the Project Site) would have a remote chance of affecting subsurface materials beneath the Project Site since releases of hazardous materials tend to be localized.

In addition, a radius of up to 0.25 miles from the Project Site is considered relative to proximity to schools and the radius of up to 2 miles is similarly considered relative to proximity to airports, both in accordance with the CEQA Guidelines.

Definitions and Background

Hazardous Materials

A hazardous material is defined as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment (California Health and Safety Code Chapter 6.95, section 25501(o)). The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, any material, including wastes, may be considered hazardous if it is specifically listed by statute as such or if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), or reactive (causes explosions or generates toxic gases).

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been spent, discarded, discharged, spilled, contaminated, or are being stored until they can be disposed of properly (Title 22 California Code of Regulations [CCR] section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific criteria established in sections 66261.20 through 66261.24 of the CCR Title 22. Hazardous substances are regulated by multiple agencies, as described in the Regulatory Setting below, and cleanup requirements of hazardous releases are determined on a case-by-case basis according to the agency (e.g., DTSC or SWRCB) with lead jurisdiction over a contaminated site.

[4] Capitol Airspace Group, 2017. *Project Condor Obstruction Evaluation & Airspace Analysis,* Technical Memorandum, September 13, 2017, and Capitol Airspace Group, 2019. *IBEC Project A description of Aeronautical Study Process and Results of an Obstruction Evaluation & Airspace Analysis*, Technical Memorandum, May 10, 2019.

Potential Receptors/Exposure

The sensitivity of potential receptors in the areas of known or potential hazardous materials contamination is dependent on several factors, the primary factor being the potential pathway for human exposure. Exposure pathways include external exposure, inhalation, and ingestion of contaminated soil, air, water, or food. The magnitude, frequency, and duration of human exposure can cause a variety of health effects, from short-term acute symptoms to long-term chronic effects. Potential health effects from exposure can be evaluated in a health risk assessment. The principal elements of health risk assessments typically include:

- Evaluation of the fate and transport processes for hazardous materials at a given site;
- Identification of potential exposure pathways;
- Identification of potential exposure scenarios;
- Calculation of representative chemical concentrations; and
- Estimation of potential chemical uptake.

Hazardous Building Materials Associated with Demolition and Renovation

Because of the age of some buildings and structures within the Project Site, the potential exists for the structures to contain hazardous building materials. Older buildings and structures can contain building materials that include hazardous components such as lead-based paint (LBP), asbestos-containing materials (ACMs), mercury, and polychlorinated biphenyls (PCBs).

Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with LBP. Old peeling paint can contaminate near surface soil, and exposure to residual lead can have adverse health effects especially in children. LBP was phased out in the United States beginning with the passage of the Lead-Based Paint Poisoning Prevention Act in 1971. Prior to the US Environmental Protection Agency (US EPA) ban in 1978, LBP was commonly used on interior and exterior surfaces of buildings. Structures built prior to 1978 may have LBP and some paints manufactured after 1978 for industrial or marine uses legally contain more than 0.06 percent lead. Pathways of exposure to lead can occur through inhalation, ingestion, dermal absorption, or absorption from retained/embedded leaded foreign body. Exposure to lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system, and affects the oxygen carrying capacity of blood. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Asbestos, a naturally occurring fibrous material, was used as a fireproofing and insulating agent in building construction before such uses were terminated due to liability concerns in the late 1970s. From 1973 through 1990, several laws were passed banning the manufacture and use of

ACM.[5] Some materials are still allowed to contain asbestos. The demolition of structures with ACM can result in airborne fibers. Inhalation of the tiny asbestos fibers can lead to lung disease. Structures that predate 1981 and structural materials installed before 1981 are presumed to potentially contain asbestos. Because it was widely used prior to the discovery of its health effects, asbestos can be found in a variety of building materials and components such as insulation, walls and ceilings, floor tiles, and pipe insulation. Friable (easily crumbled) materials are particularly hazardous because inhalation of airborne fibers is the primary mode of asbestos entry into the body. Non-friable asbestos is generally bound to other materials such that it does not become airborne under normal conditions. Non-friable asbestos and encapsulated friable asbestos do not pose substantial health risks. Asbestos exposure is a human respiratory hazard. Asbestos-related health problems include lung cancer and asbestosis. Any activity that involves cutting, grinding, or drilling during building renovation or demolition or relocation of underground utilities could release friable asbestos fibers unless proper precautions are taken. Inhalation of airborne fibers is the primary mode of asbestos entry into the body, making friable materials the greatest potential health risk.

Spent fluorescent light tubes commonly contain mercury vapors, the exposure to which can have both long-term (e.g., anxiety, loss of appetite, fatigue, changes in vision or hearing) and/or short-term (e.g., sore throat, shortness of breath, chest pain, headache, vision problems) health effects. In February 2004, regulations took effect in California that classified all fluorescent lamps and tubes as hazardous waste. When these lamps or tubes are broken, mercury is released to the environment and can become airborne. When inhaled, mercury vapors can be absorbed through the lungs and into the bloodstream. Released mercury that is not vaporized can also be washed by rain water and into waterways. Mercury switches may also be present in some buildings. A mercury switch (also known as a mercury tilt switch) is a switch which opens and closes an electrical circuit through a small amount of liquid mercury.

PCBs are organic oils that were formerly used primarily as insulators in many types of electrical equipment such as transformers and capacitors. After PCBs were determined to be carcinogenic in the mid-to-late 1970s, the US EPA banned PCB use in most new equipment and began a program to phase out certain existing PCB-containing equipment.[6] Fluorescent lighting ballasts manufactured after January 1, 1978, do not contain PCBs and are required to have a label clearly stating that PCBs are not present in the unit. PCBs are highly persistent in the environment, and exposure to PCBs has been demonstrated to cause cancer, as well as a variety of other adverse health effects on the immune system, reproductive system, nervous system, and endocrine system. The primary route of exposure to PCBs in the general population is the consumption of contaminated foods, particularly meat, fish, and poultry. Occupational exposure to PCBs occurs mainly through inhalation and dermal contact routes.

5 US Environmental Protection Agency, 2018. *Federal Bans on Asbestos*. Available: https://www.epa.gov/asbestos/us-federal-bans-asbestos. Last Updated August 9, 2018. Accessed November 14, 2018.

6 US Environmental Protection Agency, 2018. *Policy and Guidance for Polychlorinated Biphenyl (PCBs)*. Available: https://www.epa.gov/pcbs/policy-and-guidance-polychlorinated-biphenyl-pcbs. Last Updated April 25, 2017. Accessed November 14, 2018.

Soil and Groundwater Contamination

Many commercial and light industrial businesses, as well as some agricultural practices, use materials and generate wastes that are considered hazardous by federal and State standards. Such businesses and practices, which include automobile service, industrial manufacturing, and dry cleaners, are required to contain, manage, and transport their hazardous materials in conformance with established State regulations to ensure hazardous materials that can become a health hazard are not released to subsurface soils and groundwater.

Some historical and current uses on properties within and near the Project Site have resulted in contamination of the surface soil and groundwater through leaking underground tanks or surface spills of hazardous materials and petroleum. Most of these sites are under regulatory assessment and remediation orders (described further below).

Underground storage tanks (USTs), in particular, are a common contamination source in urban areas, and are also found on sites historically used for agriculture. Until the mid-1980s, most USTs were made of single-walled bare steel, which can corrode over time and result in leakage. Faulty installation or maintenance procedures can also lead to UST leakage, as well as to potential releases associated with spills. Recently revised UST regulations have significantly reduced the incidents of leakage and consequential soil and groundwater contamination from new UST systems. However, there are still some older UST systems that remain in service, and many sites contaminated by leaking USTs in the past are still under investigation and undergoing clean-up. Similarly, spills resulting from poor maintenance or improper installation associated with aboveground storage tanks (ASTs) can result in localized, shallow soil contamination. USTs installed prior to the mid-1980s that have leaked, as well as improperly installed USTs and ASTs that have resulted in fuel spills, can present contamination issues.

Dry cleaning operations are also commonly a cause of soil and groundwater contamination due to past loose practices in the handling of the dry cleaning products (also referred to as solvents) that include volatile organic compounds (VOCs) that are known to be hazardous to human health and the environment. VOCs include a variety of chemicals, some of which may have short- and long-term adverse health effects. The ability of VOC chemicals to cause health effects varies greatly and depend on a number of factors including exposure level and length of time exposed but can be anywhere from being highly toxic, to having no known health effect. Health effects may include eye, nose, and throat irritation; headaches; skin irritation, nausea, damage to liver, kidney, and central nervous system; and cancer. Dry cleaning solvents generally consist of tetrachloroethylene (PCE) and trichloroethylene (TCE) which have a high solubility factor making them easily transmitted in groundwater to off-site locations. Contamination from PCE, TCE, its degradation products (including vinyl chloride) and other chlorinated compounds can be very difficult to remove from the environment, especially once they reach groundwater.

Project Site

Arena Site

The majority of the Arena Site is currently vacant land that is owned by the City or Successor Agency with 10 parcels owned by other parties that are used for commercial land uses. The vacant parts of the Project Site were previously developed, but were purchased by the City and cleared of uses that were incompatible with noise levels in compliance with Federal Aviation Administration (FAA) grants. In addition, the Arena Site includes an existing City water supply well and associated infrastructure. Historically, the Project Site was predominantly occupied by single-family residential properties and vacant/agricultural land uses starting in approximately 1923.[7] Based on historical aerial photographs from 1928 to 1947, the land uses continued as residential, with possible apartment development in the eastern portion of the site by 1947. In 1952 there is evidence of a mobile home/trailer park. An automobile service station was also developed in the northwestern corner of the Arena Site by 1952, which operated until the 1970s when it was demolished and replaced by a fast food restaurant. More apartments and/or hotels are indicated in photographs from 1963 and continue as such during the time period of 1977 to 1994. Beginning in the mid-1980s, the FAA issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of disposing and recycling incompatible land uses to land uses which are compatible with the noise levels of airport operations. Under that program, the FAA and the City of Inglewood approved the acquisition of a number of parcels on the Project Site, and, as a result, many residential structures were acquired by the City and demolished. By 2002,[8] the eastern and southern portions of the Arena Site were vacant. The Arena Site is relatively level with an elevation of approximately 89 feet above mean sea level and a slight topographic gradient towards the south-southwest.

West Parking Garage Site

The two surface parking lots that are part of the West Parking Garage Site are both currently vacant, unpaved lots; however, they have a history of land uses that include residential and commercial properties. Prior to residential development that began in the 1920s and 1930s, the parking sites were likely used for agriculture. According to review of aerial photographs, residential land uses continue throughout the period from the 1930s up until 2013, although some residences had begun to be demolished by the early 2000s. Some commercial/retail uses along West Century Boulevard show up in the period between 1977 and 1983. The northern surface parking lot site was completely cleared in 2013, and the southern lot was completely cleared in 2002.[9]

East Transportation and Hotel Site

The East Transportation and Hotel Site is currently a vacant, unpaved lot with a history of residential land uses. Initially, this site was developed with single family residences and small-

[7] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 4.
[8] Timeline is largely developed from the review of aerial photographs in the EKI, 2017 Technical Memorandum which skips from 1994 to 2002.
[9] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 6.

scale agricultural properties in the 1920s and 1930s. Later uses included a trailer park, and all buildings were demolished in 1989. Similar to the surrounding area, the site is relatively level.

Well Relocation Site

The Well Relocation Site is also vacant and unpaved with no improvements other than fencing around the perimeter of the site. According to a review of permit records, Sanborn maps, and historic aerial photographs, the two parcels that make up this site were developed with residential uses as early as 1924.[10] Agricultural uses may have occurred prior to the 1920s. By 1962, the Well Relocation Site was subdivided, and the larger parcel was redeveloped with an apartment complex, which was then demolished sometime between 1994 and 2003. The smaller parcel was used for residential land uses up until they were demolished sometime between 2012 and 2014.

Database Search Project Site

The EKI technical memorandum included a database search of the Project Site and surrounding vicinity that was completed by Environmental Data Resources, Incorporated (EDR).[11] The results of the database search by EDR included the following (see **Figure 3.8-1**):

Arena Site

1. The property at 3900 West 102nd Street is listed as "Various City Properties" in the National Pollutant Discharge Elimination System (NPDES) database for discharges associated with demolition and construction activities. This database listing is not an indication of any release or violation.
2. The existing City water well site at 3901 West 102nd Street is listed as "Well No. 6" in the SWRCB Enforcement Action and SWRCB Waste Discharge System databases. This database listing is not an indication of any release or violation.
3. The property at 3901 West 102nd Street is also listed as "Inglewood Redevelopment Agency" in the DTSC Hazardous Waste Manifest database, which reported the disposal of 33 tons of asbestos-containing waste to a landfill. This database listing is not an indication of any release or violation.
4. The property at 3901 West 102nd Street is also listed as "Well No. 1NA 2NA 4 & 6" in the Facility Index System (FINDS) database as a water supply well or wells. This database listing is not an indication of any release or violation.
5. The property at 10220 South Prairie Avenue is listed as "E & M German Car Repair" in the 1990–1992 historical EDR auto databases. Based on other data sources that were reviewed as part of the EKI technical memorandum, this address was determined to be erroneous, and the auto repair facility is associated with the 10223 South Prairie Avenue property to the west, across South Prairie Avenue (discussed further below under "Surrounding Areas").
6. The property at 3822 West Century Boulevard is listed as "Omega Carpet & Uphl Stm Cleani" in the EDR historical cleaner database from 1992. Dry cleaners often used solvents such as PCE or TCE. Dry cleaning operations that used solvents have commonly released

[10] ESA, *Well Relocation Site – Historic Uses*, Technical Memorandum, December 28, 2018. Note, the Well Relocation Site was not included as part of the EKI technical memorandum. However, the ESA memorandum takes a similar approach to identifying land use history that the EKI memorandum uses.

[11] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 12.

solvents to the subsurface and because of their solubility can easily be dispersed by groundwater. Laboratory analysis of VOC compounds is the method used to identify whether there is a release of solvents to the subsurface. This listing is an indication that a potential release could have occurred at this location based on the land use.

West Parking Garage Site

The database search did not include any addresses that appeared to coincide with the West Parking Garage Site, however former land uses that included a print and press shop (from approximately 1977 to 1983), as well as a former mobile home park (from approximately 1947 to 1994) were identified in the description of past land uses.[12] In addition, the adjoining property on the east was occupied by a Unocal service station that operated from approximately 1963 to 1990.

East Transportation and Hotel Site

The database search did not include any addresses that appeared to coincide with the East Transportation and Hotel Site.

Well Relocation Site

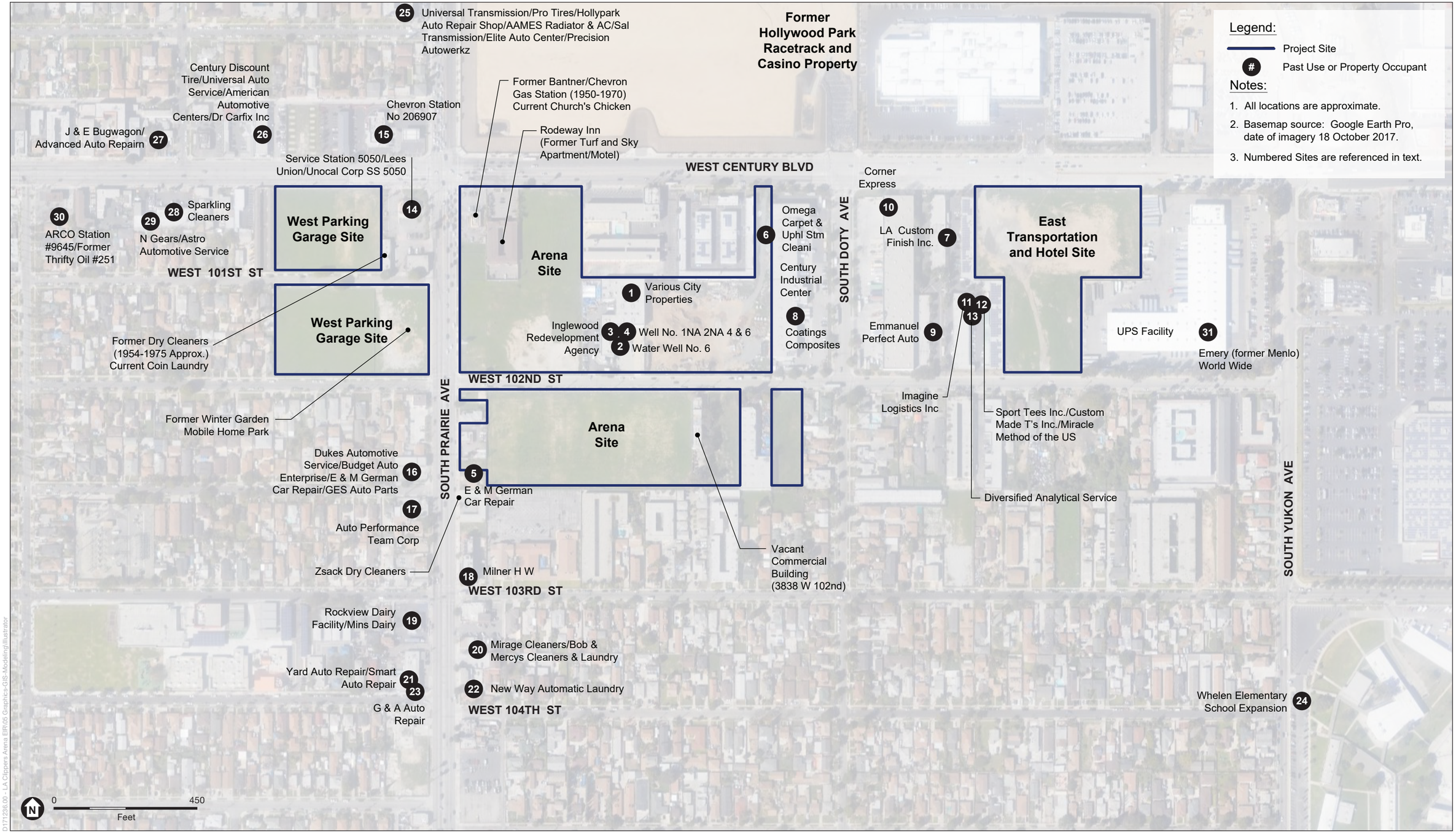
The findings from the database search in the EKI report did not find any addresses that appeared to coincide with the Well Relocation Site. However, a separate database search conducted specifically for this site included the Well Relocation Site as part of the Hazardous Waste Tanner Summary (HWTS) database records of hazardous waste manifests from the DTSC during 1993–2016.[13] The site name associated with this listing in the database search is the Inglewood Redevelopment Agency. This record of a hazardous waste manifest is an indication that hazardous waste was transported from this site and is not necessarily an indication of any release at the site.

Surrounding Area

The Project Site is located in a developed urban area with a mixture of commercial, entertainment, industrial, and residential land uses surrounding the site. Industrial land uses include warehouse/manufacturing facilities and automobile service stations, while commercial uses include hotels, retail, and restaurants.

[12] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 5-6.

[13] GeoSearch, 2018. *Radius Report*. December 31, 2018, p. 18. The GeoSearch records search is comparable to the EDR database search contained within the EKI report.



SOURCE: EKI, 2017

Inglewood Basketball and Entertainment Center

Figure 3.8-1
Database Search Results

ESA

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To the north of the Arena Site is the location of the former Hollywood Park Racetrack and Casino property, which is currently undergoing redevelopment. Prior to the racetrack, the property was used for agricultural purposes and the northeastern portion of the property was part of an oilfield where petroleum hydrocarbons have been detected. The racetrack opened in 1938 and the casino was added in 1994. Portions of the racetrack were also used for automobile fueling and maintenance, dry cleaning, wastewater treatment, and a veterinary hospital.[14]

According to the EKI technical memorandum, three areas were identified on the racetrack property where previous investigations had indicated the presence of chemicals of concern in the subsurface that could require additional assessment or remediation.[15] These areas included a former dry cleaner on the racetrack property, the Cypress Fee site groundwater plume, and elevated methane in shallow soil gas at two locations on the racetrack property. A soil management plan (SMP) was prepared by EKI in 2007 that will be implemented as part of construction of the new development at the racetrack site. Localized areas of contamination would be addressed during construction such that following completion of activities, no known areas of the property would have contaminants of concern above the criteria established in the SMP.[16] In 2008, as part of an earlier separate evaluation, EKI installed four groundwater monitoring wells on the racetrack property and monitored them for four quarters. Groundwater flow direction was highly variable and the water quality results indicated that chemicals of concern detected were part of regional plumes associated with widespread past agricultural land uses. However, there were no chemical uses on the property that were known to have migrated to the Project Site.[17]

Other surrounding properties identified in the EKI technical memorandum include the following sites with reported chemical use and/or releases that are upgradient of or adjacent to the Project Site (see Figure 3.8-1):

1. LA Custom Finish Inc., 3738 West Century Boulevard, between the Arena Site and East Transportation and Hotel Site along West Century Boulevard. This property is listed with use of unspecified solvent and organic mixtures, and is reportedly a painting business. This listing is an indication that a potential release could have occurred at this location based on the land use.
2. Coatings Composites, 10105 South Doty Avenue, between the Arena Site and East Transportation and Hotel Site. This property is listed as a hazardous waste generator of organic and inorganic chemicals, laboratory wastes, and solvents with no reports of releases. Despite no reported releases, the land use would indicate a potential for a release to have occurred.
3. Emmanuel Perfect Auto, 3742 West Century Boulevard, Suite 4, between the Arena Site and East Transportation and Hotel Site. This property is listed as an automotive repair shop in 1995–1996, and could have used total petroleum hydrocarbon (TPH)-containing compounds

[14] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 17-18.
[15] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 17-18.
[16] City of Inglewood, 2008. *Draft Environmental Impact Report, Hollywood Park Redevelopment Project, Hazards and Hazardous Materials Section IV.F,* SCH No. 2007111018, October 9, 2008.
[17] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Investigations,* Technical Memorandum, June 28, 2019, p. 18.

and solvents. This listing is an indication that a potential release could have occurred at this location based on the land use.

4. Corner Express, 3750 West Century Boulevard, between the Arena Site and East Transportation and Hotel Site. This property is listed as a generator of oil-containing waste, possibly from automotive repair shop operations. This listing is an indication that a potential release could have occurred at this location based on the land use.
5. Imagine Logistics Inc., 3734 West Century Boulevard, Suite 7, between the Arena Site and East Transportation and Hotel Site. This property is listed as a generator of organic chemicals. The property use is not listed, and there are no reports that a release of hazardous substances has occurred. This listing is an indication that a potential release could have occurred at this location based on the land use.
6. Sport Tees Inc./Custom Made T's Inc./Miracle Method of the US, 3732 West Century Boulevard, between the Arena Site and East Transportation and Hotel Site. This property is listed as a generator of organic chemicals, acids, hydrocarbon solvents, and organic solvents, and is listed as a laundry/dry cleaner. No indication of any releases are reported for the site. However, this listing is an indication that a potential release could have occurred at this location based on the land use.
7. Diversified Analytical Service, 3732 West Century Boulevard, Unit 3, between the Arena Site and East Transportation and Hotel Site. This property is listed as a generator of aqueous anionic solution, organic solids, contaminated soil from site cleanup, liquids with metals, and oil-water separation sludge. There are no reports that a release of hazardous substances has occurred. However, this listing is an indication that a potential release could have occurred at this location based on the land use.
8. Service Station 5050/Lees Union/Unocal Corp SS 5050, 4000 West Century Boulevard, at southwestern corner of South Prairie Avenue and West Century Boulevard. This property is a former vehicle fueling and service station with USTs. It was replaced by a fast food restaurant that is now shuttered and is currently a Starbucks cafe. TPH and benzene, toluene, ethylbenzene, and xylenes (BTEX) were detected in groundwater samples from 1993 to 1996, when the monitoring wells were destroyed and the case was closed by the Regional Water Quality Control Board (RWQCB). The groundwater gradient was observed to the northeast. When last monitored in 1996, concentrations of residual fuel-related compounds in groundwater on the subject property were low, and the RWQCB closed the site. As a result, this listing does not indicate a potential for a release that could extend onto the Project Site.
9. Chevron Station No 206907, 4015 West Century Boulevard, north of the West Parking Garage Site at northwestern corner of South Prairie Avenue and West Century Boulevard. The site is a current vehicle fueling and service station with USTs, and the site is shared with a fast food restaurant. Two USTs were installed in 1998 at the site: a 15,000-gallon gasoline UST and a 20,000-gallon gasoline UST. The available records do not list releases to the subsurface, and no soil or groundwater data are available for this site. However, this listing is still an indication that a potential release could have occurred at this location based on the land use.
10. Dukes Automotive Service/Budget Auto Enterprise/E & M German Car Repair/GES Auto Parts, 10223 South Prairie Avenue, approximately 250 feet south of the surface parking lots and across South Prairie Avenue from the Arena Site. This site is an auto repair shop with records dating from 1969 to the present. Records show that tanks were reportedly removed in 1987. However, in 1988, records show the site contained one 2,000-gallon UST and two 4,000-gallon USTs for storage of "product" which could represent replacement tanks for the

ones removed. The available records do not indicate releases to the subsurface, and no soil or groundwater data are available for this site. This listing is an indication that a potential release could have occurred at this location based on the land use.

11. Auto Performance Team Corp, 10305 South Prairie Avenue, 130 feet southwest of the Arena Site. This site is listed as an auto repair shop from 2006 to 2014, and was observed to be an auto repair shop during the site visit on October 24, 2017. This listing is an indication that a potential release could have occurred at this location based on the land use.
12. Milner H W, 10324 South Prairie Avenue/10396 South Prairie Avenue, approximately 90/320 feet south of the Arena Site. These addresses are listed for the same property also are listed as a historical gasoline and oil service station in 1927 and 1940, no other records indicating property use are available. A relatively newer structure currently occupies the site that appears to be for commercial retail offices. The historical land use, however, indicates a potential for a release to have occurred, however, the age of the land use would indicate that if any releases had occurred, natural attenuation would likely have reduced any potential threat to human health or the environment for most petroleum hydrocarbons.
13. Rockview Dairy Facility/Mins Dairy, 10411 South Prairie Avenue, 490 feet south of the Arena Site. This property is listed as a convenience store from 1988 to 1996, and was part of a RWQCB cleanup site from 1993 to 1997. USTs were reportedly removed from the site in 1993. The GeoTracker database lists the soil as impacted by gasoline, and the case was closed in 1997.[18] Closure would indicate that no further threat to human health or the environment remains.
14. Mirage Cleaners/Bob & Mercys Cleaners & Laundry, 10412 South Prairie Avenue, 490 feet south of the Arena Site. This property is listed as a dry cleaner or laundry from 1971 to 2006, and reportedly handled PCE. The site no longer appears to be a cleaner or laundry. This listing is an indication that a potential release could have occurred at this location based on the land use.
15. Yard Auto Repair/Smart Auto Repair, 10421 South Prairie Avenue, 490 feet south of the West Parking Garage site. This site is listed as an auto repair facility from 1987 to 2005, and appeared to be a block with three to four connected auto repair shops. This listing is an indication that a potential release could have occurred at this location based on the land use.
16. New Way Automatic Laundry, 10424 South Prairie Avenue, 430 feet south of the Arena Site. This site is listed as a historical laundry or dry cleaner in 1964. This listing is an indication that a potential release could have occurred at this location based on the land use.
17. G & A Auto Repair, 10427 South Prairie Avenue, 450 feet south of the Arena Site. This site is listed as an auto repair facility from 1990 to 2014. This listing is an indication that a potential release could have occurred at this location based on the land use.
18. Whelen Elementary School Expansion, West 104th/105th Street, 420 feet south of the West Parking Garage Site. This school site is listed in the DTSC database, with reported investigation of LBP from demolished residential buildings conducted from 1999 to 2006. The buildings reportedly were built in the 1950s. The lead concentrations in soil were below the DTSC screening level of 255 milligrams per kilogram (mg/kg), and the site was closed by the DTSC. Closure would indicate that no further threat to human health or the environment remains.
19. Universal Transmission/Pro Tires/Hollypark Auto Repair Shop/AAMES Radiator & AC/Sal Transmission/Elite Auto Center/Precision Autowerkz, 1201 South Prairie Avenue, 500 feet

[18] GeoTracker is the environmental database maintained by the SWRCB that tracks sites with a history of releases to the subsurface that are overseen by the local Regional Water Resources Control Board.

north of the West Parking Garage Site. This site is listed as an auto repair facility from 1940 to 2014. 1203 and 1205 South Prairie Avenue have entries for Ralph's Automotive Service and Tri-State Gasoline, and appear to be for the same strip mall property containing multiple auto repair facilities. In 1987, the LADPW received an application for a 550-gallon double walled fiberglass tank that was for vehicle waste oil. No spills or leaks for the property are reported in available agency files. This listing is an indication that a potential release could have occurred at this location based on the land use.

20. Century Discount Tire/Universal Auto Service/American Automotive Centers/Dr Carfix Inc., 4055 West Century Boulevard, immediately north of the West Parking Garage Site across West Century Boulevard. This site is listed as an auto repair facility from 1988 to 2014. This listing is an indication that a potential release could have occurred at this location based on the land use.
21. J & E Bugwagon/Advanced Auto Repair, 4101 West Century Boulevard, 330 feet west of the West Parking Garage Site, across West Century Boulevard: this site is listed as an auto repair facility from 1988 to 2014. This listing is an indication that a potential release could have occurred at this location based on the land use.
22. Sparkling Cleaners, 4102 West Century Boulevard, 330 feet west of the West Parking Garage Site. This site is listed as a historic laundry or dry cleaner in 1964, but no current laundry or dry cleaning facility appears to be present at this property. This listing is an indication that a potential release could have occurred at this location based on the land use.
23. All N Gears/Astro Automotive Service, 4110 West Century Boulevard, 420 feet west of the West Parking Garage Site. This site is listed as an auto repair facility from 1986 to 2014. This listing is an indication that a potential release could have occurred at this location based on the land use.
24. ARCO Station #9645/Former Thrifty Oil #251, 4130 West Century Boulevard, 690 feet west of the West Parking Garage Site. This site is listed with six USTs: one 8,000-gallon UST for gasoline, one 15,000-gallon UST for gasoline, one 10,000-gallon UST for gasoline, one 6,000-gallon UST for gasoline, one 280-gallon UST for waste oil, and one UST of unknown capacity for waste oil. A different listing of USTs from a different database indicates the site had five USTs: three 12,000-gallon USTs for gasoline, one 15,000-gallon UST for gasoline, and one UST of unknown size and use. The site is also listed with a leaking UST case currently under regulatory oversight, and as a small quantity hazardous waste generator. The site disposed of aqueous solution with less than 10 percent organics, organic solids, waste oil, and oil/water separation sludge. TPH, BTEX, and methyl tertiary butyl ether (MTBE) were detected in soil samples collected during UST removal activities, and approximately 900 cubic yards of soil were excavated and removed. Groundwater has not been sampled at this site. This listing is an indication that a potential release could have occurred at this location based on the land use and ongoing regulatory oversight.
25. Emery (former Menlo) World Wide, 3600 West Century Boulevard, 360 feet east of the East Transportation and Hotel Site. The site has recorded UST use. One 10,000-gallon gasoline UST was removed in July 2002. A 20,000-gallon diesel UST remains at the site and was permitted and in use as of 2007. Diesel fuel was detected in soil samples collected from the surface to 30 feet below ground surface (bgs) near the existing diesel UST in 1994. Groundwater at the site has reportedly not been investigated. Diesel fuel in soil at depths of up to 40–50 feet bgs were observed in later investigations. The RWQCB closed the case in 2015 after concurring with additional investigations by the responsible party showing groundwater was not affected by releases from the site. Closure indicates that no further threat to human health or the environment remains.

Shallow Soil Sampling at Project Site

As part of the evaluation to determine the potential presence of legacy contaminants in the subsurface soils at the Project Site, EKI also collected surface soil samples for laboratory analysis. The samples were collected at locations on the Arena Site and the East Transportation and Hotel Site, and also included sampling the existing soil stockpiles on the Arena Site. The West Parking Garage Site and Well Relocation Site were also sampled in a subsequent effort in March 2019.[19] The samples in both investigations were analyzed for presence of TPH, VOCs, metals, polynuclear aromatic hydrocarbons (PAHs), PCBs, pesticides, and herbicides. Samples were collected at the near surface (0 to 1 foot bgs) and between 4 and 5 feet bgs (locations are shown in **Figure 3.8-2**).

The analytical results were compared to the US EPA Regional Screening Levels (RSLs) for residential and also commercial/industrial land uses, as modified by DTSC Human and Ecological Risk Office (HERO) Note 3. These screening levels are referred to as the "HERO Note 3-modified RSLs" and are not considered to be cleanup threshold concentrations, but screening levels that are intended to be a health-conservative preliminary evaluation of potential risk and hazard based on planned land uses. The HERO Note 3 modified RSLs for residential land uses are lower than the commercial/industrial land uses because residential land uses are what would potentially be most sensitive, representing the highest potential exposure to health risk.

Total Petroleum Hydrocarbons

The laboratory analytical results for TPH in soil samples showed that diesel- and motor-oil-range TPH were detected above the HERO Note 3-modified RSLs for residential land use (96 and 2,500 mg/kg, respectively) in four samples: the 0 to 1-foot-bgs samples in sampling areas PC-4 (Arena Site – north), PC-6 (East Transportation and Hotel Site) and PC-9 (Arena Site – south), and the stockpile sample in area PC-9 (see Figure 3.8-2). Diesel- and motor-oil-range TPH was not detected above the residential screening levels at the West Parking Garage Site or Well Relocation Site. The highest detected concentrations of diesel- and motor-oil-range TPH at 940 mg/kg and 2,700 mg/kg, respectively, were found in the sample collected from 0 to 1 foot bgs in area PC-6. Gasoline-range TPH was not detected above the HERO Note 3-modified RSL for residential land use (82 mg/kg) in any of the samples collected. The motor-oil-range TPH detections for all samples were below the HERO Note 3-modified RSL for commercial/industrial land use (33,000 mg/kg), but the diesel-range TPH detections were above the HERO Note 3-modified RSL for commercial/industrial land use (440 mg/kg).

[19] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 1.

Metals

The laboratory analytical results for metals (including hexavalent chromium and mercury) in soil samples showed concentrations all below the respective HERO Note 3-modified RSLs for residential land use with the exception of hexavalent chromium and thallium.[20]

Hexavalent chromium was detected in one sample (PC-2) from the 4- to 5-foot-bgs depth on the northern portion of the Arena Site at a concentration of 0.490 mg/kg, which is above the screening level of 0.3 mg/kg.[21] Hexavalent chromium was also detected above the HERO Note 3-modified RSLs at the West Parking Garage Site and Well Relocation Site in all of the 0- to 1-foot and 4- to 5-foot samples, ranging from 0.34 to 0.60 mg/kg.[22]However, the laboratory also reported hexavalent chromium in the method blank, a quality assurance/quality control (QA/QC) measure, that would indicate a laboratory contaminant may have affected results.[23]

Thallium was detected in the sample collected from 0 to 1 foot bgs in area PC-11 (West Parking Garage Site) at 0.858 mg/kg, just above the residential land use screening level of 0.78 mg/kg.

The surface soil samples (0 to 1 foot bgs) were also analyzed using a portable field method for the presence of arsenic and lead. The analytical results for arsenic showed one sample slightly above the DTSC regional background level in the northern portion of the Arena Site (12.1 mg/kg in PC-2 compared to background threshold of 12 mg/kg). Lead was detected above the HERO Note 3-modified RSL for residential land use of 80 mg/kg in 11 of the 52 soil samples analyzed in 2017 and 2 of 25 samples analyzed in 2019 using the field method, at concentrations up to 221 mg/kg (PC-7). Lead was not detected above the HERO Note 3-modified RSL for commercial/industrial land use of 320 mg/kg.

VOCs, PAHs, PCBs, organochlorine pesticides, organophosphorus pesticides, and chlorinated herbicides were not detected above the respective HERO Note 3-modified RSLs for residential land use.

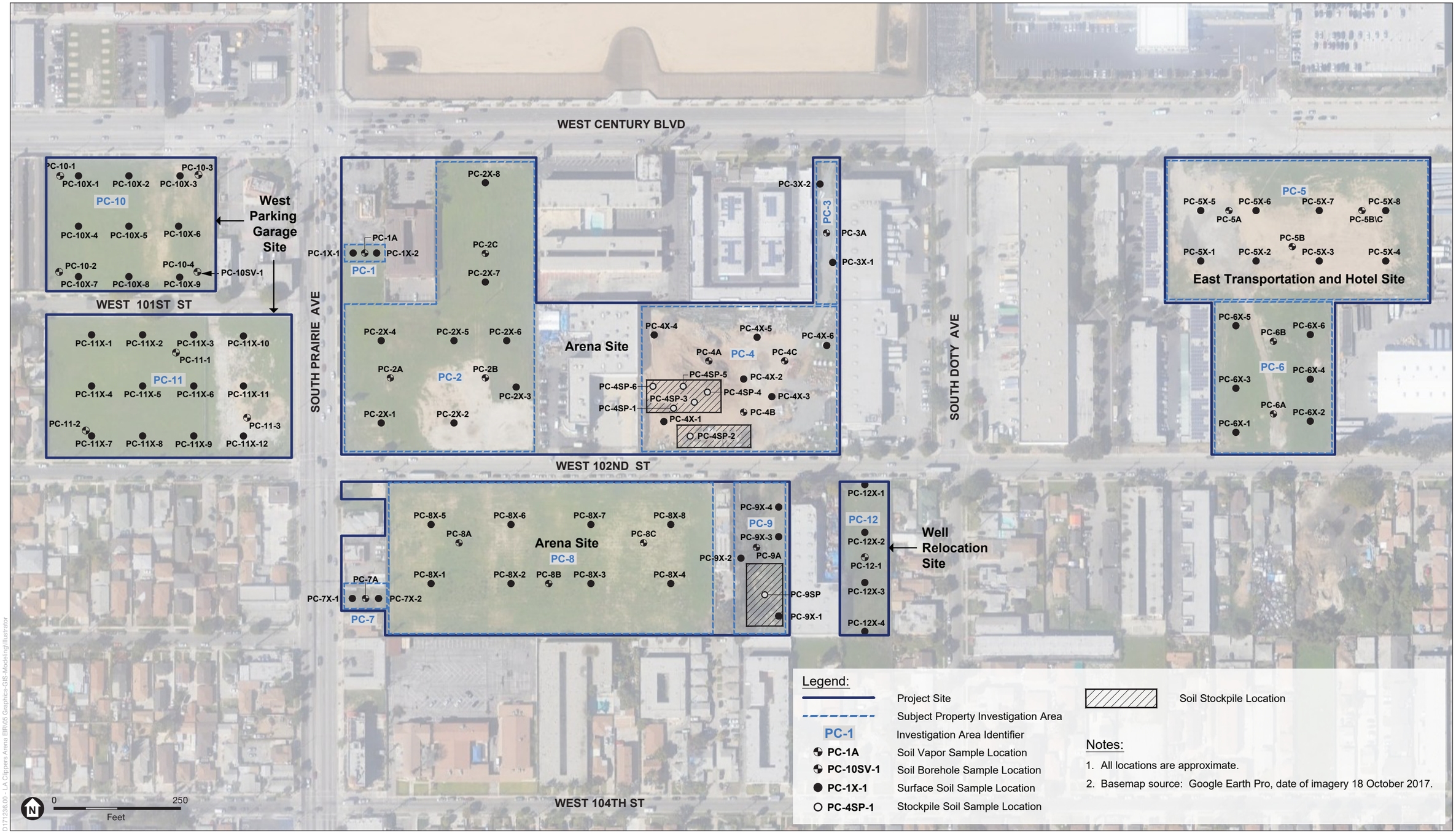
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20 Arsenic levels were compared to DTSC background concentrations for Southern California. DTSC calculated an upper bound of 12 mg/kg as an appropriate threshold for determining any presence of arsenic above background for school sites in Southern California (DTSC, 2008 as cited in the EKI technical memorandum). Arsenic was not detected above the DTSC concentration of 12 mg/kg in any of the soil samples analyzed.

21 The reporting limit (i.e., the lowest level that can be confidently reported) for hexavalent chromium from the analytical laboratory is actually above the HERO Note 3-modified RSL for residential land use of 0.3 mg/kg, however, the method detection limit (i.e., the lowest level the laboratory equipment can quantify but not confirm so it becomes an estimate) provided by the laboratory is lower than 0.3 mg/kg, and no estimated detections of hexavalent chromium between the reporting limit and the method detection limit are reported by the laboratory.

22 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 4.

23 In accordance with standard laboratory procedures for QA/QC, a method blank which is an analyte free matrix, is carried through the complete preparation and analytical procedure. The method blank is used to evaluate contamination resulting from the complete preparation and analytical procedure.



SOURCE: EKI, 2017

Inglewood Basketball and Entertainment Center

Figure 3.8-2
Soil Sample Locations

ESA

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Schools and Daycare Centers

The public schools nearest to the Project Site (i.e., Arena Site, West Parking Garage Site, East Transportation and Hotel Site, or Well Relocation Site) are the Dolores Huerta Elementary School (4125 West 105th Street, Lennox) located approximately 620 feet (0.12 miles) to the southwest of the southwest corner of the Arena Site, and Morningside High School (10500 Yukon Avenue South, Inglewood,) located approximately 985 feet (0.19 miles) southeast of the East Transportation and Hotel Site. Both public schools are located within 0.25 miles of the Project Site.

In addition, an early childhood education use is located at 3937 West 104th Street, immediately adjacent to the southern boundary of the Arena Site, on the same property as the Inglewood Southside Christian Church.

There are no daycare centers located within 0.25 miles of the Project Site. The daycare center closest to the Project Site is the Daycare Family Lopez (4220 West 107th Street, Lennox), which is approximately 1,950 feet (0.37 miles) southwest of the southwest corner of the West Parking Garage Site.

Airports

The nearest public use airports to the Project Site include Los Angeles International Airport (LAX) and Jack Northrop Field/Hawthorne Municipal Airport (HHR). The Project Site is located approximately 2 miles east of LAX, along the extended centerlines of Runways 25R and 25L, and approximately 1.4 miles due north of Runway 7-25 at HHR. There are no private airstrips located in the vicinity of the Project Site.

The Project Site is located within the planning boundary/airport influence area (AIA) established for LAX in the Los Angeles County Airport Land Use Plan (ALUP); it is not within the planning boundary or AIA for HHR. The planning boundary for LAX represents the combined areas around the airport subject to potential noise impacts and safety hazards associated with airport operations. The ALUP provides noise and safety policies governing development of compatible future land uses in areas around LAX. The Project Site is located within the CNEL 65 dB contour established for LAX in the ALUP, but is not located within the CNEL 65 dB contour for HHR. As a result of its exposure to noise from LAX, the Proposed Project is subject to the noise policies in the ALUP.

Wildland Fire

The City of Inglewood is a fully developed urban area that is not associated with wildland fires. According to the Fire Hazard Severity Zone mapping done by the California Department of Forestry and Fire Protection, the Project Site is located in an incorporated city that is considered

to be Non-Very High Fire Hazard Safety Zone (non-VHFHSZ).[24] The City is responsible for fire protection in the area, which is implemented in part by enforcement of Fire Code requirements contained within the Building Code, as well as fire protection services provided by the City of Inglewood Fire Department (see Section 3.13, Public Services).

3.8.2 Adjusted Baseline Environmental Setting

Section 3.8, Hazards and Hazardous Materials, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. The HPSP Adjusted Baseline projects that will be constructed immediately northeast of the intersection of West Century Boulevard and South Prairie Avenue are expected to include the use, storage, and disposal of hazardous materials. Construction of these improvements will not likely have any direct effect on the hazards and hazardous materials associated with the Proposed Project, as the improvements being constructed would be expected to have only site-specific hazard issues.

As described in the SMP that is being implemented as part of construction for the NFL Stadium and other HPSP Adjusted Baseline projects, following completion of construction, no known areas of the NFL Stadium site would contain contaminants of potential concern that are above the criteria set in the SMP.[25] Remediation has or will occur during grading and site preparation activities. The regulatory oversight required for these types of remediation activities would be required prior to completion of construction and would require that no potential for off-site migration could adversely affect down-gradient locations, including the Project Site. Also, the HPSP Adjusted Baseline projects will not be associated with substantive routine emissions of hazardous materials or wastes and any incidents such as accidental and upset conditions would likely be isolated and localized events. Therefore, while the amount of hazardous materials being transported, stored, handled and disposed of with these new land uses will increase, they would not substantively alter the analysis for the Proposed Project under current existing conditions.

3.8.3 Regulatory Setting

Federal

The primary federal agencies with responsibility for hazards and hazardous materials management include the US EPA, US Department of Labor Occupational Safety and Health Administration (Fed/OSHA), and the US Department of Transportation (US DOT). Federal laws, regulations, and responsible agencies are summarized in **Table 3.8-1**.

[24] California Department of Forestry and Fire Protection, 2011. Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Los Angeles County. September. Accessed January 17, 2019.

[25] Erler & Kalinowski, Incorporated, 2007. *Soil Management Plan*, July 3, 2007, p. 1-1.

TABLE 3.8-1
FEDERAL LAWS AND REGULATIONS RELATED TO HAZARDS AND HAZARDOUS MATERIALS MANAGEMENT

Classification	Federal Law or Responsible Federal Agency	Description
Federal Aviation	FAA	The FAA's primary role is to promote aviation safety and control the use of airspace. Federal regulations and FAA Advisory Circulars applicable to compatible land use and/or safety include, but are not limited to, 14 Code of Federal Regulations Part 77 (14 CFR Part 77), Safe, Efficient Use, and Preservation of the Navigable Airspace; FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or near Airports; and FAA Order 5200.5A, Waste Disposal Sites on or near Airports.
Hazardous Waste Handling	Resource Conservation and Recovery Act of 1976 (RCRA)	Under RCRA, the US EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous waste from "cradle to grave."
	Hazardous and Solid Waste Act	Amended RCRA in 1984, affirming and extending the "cradle to grave" system of regulating hazardous wastes. The amendments specifically prohibit the use of certain techniques for the disposal of some hazardous wastes.
	Toxic Substances Control Act	Code of Federal Regulations Title 40 Chapter 1, Subchapter R – Toxic Substances Control Act – Part 761 Polychlorinated Biphenyls (PCBs) – covers the identification and sampling requirements for PCBs for disposal purposes.
Hazardous Materials Management	Community Right-to-Know Act of 1986 (also known as Title III of the Superfund Amendments and Reauthorization Act (SARA)	Imposes requirements to ensure that hazardous materials are properly handled, used, stored, and disposed of and to prevent or mitigate injury to human health or the environment in the event that such materials are accidentally released.
Hazardous Materials Transportation	US DOT	US DOT has the regulatory responsibility for the safe transportation of hazardous materials. The US DOT regulations govern all means of transportation except packages shipped by mail (49 CFR).
	US Postal Service (USPS)	USPS regulations govern the transportation of hazardous materials shipped by mail.
Occupational Safety	Occupational Safety and Health Act of 1970	Fed/OSHA sets standards for safe workplaces and work practices, including the reporting of accidents and occupational injuries (29 CFR).
Structural and Building Components (lead-based paint, polychlorinated biphenyls, and asbestos)	Toxic Substances Control Act	Regulates the use and management of PCBs in electrical equipment, and sets forth detailed safeguards to be followed during the disposal of such items.
	US EPA	The US EPA monitors and regulates hazardous materials used in structural and building components and their effects on human health.

State and local agencies often have either parallel or more stringent rules than federal agencies. In most cases, state law mirrors or overlaps federal law and enforcement of these laws is the responsibility of the state or of a local agency to which enforcement powers are delegated. For these reasons, the requirements of federal law and its enforcement are discussed under either the state or local agency section.

Federal Aviation Regulations Part 77 Safe, Efficient Use and Preservation of the Navigable Airspace

In fulfilling its role in managing the nation's airspace, the FAA regulates objects with the potential to affect navigable airspace. This is accomplished through evaluation of certain projects to determine whether they are hazards to air navigation. For both public use airports in the vicinity of the Proposed Project, Federal Aviation Regulations (FAR) Part 77 Safe, Efficient Use and Preservation of the Navigable Airspace (14 Code of Federal Regulations Part 77)[26] establishes notification criteria and defines various airport imaginary surfaces[27] for the operating environments (airspace) surrounding the airport. Part 77 stipulates that any proposed construction or alteration that is more than 200 feet above ground level (AGL) at its site, or that would exceed the established imaginary surfaces of an airport triggers a requirement to notify the FAA through its Obstacle Evaluation/Airport Airspace Analysis (OE/AAA) system or by filing Form 7460-1, "Notice of Proposed Construction or Alteration," (Form 7460-1), often referred to as a 7460-1 application. This notification prompts the FAA to conduct an aeronautical study to determine whether a project would constitute a hazard to air navigation. During such an aeronautical study, the FAA would evaluate the potential of a project to impact air traffic operations at both airports as well as nearby communication, navigation, and surveillance systems. Furthermore, the ALUP includes policies requiring compliance with Part 77.

Part 77 includes a large number of criteria that protect the airspace around an airport. The most relevant of these to the Project Site include notification criteria, horizontal imaginary surface criteria, and obstacle clearance surface criteria, each of which is discussed below.

Notification Criteria

Under Part 77 notification criteria are triggered by any permanent or temporary construction or alteration that is more than 200 feet AGL at its site or that exceeds imaginary surfaces associated with runways at public-use or military-use airports, or any airport with an FAA-approved instrument approach procedure. The size and slope of the imaginary notification surfaces for an airport are directly related to the length of the longest runway at that airport. Exceedance of any notification criterion triggers a requirement to file notice of construction with the FAA by filing a Form 7460-1. Once the FAA receives a Form 7460-1 application it conducts an aeronautical study to ensure that the construction or alteration would not result in an adverse effect on the safety and efficiency of air navigation.

Imaginary Surfaces

The FAA uses level and sloping imaginary surfaces delineated around airports to determine if proposed structures would represent an obstruction to air navigation (for public use airports, see 14 CFR Part 77.19). If a project would penetrate the imaginary airspace surfaces defined for an

[26] Federal Aviation Administration, 2010. 14 Code of Federal Regulations Part 77 *Safe, Efficient, Use and Preservation of the Navigable Airspace*, Federal Register Volume 75, Number 139, July 21, 2010.

[27] This federal regulation establishes five different imaginary surfaces (primary, approach, transitional, horizontal, and conical) for each runway to protect the ability for aircraft to safely fly into and out of the airport. These surfaces are incorporated as part of the Los Angeles County ALUP.

airport it is automatically assumed by the FAA to be an obstruction. The imaginary airspace surfaces around civil airports include primary surfaces (ground level, immediately surrounding the runways), horizontal surfaces (a horizontal plane 150 feet above the established airport elevation extending out to a maximum of 10,000 feet from above the end of the primary surface), conical surfaces (extending upward from the periphery of the horizontal surface [150 feet above airport elevation] for 4,000 feet at a slope of 20 to 1), approach surfaces (extending upward and outward from the end of the primary surface along the runway centerline), and transitional surfaces (extending from the primary surfaces to the horizontal and approach surfaces at a slope of seven to one).

At the Project Site, the height of the HHR imaginary surface ranges from 137 to 148 feet above median sea level (AMSL). Any temporary or permanent object that penetrates the horizontal surface requires notification to the FAA through the Form 7460-1 process, described above. Any proposed structures that exceed a 14 CFR Part 77 imaginary surface will require marking and lighting in accordance with FAA requirements. This requirement, however, does not automatically result in a Determination of Hazard by the FAA.

Obstacle Clearance Surfaces

The FAA has also established obstruction standards for determining whether objects, temporary (e.g., construction cranes) or permanent (e.g., buildings, trees, flagpoles, power poles, antennae), would constitute obstructions in the airspace. An obstacle clearance surface is established for every approach and departure flight path and procedure. The lowest obstacle clearance surfaces overlying the Project Site are associated with the LAX Localizer Approach to Runway 25L. This instrument approach procedure provides course guidance, and minimum altitudes, for aircraft to descend towards the southernmost runway. The associated obstacle clearance surfaces, or height constraints, associated with LAX Localized Approach to Runway 25L over the Project Site range from 290 to 450 feet AMSL from west to east.

If required, an FAA aeronautical study would evaluate the potential for impacting visual flight rules (VFR) or instrument flight rules (IFR) air traffic operations. This study would include analyzing various segments of airspace that overlie the Project Site. Examples include instrument departures and approaches, usable VFR traffic pattern airspace, diverse vector areas (DVA), visual glideslope indicators (VGSI), minimum vectoring altitudes (MVA), and low altitude en-route airways. Each of these segments of airspace have differing level or sloping obstacle clearance surfaces to ensure the appropriate clearance between the aircraft and terrain or other obstacles.

State

California Environmental Protection Agency and Unified Program

California's Secretary for Environmental Protection has established a unified hazardous waste and hazardous materials management regulatory program (Unified Program) as required by Senate Bill 1082 (1993).

The California Environmental Protection Agency (Cal/EPA) oversees the implementation of the Unified Program. The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspection and enforcement activities of six environmental and emergency response programs. The state agencies responsible for these programs set the standards for their respective programs while local governments implement the standards.

The Unified Program is implemented at the local level by 86 government agencies certified by the Secretary of Cal/EPA. These Certified Unified Program Agencies (CUPAs) have typically been established as a function of a local environment health or fire agency. Some CUPAs also have contractual agreements with one or more other local agencies called "participating agencies (PAs)," which implement one or more program elements, under the oversight of the CUPA.

The state agency partners involved in the Unified Program have the responsibility of setting program element standards, working with Cal/EPA on ensuring program consistency and providing technical assistance to the CUPAs and PAs. The following state agencies are involved with the Unified Program:

- **California Environmental Protection Agency (Cal/EPA).** The Secretary of Cal/EPA is directly responsible for coordinating the administration of the Unified Program. The Secretary certifies Unified Program Agencies. The Secretary has certified 86 CUPAs to date. These 86 CUPAs carry out the responsibilities previously handled by approximately 1,300 state and local agencies.
- **Department of Toxic Substances Control (DTSC).** The Department of Toxic Substances Control provides technical assistance and evaluation for the hazardous waste generator program including on-site treatment (tiered permitting).
- **Governor's Office of Emergency Services (OES).** The Governor's Office of Emergency Services is responsible for providing technical assistance and evaluation of the Hazardous Material Release Response Plan (Business Plan) Program, the California Accidental Release Response Plan (CalARP) Programs, and carrying out FEMA requirements to prepare the State Multi-Hazard Mitigation Plan also known as the State Hazard Mitigation Program.
- **Office of the State Fire Marshal (OSFM).** The Office of the State Fire Marshal is responsible for ensuring the implementation of the Aboveground Petroleum Storage Act (APSA). They are also responsible for oversight of the Hazardous Material Management Plans and the Hazardous Material Inventory Statement Programs. These programs tie in closely with the Business Plan Program.
- **State Water Resources Control Board (SWRCB).** The SWRCB provides technical assistance and evaluation for the UST program.

Hazardous Waste Control Act

The hazardous waste management program enforced by DTSC was created by the Hazardous Waste Control Act (California Health and Safety Code section 25100 et seq.), which is implemented by regulations described in CCR Title 22, Social Security, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste. This act implements the RCRA "cradle-to-grave" waste management system in California, but is more stringent in its regulation of non-RCRA wastes, spent lubricating oil, small-quantity generators, transportation

and permitting requirements, as well as in its penalties for violations. The act also exceeds federal requirements by mandating the recycling of certain wastes, requiring certain generators to document a hazardous waste source reduction plan, requiring permitting for federally exempt treatment of hazardous wastes by generators, and implementing stricter regulation of hazardous waste facilities.

California Department of Industrial Relations, Division of Occupational Safety and Health Administration

The California Department of Industrial Relations, Division of Occupational Safety and Health Administration (Cal/OSHA), assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are more stringent than federal OSHA regulations, and are presented in CCR Title 8. Standards for workers dealing with hazardous materials include practices for all industries (General Industry Safety Orders); specific practices are described for construction and hazardous waste operations and emergency response. Cal/OSHA conducts on-site evaluations and issues notices of violation to enforce necessary improvements to health and safety practices. CCR Title 8 also includes standards for the identification, abatement, and handling of asbestos containing materials (8 CCR 1529 and 5208) and LBP (8 CCR 1532.1).

California Highway Patrol and Department of Transportation

The California Highway Patrol and California Department of Transportation (Caltrans) are the enforcement agencies responsible for hazardous materials transportation regulations. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations. California Vehicle Code Division 13, Chapter 5, Article 1, sections 31303–31309, regulates the transport of hazardous materials. The provisions of this section apply to the highway transportation of hazardous materials and hazardous waste and include restrictions on labeling/placards, transportation routes, and other measures to ensure safe transport of regulated materials.

State Water Resources Control Board

The SWRCB has primary responsibility to protect water quality and supply through the respective RWQCBs. As described in Section 3.9, Hydrology and Water Quality, RWQCBs are authorized by the Porter-Cologne Water Quality Control Act of 1969 to protect the waters of the state. The RWQCBs provide oversight for sites where the quality of groundwater or surface waters is threatened. Extraction and disposal of contaminated groundwater due to investigation/remediation activities or due to dewatering during construction require a permit from the RWQCBs if the water were discharged to storm drains, surface water, or land.

CCR Title 23, Chapter 15, requires that non-hazardous liquid (greater than 42 gallons) or solid (greater than 10 cubic yards) waste must be reported to the RWQCB. Domestic wastewater and refuse releases are required to be reported under different non-Chapter 15 regulations.

California State Aeronautics Act

Public Utilities Code section 21001 et seq. is also known as the State Aeronautics Act, which is designed to further protect the public interest in aeronautics and aeronautical progress. Measures in the Act include:

(a) Fostering and promoting safety in aeronautics.

(b) Effecting uniformity of the laws and regulations relating to aeronautics consistent with federal aeronautics laws and regulations.

(c) Developing, in cooperation with the private sector, airport management, local jurisdictions, federal authorities, and the general public, informational programs to increase the understanding of current air transportation issues including, but not limited to, aviation safety, planning, airport noise, airport development and management, and the role of aviation in the economic development of the state, as an integral part of the state's transportation system.

Article 2.7 of the Act addresses regulation of obstructions to airports and navigational facilities by outlining the notification requirements for different types of projects. For any new structures, such as those identified for the Proposed Project, Article 2.7 specifies that a permit from the California Division of Aeronautics must be obtained for any objects affecting the navigable airspace as defined in 14 CFR Part 77, which primarily relate to height. This permit is not required if the FAA has determined that the new construction does not constitute a hazard to air navigation.

California Fire Code

The 2016 California Fire Code is published by the California Building Standards Commission and incorporates by adoption the 2015 International Fire Code of the International Code Council. The California Fire Code is contained as Part 2 of the California Building Code and includes minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to fire fighters and emergency responders during emergency operations. The City of Inglewood has adopted the California Fire Code with amendments.

Regional

Los Angeles County Airport Land Use Plan

Pursuant to California Public Utilities Code sections 21670–21679.5, with certain exceptions, each county in California with a public use airport is required to establish an Airport Land Use Commission (ALUC). The Los Angeles County Regional Planning Commission acts as the ALUC for Los Angeles County. The ALUC's purpose is to coordinate land use planning in areas around airports to provide for future development of the airport while protecting the public health, safety and welfare. To further this purpose, each ALUC must develop a compatible land use plan that promotes and ensures compatibility between airports and surrounding land uses. The Los Angeles ALUP was adopted on December 19, 1991 (revised December 2004), and includes policies applicable to future land uses in areas around the County's airports, as well as delineating the planning boundaries/AIAs in which these policies are applicable. This purpose is further

achieved through ALUC review of proposed development within the planning boundaries/AIAs to ensure consistency with the Los Angeles County ALUP. The following policies from the Los Angeles County ALUP are applicable to the Proposed Project:

Policies Related to Safety:

Policy G-4: Prohibit any uses which will negatively affect safe navigation.

Policy S-5: Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.

Policy S-6: Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

Policy S-7: Comply with the height restriction standards and procedures set forth in 14 CFR Part 77.

South Coast Air Quality Management District and Rule 1403

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by US EPA. The EPA has delegated the authority to enforce the federal asbestos regulations to the South Coast Air Quality Management District (SCAQMD). Air Quality Management District Rule 1403, adopted by SCAQMD on October 6, 1989, establishes survey, notification, and work practice requirements to prevent asbestos emissions from emanating during building renovation and demolition activities.

Local

County of Los Angeles Health Hazardous Materials Division

In 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services for the inspection of businesses generating hazardous waste. In 1991, the program merged into the Fire Department and it became the Health Hazardous Materials Division (HHMD). All Hazardous Material Specialists are sworn and badged Los Angeles County Deputy Health Officers.

In 1997, the HHMD became a CUPA to administer the following programs within Los Angeles County: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program (also referred to as Hazardous Materials Business Plans [HMBPs]), the California Accidental Release Prevention Program, the Aboveground Storage Tank Program, and the UST Program. The HHMD is a division of the Department's Prevention Services Bureau, and includes the following sections and units:

- Inspection Section,
- Emergency Operations Section,
- Special Operations Section, and
- Administration/Planning Section.

HMBPs are required for any facility that will handle a hazardous material or a mixture containing a hazardous material that has a quantity at any one time during the reporting year that is equal to, or greater than, 55 gallons for materials that are liquids, 500 pounds for solids, or 200 cubic feet for compressed gas, as defined in subdivision (i) of section 25501 of the California Code (Health and Safety Code Division 20, Chapter 6.95, Article 1, Business and Area Plans [25500–25519]. Other requirements include submitting a chemical inventory information sheet pursuant to section 11022 of Title 42 of the United States Code. As the CUPA agency, HMMD would be responsible for ensuring compliance with these regulations.

City of Inglewood General Plan

The Safety Element of the Inglewood General Plan was adopted in July 1995. The following policies are articulated as "mitigation measures" in the City of Inglewood General Plan Safety Element and are relevant to Hazards and Hazardous Materials.

Safety Element

- Enforcement of the State law that requires businesses involved with hazardous materials to disclose the quantities of hazardous materials, their locations, their disposal and a management plan designed to decrease risks to the public.
- Private businesses and government agencies must continue to update and prepare the proper emergency responses in the event of a spill or explosion.
- The City must have continuous coordination among its staff (e.g., Planning Division, Fire Department, etc.) to ensure that hazardous material operations are located in zones and facilities that are appropriate and safe for such use.
- The City must ensure that these uses are located safe distances from residences, schools, hospitals, large assemblages of people, etc.

The Proposed Project would be consistent with these policies through the reparation and implementation of a HMBP (see discussion above under County of Los Angeles HMMD), which would ensure that the storage, handling, and disposal of hazardous materials is done in accordance with practices that minimize exposure and inadvertent releases.

City of Inglewood Multi-Hazard Mitigation Plan

The Office of Emergency Services (OES) achieves its mission of preparing for emergencies and disasters by serving the City of Inglewood through effective collaboration in preparing for, protecting against, responding to, recovering from, and mitigating the impacts of all hazards and threats. The City has an Emergency Plan (City of Inglewood Multi-hazard Mitigation Plan [MHMP]), which is in the process of being updated at the time of preparation of this section.[28] The existing 2010 MHMP generally provides a means to prepare and maintain systems, supplies and other logistical items to support emergency/disaster response and recovery among city

[28] City of Inglewood, *Emergency Preparedness,* http://v1.cityofinglewood.org/depts/admin/emergency_preparedness.asp. Accessed December 28, 2018.

departments to address natural and man-made hazards for all past, existing, and future development. The current MHMP includes the following overall hazard mitigation goals:

- Minimize the loss of life and property from natural hazard events
- Protect public health and safety
- Increase public awareness of risk from natural hazards
- Enhance emergency services including warning systems

3.8.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to hazards and hazardous materials. The following thresholds of significance have been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. 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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school;
4. 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 create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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 or create a hazard to navigable airspace and/or operations at a public airport;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Methodology and Assumptions

Hazardous Materials Impacts

The potential for the creation of significant impacts related to hazards and/or hazardous materials through construction and operation of the Proposed Project were determined by a review of the existing conditions, with particular attention paid to the known or potential presence of hazardous materials and hazardous wastes associated with past operations on properties on the Project Site and nearby vicinity. Because regulatory requirements have evolved over time, and the regulations related to handling and disposal of hazardous materials have become increasingly stringent, it is reasonably understood that land uses that operated prior to the creation of the current regulatory

regime have a greater likelihood to have resulted in release of hazardous materials, if such materials were associated with the past use, than land uses that have operated only in recent years. Thus, the identification of past land uses is a key element of the evaluation process.

Exposure risks are affected by a variety of factors such as the chemical of concern, concentration level, medium (i.e., soil, groundwater, or soil vapor), and/or exposure pathway. Exposure can occur through direct physical contact as a result of disturbance from earthwork activities during demolition, excavation, or construction. Exposure can also take place through inhalation of off-gassing constituents (e.g., VOCs) that may be present in the soil or groundwater exposed during construction, or during project operations from vapor intrusion of gasses that can seep through foundations into new structures where people are present. This analysis relies on the select soil sampling that was conducted as part of the two EKI technical memorandums to characterize the existing subsurface conditions at the Project Site (see below). Where site-specific data is either limited or unavailable, this analysis makes conservative assumptions regarding the potential for encountering legacy contaminants.

Human health risks can occur from either acute or chronic exposure to subsurface contamination, and both are considered in this analysis. In order to quantitatively estimate exposure risks, a human health impact analysis or health risk assessment is necessary. A risk assessment of this type is typically conducted as part of the regulatory oversight of sites with known past releases of hazardous materials. Because none of the areas within the Project Site are currently under regulatory oversight, no such risk assessments have been conducted.

The EKI technical memoranda, along with publicly available resources, including existing environmental databases, were reviewed in order to determine the potential for hazardous impacts that would occur from the construction and/or operation of the Proposed Project. The EKI technical memoranda identified known hazardous materials sites that are near, but not on the Project Site, some of which are under regulatory oversight. The status of the investigation and cleanup of these sites is described above, and it is recognized that the status will change over time as these sites progress through the regulatory oversight process (i.e., complete characterization of extent of contamination and/or remediation to the point of no further threat to human health or the environment remaining). Because local and state agencies are reasonably expected to continue to enforce applicable requirements, compliance with applicable federal, State, and local health and safety laws and regulations by land owners and businesses in the area, including the project applicant in the event that hazardous materials are discovered during the excavation and construction of the Proposed Project, is assumed in this analysis.

The EKI technical memoranda also included a description of the soil sampling that was performed on the Project Site. The samples were submitted to a certified laboratory for analysis. The sampling results were compared to the US EPA RSLs for residential and commercial/ industrial land uses, as modified by DTSC HERO Note 3. These screening levels are referred to as the “HERO Note 3-modified RSLs” and are not considered to be cleanup threshold concentrations, but screening levels that are intended to be a health-conservative preliminary

evaluation of potential risk and hazard based on planned land uses. The HERO Note 3-modified RSLs are less restrictive for commercial/industrial land uses compared to residential, since residential land uses tend to result in higher levels of exposure and associated health risk than for commercial/industrial land uses.

The analysis of potential impacts related to legacy contaminants relies on these sampling results because they are considered to be the best available representation of existing subsurface conditions. The use of the HERO Note 3-modified RSLs provide a conservative approach to evaluate potential health risks from implementation of the Proposed Project, recognizing that residential land uses are not proposed. As a result, screening levels for commercial/industrial land uses were also provided along with the residential levels for comparison.

Airport-Related Hazards

In order to evaluate the potential for the Proposed Project to result in the creation of airspace hazards, CAG prepared a comprehensive obstruction evaluation and airspace analysis for the Proposed Project in September 2017. This analysis was updated by CAG in May 2019, to include the most current heights identified for the temporary construction equipment and permanent structures included in the Proposed Project.[29] ESA aviation and airport planners conducted a peer review of the CAG analysis, and concluded that the analysis is accurate and objective, and appropriate for inclusion in this Draft EIR.

The results of the CAG analysis indicate that the Proposed Project construction cranes could trigger the 200-foot AGL notification criteria, and that temporary construction equipment and the proposed Arena Structure could penetrate the approximate 125-foot AGL (215-foot AMSL) 14 CFR Part 77.19 imaginary airspace horizontal surface for HHR. In addition, the CAG analysis determined that temporary construction cranes used as part of the construction of the Proposed Project potentially could exceed slightly the 290-foot obstacle clearance surface for the final approach segment of the Localizer Approach to Runway 25L at LAX.

The CAG memoranda are included in Appendix P.

Issues Determined to be Less Than Significant

Upon review of the Proposed Project, the City of Inglewood determined that due to the physical characteristics of the Project Site and the Proposed Project, several environmental issues or resources would not be affected by the Proposed Project and need not be further considered in the

[29] Capitol Airspace Group, 2017. *Project Condor Obstruction Evaluation & Airspace Analysis,* Technical Memorandum, September 13, 2017, and Capitol Airspace Group, 2019. *IBEC Project A description of Aeronautical Study Process and Results of an Obstruction Evaluation & Airspace Analysis, Technical Memorandum*, May 10, 2019.

Draft EIR.[30] The discussion below provides a brief statement of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

With respect to significance criterion (7), as described under Environmental Setting, the Proposed Project is located in a developed urban area served by the City of Inglewood Fire Department and is not located within a very high or high fire hazard severity zone. The following discussion further addresses these criteria.

The Proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

The Project Site is located in a developed urban area served by the City of Inglewood Fire Department and is not located within a very high of high fire hazard severity zone. As such, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Thus, there would be **no impact** of the Proposed Project related to this significance criterion. Potential impacts associated with other fire-related services are discussed in Section 3.13, Public Services, of this EIR.

Impacts and Mitigation Measures

Impact 3.8-1: Construction and operation of the Proposed Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

Construction

Project-related construction activities would include demolition and removal of existing buildings on the Project Site and use of hazardous materials during construction of new buildings, structures, and other features of the Proposed Project. The potential for exposure of the public or the environment to hazardous materials during these construction activities is addressed below.

Exposure to Hazards in Existing Buildings

The Proposed Project would include demolition of approximately 54,098 square feet of existing on-site vacant and commercial uses in structures of varying ages. Some structures within the Project Site were built prior to 1978 and, as a result, could contain hazardous building materials. Exposure to hazardous building materials during demolition, including ACMs, LBP, or PCBs, mercury and other hazardous materials in structures would only occur during demolition activities, but could result in adverse health effects if not managed appropriately as required by existing laws and regulations. Once the structures have been removed, there would be no further exposure during operation of the Proposed Project.

[30] Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

As described under the Regulatory Setting, above, existing federal, State, and local regulations require demolition or renovation activities that may disturb or require the removal of materials that consist of, contain, or are coated with ACM, LBP, PCBs, mercury, and other hazardous materials to be inspected and/or tested for the presence of hazardous materials. Further, all hazardous materials must be managed and disposed of in accordance with laws and regulations described in the Regulatory Setting and further described below.

The identification, removal, and disposal of ACM is regulated under 8 CCR 1529 and 5208. The identification, removal and disposal of LBP is regulated under 8 CCR 1532.1. For both ACM and LBP, all work must be conducted by a State-certified professional. If ACM and/or LBP is determined to exist on site, a site-specific hazard control plan must be prepared and submitted to the appropriate agency detailing removal methods and specific instructions for providing protective clothing and equipment for abatement personnel (South Coast Air Management District for asbestos and Cal/OSHA for lead). If necessary, a State-certified LBP and an asbestos removal contractor would be retained to conduct the appropriate abatement measures as required by the plan. Wastes from abatement and demolition activities would be disposed of at a landfill(s) licensed to accept such waste. Once all abatement measures have been implemented, the contractor would conduct a clearance examination and provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

In the case of PCBs, the identification, removal, and disposal is regulated by the EPA under the Toxic Substances Control Act (Title 40, Chapter 1, Subchapter R, Part 761) and California regulations (22 CCR 66263.44). Electrical transformers and older fluorescent light ballasts not previously tested and verified to not contain PCBs must be tested. If PCBs are detected above action levels, the materials must be disposed of at a licensed facility permitted to accept the materials. Upon completion of abatement measures, if applicable, the contractor would provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

In the case of mercury in fluorescent light tubes and switches, the identification, removal, and disposal is regulated under 22 CCR 67426.1–67428.1 and 66261.50. Under these regulations, the light tubes must be removed without breakage and disposed of at a licensed facility permitted to accept the materials. Upon completion of abatement measures, if applicable, the contractor would provide written documentation to the City that testing and abatement have been completed in accordance with all federal, state, and local laws and regulations.

Existing abatement laws and regulations, combined with enforcement mechanisms by agencies including SCAQMD, Cal/OSHA require compliance with applicable federal, State, and local laws and regulations that would prevent the exposure of individuals and the environment to the hazards during demolition of structures built before newer regulatory requirements were enacted (1978 for LBP and PCBs, 1981 for ACMs, and 2004 for mercury in fluorescent lighting), The Proposed Project would involve demolition and removal of structures of varying ages, the oldest being the

Rodeway Inn motel that dates back to the mid-1950s. Such structures could potentially contain hazardous building materials, however pursuant to federal, State, and local regulations, including HBMP programs overseen and enforced by the HHMD, the demolition permit process would require appropriate surveying, identification and disposal of any identified hazardous building materials. Therefore, exposure to asbestos containing materials, LBP and/or other hazardous building materials that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be **less than significant**.

Use of Hazardous Materials during Construction

Construction activities would also likely require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These hazardous materials are typically packaged in consumer quantities and used in accordance with manufacturer recommendations, and would be transported to and from the Project Site. The improper handling and transport of hazardous materials could result in adverse health effects to workers or the public.

As discussed in the Regulatory Setting, transportation of hazardous materials is regulated by US DOT and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the exposure of hazardous materials. In addition, businesses that use hazardous materials, including construction companies, are required to prepare and implement HMBPs describing procedures for the handling, transportation, generation, and disposal of hazardous materials. As the CUPA agency, HMMD would be responsible for ensuring compliance with these regulations including, but not limited to, the Hazardous Waste Control Act, the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program, and the Aboveground Storage Tank Program.

As discussed above a comprehensive set of federal, State, and local laws and regulations regulate the transportation, management, and disposal of hazardous materials and wastes so as to reduce the potential risks of human exposure. For these reasons, the potential for construction of the Proposed Project to result in a significant hazard due to exposure of the public or the environment to hazardous materials or wastes to through the routine transport, use, or disposal of hazardous materials would be a **less-than-significant impact**.

Operation

The use of common hazardous materials would occur as part of the operation of the Proposed Project, primarily associated with maintenance activities as well as storage of diesel for the backup generator and biomedical supplies for the sports medicine clinic. Hazardous chemicals common in other commercial/retail/hotel and support settings include paints, lubricants, solvents, cleaning supplies and relatively small quantities of fuels, oils, and other petroleum-based products. Activities such as landscaping, can also become sources of releases of hazardous materials with pesticides and herbicides.

Because general arena and commercial/retail/hotel hazardous materials are typically handled and transported in small quantities, and because the health effects associated with them are generally not as serious as industrial uses, operation of a majority of the new uses at the site would not cause an adverse effect on the environment with respect to the routine transport, use, or disposal of general office and household hazardous materials.

The sports medicine clinic would likely include relatively small quantities of bio-hazards and other chemicals, such as medical supplies, oxygen tanks and other treatment supplies that fit the classification of a hazardous material or waste. In addition, any administration of medication hypodermically would produce bio-hazard waste. As part of adhering to local CUPA requirements, the clinic would be required to prepare and submit a Hazardous Materials Management Plan and HMBP to the County HHMD, as well as comply with any applicable fire code requirements as enforced by the City fire department.

For the arena and commercial/retail/hotel uses, the existing regulatory framework requires appropriate training of employees in the use, storage, and disposal of any hazardous materials and wastes. As required by the HHMD, any business that would store hazardous materials and/or waste at its site would be required to submit business information and hazardous materials inventory forms contained in Hazardous Materials Management Plan and HMBP. In addition, all hazardous materials handlers are subject to inspection every 3 years. The HHMD, as the CUPA, requires all new commercial and other users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste. All hazardous materials are required to be stored and handled according to manufacturer's directions and local, State, and federal regulations including the Hazardous Waste Control Act (California Health and Safety Code section 25100 et seq.), which is implemented by regulations described in CCR Title 22. With adherence to existing regulatory requirements, the impact of the routine transport, use or disposal of hazardous materials associated with future uses at the site would be a **less-than-significant impact**.

Mitigation Measures

None required.

Impact 3.8-2: Construction and operation of the Proposed Project could 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. (Less than Significant)

Construction

As noted above in Impact 3.8-1, construction activities would require the use of limited quantities of hazardous materials that are normal requirements of the construction process, including fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners. These materials would be transported to and from the Project Site for use during construction activities. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials, thereby exposing the public or the environment to hazardous materials.

As discussed in the Regulatory Setting, the transport of hazardous materials is regulated by US DOT and Caltrans. The transport regulations ensure safe transport of the regulated materials by addressing how hazardous materials are labeled, identifying approved transport routes, and include provisions that restrict containment during highway transportation of hazardous materials and wastes.

Construction activities would disturb more than one acre and, thus, would be required to implement requirements of the NPDES General Construction Permit. This permit requires implementation of best management practices (BMPs) that would include measures to address the safe handling of hazardous materials, and in the unlikely event of an inadvertent release, also requires spill response measures to contain any release of hazardous materials. The use of construction BMPs implemented as part of a Stormwater Pollution Prevention Plan (discussed further in Section 3.9, Hydrology and Water Quality) as required by the NPDES General Construction Permit would minimize the potential adverse effects from accidental release of hazardous materials or wastes. These BMPs could include, but are not necessarily limited to, the following:

- Establishment of a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Requirements to follow manufacturer's recommendations on use, storage and disposal of chemical products used in construction;
- Avoidance of overtopping construction equipment fuel gas tanks;
- Proper containment and removal of grease and oils during routine maintenance of construction equipment; or
- Proper disposal of discarded containers of fuels and other chemicals.

In general, aside from refueling needs for heavy equipment, the hazardous materials typically used on a construction site would be brought onto the site by the construction contractor, packaged in consumer quantities, and used in accordance with manufacturer recommendations. The overall quantities of these materials on the site at any one time would not result in large bulk amounts that, if spilled, could cause significant soil or groundwater contamination. If a spill of hazardous materials on the construction sites were to occur, the spilled materials would be localized because of the relatively small quantities involved, and would be cleaned up in a timely manner in accordance with identified BMPs. See Impact 3.8-4 for a discussion of potential impacts related to encountering previously released (i.e., legacy contaminants) hazardous materials or wastes.

As described above, refueling activities of heavy equipment would be conducted in a dedicated and controlled area with secondary containment and protective barriers to minimize any potential hazards that might occur with an inadvertent release. Given the required protective measures (i.e., BMPs) and the quantities of hazardous materials typically needed for construction projects, such as the Proposed Project, the threat of exposure to the public or contamination to soil and/or groundwater from construction-related hazardous materials is considered a **less-than-significant impact**.

Operation

Operation of the Proposed Project arena, hotel, and associated facilities would involve the use of relatively small quantities of common hazardous materials, including paints and thinners, cleaning solvents, and fuels, oils, and lubricants. For uses in the Proposed Project, these materials would be typically packaged in consumer quantities, as compared to bulk deliveries for industrial land uses, and used in accordance with manufacturer recommendations. Some limited quantities of bio-hazards and other chemicals could also be associated with the sports medicine clinic; these too would be managed pursuant to federal and State regulations of biomedical wastes.

The Proposed Project would include the storage of diesel for backup generators,[31] which, if released, could cause adverse effects to the public and the environment. Pursuant to the provisions of programs administered by the Los Angeles County HHMD, storage of all hazardous materials on site, including the diesel fuel, would be required to adhere to facility-specific HMBPs. The preparation and implementation of facility-specific HMBPs would be required for the arena and hotel, and the HMBPs would identify safe measures to store, handle, and dispose of hazardous materials such that accident and upset conditions are minimized. The HMBPs would also include spill response measures to ensure that in the unlikely event that a release does occur, protocols would be implemented to contain and control any accidental release in a manner that is protective of human health and the environment. Such protocols could include employee training, the location of absorbent materials to contain a release, and notification requirements to ensure that human health and the environment is protected from any exposure. The adequacy of and compliance with the HMBPs would be overseen and enforced by the HHMD. Because a comprehensive set of enforced laws and regulations govern the transportation and management of hazardous materials to reduce the potential hazards to the public and environment, this impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-3: Construction and operation of the Proposed Project could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. (Less than Significant)

Construction

Construction of the Proposed Project would require use of limited quantities of hazardous materials, including fuels, oils and lubricants for construction equipment; paints and thinners; and solvents and cleaners. There are three existing schools that have been identified within 0.25 miles of the Project Site. Two of the schools are public schools operated by the Inglewood Unified

[31] One exterior standby diesel engine generator located in the utility yard on the east side of the Arena Structure. Three additional generators would be provided for emergency power: one for the parking garage within the West Parking Garage Site, one for the hotel within the East Transportation and Hotel Site, and one for the retail, restaurant, and community space buildings within the plaza at the Arena Site.

School District: the Dolores Huerta Elementary School (4125 West 105th Street Lennox California), located approximately 620 feet (0.12 miles) from the southwest of the southwest corner of the Arena Site, and Morningside High School (10500 Yukon Avenue South), located approximately 985 feet (0.19 miles) southeast of the East Transportation and Hotel Site.[32] In addition, as described under Environmental Setting, there is a publicly accessible Head Start and Early Head Start preschool operated by TRF and located at 3937 West 104th Street, immediately adjacent to the south of the Arena Site. There are no schools included as part of the Proposed Project, and there are no other new schools proposed within 0.25 miles of the Project Site.

Hazardous materials would be transported to and from the Project Site and could pass near these schools. The improper handling and transport of hazardous materials could result in accidental release of hazardous materials near schools, thereby exposing school occupants to hazardous materials. However, as discussed in the Regulatory Setting (and also above in Impact 3.8-1), the transportation of hazardous materials is regulated by US DOT and Caltrans. Together, federal and State agencies establish driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release.

Businesses that use hazardous materials, including construction companies, are required to prepare and implement HMBPs describing procedures for the handling, transportation, generation, and disposal of hazardous materials in accordance with the Hazardous Waste Control Act (California Health and Safety Code section 25100 et seq.), which is implemented by regulations described in CCR Title 22. Finally, construction on sites larger than one acre would be required to comply with the Construction General Permit and implement a SWPPP and its associated BMPs to control and limit any releases of hazardous materials.

A comprehensive and enforced set of laws and regulations minimize the risks associated with the transportation and management of hazardous materials, as articulated in the Regulatory Setting. Because these laws and regulations would reduce potential hazards associated with construction of the Proposed Project to levels that minimize health risks, this impact would be **less than significant**.

Operation

Operation of the Proposed Project would involve the use of relatively small quantities of common hazardous materials including paints and thinners, cleaning solvents, fuels, oils, low risk medical wastes, and lubricants. The operation of the Proposed Project would not involve the types of hazardous emissions that are typical of industrial land uses and which require source regulation and permitting. Hazardous materials, including diesel fuel for backup generators and any medical materials or wastes, would be stored within appropriate storage containers in accordance with regulatory requirements, such as the Hazardous Waste Control Act. This would ensure that there would be no unregulated emissions of hazardous materials.

[32] Inglewood Unified School District, 2018. *2018–2023 Strategic Plan*, updated November 2018.

As previously discussed, transportation of hazardous materials is regulated by US DOT and Caltrans, which together determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release. In addition, and as discussed in the Regulatory Setting, all businesses in the Proposed Project that handle, generate, and dispose of hazardous materials would be required to prepare and implement facility-specific HMBPs under the auspices of the HHMD and in accordance with the Hazardous Waste Control Act (California Health and Safety Code section 25100 et seq.) pursuant to regulations contained in CCR Title 22. Compliance with these regulations ensure that hazardous materials on site are appropriately stored and handled and would not result in hazardous emissions. Because a comprehensive and enforced set of laws and regulations govern the transportation and management of hazardous materials so as to reduce the potential hazards to levels that minimize health risks, this impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-4: Construction and operation of 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 and, as a result, could have the potential to create a significant hazard to the public or the environment. (Less than Significant with Mitigation)

As described above under Environmental Setting, the investigations that occurred in 2017 determined whether the Project Site and surrounding area contained sites listed on environmental databases that might indicate the potential presence of contamination in the subsurface.[33] The information from these databases include lists of properties that contain businesses that handle hazardous materials and/or wastes with no record of releases, properties with relatively minor incidents having little to no threat to human health or the environment, or properties with a history of extensive releases that require remediation efforts in order to get conditions to acceptable levels (i.e., no substantive threat to human health or the environment).

The EKI report determined that some parcels located within the Project Site were included on environmental databases that were searched by EDR, as described above in the Setting (i.e., Database Search Project Site).[34]

Typically, sites with known previous releases that are included on these lists are either in the process of further investigation or are already undergoing remediation such that exposure hazards

[33] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019, p. 12.

[34] Previous Phase I Environmental Site Assessments covering portions of the Project Site were also reviewed and did not include any additional records showing the site to be included on any environmental databases.
Ninyo & Moore, 2012. *Phase I Environmental Site Assessment, Site A, Between West Century Boulevard and West 101st Street, Inglewood, CA*, December 5, 2012.
Ninyo & Moore, 2012. *Phase I Environmental Site Assessment, Site B, Between West 101st Street and West 102nd Street, Inglewood, CA*, December 5, 2012.

are reduced. Investigations and remediation are overseen by federal, State, and/or local regulatory agencies, such as the US EPA, California DTSC or the Los Angeles RWQCB. Agencies such as these review sites on a case by case basis and evaluate potential health hazards based on land uses, characteristics of the contaminants of concern, and exposure pathways.

While there are no known properties within the Project Site that are under active investigation or remediation, based on the historic uses on the Project Site the possibility exists for future improvements associated with the Proposed Project to disturb previously unidentified contamination. If not understood and managed appropriately, future visitors or workers at the Project Site could be exposed to legacy contaminants through contact with contaminated soils during excavation or other ground disturbing activities, or through future vapor intrusion into Proposed Project structures.

As described above, the EKI report determined that seven parcels located within the Arena Site were included on environmental databases that were searched by EDR.[35] In addition, a number of sites located up gradient or adjacent to the Project Site have documented use and/or releases of hazardous materials and/or wastes. EKI also collected surface soil samples from the Project Site in two separate efforts (2017 and 2019) to further determine the potential presence of legacy contaminants across the different areas of the Project Site.[36,37]

The known past uses and likelihood of contamination on each part of the Project Site is discussed below:[38,39]

Arena Site

The Arena Site includes various addresses (3900 and 3901 West 102nd Street, 10220 South Prairie Avenue, and 3822 West Century Boulevard) that were found in environmental databases reviewed by EKI. The Arena Site was occupied by residential properties and agricultural uses beginning in about 1923. The northwestern corner of the Arena Site (the current Church's Fried Chicken) once had an automobile service station and the property at 3822 West Century Boulevard was previously dry cleaner that may have used dry cleaning chemicals (not all dry cleaner facilities handle these chemicals).

To the north of the Arena Site, across West Century Boulevard, the former Hollywood Park Racetrack and Casino property also has potential to adversely affect the site if the documented releases at that site have migrated onto the Project Site. Groundwater monitoring of the racetrack

35 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019a, p. 12.
36 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Investigations,* Technical Memorandum, June 28, 2019, p. 20.
37 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 3.
38 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Investigations,* Technical Memorandum, June 28, 2019a, p. 22.
39 EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 5.

site was conducted in 2009 and did not indicate any substantive risks to human health or the environment. As a result, the wells were destroyed in 2014.

Soil samples collected on the Arena Site by EKI found that diesel-range TPH, chrome and also lead were detected at concentrations above the residential screening level (HERO Note 3-modified RSL), but below the screening level criteria for commercial/industrial land uses like those in the Proposed Project. The source of the TPH is unknown but the lead could be attributed to LBP from buildings previously located on the site.

Based on the land use history and results of soil sampling on the Arena Site, during demolition and excavation phases of construction workers could be exposed to diesel--range TPH, chrome, and lead which can have adverse health effects depending on exposure levels and length of exposure. This impact is considered **potentially significant**.

West Parking Garage Site

The land within the West Parking Garage Site was once used for agriculture before being developed with residential land uses in the 1920s and 1930s. Those residential uses were cleared in the 1990s and early 2000's pursuant to the City's participation in the FAA's noise mitigation grant program.

Nearby the West Parking Garage Site, from approximately 1970 to 1990 there was an automobile service station (former Unocal service station) located on southwestern corner of West Century Boulevard and South Prairie Avenue on a site currently occupied by a Starbucks café (see Figure 3.8-2). Further to the south on West 101st Street, just west of South Prairie Avenue, a dry cleaning facility was located immediately east of the West Parking Garage Site. Chemicals previously known to be used in dry cleaning processes commonly included VOCs PCE, TCE, and/or their byproducts like vinyl chloride, which can have adverse effects on human health. The past land uses of an automobile service station and a dry cleaning business suggest a relatively high probability of releases to the subsurface which may have adversely affected subsurface soil or groundwater.

Soil samples collected by EKI in 2019 on the West Parking Garage Site detected concentrations above the residential screening level (HERO Note 3-modified RSL) but below the screening level criteria for commercial/industrial land uses, of the following contaminants: hexavalent chromium in six of the seven samples analyzed from this area, thallium (a metal not found in nature) in one sample, and lead in two samples (analyzed with field equipment).[40] Hexavalent chromium was also detected in the method blank, suggesting that the results of the soil samples could have been affected by laboratory contamination.[41] Two of the 21 soil samples analyzed using portable field equipment detected lead results above the residential screening level of 80 mg/kg (89 and

[40] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 4-5.
[41] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 5.

126 mg/kg), but all were below the screening level criteria of 320 mg/kg for commercial/ industrial land uses such as those that would be included in the Proposed Project.

The 2019 EKI report also evaluated contaminants of concern in the soil gas because of the former dry cleaning facility that was located adjacent to the West Parking Garage Site. A sample was analyzed for VOCs and also compared to residential screening levels. The analytical results of the sample were found to be below residential screening levels, which indicates that the soil or groundwater under the West Parking Garage Site was not adversely affected by the former dry cleaning facility operations.

Overall, analysis of the soils on the West Parking Garage Site detected levels of contaminants, including possibly hexavalent chromium, thallium, and lead, that are above residential screening levels but below commercial/industrial screening levels. Exposure of people or the environment to contaminated soils or groundwater could occur during construction of the Proposed West Parking Garage. For these reasons, the impact is considered **potentially significant**.

East Transportation and Hotel Site

The East Transportation and Hotel Site is currently undeveloped, but had a history of past residential, small scale agricultural, and hotel land uses. By 1989, all buildings had been demolished, and the was site cleared. There is no documented account of any release at the site; however, there is a potential to encounter legacy contaminants associated with the past uses. Soil sampling conducted by EKI in 2017 identified one sample in which diesel- and motor-oil-range TPH concentrations were above the residential HERO Note 3-modified RSLs, with the diesel-range concentration also above the screening level criteria for commercial/industrial land uses. While this detection is not necessarily an indication of any substantive presence of legacy contaminants, without additional investigation and potential remediation, the potential exists for workers during ground disturbing activities to be exposed to diesel- and motor-oil-range TPH above the HERO Note 3-modified RSL. Exposure of people or the environment to contaminated soils or groundwater could occur during construction of the Proposed East Transportation Hub and Hotel. For these reasons, the impact is considered **potentially significant**.

Well Relocation Site

The Well Relocation Site is located in approximately 100 feet east of the Arena Site, as well as other commercial and light industrial land uses. The database search for this site revealed one data entry connected with a hazardous waste manifest for transport of hazardous materials.[42] The database entry is attributed to the Inglewood Redevelopment Agency and indicates that hazardous waste was transported from the Well Relocation Site.

Two soil samples were collected on the Well Relocation Site by EKI in 2019. In one sample taken from 0 to 1 foot bgs, chlordane (a pesticide compound) was detected at a concentration above the residential screening level (HERO Note 3-modified RSL), but below the

[42] GeoSearch, 2018. *Preliminary Radius Report*. December 27, 2018, p. 21.

commercial/industrial screening level criteria.[43] In both samples analyzed hexavalent chromium was found above the residential screening level, but below commercial/industrial screening levels. Hexavalent chromium was also detected in the method blank, suggesting that the results of the soil samples could have been affected by laboratory contamination.[44]

In light of the lack of any further details regarding the database entry for this site, the history of hazardous materials use for the immediate area and the detections of chlordane and hexavalent chromium, indicate the potential for legacy contaminants to be present on the Well Relocation Site. Exposure of people or the environment to contaminated soils or groundwater could occur during construction of the Proposed Replacement Well. This impact is considered **potentially significant**.

As described above, based on available information about past uses and existing levels of contaminants in soil samples analyzed from each part of the Project Site, the potential exists to create a significant hazard to the public or the environment as a result of exposure to existing contamination. This impact is potentially significant.

Mitigation Measure 3.8-4

Prior to initiating any ground disturbing activities on the Project Site, the project applicant shall prepare a Soil Management Plan (SMP) that is submitted and approved by the Los Angeles County Health Hazardous Materials Division (HHMD). The SMP shall be prepared by a Registered Environmental Assessor (REA) or other qualified expert, and shall address the findings of the two EKI technical memoranda dated June 28, 2019, and/or subsequent relevant studies.

During construction, the contractor shall implement the SMP. If unidentified or suspected contaminated soil or groundwater evidenced by stained soil, noxious odors, or other factors, is encountered during site preparation or construction activities on any portion of the Project Site, work shall stop in the excavation area of potential contamination. Upon discovery of suspect soils or groundwater, the contractor shall notify the HHMD and retain an REA or qualified professional to collect soil samples to confirm the type and extent of contamination that may be present.

If contamination is confirmed to be present, any further ground disturbing activities within areas of identified or suspected contamination shall be conducted according to a site specific health and safety plan, prepared by a California state licensed professional. The contractor shall follow all procedural direction given by HHMD and in accordance with the SMP to ensure that suspect soils are isolated, protected from runoff, and disposed of in accordance with transport laws and the requirements of the licensed receiving facility.

If contaminated soil or groundwater is encountered and identified constituents exceed human health risk levels, ground disturbing activities shall not recommence within the contaminated areas until remediation is complete and a "no further action" letter is obtained from the appropriate regulatory agency or direction is otherwise given that

[43] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 4-5.

[44] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019, p. 4.

construction can commence. The project applicant shall submit the "no further action" letter or equivalent notification to the City prior to resumption of any ground disturbing activity on the relevant portion of the Project Site.

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.8-4, the Proposed Project would not create a significant hazard to the public or the environment as a result of exposure to existing contamination or hazardous release sites. Thus, this impact would be considered **less than significant**.

Impact 3.8-5: Construction and operation of the Proposed Project would be located within an airport land use plan area and could result in a safety hazard or excessive noise for people residing or working in the project area or could create a hazard to navigable airspace and/or operations at a public airport. (Less than Significant with Mitigation)

Excessive Noise Exposure

The Project Site is located within the Planning Boundary/AIA for LAX as designated within the ALUP. The Planning Boundary/AIA is based in part on the 65 dB CNEL contour included in the ALUP, as shown in Figure 2-4 in Chapter 2, Project Description. Parts of the Project Site located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 to 70 dB in the ALUP CNEL contour. This includes both the West and East Parking Garage sites, the Plaza area, the Employee Entry Pavilion, the Hotel, and part of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 to 75 dB in the ALUP CNEL contour. This includes part of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic, as well as the Parking Structure south of the Arena.

Pursuant to ALUP Policies G-1 and N-3, the compatibility of proposed land uses is determined by consulting the land use compatibility table provided in Section V of the ALUP. The land use compatibility table identifies land use by category, including residential, commercial, and industrial land use. The Proposed Project components would all generally fall within the commercial and recreational land use categories. The compatibility criteria provided in the land use compatibility table is the same for both commercial and recreational land uses. The compatibility criteria require that commercial and recreational land uses located in areas exposed to noise levels of CNEL 65 to 75 dB must be reviewed for noise insulation needs. Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive, including the Arena outdoor plaza areas, the West Parking Garage, or the East Transportation Hub and Parking Garage. Standard building construction practices for the commercial structures in the Plaza area and for the Hotel would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed hotel use. With such actions typically undertaken in the design and building inspection process, the Proposed Project would comply with ALUP Policies G-1 and N-3, and would not expose people residing (staying in the hotel), working in the project area, or attending events in the Arena to excessive noise levels.

Safety Hazards/Hazards to Air Navigation

As discussed under Methodology, above, an obstruction evaluation and airspace analysis for the Proposed Project was conducted by CAG in September 2017, followed by an update in May 2019.[45] The purpose of the CAG evaluations were to identify whether temporary or permanent structures associated with construction and/or operation of the Proposed Project would create a hazard to air navigation. The CAG evaluations are included in this Draft EIR as Appendix P.

The results of the CAG evaluations indicate that the Proposed Project could exceed three criteria that require notification of, and evaluation by, the FAA. More specifically, (1) the Proposed Project construction cranes could exceed the 200-foot AGL notification criteria, (2) temporary construction cranes and the Arena Structure would penetrate the 14 CFR Part 77.19 imaginary airspace horizontal surface for HHR, and (3) although the Proposed Project construction cranes are planned to be no greater than 290 feet AMSL, some cranes involved in arena construction could temporarily exceed slightly the 290 feet AMSL obstacle clearance surface for the final approach segment of the Localizer Approach to Runway 25L at LAX. Each of these exceedances is discussed further below. None of the construction equipment for other project structures, including the Plaza retail and community buildings, West Parking Garage, East Transportation Hub and Parking Structure, Hotel, and Replacement Well would exceed the imaginary airspace surfaces for either HHR or LAX.

Notification Surfaces

As discussed above, the FAA requires notification of proposed temporary or permanent structures that could exceed 200 feet AGL, as well as those that could exceed imaginary surfaces associated with runways at public-use or military-use airports, or any airport with an FAA approved instrument approach procedure. The size and slope of the imaginary notification surfaces for an airport are directly related to the length of the longest runway at that airport.

Pursuant to section 77.9(b)(1), the HHR notification surface is the lowest notification surface overlying the Project Site, ranging from 137 to 148 feet AMSL where it overlies the Project Site. At up to150-feet AGL, the proposed Arena Structure would exceed this surface and require notification to the FAA. In addition, the construction cranes for the proposed Arena Structure are planned to reach up to 290 feet AMSL, but could potentially exceed that height slightly, and thus these features would exceed the notification surface.

HHR Horizontal Surface

At up to 150 feet AGL, the proposed Arena Structure would exceed HHR imaginary horizontal surface at the Project Site. As described above, because the Arena Structure construction cranes are anticipated to reach up to 200 feet AGL (approximately 290 feet AMSL), but could potentially exceed that height slightly during operation of the equipment, the temporary construction equipment would also exceed HHR imaginary horizontal surface. According to the

[45] Capitol Airspace Group, 2017. *Project Condor Obstruction Evaluation & Airspace Analysis,* Technical Memorandum, September 13, 2017, and Capitol Airspace Group, 2019. *IBEC Project A description of Aeronautical Study Process and Results of an Obstruction Evaluation & Airspace Analysis*, Technical Memorandum, May 10, 2019.

CAG analysis included in Appendix P, the proposed Arena Structure and associated construction cranes that exceed these surfaces would be identified as obstructions. As a result, the FAA would conduct further study and would require marking and lighting on these structures. Exceeding an imaginary surface, however, would not automatically trigger a Determination of Hazard. Proposed structures that remain below established obstacle clearance surfaces, or are deemed to not affect a significant volume of operations, can receive a Determinations of No Hazard.

LAX Obstacle Clearance Surface

The minimum descent altitude for instrument approaches in the final stepdown segment for LAX Runway 25L is 540 feet AMSL; the resulting lowest obstacle clearance surface is 290 feet AMSL. At 150 feet AGL, the proposed Arena Structure would be well below the 290-foot AMSL obstacle clearance surface. The temporary construction cranes are anticipated to reach up to 200 feet AGL (290 feet AMSL), but could potentially exceed slightly that height, and thus could exceed this obstacle clearance surface. According to the CAG evaluation included in Appendix P, the temporary construction cranes that would potentially exceed the obstacle clearance surface could require a temporary increase to instrument approach procedure minimum descent altitudes, to be determined as part of the FAA aeronautical study described below.

FAA Notification and Evaluation Process

Because the Proposed Project would result in exceedance of notification criteria, and consistent with ALUP Policy S-7, the Proposed Project would trigger the requirement to file a Form 7460-1, "Notice of Proposed Construction or Alteration" with the FAA. The Form 7460-1 application or notification through the OE/AAA system would be required to be submitted to the FAA at least 45 days prior to the start of any construction. This filing would prompt the FAA to conduct an aeronautical study to determine if the Proposed Project would create any obstructions into the airspace that would constitute a hazard to air navigation.

Certain information related to the Proposed Project must be provided as part of the FAA Form 7460-1 application process, including details on the Project Site and the dimensions of the Proposed Project temporary and permanent structures. The FAA would conduct an initial review of the Proposed Project and would determine whether to issue a Notice of Presumed Hazard (NPH) or a "Does Not Exceed" determination. The penetration of a FAR Part 77 imaginary airspace surface, such as that which could occur due to the temporary construction equipment that would penetrate the horizontal surface for HHR, would typically result in the issuance of an NPH. The FAA would conduct further evaluation of the Proposed Project effects on the airspace, taking into account the employment of recommended lighting and marking by the project applicant, and would either issue a "Determination of Hazard," indicating that the Proposed Project would exceed an obstruction standard and cause airspace or radar impacts that constitute a substantial adverse effect on air navigation, or a "Determination of No Hazard," allowing the Proposed Project to proceed, with recommendations for lighting and marking as provided for in the FAA's Advisory Circular (AC) 70/7460-1 "Obstruction Marking and Lighting."

As discussed above, to evaluate whether the Proposed Project components would constitute a potential hazard to air navigation, the CAG evaluation analyzed all 14 CFR Part 77 imaginary surfaces, published instrument approach and departure procedures, VFR operations, FAA MVAs, minimum IFR altitudes, and en-route operations. The following sections summarize the results of the CAG evaluation of the Proposed Project.

Construction Impacts

Construction cranes that would be employed at the Project Site through a majority of the construction period at the Arena Site would be anticipated to reach up to approximately 200 feet AGL (290 feet AMSL), but could exceed slightly this height depending on final design and construction planning, and required crane operations. The CAG evaluations determined that these temporary structures could potentially exceed 200 feet AGL at the Project Site, and thus would potentially penetrate the obstacle clearance surface for Localizer Approach to Runway 25L at LAX. In addition, the construction cranes would penetrate an imaginary surface that extends outward and upward at a 100:1 slope within 20,000 feet of HHR (see FAR Part 77.9(b)(1)). These would both trigger notification criteria established by the FAA in FAR Part 77.9.

Furthermore, as discussed above, the temporary construction cranes would penetrate the horizontal surface for HHR as defined in FAR Part 77.19. The triggering of the notification criteria as well as the penetration of imaginary horizontal and obstacle clearance surfaces may or may not be potentially deemed a hazard to air navigation by the FAA. Only the FAA final determination pending completion of the aeronautical study can determine whether the construction equipment would constitute a hazard to air navigation. Accordingly, this impact is considered **potentially significant**.

Operation

The largest permanent structure in the Proposed Project would be the up to 150-foot high Arena Structure. The 2017 and 2019 CAG evaluations determined that the Arena Structure would penetrate the horizontal surface for HHR. As discussed above, the penetration of an imaginary airspace surface would require the project applicant to submit Form 7460-1 with the FAA, prompting preparation of an aeronautical study to determine if the obstruction is a hazard to air navigation. Only the FAA's final determination pending completion of the aeronautical study can determine whether the construction equipment would constitute a hazard to air navigation. Accordingly, this impact is considered **potentially significant**.

The Los Angeles County ALUP. Safety Policy S-7 requires that projects located within the planning boundary/AIA for each airport comply with the height restriction standards and procedures set forth in Part 77. Conformity with the ALUP policies is required to obtain a consistency determination from the ALUC. Because the FAA final determination on the Proposed Project compliance with Part 77 is pending, the potential exists for an inconsistency with ALUP Safety Policy S-7. Accordingly, this impact is considered **potentially significant**.

Mitigation Measure 3.8-5

The project applicant shall submit an application to the Airport Land Use Commission (ALUC) for a determination that that the Project is consistent with the Airport Land Use Plan. The project applicant shall submit Form 7460-1, "Notice of Proposed Construction or Alteration," to the Federal Aviation Administration (FAA) or notify the FAA through the Obstacle Evaluation/Airport Airspace Analysis system, consistent with the requirements of 14 Code of Federal Regulations (CFR) Part 77, prompting completion of an aeronautical study to determine whether the Project would constitute a hazard to air navigation. A copy of the 14 CFR Part 77 notification shall be included in the compatibility review application for the Project.

Prior to the issuance of building permits, the project applicant shall provide the City with a copy of the ALUC-issued consistency determination, and the FAA-issued "Determination of No Hazard to Air Navigation." The project applicant shall implement all recommendations made by the FAA, including those for marking and lighting of project components that are determined to constitute obstructions in federal airspace, and any requirements set forth in the ALUC consistency determination regarding height restrictions.

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.8-5, the Proposed Project would not create a hazard to air navigation as a result of the penetration of imaginary airspace surfaces or obstacle clearance surfaces, and would not be inconsistent with the ALUP. Thus, this impact would be considered **less than significant**.

Impact 3.8-6: Construction and operation of the Proposed Project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

The City's OES acts in coordination, conjunction and collaboration with all city departments to maximize the City's potential to prevent, prepare for, respond to, and recover from both natural and man-made emergencies and disasters. The 2010 MHMP generally provides a means to prepare and maintain systems, supplies and other logistical items to support emergency/disaster response and recovery among city departments. According to the MHMP, "all future development/redevelopment projects will be constructed to current design standards and building codes, and are not expected contribute to community vulnerability from natural or technological hazards."[46] The overall mitigation goals of the plan are to:[47]

- Minimize the loss of life and property from natural hazard events
- Protect public health and safety
- Increase public awareness of risk from natural hazards
- Enhance emergency services including warning systems

[46] City of Inglewood, 2010. Multi-Hazard Mitigation Plan, March 23, 2010. p. 21.
[47] City of Inglewood, 2010. Multi-Hazard Mitigation Plan, March 23, 2010. p. 107.

The Proposed Project would be constructed in accordance with current design standards and building codes as discussed in Section 3.6, Geology and Soils, which is therefore consistent with the MHMP. Implementation of these standards and codes would minimize the loss of life and property from natural hazard events and protect public health and safety. As a development project, the Proposed Project would not interfere or impair with the City's ability to increase public awareness or make any improvements to emergency services (also discussed more fully in Section 3.13, Public Services) and warning systems. Therefore, the Proposed Project would not substantively impair or interfere with the MHMP and the potential impact is **less than significant**.

For analysis of emergency access and traffic see Section 3.14, Transportation and Circulation.

Mitigation Measures

None required.

Cumulative Impacts

This section presents an analysis of the cumulative effects of the Proposed Project and other cumulative projects. While hazardous materials and hazard impacts are generally localized to specific sites and do not combine with one another in a way to create a greater or more severe hazard, because of the relative infrequencies and the variances in timing, the geographic scope for cumulative hazards and hazardous materials impacts varies based on the hazard and the significance threshold being analyzed. Impacts relative to hazardous materials usually depend on the nature and extent of the hazardous materials release, and existing and future soil and groundwater conditions. For example, hazardous materials incidents tend to be limited to a smaller more localized area surrounding the immediate location and extent of a release, and could only be cumulative if two or more hazardous materials releases overlapped spatially and contemporaneously.

The timeframe during which the Proposed Project could contribute to cumulative hazards and hazardous materials effects includes the construction and operations phases. Similar to the geographic limitations discussed above, it should be noted that impacts relative to hazardous materials are generally time-specific. Hazardous materials events could only be cumulative if two or more hazardous materials releases occurred at overlapping times.

For cumulative impacts on schools within 0.25 miles of the Project Site, the cumulative context includes cumulative projects that would be located within 0.25 miles of one of the schools in proximity to the Project Site.

For other types of hazards, the cumulative context is different. For cumulative aircraft hazards, the analysis addresses a total of 35 cumulative projects that would be constructed within the LAX Planning Boundary/AIA. For consideration of cumulative impacts on emergency response, the evaluation is undertaken based on cumulative transportation analysis presented in Section 3.14, Transportation and Circulation, and includes the Proposed Project, plus 145 cumulative projects identified in Section 3.0, Table 3.0-2, along with accounting for other regional growth in the region.

Impact 3.8-7: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)

A cumulative impact related to transport, use, or disposal of hazardous materials could occur if there were hazards releases in the vicinity and at the same time as a release associated with the construction or operation of the Proposed Project. For the purposes of this analysis, the geographic scope considered for analysis of this criterion is a 1-mile-radius area from the Project Site. A 1-mile radius is reasonable in light of the relatively small amounts and types of hazardous materials that would be associated with construction and operation of the Proposed Project.

The Proposed Project in conjunction with other cumulative projects would include the use, storage, and disposal of varying quantities of hazardous materials. The Proposed Project does not include any substantive emissions of hazardous materials such as might be associated with industrial land uses (e.g., manufacturing, chemical processing, handling of bulk quantities of hazardous materials or wastes). Just as with the Proposed Project, all commercial uses/businesses would be required to submit business information and hazardous materials inventory forms contained in a Hazardous Materials Management Plan and Hazardous Materials Business Plan. The HHMD, as the CUPA, and other CUPA agencies for the cumulative projects outside of HHMD jurisdiction, requires all new commercial and other users to follow applicable regulations and guidelines regarding storage and handling of hazardous waste. All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state and federal regulations. With adherence to existing regulatory requirements, releases from routine transport, use or disposal of hazardous materials would be minimized, and in the unlikely event of a release, would likely be localized in extent.

As noted above, adherence to the regulatory requirements would ensure that incidents at the Proposed Project and other cumulative projects within a 1-mile radius are infrequent, and thus unlikely to occur simultaneously in a way that could result in the public or environment being exposed to multiple releases of hazardous materials. For the reasons described above, the Proposed Project, in conjunction with other cumulative projects, would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could 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. (Less than Significant)

As described above, the geographic context considered for analysis of this criterion is a 1-mile radius around the Project Site because, while there is a potential for upset conditions associated with transportation of hazardous materials or wastes anywhere in the region, the most likely area where an accidental release from a cumulative project would cumulatively relate to a release associated with the Proposed Project would be within proximity to the Project Site.

Construction and operation of the Proposed Project, like the other largely residential and commercial cumulative projects identified in Section 3.0, Introduction to the Analysis, Table 3.0-2, would include the use of relatively small quantities of hazardous materials and generation of small amounts of hazardous wastes. The Proposed Project and other cumulative projects would not require the transport, storage, use, or disposal any unusually large, toxic, or explosive quantities of hazardous materials or hazardous wastes. The Proposed Project and other cumulative residential and commercial projects, would use, store, handle, and dispose of relatively limited quantities of hazardous materials, such as cleaning fluids, lubricants, paints, and fuels. Similarly, these types of projects generate small quantities of hazardous wastes, including small leftover amounts of hazardous materials previously discussed, paint cans, medical wastes and the like.

The Proposed Project and cumulative projects and their associated businesses would be required to adhere to the comprehensive set of existing federal, State, and local regulatory requirements, including the HMBP programs administered by the HHMD. These programs require all users of hazardous materials to implement employee training, safe storage, and appropriate handling requirements to ensure that upset and accident conditions are minimized. In the unlikely event that an accidental release was to occur, these programs require spill response measures to ensure that incidents are quickly contained and, therefore, would not travel off site in a way that could cumulatively combine to affect large numbers of people or affect substantial parts of the environment.

For the reasons described above, the Proposed Project, in conjunction with other cumulative projects, would not 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. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-9: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. (Less than Significant)

The geographic scope considered for analysis of this criterion is a 0.25-mile-radius area from the three schools that are within 0.25 miles of the Project Site. Based on an evaluation of the Cumulative Projects List presented in Section 3.0, Introduction to the Analysis, Table 3.0-2, there are three relevant cumulative projects:

- Cumulative Project #65, 3660 West 107th Street. A 3-unit apartment project that would be located 0.13 miles to Morningside High School;
- Cumulative Project #67, Hollywood Park Specific Plan. A major mixed use development currently under construction with cumulative development that would be located 0.24 miles from the TRF Head Start and Early Head Start preschool; and
- Cumulative Project #73, 3900 West Century Boulevard. The former Airport Park View Hotel that would be renovated and is located 0.21 miles from the TRF Head Start and Early Head Start preschool.

None of the other cumulative projects would be located within 0.25 miles of any of the three schools located within 0.25 miles of the Project Site.

As discussed above, construction and operations of the Proposed Project and relevant cumulative projects would require the use of limited quantities of typical and rather low risk hazardous materials, such as fuels, oils, and lubricants for construction and operational mechanical equipment; paints and thinners; and solvents and cleaners. These materials would be transported to the Project Site and cumulative project sites, and could travel on routes near one of the three relevant schools. If not handled and transported properly and safely, the transport of hazardous materials could result in accidental releases near schools, exposing students, employees, and other visitors to hazardous materials. The greater the number of projects under construction or in operational phases, the greater the likelihood that some sort of accident could occur resulting in a release and exposure of people or the environment. Further, in the unlikely event that two or more accidental released occurred at the same time and within 0.25 miles of a school, the potential exists for a larger release than would occur with just the project or an individual cumulative project.

The Proposed Project, and the three relevant cumulative projects, are all the type of residential and commercial uses that use hazardous materials and create hazardous wastes that are typical of the project vicinity. None of these projects would use types or quantities of hazardous materials that create risks beyond those that exist in the vicinity under existing conditions. As discussed in the Regulatory Setting, transportation of hazardous materials is regulated by US DOT and Caltrans. Together, these federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of accidental release. In addition, as discussed in the Regulatory Setting, businesses that use hazardous materials, including construction companies (short-term construction) and operating businesses and facilities (long-term operations), are required to prepare and implement HMBPs describing procedures for the handling,

transportation, generation, and disposal of hazardous materials. The Proposed Project, along with all cumulative projects and operating businesses would be required to comply with the same regulations. Compliance with these enforceable federal, State, and local regulations would reduce the risks of exposure to hazardous materials or wastes in the vicinity of Delores Huerta Elementary School, Morningside High School, and/or the TRF Head Start and Early Head Start preschool.

Because a comprehensive and enforceable set of federal, State, and local laws and regulations govern the transport, storage, use and disposal of hazardous materials and wastes to reduce the potential for accidental release and exposure of people and the environment, and because the type and quantity of hazardous materials used at the Proposed Project and other cumulative projects would be small and typical of current development and business operations, the risk of the emission of hazardous materials within 0.25 miles of a school would be negligible.

For the reasons described above, the Proposed Project, in conjunction with other relevant cumulative projects, would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Therefore, this cumulative impact is **less than significant**.

Mitigation Measures

None required.

Impact 3.8-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could be located on sites that are included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, could create a significant hazard to the public or the environment. (Less than Significant)

For the most part, the types of hazardous materials that result in sites being listed pursuant to California Government Code section 65962.5 involve soil or limited groundwater contamination associated with past uses of the project site. For many of these types of contaminants, including those that are known or suspected to occur on the Project Site, the potential hazards to the public or environmental are isolated to the site and are not cumulative in nature. Nevertheless, to conduct a conservative analysis of hazards related to past contamination, this Draft EIR has established a geographic scope for analysis of this criterion that is an area with a 1-mile radius from the Project Site.

As noted above in Section 3.8.1 and within the 2019 EKI Technical Memorandum, the Project Site and vicinity within a 1-mile radius includes numerous sites with documented past uses that are indicative of a potential to find contamination present, as well as documented unauthorized releases of hazardous materials. The sampling of surface soils on the Project Site conducted in 2017 and 2019 detected contaminants at levels above residential screening levels, but in most cases below commercial/industrial screening levels.[48]

[48] EKI Environment & Water Incorporated, 2019. *Inglewood Basketball and Entertainment Center Project Soil and Soil Gas Investigations,* Technical Memorandum, June 28, 2019.

Most of the cumulative projects located within 1 mile of the Project Site would include earthwork activities that could encounter legacy contaminants from releases that occurred in the past. Potential cumulative impacts could occur if the earthwork activities of the Proposed Project would take place concurrently with other cumulative construction activities, creating the potential for multiple exposures to legacy contaminants. Potential cumulative impacts could also occur if cumulative projects that require remediation would combine to create emissions or exposure hazards from remediation activities, including off-site disposal.

The likelihood of more than one of the cumulative projects having had a substantial hazardous materials release that affects the same resources within the same temporal period as the Proposed Project is low based on the fact that the sites are dispersed throughout the area, exposure risks vary considerably, and many of these hazardous materials sites that do require more investigation or remediation are in varying stages of progress. In general, impacts related to hazardous materials from previous releases are more site-specific and can only combine through limited mechanisms: releases through routine transport of hazardous materials and waste to or from the site during remediation that use the same roadways or releases of hazardous materials through accidental upset conditions of those transported materials.

Due to the stringent regulations governing the transport of hazardous materials, including regulations on the type of container used for transport, the probability of such transport resulting in emissions or releases from accidents that would cause a significant cumulative impact is low. While upset and accident conditions could occur, they generally occur as isolated events that do not combine with other projects because the types of soil-borne contaminants are relatively stable and unlikely to be widely spread, unlike other types of hazardous materials that can be explosive or spread quickly through vapors or other gaseous emissions. All cumulative projects in the vicinity would be required to comply with similar transportation regulations, which proscribe the transport of hazardous materials safely to and from their destination.

For the reasons described above, the risks of exposure caused by release of legacy contaminants on the sites of cumulative projects in the vicinity of the Project Site would not combine with the risks of exposure associated with the Proposed Project. Therefore, the Proposed Project, in conjunction with other cumulative projects, would not create a significant hazard to the public or the environment as a result of being included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. This cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-11: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would be located within an airport land use plan area and could cumulatively result in a safety hazard or excessive noise for people residing or working in the project area, or could create a hazard to navigable airspace and/or operations at a public airport. (Less than Significant)

The Proposed Project along with all other past, present, or reasonably foreseeable future projects located within the County's ALUP Planning Area/AIA are required to be consistent with the ALUP policies. In addition to the Proposed Project, a total of 35 projects on the Cumulative Project List in Section 3.0, Introduction to the Analysis, Table 3.0-2, would be located within the LAX Planning Boundary/AIA.

As discussed above under Impact 3.8-5, ALUP Policies G-1 and N-3 state that the compatibility of proposed land uses is determined by consulting the land use compatibility table provided in Section V of the ALUP. The ALUP Land Use Compatibility Table identifies land use by category, including residential, commercial, and industrial land use. The elements of the Proposed Project generally fall within the commercial and recreational land use compatibility categories. Almost all the cumulative projects are residential or commercial in nature. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for residential, commercial, and recreational land uses in areas exposed to CNEL 65 to 70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 to 75 dB within the ALUP CNEL Contour. While the ALUP advises avoiding development of residential uses, reduction of interior noise levels to acceptable levels is typically achieved through standard residential and commercial building construction practices, and thus is reasonably foreseeable that no significant noise impacts would occur within the cumulative projects. As such, people residing or working in the cumulative projects that would occur within the LAX Planning Boundary/AIA would not be exposed to excessive noise from airport operations.

A cumulative safety hazard, or the creation of a cumulative hazard to navigable airspace or operations could occur where the design and location of a new structure or temporary construction equipment associated with the Proposed Project or other cumulative projects within an airport planning boundary or AIA would penetrate imaginary surfaces established for an airport and interfere with safe operation of aircraft. ALUP Policy G-4 prohibits any land use which will negatively affect air navigation and Policy S-7 requires all projects located within the planning boundaries/AIAs for the County's airports comply with the height restriction standards and procedures set forth in 14 CFR Part 77. This regulation requires that projects higher than 200 feet AGL and/or with potential to penetrate the imaginary airspace surfaces file notification with the FAA via Form 7460-1. Filing Form 7460-1 prompts the FAA to complete an aeronautical study to determine if the Proposed Project would be an obstruction to the airspace that could serve as a hazard to aircraft. If an aeronautical study undertaken for a cumulative project were to indicate that a project would serve as a hazard to aircraft operating in the area, it would be unlikely the Proposed Project would be approved unless or until it was altered to eliminate the potential airspace hazard. Accordingly, the Proposed Project, in conjunction with

other cumulative projects within the LAX Planning Boundary/AIA not result in a safety hazard or create a hazard to navigable airspace and/or operations at a public airport.

For the reasons discussed above, the Proposed Project, in conjunction with other cumulative development, would not cumulatively result in a safety hazard or excessive noise for people residing or working in the project area, or could create a hazard to navigable airspace and/or operations at a public airport. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.8-12: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

The geographic scope considered for the analysis of this criterion is the City of Inglewood and the geographic area considered in the MHMP. The City is vulnerable to several hazards identified in the plan including earthquakes, hazmat release, and human threat events/terrorism. The City's OES acts in coordination, conjunction and collaboration with all city departments to maximize the City's potential to prevent, prepare for, respond to and recover from these hazards. The MHMP considers future projects that are constructed in accordance with current design standards and building codes as not being vulnerable to natural or technological hazards.[49] The plan is structured to identify community policies, actions and tools for implementation over the long-term that will result in a reduction in risk and potential for future losses community wide.

The Proposed Project in conjunction with other cumulative projects that would similarly be constructed to current design standards and building codes, would not impair or interfere with the MHMP or the City's ability to prevent, prepare or respond to and recover from the identified hazards because existing codes are designed to minimize hazards and protect public health and safety. Implementation of these standards and codes would minimize the loss of life and property from natural hazard events and protect public health and safety with requirements for safety, access, and evacuation. Therefore, the Proposed Project would not combine with other cumulative projects to become cumulatively considerable and the potential impact would be **less than significant**.

Mitigation Measures

None required.

[49] City of Inglewood, 2010. Multi-Hazard Mitigation Plan, March 23, 2010. p. 21.

3.9 Hydrology and Water Quality

This section describes and evaluates potential impacts related to hydrology and water quality that could result from construction and operation of the Proposed Project. The section contains: (1) a description of the existing hydrology and water quality conditions of the Project Site and the surrounding areas, as well as a description of the Adjusted Baseline Environmental Setting; (2) a description of the regulatory federal, State, and local regulations related to hydrology and water quality; and (3) an analysis of the changes in hydrology and water quality associated with the implementation of the Proposed Project, as well as the identification of potentially feasible measures that could mitigate significant impacts. Comments received in response to the NOP for the EIR can be found in Appendix B; however, no specific comments regarding hydrology and water quality were provided.

The analysis included in this section was developed based on information contained in the City of Inglewood General Plan, City of Inglewood Urban Water Management Plan, Golden State Water Company (GSWC) Urban Water Management Plan, Federal Emergency Management Agency (FEMA) Digital Flood Insurance Rate Maps (FIRMs), Groundwater Basins Master Plan, Enhanced Watershed Management Program for the Dominguez Channel Watershed, Los Angeles Regional Water Quality Control Board (RWQCB) Plan, the project-specific Water Supply Assessment (Appendix M), the *Inglewood Basketball and Entertainment Center Low Impact Development (LID) Report* (LID Report) (Appendix Q), and the *Inglewood Basketball and Entertainment Center Preliminary Hydrology Report* (Preliminary Hydrology Report) (Appendix Q). The LID Report outlines the proposed LID strategies and best management practices (BMPs) that would be implemented to comply with the stormwater requirements for the Proposed Project. The Preliminary Hydrology Report outlines the on-site hydrology and existing storm drain infrastructure that serves the Project Site as well as on-site hydrology (e.g., proposed drainage features, quantified stormwater flows, and new drainage infrastructure necessary to accommodate flows) of the Proposed Project.

3.9.1 Environmental Setting

Surface Water

The City of Inglewood is located in the Dominguez Channel Watershed, within the Upper Dominguez Channel drainage area. The Project Site is located approximately one-mile north of the start of the man-made Dominguez Channel, which begins at the City of Hawthorne and City of Inglewood boundary and discharges into the Los Angeles and Long Beach Harbors.[1]

The Dominguez Channel Watershed encompasses approximately 133 square miles of land and water in the southern portion of the Los Angeles Basin.[2] Approximately 81 percent of the

[1] City of Los Angeles Stormwater Program, 2018. *Dominguez Channel Watershed*. Available: http://www.lastormwater.org/about-us/about-watersheds/dominguez-channel/. Accessed October 2, 2018.
[2] Los Angeles County Department of Public Works, 2018. *Dominguez Watershed*. Available: https://dpw.lacounty.gov/wmd/watershed/dc/. Accessed October 2, 2018.

watershed has been developed. Residential development covers nearly 40 percent of the watershed and another 41 percent is made up by industrial, commercial, and transportation uses. Overall, the watershed is approximately 61 percent impervious. While constructed waterways are predominant, some small natural creeks are located in the hills of the Palos Verdes Peninsula. Because the majority of the watershed is urban, drainage is primarily conducted through an extensive network of underground storm drains.

The Dominguez Channel Watershed is designated as Hydrologic Unit 405.12 by the State Water Resources Control Board (SWRCB) and as the San Gabriel Hydrologic Unit by the Los Angeles RWQCB.[3] Water bodies within the hydrologic unit include the Dominguez Channel, Wilmington Drain, Torrance/Carson Channel ("Torrance Lateral"), Machado Lake, Los Angeles and Long Beach Harbors, and Cabrillo Beach.

Approximately 70 square miles of the Dominguez Channel Watershed drains to the 15.7-mile-long Dominguez Channel, which is the largest drainage feature in the Dominguez Channel Watershed. The remaining portion of the Dominguez Channel Watershed drains to retention basins for groundwater recharge; into Wilmington Drain, which empties into Machado Lake; or to the Los Angeles Harbor or Long Beach Harbor independently of the Dominguez Channel.

Flows in the Dominguez Channel Watershed are influenced by the volume of surface runoff, local groundwater, and rainfall. The Los Angeles Basin has a Mediterranean climate with moderate, dry summers and cool winters, consistent with coastal Southern California. Precipitation in the region occurs primarily as rain from November through March, with an average annual rainfall of 12.02 inches.[4] In general, stormwater runoff within the City of Inglewood, including the Project Site, flows into the Los Angeles County Flood Control District storm drain system.

Soil Drainage

The Project Site currently consists of both pervious and impervious surfaces, including a fast-food restaurant, a motel, a light manufacturing/warehouse facility, a commercial catering business, a groundwater well and related facilities, and large portions of vacant land.

The Project Site is currently made up of approximately 15 percent impervious surfaces and 85 percent pervious surfaces. Preliminary investigations of the Project Site indicate that the site's native soil characteristics have poor drainage with a low infiltration rate.[5,6] According to the Los Angeles County Guidelines for LID Stormwater Infiltration, in order for soil to be pervious enough for stormwater to infiltrate the soil, subsurface materials must allow infiltration at a rate

[3] State Water Resources Control Board, 2014. *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*. Available: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html. Accessed October 4, 2018.
[4] City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 3-4.
[5] AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. p. 2.
[6] AECOM, 2018. *Preliminary Geotechnical Investigation*. September 14, 2018. p. 34.

equal to or greater than 0.3 inches per hour.[7] Preliminary percolation tests were conducted at five selected locations at the Project Site. Based on the results, infiltration rates for the soils in the upper 10 feet ranged from 0.32 to 3.52 inches per hour. However, the subsurface native soils at the Project Site consist predominately of clayey soils with estimated infiltration rates lower than 0.3 inches per hour and with few or no connectivity to permeable soil horizons. Moreover, there is no evidence that the underlying, predominantly clayey soils at the Project Site have experienced saturation. These characteristics indicate that the Project Site has a low infiltration rate, and provides very little groundwater recharge through percolation of soils.

Drainage Infrastructure

Arena Site

The Arena Site is the central part of the Project Site that would include the arena, public plaza, community space, practice facility, sports medicine clinic, team offices, retail/restaurants, a parking structure, and related development. The Arena Site currently includes a fast-food restaurant, a motel, a light manufacturing/warehouse facility, a commercial catering business, a City groundwater well and related facilities, and large portions of vacant land.

West 102nd Street crosses through the Arena Site in an east-west direction. Storm drainage facilities serving this portion of the Project Site include a 60-inch-diameter storm drain pipeline within South Prairie Avenue, known as the Los Angeles County Department of Public Works (LACDPW) Storm Drain Line Project 681.[8,9,10] In addition, an existing catch basin is located at the intersection of West 102nd Street and South Prairie Avenue.

West Parking Garage Site

The West Parking Garage Site is currently vacant, with West 101st Street crossing through the site in an east-west direction. This site would include a multi-level parking structure to serve patrons of the Arena Site.

The West Parking Garage Site is served by a 24-inch-diameter storm drain pipeline (the LACDPW Storm Drain Line Project 4402) that begins in West 101st Street, travels north to West Century Boulevard, turns east along West Century Boulevard, and then turns north and south along South Prairie Avenue, connecting to the abovementioned 60-inch-diameter storm drain pipeline within South Prairie Avenue (LACDPW Storm Drain Line Project 681).

East Transportation and Hotel Site

This portion of the Project Site is located east of the Arena Site and would include a three-story parking garage along West Century Boulevard, with the first floor serving as a transportation hub. The transportation hub includes a staging area for private or charter buses and a drop-off, staging,

7 County of Los Angeles Department of Public Works, 2014. *Administrative Manual: Guidelines for Design, Investigation, and Reporting Low Impact Development Stormwater Infiltration*. p. 2.
8 AECOM, 2018. *Existing Conditions Plan Sheet C-101*. August 29, 2018.
9 Los Angeles County Department of Public Works, 2019. *Los Angeles County Storm Drain System*. Accessed February 8, 2019.
10 D&D Engineering Inc., 2019. Preliminary Hydrology Report.

and pick-up area for TNC vehicles and taxis serving the Arena Site. The second and third floors of the garage would provide parking for patrons of the Arena Site. The east side of the East Transportation and Hotel Site would include a limited-service hotel and associated parking facilities.

The East Transportation and Hotel Site is currently vacant. Storm drainage pipelines serving this portion of the Project Site are located within South Doty Avenue (LACDPW Storm Drain Line Project 4401, which is 84 inches in diameter). In addition, a 48-inch-diameter storm drainage pipeline crosses under parcels to the west of the East Transportation and Hotel Site, extending north through West Century Boulevard and south through West 102nd Street (LACDPW Storm Drain Line Project DDI #8).

Well Relocation Site

The Well Relocation Site is located east of the Arena Site and would contain a City-owned and operated potable water well. The Well Relocation Site is currently vacant. This portion of the Project Site is adjacent to storm drainage pipelines within West 102nd Street (LACDPW Storm Drain Line Project DDI #8) and South Doty Avenue (LACDPW Storm Drain Line Project 4401), detailed above.

Groundwater

The City of Inglewood is located over two groundwater basins: the West Coast Groundwater Basin (WCGB) and the Central Basin. While the Project Site is located only within the WCGB, the Proposed Project would be served by the GSWC, which produces water from both the WCGB and Central Basin. Characteristics of both the WCGB and Central Basin are described below.

West Coast Groundwater Basin

The WCGB is approximately 160 square miles and occupies 37 percent of the southwestern part of the Los Angeles Coastal Plain.[11] The WCGB is bounded to the north by the Ballona Escarpment (an abandoned erosion channel from the Los Angeles River), on the east by the Newport-Inglewood fault zone and the Central Basin, and on the south and west by the Pacific Ocean.

Aquifers in the WCGB are generally confined and receive the majority of their natural replenishment from adjacent groundwater basins or from the Pacific Ocean through seawater intrusion.[12] Both the Newport-Inglewood Uplift fault and the Charnock fault are partial barriers to groundwater flow, causing differences in water levels on opposite sides of each fault system. Most of the groundwater in the WCGB is at an elevation below sea level due to historic over pumping, making maintenance of seawater barrier wells important to prevent intruding saltwater.

[11] City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-7.
[12] Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018. p. 1-4.

The WCGB is underlain by various geologic formations. Water bearing formations include Holocene, Pleistocene, and Pliocene age sediments.[13] The Silverado aquifer, underlying most of the Basin, is the primary production aquifer and yields between 80 and 90 percent of the groundwater extracted from the WCGB. Other aquifers within the WCGB include the Semiperched, Bellflower, Gaspur, Gardena, Gage, and Lynwood aquifers.[14] The groundwater in the underlying aquifers is confined throughout most of the WCGB; however, the Gage and Gardena aquifers are unconfined where water levels have dropped below the Bellflower aquitard.[15] The Gage and Gardena aquifers merge with adjacent aquifers, particularly near the Redondo Beach area.

The WCGB has a total storage capacity of 6,500,000 acre-feet (AF).[16] Prior to the adjudication of groundwater rights in the early 1960s, annual pumping of the WCGB reached levels as high as 94,000 AF per year (AFY). Due to serious overdraft, water levels declined, groundwater was lost from storage, and seawater intruded into the aquifer. To remedy this problem, the courts adjudicated the basin to limit pumping, and the WCGB adjudication has an established limit on pumping of 64,468 AFY. The City of Inglewood's adjudicated share of water rights to the WCGB is 4,449 AFY, and the GSWC's adjudicated share of water rights to WCGB is 7,502 AFY.

The natural replenishment of the WCGB is limited to underflow from the Central Basin, which has been estimated to be between 20,000 and 30,000 AFY.[17] The total authorized pumping of the WCGB was set higher than the natural replenishment amounts, creating an annual deficit known as the annual overdraft. In order to offset this annual overdraft, the Water Replenishment District of Southern California (WRD), which is the entity responsible for maintaining the WCGB, purchases and recharges additional water to make up for the overdraft.

The City of Inglewood and the GSWC own and operate wells that extract groundwater from the WCGB. The City of Inglewood currently produces groundwater from the WCGB via four active groundwater wells. Water Wells #1, 2, 4, and 6, were constructed in 1974, 1974, 1990, and 2003, respectively, and together have been producing an average of 1,646 gallons per minute (gpm) over the period of 2008 to 2015.[18] In March 2021, the City of Inglewood is planning on completing the construction of Water Well #7. Water Well #7 is designed to operate at 1,500 gpm.

GSWC operates ten wells within their Southwest System, eight of which are located within the WCGB and five of which are located within the City of Inglewood (Water Wells #1, 2, 4, 6, and 7).[19] **Table 3.9-1** shows historical well production from the WCGB for both the City of

13 City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-7.
14 California Department of Water Resources, 2004. *California's Groundwater Bulletin 118: Coastal Plan of Los Angeles County Groundwater Basin, West Coast Subbasin*.
15 An aquitard is a zone of subsurface materials that restricts the flow of groundwater from one aquifer to another.
16 City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-7.
17 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018.
18 City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-11.
19 Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. pp. 6-8 through 6-10.

Inglewood and the GSWC. Based on available data, groundwater pumped from the WCGB generally declined from 2011 to 2015 due to strong conservation efforts in response to a state-wide drought as well as operational issues.[20]

TABLE 3.9-1
WCGB HISTORICAL WELL PRODUCTION (AFY)

Entity	2011[a]	2012[a]	2013[a]	2014[a]	2015[a]	2016–17[b]	2017–18[b]
City of Inglewood	2,383	2,761	1,843	1,879	1,763	2,483	2,073
GSWC	13,116	12,732	12,738	13,333	5,484	3,172	7,028
Total	**15,499**	**15,493**	**14,581**	**15,212**	**7,247**	**5,655**	**9,101**

NOTE:
The notable decrease in GSWC well production in 2015 and 2016 was due to conservation efforts and operational issues.

SOURCES:

[a] City of Inglewood, 2016. *2015 Urban Water Management Plan.* p. 6-11.; Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. p. 6-10.

[b] Water Replenishment District 2017 and 2018 Watermaster Service Reports. Note the Watermaster reports use an Administrative Year which is July 1 to June 30.

The City of Inglewood Water Well #6 is located within the Project Site. As part of the Proposed Project, the existing Water Well #6 would be demolished, and a new Water Well #68 would be constructed on the Well Relocation Site. The existing Water Well #6 was constructed in 2003 and has been experiencing declining pumping capacity over the years.[21] **Table 3.9-2** shows the City's historical well production from Water Well #6. The original recommended flow rate for Well #6 was 2,800 gpm. The well pump was replaced in 2011 with a reduced flow of 1,400 gpm; however, mechanical issues and emergency repairs reduced the average day use to approximately 1,200 gpm (or approximately 1,550 AFY). As shown in Table 3.9-2, in 2017, the most recent year for which data is available, Water Well #6 produced a total of 1,026 AF. Water Well #6 is scheduled for emergency repair and rehabilitation to increase its capacity to 1,500 gpm. The rehabilitation work would seal off holes in the casing and cleaning perforations.

TABLE 3.9-2
WATER WELL #6 HISTORICAL WELL PRODUCTION (AFY)

Well	2008	2009	2010	2011	2012	2013	2014	2015	2016[a]	2017[a]
Water Well #6	2,055	1,810	1,441	1,062	1,835	1,288	1,493	1,330	1,256	1,026

SOURCES: City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-11.

a City of Inglewood, 2019. Well Production and Water Consumption Data Years 2016 and 2017.

According to the project-specific *Preliminary Geotechnical Report* (see Appendix H), the historically highest groundwater level in the vicinity of the Project Site was greater than 50 feet

[20] City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-9.
[21] City of Inglewood, 2018. *Proposed Well Number 8 Preliminary Design Report*. July. p. 1.

below existing grade.[22] The existing Water Well #6 is screened at approximately 400 feet below grade.

Central Basin

The Central Basin, or southeastern portion of the Los Angeles Coastal Plain, has a surface area of approximately 270 square miles.[23] The Central Basin is bounded to the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills; to the east by the Los Angeles County/ Orange County line; and to the south and west by the Newport-Inglewood fault zone and the WCGB.

Similar to the WCGB, water bearing deposits in the Central Basin include the unconsolidated and semi-consolidated marine and alluvial sediments of Holocene, Pleistocene, and Pliocene ages.[24] The Central Basin is divided into four sections, including the Los Angeles Forebay,[25] the Montebello Forebay, the Whittier Area, and the Pressure Area.[26] The two forebays represent areas of unconfined aquifers that allow percolation of surface water down to deeper production aquifers to replenish the rest of the basin. The Whittier Area and Pressure Area are confirmed aquifer systems that receive relatively minimal recharge from surface water, but are replenished from the upgradient forebay areas or other groundwater basins. As detailed above, the Newport-Inglewood Uplift fault is a partial barrier to groundwater flow, causing differences in water levels on opposite sides of the fault system. Groundwater flows between the WCGB and Central Basin are based on the groundwater elevations on either side of the fault. Most of the groundwater in the Central Basin remains at an elevation below sea level due to historic over pumping.

The Central Basin has an estimated storage capacity of approximately 13.8 million AF.[27] The Central Basin was adjudicated by the courts in 1965 due to over pumping and a decline in water levels. The Central Basin adjudication was originally set at 267,900 AFY and adjusted to 217,367 AFY to impose stricter control.[28] The GSWC's adjudicated share of water rights is 16,439 AFY.[29] Similar to the WCGB, WRD is responsible for maintaining water levels in the Central Basin, and determines replenishment requirements.

The City of Inglewood does not own or operate wells within the Central Basin. The GSWC operates two wells that are located within the Central Basin (Bellhaven Number 3 and Bellhaven

22 AECOM, 2018. *Preliminary Geotechnical Investigation*. September 14, 2018. p. 10.
23 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018. p. 1-3.
24 Todd Groundwater, 2018. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. September.
25 A forebay is an artificial pool of water in front of a larger body of water that may be man-made.
26 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018. p. 1-4.
27 Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. p. 6-4.
28 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018. p. 1-4.
29 Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. p. 7-6.

Number 4), which have a combined total design well capacity of 3,468 AFY.[30] **Table 3.9-3** shows GSWC's historical well production from the Central Basin. Similar to the WCGB, groundwater pumped from the Central Basin has declined from 2011 to 2015 due to strong conservation efforts in response to a state-wide drought.

TABLE 3.9-3
CENTRAL BASIN HISTORICAL WELL PRODUCTION (AFY)

Entity	2011	2012	2013	2014	2015
GSWC	3,260	3,250	2,920	2,861	430

NOTE:
The notable decrease in GSWC well production in 2015 and 2016 was due to conservation efforts and operational issues.

SOURCE: Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest.*

Flooding

Natural flooding within the City of Inglewood is not a common occurrence, as the region's largest river, the Los Angeles River, does not flow through the City's boundaries. The Dominguez Channel, which begins at the City of Hawthorne and City of Inglewood boundary convergence, does not have a history of flooding into the adjacent neighborhoods. In addition, the Project Site is flat with only gentle slopes and is not near the Pacific Ocean, and, thus, is not located within a seiche or tsunami flooding inundation zone.

FEMA administers the National Flood Insurance Program (NFIP) that delineates areas subject to flood hazards on FIRMs for each community participating in the NFIP. The FIRMs show the areas subject to inundation by a flood that has a 1 percent chance or greater of being equaled or exceeded in any given year. This type of flood is commonly referred to as the 100-year or base flood. Areas on FIRMs are divided into geographic areas, or zones, that FEMA has defined according to varying levels of flood risk. **Table 3.9-4** includes a description of the risk associated with each zone.

The Project Site is designated as Zone X (unshaded), which means the Project Site is in an area above the 500-year flood level.[31] Over time, climate change may increase the potential for localized and regional flooding to occur.[32] However, in the event that flooding would occur in the Dominquez Channel, the channel is located downstream of the Project Site.

30 Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. p. 6-8.
31 Federal Emergent Management Agency, 2018. *FEMA Flood Map Service Center, City of Inglewood, Map Number 06037C1780G.* Available: https://msc.fema.gov/portal/search#searchresultsanchor. Accessed February 9, 2019.
32 California Governor's Office of Planning and Research, 2018. California's Fourth Climate Change Assessment Los Angeles Region Report. Available: http://www.climateassessment.ca.gov/regions/docs/20180928-LosAngeles.pdf. Accessed February 27, 2019.

TABLE 3.9-4
FEMA FLOOD ZONE DESIGNATIONS

Zone	Description
Moderate to Low Risk Areas	
B and X (shaded)	Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year events. Are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year event, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile.
C and X (unshaded)	Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level.
High Risk Areas	
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
AE	The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
A1-30	These are known as numbered A Zones (e.g., A7 or A14). This is the base floodplain where the FIRM shows a BFE (old format).
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations.
A99	Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.
Undetermined Risk Areas	
D	Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk.

SOURCE: Federal Emergency Management Agency, 2018. *Managing Floodplain Development Through the NFIP*. Available: https://www.fema.gov/media-library/assets/documents/6029. Accessed October 4, 2018.

Water Quality

Surface Water Quality

Ambient water quality in the Dominguez Channel Watershed is influenced by numerous natural and artificial sources depending on location within the Dominguez Channel Watershed, including pollutants, sediment toxicity, bacteria, algae and eutrophic conditions, and trash.[33] **Table 3.9-5** shows water bodies within the Dominguez Channel Watershed that are considered impaired because water quality standards are exceeded. Table 3.9-5 includes those waterbodies that exceed total maximum daily load (TMDL), those listed on the State's 303(d) list as impaired, and those

[33] Dominguez Channel Watershed Management Area Group, 2016. *Enhanced Watershed Management Program*. p. 2-8. February 2016.

without an associated TMDL or on the State's 303(d), list but showing exceedances of water quality criteria.

TABLE 3.9-5
LOCAL WATERBODIES EXCEEDING WATER QUALITY STANDARDS

Water body	TMDL	303(d) List	Other
Dominguez Channel (lined portion above Vermont Avenue)	Copper, Lead, Zinc, Toxicity	Indicator Bacteria, Ammonia, Diazinon	Cadmium, Chromium, Mercury, Thallium, Bis (2-Ethylhexl) phthalate, pH, Dissolved Oxygen
Torrance Lateral	Copper, Lead, Zinc	Coliform Bacteria	Cadmium, Cyanide, pH, Ammonia, PCBs, DDT
Dominguez Estuary (unlined portion below Vermont Avenue)	Cadmium, Copper, Lead, Zinc, DDT, Chlordane, Dieldrin, PAHs, Benthic Community Effects, Sediment Toxicity	Ammonia, Coliform Bacteria	Arsenic, Chromium, Silver, Nickel, Mercury, Thallium
Machado Lake	Trash, Total Phosphorus, Total Nitrogen, Ammonia, Chlorophyll-a, PCBs, DDT, Chlordane, Dieldrin, Dissolved Oxygen	None	E. coli, pH
Wilmington Drain	None	Coliform Bacteria, Copper, Lead	Total Nitrogen, DDT, PCBs, Chlordane, Dieldrin
LA Harbor – Cabrillo Marina	DDT, PCBs, PAHs	None	None
LA Harbor – Consolidated Slip	Cadmium, Chromium, Copper, Lead, Mercury, Zinc, DDT, PCBs, PAHs, Chlordane, Dieldrin, Toxaphene, Benthic Community Effects, Sediment Toxicity	None	Arsenic, Silver, Nickel
LA Harbor – Fish Harbor	Copper, Lead, Mercury, Zinc, DDT, PCBs, Chlordane, PAHs, Sediment Toxicity	None	None
LA/Long Beach Inner Harbor	Copper, Zinc, DDT, PCBs, PAHs, Benthic Community Effects, Sediment Toxicity, Indicator Bacteria	None	Copper, Silver
LA/Long Beach Outer Harbor	DDT, PCBs, Sediment Toxicity	None	Cadmium, Nickel, Silver, Copper, Mercury
LA Harbor – Inner Cabrillo Beach	Indicator Bacteria, DDT, PCBs	None	None

NOTE:
Clean Water Act (CWA) section 303(d) requires the identification of water bodies that do not meet, or are not expected to meet, water quality standards (i.e., impaired water bodies), and these water bodies are placed on the 303(d) List of Water Quality Limited Segments. The affected water body, and associated pollutant or stressor, is then prioritized in the 303(d) list. Once a water body is placed on the 303(d) list, it remains on the list until a TMDL is adopted and the water quality standards are attained or there are sufficient data to demonstrate that water quality standards have been met and delisting should take place.

SOURCE: Dominguez Channel Watershed Management Area Group, 2016. *Enhanced Watershed Management Program*. p. 2-8. February 2016.

Dominguez Channel drains a highly industrialized area with numerous sources of pollution. These pollutants include polycyclic aromatic hydrocarbons (PAHs), remnants of persistent legacy pesticides, polychlorinated biphenyls (PCBs), and elevated concentrations of metals, all of which

contribute to poor sediment quality both within the channel and adjacent harbor areas.[34] Historically, oil pumping was prevalent in the area and some oil wells remain in operation.

In addition, the pollutant dichlorodiphenyltrichloroethane (DDT), a once common herbicide, is highest (compared to the rest of the Dominguez Channel Watershed) in the Dominguez Channel estuary and Consolidated Slip[35] sediments, along with being present throughout the harbors. Elevated concentrations are present in sediment at some locations in the inner harbors, and at the Consolidated Slip. The presence of these sediment pollutants has adversely affected water quality.

Beneficial uses identified by the Los Angeles RWQCB for the surface water bodies in the Dominguez Channel Watershed are summarized in **Table 3.9-6**.

TABLE 3.9-6
BENEFICIAL USES LISTED FOR SURFACE WATERS WITHIN THE DOMINGUEZ CHANNEL WATERSHED

Water Body		Existing Beneficial Uses	Potential Beneficial Uses
Dominguez Channel	Lined portion above Vermont Avenue (Freshwater)	RARE, REC-2	WARM, WILD, REC-1, MUN
	Unlined portion below Vermont Avenue (Estuary)	COMM, EST, MAR, WILD, RARE, MIGR, SPWN, REC-1, REC-2	NAV
	Torrance Carson Channel	RARE, REC-2	WARM, WILD, REC-1, MUN
Machado Lake	Machado Lake	WARM, WILD, WET, REC-1, REC-2	None
	Wilmington Drain	WARM, WILD, WET, REC-1, REC-2	None
Los Angeles Harbor	Consolidated Slip	IND, NAV, REC-2, COMM, MAR, RARE	REC-1, SHELL
	Inner Harbor	IND, NAV, REC-2, COMM, MAR, RARE	REC-1, SHELL
	Fish Harbor	IND, NAV, REC-2, COMM, MAR, RARE	REC-1, SHELL
	Inner Cabrillo Beach	NAV, REC-1, REC-2, COMM, MAR, WILD, MIGR, SPWN, SHELL	None
	Outer Cabrillo Beach (Los Angeles County beach)	NAV, REC-1, REC-2, COMM, MAR, WILD, MIGR, SPWN, SHELL	None

NOTES:
COMM: Commercial and Sport Fishing
EST: Estuarine Habitat
IND: Industrial Service Supply
NAV: Navigation
MAR: Marine Habitat
MIGR: Migration of Aquatic Organisms
MUN: Municipal and Domestic Supply
RARE: Rare, Threatened, or Endangered Species
REC-1: Water Contact Recreation
REC-2: Non-Contact Water Recreation
SHELL: Shellfish Harvesting
SPWN: Spawning, Reproduction, and/or Early Development
WARM: Water Freshwater Habitat
WET: Wetland Habitat
WILD: Wildlife Habitat

SOURCE: Dominguez Channel Watershed Management Area Group, 2016. *Enhanced Watershed Management Program.* p. 1-6. February 2016.

[34] State Water Resources Control Board, 2014. Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Available: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html. Accessed October 4, 2018.

[35] Consolidated Slip is a part of the Inner Harbor of Los Angeles Harbor immediately downstream of Dominguez Channel.

Groundwater Quality

City of Inglewood wells in the WCGB, and GSWC have historically produced and currently produce groundwater that meets federal and state water quality standards.[36,37] However, the WCGB has water quality constituents of concern, including iron, manganese, hydrogen sulfide odor, and total dissolved solids. In order to address these constituents, WCGB wells have treatment processes and are monitored closely. Groundwater is treated for iron and manganese at the City of Inglewood's Sanford M. Anderson Water Treatment Plant to meet water quality standards.

The Salt and Nutrient Management Plan for the Central Basin and WCGB, which is a tool to monitor and manage salt and nutrient levels in these groundwater basins was adopted by the Los Angeles RWQCB, on February 12, 2015.[38,39] WCGB groundwater aquifers do not meet water quality objectives of the Los Angeles RWQCB because of historical seawater intrusion due to excessive over-pumping.[40] However, existing and planned implementation measures (including barrier projects, desalters, recharge projects, and other programs) are designed to ensure that salt and nutrient levels in groundwater would achieve water quality objectives.[41]

3.9.2 Adjusted Baseline Environmental Setting

Section 3.9, Hydrology and Water Quality, assumes the HPSP Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis.

In its current (2019) condition, a portion of the HPSP area is under construction, largely resulting in pervious exposed soils, haul roads, and some paved areas. Compared to the site's previous use as a horse racetrack and current construction conditions, the HPSP Adjusted Baseline projects will add impervious surfaces. At the time of the opening of the Proposed Project, the permeability of the HPSP Adjusted Baseline projects area would be limited to landscaped areas and retention basins, which would be designed to reduce runoff and treat pollutants of concern in accordance with drainage control regulatory requirements.

Drainage infrastructure at the HPSP area associated with the previous horse racetrack is currently being rerouted and replaced as necessary and additional drainage infrastructure will be constructed to accommodate the new HPSP Adjusted Baseline projects. New drainage infrastructure includes various on-site drains, open-channel drainage, an off-site bypass north of the HPSP area, catch basins, vegetated bio-retention areas, and an Arroyo and Lake Park

36 Golden State Water Company, 2016. *2015 Urban Water Management Plan, Southwest*. p. 6-5.
37 City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-13.
38 Water Replenishment District of Southern California, 2015. Salt and Nutrient Management Plan, Central Basin and West Coast Basin, Southern Los Angeles County, California. February 12, 2015.
39 California Regional Water Quality Control Board, Los Angeles Region, 2015. Resolution No. R15-001, Amendment to the Water Quality Control Plan for the Los Angeles Region to Incorporate Stakeholder-Proposed Groundwater Quality Control Measures for Salts and Nutrients in the Central and West Coast Groundwater Basins. February 12, 2015.
40 Water Replenishment District of Southern California, 2015. Salt and Nutrient Management Plan, Central Basin and West Coast Basin, Southern Los Angeles County, California. p. 14. February 12, 2015.
41 Todd Groundwater, 2018. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. September.

stormwater treatment system. The HPSP Adjusted Baseline projects will include BMPs as required by the site-specific Stormwater Pollution Prevention Plan (SWPPP) to reduce runoff flows and treat runoff water leaving the site, in accordance with federal, state, and local regulations. The storm drainage calculations included in the Proposed Project Preliminary Hydrology Report (Appendix Q) include drainage and stormwater flows from build out of the HPSP Adjusted Baseline projects in addition to the Proposed Project.

3.9.3 Regulatory Setting

Federal

Clean Water Act

Water quality objectives for all waters of the United States are established under applicable provisions of federal Clean Water Act (CWA) section 303. The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a National Pollutant Discharge Elimination System (NPDES) permit. Point sources are defined as any discernible, confined, and discrete conveyance including but not limited to any pipe, ditch, channel, tunnel, well, or vessel from which pollutants are discharged. Nonpoint sources come from many diffuse sources including land runoff, precipitation, drainage, seepage, or hydrologic modification. Because implementation of these regulations has been delegated to the State, additional information regarding this permit is discussed under the "State" subheading, below.

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the US. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges. CWA sections 401 and 402 contain general requirements regarding NPDES permits. CWA section 307 describes the factors that the US Environmental Protection Agency (EPA) must consider in setting effluent limits for priority pollutants.

The CWA was amended in 1987 to require NPDES permits for non-point source (e.g., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural BMPs. BMPs can include the development and implementation of various practices including educational measures (e.g., workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage facility design), public policy measures, and structural measures (e.g., filter strips, grass swales and detention ponds). The NPDES permits that apply to activities in the City of Inglewood are described under local regulations below.

Code of Federal Regulations

Federal regulations governing development in a floodplain are set forth in Code of Federal Regulations Title 44, Part 60. FEMA imposes building regulations on development within flood

hazard areas depending upon the potential for flooding within each area. Building regulations are incorporated into the municipal code of jurisdictions participating in the NFIP. FEMA does not regulate buildings or require flood insurance in areas designated Zone X, such as the Project Site.

State

Porter-Cologne Water Quality Control Act

The SWRCB and Los Angeles RWQCB are delegated authority from the EPA to implement portions of the CWA, and to also implement the state's water quality law, the Porter-Cologne Water Quality Control Act (Porter-Cologne Act). These agencies have established water quality standards that are required by CWA section 303 and the Porter-Cologne Act. The Porter-Cologne Act states that a Water Quality Control Plan, or Basin Plan, will consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality objectives. A Basin Plan, prepared by the Los Angeles RWQCB, establishes water quality numerical and narrative standards and objectives for rivers and their tributaries within the area subject to the Basin Plan. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria apply such as EPA water quality criteria developed under CWA section 304(a). The Basin Plan that applies to the Project Site is described under local regulations below.

General Construction Activity Stormwater Permit

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting one acre or more obtain coverage under a General Construction Activity Stormwater Permit (General Construction Permit). The current General Construction Permit is the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, effective July 1, 2010. General Construction Permit applicants are required to prepare and implement a SWPPP which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion and sediment control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment so as to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the City drainage system or receiving waters.

Construction activity that results in soil disturbances of less than one acre is subject to the General Construction Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Los Angeles RWQCB.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act of 2014 consists of three legislative bills—Senate Bill (SB) 1168, Assembly Bill 1739, and SB 1319 (or California Water Code Division 6,

Parts 2.74 through 2.78)—that provide a framework for long-term sustainable groundwater management across California. Under the legislation, local and regional authorities in medium and high priority groundwater basins will form Groundwater Sustainability Agencies that oversee the preparation and implementation of a local Groundwater Sustainability Plan. Groundwater within the WCGB and Central Basin is adjudicated by court order to protect the underground water supply within the basins. As such, these basins are already managed and are not required to submit a Groundwater Sustainability Plan, but are required to submit groundwater monitoring data annually to the California Department of Water Resources.

Regional

Los Angeles Regional Water Quality Control Board

As previously detailed, the Project Site is located within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB authorizes NPDES permits that ensure compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties near and surrounding the Project Site.

Municipal Separate Storm Sewer System Permit

Los Angeles County and 84 incorporated cities, including the City of Inglewood, have a joint Municipal Separate Storm Sewer System NPDES permit (MS4 Permit) (Permit Order No. R4-2012-0175, NPDES Permit No. CAS004001) that was granted on November 8, 2012, and recently modified in July 2018. The MS4 Permit is intended to implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. On June 27, 2013, the cities of El Segundo, Hawthorne, Inglewood, Carson, Lawndale, Lomita, Los Angeles (including the Port of Los Angeles), and the Los Angeles County Flood Control District formed the Dominguez Channel Watershed Group to develop a collaborative approach to meet the requirements of the MS4 Permit.

Urban storm water runoff is defined in the MS4 Permit as including stormwater and dry weather flows from a drainage area that reaches a receiving water body or subsurface. The permit regulates the discharge of all wet and dry weather urban storm water runoff within the County of Los Angeles (with the exception of the City of Long Beach). Part VI.C of the Los Angeles County MS4 permit allows permittees the flexibility to develop Watershed Management Programs or Enhanced Watershed Management Programs (EWMPs) to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. The Dominguez Channel Watershed Management Area Group developed a EWMP that was approved by the Los Angeles Water Board on February 26, 2016.[42] The EWMP includes water quality priorities for the Dominguez Channel Watershed Management Area, watershed control measures consisting of both structural and non-structural BMPs, financial strategies, and

[42] Dominguez Channel Watershed Management Area Group, 2016. *Enhanced Watershed Management Program*. February 2016.

legal authority (permittees have the necessary legal authority to implement the BMPs identified in the EWMP or the legal authority exists to compel implementation of the BMPs).

County of Los Angeles Low Impact Development Standards Manual

In 2014, the County of Los Angeles prepared the LID Standards Manual to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County.[43] The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The City of Inglewood implements these standards for projects within the city.

Groundwater Basins Master Plan

As detailed above, the WCGB and Central Basin were adjudicated in 1961 and 1965, respectively, due to over pumping.[44,45] The adjudication limits the allowable annual extraction of groundwater per water rights holder within the basin in order to prevent seawater intrusion and an unhealthy groundwater level. As part of the adjudication, the court appointed the California Department of Water Resources to serve as Watermaster to account for all water rights and groundwater extraction amounts per year.

Since the adjudicated groundwater production is higher than the natural recharge of the basin, the California Legislature created the WRD to manage, regulate, and replenish the WCGB and Central Basin. Each year through WRD's Regional Groundwater Monitoring Program, WRD determines the amount of supplemental recharge that is needed for the WCGB and Central Basin based upon annual groundwater extractions and groundwater levels. In 2016, WRD published the Groundwater Basins Master Plan, which provides a single reference document for parties operating within and maintaining the WCGB and Central Basin. The Groundwater Basins Master Plan provides options for meeting replenishment requirements and options for expanding the use of the basins' storage to increase reliability of water supplies.

Local

City of Inglewood General Plan

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, sets forth goals, objectives and policies that address the conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapters III through IV of the Conservation Element address resource conservation and management and contain several goals,

43 County of Los Angeles Department of Public Works, 2014. *Low Impact Development Standards Manual*. February 2018.
44 West Basin Municipal Water District, 2018. West Coast Groundwater Basin. Available: http://www.westbasin.org/water-supplies-groundwater/west-coast-groundwater-basin. Accessed October 8, 2018.
45 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018.

objectives, and policies related to hydrology and water quality. The following policies from the City of Inglewood General Plan Conservation Element are applicable to the Proposed Project:

Water Production

> ***Policy 1:*** Protect aquifers and water sources (which includes prevention of contamination of ground water by surface contaminants leaching into the soil).
>
> ***Policy 2:*** Reduce the ever-increasing demand being placed on the aquifers and on the statewide water sources.

Storm Drains and Waste Water

> ***Policy 2:*** Require periodic sweeping to remove oil, grease and debris from parking lots of 25 spaces or more.

The Proposed Project would appear to be consistent with each of the policies listed above. Consistent with Water Production Policy 1, and as further detailed below in Impact 3.9-1, the Proposed Project would be required to comply with federal, state, and local regulations and implement BMPs to reduce erosion and runoff to protect aquifer and water sources. Consistent with Water Production Policy 2, and as detailed in Impact 3.9-2 below, the Proposed Project would not interfere with groundwater recharge or demand being placed on aquifers. In addition, consistent with Storm Drains and Waste Water Policy 2, and as detailed in Impact 3.9-1 below, the Proposed Project would implement periodic sweeping of parking lots to remove oil, grease, and debris. The responsibility for the final determination of consistency with the City's General Plan is the responsibility of the City of Inglewood City Council.

Standard Urban Stormwater Mitigation Plan and City of Inglewood Municipal Code Low Impact Development Requirements

In 2000, the Los Angeles RWQCB approved the Standard Urban Stormwater Mitigation Plan (SUSMP) as part of the MS4 program to address stormwater pollution from new construction and redevelopment. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce post-project discharge of pollutants from stormwater conveyance systems. Based upon land type, the SUSMP defines the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. One of the most important requirements of the SUSMP is the specific sizing criteria for stormwater treatment BMPs for new development and significant redevelopment projects.

In 2015, the City replaced the SUSMP with City of Inglewood Municipal Code Chapter 10, Article 16, section 10-208 (LID Requirements for New Development and Redevelopment). This portion of the Municipal Code builds on the SUSMP and establishes requirements for construction activities and facility operations of development projects to comply with the current MS4 Permit. These include requirements to lessen the water quality impacts of development by using smart growth practices and integrate LID practices and standards for stormwater pollution mitigation.

City of Inglewood Water Conservation and Water Supply Shortage Program

City of Inglewood Municipal Code Chapter 10, Article 19, section 10-260 (City of Inglewood Water Conservation and Water Supply Shortage Program). This water conservation and water supply program was established to reduce water consumption in the City through conservation and water supply planning, ensure beneficial use of water, prevent waste of water, and maximize the efficient use of water in the City to avoid and minimize the effect and hardship of water shortage. The Code establishes permanent water conservation standards intended to alter behavior related to water use efficiency at all times and further establish three levels of water supply shortage response actions during times of declared water shortage, with increasing restrictions on water use in response to worsening drought.

City of Inglewood Green Street Policy

The City of Inglewood Public Works Department adopted the Green Street Policy to implement Green Street BMPs for the addition of new streets, redevelopment projects, and roadway improvement projects. The policy was enacted to demonstrate compliance with the NPDES MS4 Permit for the Los Angeles Region. According to the policy, green streets are an amenity that can provide many benefits including water quality improvement, groundwater replenishment, creation of attractive streetscapes, creation of parks and wildlife habitats, and pedestrian and bicycle accessibility. Green streets are defined as right-of-way areas that incorporate infiltration, biofiltration, and/or storage and use of BMPs to collect, filter, retain, or detain storm water runoff as well as promote attractive streetscape designs. Implementation of BMPs within roadways require that drainage patterns be considered such that drainage may be routed to the BMPs prior to entering the storm drain facility. BMPs include, but are not limited to vegetated curb extensions, bioswales, permeable pavers, alternative street widths, and infiltration basins, as feasible.

3.9.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to hydrology and water quality. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. 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 substantial erosion or siltation on or off site;
    ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

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

iv. Impede or redirect flow.

4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Methodology and Assumptions

Impacts on water quality were evaluated qualitatively by considering the type of pollutants the Proposed Project would generate during construction and operational phases and whether meeting the requirements of applicable regulations would reduce potential impacts to a less-than-significant level. On-site drainage impacts were evaluated quantitatively by comparing calculations of existing and post-development stormwater runoff to Los Angeles County Department of Public Works allowable flow rates into the storm drainage system, in accordance with the department's Hydrology Manual as detailed in the Proposed Project Preliminary Hydrology Report (Appendix Q). The City's plan check and building inspection functions would ensure that all aspects of the Proposed Project would comply with applicable local, state, and federal laws, regulations, design standards, and plans.

The analysis of impacts to groundwater considers how development of the Proposed Project would influence groundwater recharge based on increases in impervious surfaces as a result of the Proposed Project and the existing and projected condition of the groundwater basin, along with the relocation of an existing well (Water Well #6).

An analysis of impacts to water supply, sewer, and stormwater infrastructure is included in Section 3.15, Utilities and Service Systems. An analysis of the consistency of the Proposed Project with the City's General Plan Conservation Element Storm Drains and Waste Water Policy 2 is discussed below, under Impact 3.9-1, and a discussion of the consistency of the Proposed Project with the City's Water Production Policy 1 and Policy 2 are discussed below under Impact 3.9-2.

Issues Determined to Be Less than Significant

The City of Inglewood has determined that due to the physical characteristics of the Project Site and the Proposed Project, several environmental resources addressed in the significance criteria would not be affected by the Proposed Project and need not be further considered in the Draft

EIR.[46] The discussions below provide brief statements of reasons for the City's determination that these issues do not warrant further consideration in the EIR.

The Proposed Project would not be in a flood hazard, tsunami, or seiche zone, and would not risk release of pollutants due to project inundation. (No Impact)

The Project Site is not within a 100-year flood hazard area as mapped on the FIRM by FEMA.[47] The closest mapped flood hazard area is 2.1 miles slightly to the northwest; this mapped area is in a 500-year flood zone. Therefore, the Proposed Project would not be located within a flood hazard area as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map.

A seiche occurs when there is a temporary disturbance or oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank, often as a result of earthquakes or other large environmental disturbances. There are no lakes or reservoirs proximate to the Project Site, with the nearest being the Morningstar Park Reservoir, approximately 1.1 miles to the northeast of the Project Site. Due to the distance from the reservoir, the Project Site is not located within a seiche hazard zone which typically affects only areas immediately adjacent to enclosed or semi-enclosed water bodies.

The hazards from tsunamis are relatively low in southern California because of its wide physiographical offshore borderland. Regardless, there is no immediate danger to Inglewood from this type of natural hazard because the City's location at over four miles inland from the Pacific Ocean is well outside of any tsunami hazard zone.[48]

The Proposed Project would not be located in a flood, seiche, or tsunami inundation zone, and, therefore, would not be susceptible to risk of release of any pollutants due to inundation. Thus, there would be **no project-level or cumulative impacts** of the Proposed Project related to this significance criterion.

[46] Public Resources Code section 21003(e) states that "[t]o provide more meaningful public disclosure, reduce the time and cost required to prepare an environmental impact report, and focus on potentially significant effects on the environment of a proposed project, lead agencies shall, in accordance with Section 21100, focus the discussion in the environmental impact report on those potential effects on the environment of a proposed project which the lead agency has determined are or may be significant. Lead agencies may limit discussion on other effects to a brief explanation as to why those effects are not potentially significant."

[47] AECOM, 2018. *Preliminary Geotechnical Investigation*. September 14, 2018. p. 12.

[48] City of Inglewood, Department of Community Development and Housing, 1995. Safety Element of the Inglewood General Plan. Adopted July 1995, p. 51.

Impacts and Mitigation Measures

Impact 3.9-1: Construction and operation of the Proposed Project could have the potential to violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan. (Less than Significant with Mitigation)

Construction

The use of construction equipment and other vehicles could result in spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery could result in accidental spills or discharges that could degrade water quality. In addition, the use of equipment and ground disturbing activities could increase erosion, in turn potentially increasing sediment discharged into storm water that could degrade water quality. As discussed in the Regulatory Setting, above, the Proposed Project would be required to comply with a number of regulations designed to reduce or eliminate construction-related water quality effects, including the NPDES General Construction Permit and the City's Municipal Code section 10-208 (Low Impact Development Requirements).

Before any construction activities commence, an application for coverage under the General Construction Permit would be submitted to the Los Angeles RWQCB. In addition, compliance with Municipal Code section 10-208 requires the project applicant to prepare and submit a LID Report to the City, which would implement LID standards and practices for stormwater pollution mitigation consistent with the County's LID Standards Manual. The LID Report prepared for the Proposed Project demonstrates how the Proposed Project would comply with the MS4 Permit; the report is provided as Appendix Q.

Before construction could begin, a SWPPP would be developed and a Notice of Intent (NOI) filed with the Los Angeles RWQCB. After the Los Angeles RWQCB and the City of Inglewood confirm the applicability of the General Construction Permit, and approve the LID Report and the SWPPP, construction could commence. Construction would, thereafter, be required to implement and maintain the BMPs outlined in the LID Report and SWPPP. BMPs could consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff, such as biofiltration and/or stormwater planters. The City would complete inspections to verify that the LID Report and SWPPP are implemented correctly as part of the building permit process.

The City's Municipal Code section 10-208 also requires BMPs to minimize the potential for and effects from discharge (defined as any spill or release of substances) and pollutants (including metals, fuels, solvents, petroleum substances, and more) during construction activities for all contractors. If a spill were to occur, City's Municipal Code section 10-208 also requires the contractor to notify the City, and take action to contact the appropriate safety and clean-up crews to ensure that a prevention program is followed. In addition, the City would investigate any spills reported. A written description of reportable releases would be submitted to the Los Angeles RWQCB and the California Department of Toxic Substances Control (DTSC) by the contractor

or land owner. If an appreciable spill were to occur and it were determined that construction activities have adversely affected surface water or groundwater quality, a detailed analysis would be performed to the specifications of DTSC to identify the likely cause of contamination. This analysis would include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, contractors would select and implement measures to control contamination, with a performance standard that surface and/or groundwater quality must be returned to baseline conditions. These measures would be subject to approval by the City and/or the Los Angeles RWQCB.

Compliance with the NPDES General Construction Permit and Inglewood Municipal Code regulations as outlined above would prevent the substantial degradation of water quality during construction of the Proposed Project. While these regulatory instruments are designed to ensure that construction projects result in water quality discharges that are not in violation of SWRCB objectives, because final plans have not yet been approved by the City or Los Angeles RWQCB, construction impacts would be **potentially significant**.

Operation

During operation of the Proposed Project, runoff from the Project Site would contain pollutants common in urban runoff, including metals, oils and grease, pesticides, herbicides, nutrients, pet waste, and garbage/litter. Without BMPs and periodic sweeping to remove these pollutants, the Proposed Project could conflict with the City's General Plan Storm Drains and Waste Water Policy 2, detailed above in the Regulatory Setting, and could degrade the quality of receiving waters, including the Dominguez Channel. However, through compliance with the LID Standards Manual, consistent with the requirements of the NPDES MS4 Permit, the Proposed Project would be required to reduce operational stormwater pollution to the maximum extent practicable and eliminate prohibited non-stormwater discharges as part of the Project drainage design.

Operation of the Proposed Project would also be required to comply with the County's LID Standards Manual. A Project-specific LID Report has been prepared to reduce the volume of stormwater runoff and potential pollutants in stormwater runoff at the Project Site.[49] According to the LID Report, the Proposed Project would utilize a combination of biofiltration planters and biofiltration systems, including non-proprietary standard systems identified in the Los Angeles County LID Standards Manual or proprietary systems approved by the City of Inglewood to treat the stormwater. Runoff would be directed from drainage areas to on-site biofiltration plants and bio-swales. The biofiltration systems are designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to replicate pre-developed conditions. Sizing and capacity analysis of the proposed biofiltration systems would be calculated following the design guidelines issued by the Los Angeles

[49] AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. pp. 3 through 6.

RWQCB.[50] The Proposed Project would be required to comply with these design standards and regulatory requirements. The Proposed Project development process includes identification of BMPs that respond to the design and construction methods of the Proposed Project. The BMPs would be implemented to ensure that water quality would not be degraded and the violation of water quality or waste discharge objectives set by the SWRCB would not occur. City review would confirm that BMP implementation complies with all applicable local, state, and federal regulations. The LEED certification process also requires extensive coordination with the USGBC, and through that coordination, would identify measures that ensure that water pollutant removal would be implemented in full compliance with the LEED program and certification requirements.[51]

Because the design of the Proposed Project is in an early phase, and specific BMPs have not been identified and approved by the City or the Los Angeles RWQCB, operational impacts would be **potentially significant**.

The Proposed Project includes parking facilities. These facilities, if not properly maintained, may be a significant source of pollutants associated with the operation of vehicles, including the discharge of oil, grease, and other automotive fluids. Periodic sweeping of parking facilities can serve as an effective means of reducing pollutants in stormwater runoff from such facilities, as required by the General Plan Storm Drains and Waste Water Policy 2, which requires the periodic sweeping of parking lots. If not properly managed, the surface water quality from run-off from parking facilities could adversely affect water quality and is considered **potentially significant**.

Mitigation Measure 3.9-1(a)

Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB. The project applicant shall comply with the MS4 permit regulations, NPDES General Construction Permit, Inglewood Municipal Code regulations, the County's LID Standards Manual, and the USGBC's LEED program. A LID Report and SWPPP shall be prepared to the satisfaction of the City and Los Angeles RWQCB to ensure the prevention of substantial water quality degradation during construction and operation of the Project. These plans shall be approved by the City and Los Angeles RWQCB to confirm that these permit and regulatory requirements have been satisfied before construction commences on the site.

Mitigation Measure 3.9-1(b)

Sweeping. Operation of the Project shall include periodic sweeping to remove oil, grease, and debris from parking lots of 25 spaces or more. Such sweeping shall occur not less than weekly.

[50] Los Angeles Regional Water Quality Control Board, 2012. *Final Waste Discharge Requirements for Municipal Separate Storm Water System (MS4) Discharge within the Coastal Watersheds of Los Angeles County, Attachment H Bioretention/Biofiltration Design Guidelines*. Available: https://www.waterboards.ca.gov/rwqcb4/water_issues/programs/stormwater/municipal/losangeles.html.

[51] There are two options for stormwater management: (1) During the performance period, implement a stormwater management plan that infiltrates, collects and reuses runoff or evapotranspirates runoff from at least 15% of the precipitation falling on the whole project site both for an average weather year and for the 2-year, 24-hour design storm; or (2) Use LID practices to capture and treat water from 25% of the impervious surfaces for the 95th percentile of regional or local rainfall events.

Level of Significance After Mitigation: With the implementation of Mitigation Measures 3.9-1(a), the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB and would not result in an impact to water quality. With implementation of Mitigation Measure 3.9-1(b), the Proposed Project would be consistent with the City's General Plan Storm Drains and Waste Water Policy 2. Thus, this would be a **less-than-significant impact**.

Impact 3.9-2: Construction and operation of the Proposed Project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of sustainable groundwater management plan. (Less than Significant)

Groundwater Recharge

The Project Site is currently made up of approximately 15 percent impervious surfaces and 85 percent pervious surfaces. However, as detailed above in Section 3.9.1, preliminary investigations of the Project Site indicate that the site's native soil characteristics have poor drainage with a low infiltration rate.[52] The underlying, predominantly clayey soils at the Project Site have never experienced saturation. This indicates that the Project Site currently provides very little groundwater recharge through percolation of soils.

Due to the development associated with the Proposed Project, it is estimated that approximately 90 percent of the Project Site would be covered by impervious surfaces.[53] However, because the existing condition of the Project Site is developed with impervious surfaces that have a low infiltration and groundwater recharge or are impervious surfaces, the net change of groundwater recharge at the Project Site would be negligible.

As detailed above in Impact 3.9-1, the Proposed Project would include biofiltration planters and biofiltration systems, which can be effectively designed in low permeable soil conditions, to treat stormwater. Runoff would be directed from drainage areas to on-site biofiltration planters and bio-swales. The biofiltration systems would be designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to replicate pre-developed conditions or better. Consistent with the City of Inglewood General Plan Water Production Policy 1, detailed above in the Regulatory Setting, the Proposed Project would protect aquifers and water sources through the biofiltration treatment of runoff, preventing the contamination of groundwater.

As detailed in the Regulatory Setting, there are also several regulations and policies in place to prevent the degradation of water quality. Regulations include, but are not necessarily limited to, the MS4 permit, the County's LID Standards Manual, and the City's LID Requirements, all of

52 AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. p. 2.
53 AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. p. 2.

which implement BMPs and stormwater quality control measures to reduce pollutants in stormwater discharges and improve water quality, preventing the contamination of groundwater.

Therefore, the potential for the Proposed Project to interfere with groundwater recharge would be negligible and would be a **less-than-significant impact**.

Well Relocation

The Proposed Project would include the relocation of Water Well #6, which is currently located within the Project Site (specifically the southeast of the Arena Site). Water Well #6 would be decommissioned and a new Water Well #8 would be located within the Well Relocation Site, which consists of two parcels south of West 102nd Street and west of South Doty Avenue. Water Well #8 discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the proposed well site on West 102nd Street.[54]

The potential well capacity would be approximately 2,500 gpm (or approximately 4,000 AFY). While the capacity of proposed Water Well #8 would provide for an increase from the existing capacity of Water Well #6 (which produced an average of 1,540 AFY from 2008 through 2015), regulations are in place to ensure that there would not be a deficit in aquifer volume. As detailed above in the Environmental Setting and Regulatory Setting, WRD is responsible for maintaining water levels in the Central Basin and WCGB. Each year through WRD's Regional Groundwater Monitoring Program, WRD determines the amount of supplemental recharge that is needed for the WCGB and Central Basin based upon annual groundwater extractions and groundwater levels. The Regional Groundwater Monitoring Program consists of a network of more than 300 monitoring wells at over 50 locations throughout the WRD service area.[55] WRD has dedicated staff that engage in year-round activities to closely monitor groundwater conditions. WRD performs extensive collection, analysis and reporting of groundwater data to ensure proper resource management. Source waters used for groundwater replenishment comes from annual precipitation, stormwater infiltration, and surface water imported by the Metropolitan Water District of Southern California and the State Water Project.

According to WRD's 2016-2017 Groundwater Monitoring Report, artificial replenishment activities combined with natural replenishment and controlled pumping have ensured a sustainable, reliable supply of groundwater in the WRD service area. Through this system of managing recharge in light of groundwater extraction, the overall level of groundwater resources is maintained over time. Thus, no demand would be placed on the aquifers due to this system of recharge and maintenance, making the Proposed Project consistent with the City's General Plan Water Production Policy 2.

Therefore, as the net change in groundwater recharge would be negligible with implementation of the Proposed Project, and as existing regulations would monitor the WCGB and Central Basin

54 City of Inglewood, 2018. *Proposed Well Number 8 Preliminary Design Report*. July. pp. 4 through 5.
55 Water Replenishment District of Southern California, 2018. Regional Groundwater Monitoring Report Water Year 2016-2017. Available: https://www.wrd.org/sites/pr/files/2017%20RGWMR%20Final%20for%20Web.pdf. Accessed February 9, 2019.

groundwater levels with the relocated well, the impact of the Proposed Project related to substantial depletion of groundwater supplies would be **less than significant**.

See Section 3.15, Utilities and Service Systems, for a discussion of project-level impacts related to water supply, including the provision of local groundwater to meet demand related to the Proposed Project.

Mitigation Measures

None required.

Impact 3.9-3: Construction and operation of the Proposed Project could have the potential to substantially alter the existing drainage patterns 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 has the potential to: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow. (Less than Significant with Mitigation)

A thorough analysis regarding the potential for substantial erosion or siltation on or off site is also addressed in Section 3.6, Geology and Soils, under Impact 3.6-1.

Erosion or Siltation, Runoff Flooding, and Redirection of Flows

Construction

There are no natural water or drainage features on the Project Site, and current flow of stormwater runoff is to existing storm drain facilities that ultimately flow to City maintained storm drain mains. The Proposed Project would include ground disturbing activities to construct the proposed improvements. Ground disturbing activities, including excavation and grading, would alter the ground surface, consequently altering drainage patterns. Altered drainage patterns have the potential to result in erosion or siltation, increase runoff volumes that could result in flooding or even redirect or concentrate flood flows.

As detailed above under Impact 3.9-1, construction of the Proposed Project would be required to comply with the NPDES General Construction Permit, the City's Municipal Code section 10-208, the County's LID Standards Manual, and the USGBC's LEED program. Through these regulations, the project applicant would be required to prepare and implement a LID Report (the LID Report can be found in Appendix Q) and a SWPPP that are approved by the City. These plans would include erosion and sediment control BMPs to minimize the potential for erosion and sedimentation to occur during construction as well as measures to control runoff volumes. BMPs would include, but would not necessarily be limited to, filtering runoff during construction, avoiding heavy grading and earthwork operations during the rainy season, and incorporating landscaping as early as possible. In

addition, prior to receiving grading and building permits from the City, the project applicant would be required to prepare a final geotechnical report in accordance with the California Building Code, which requires recommendations for surface and subsurface drainage, slope stabilization, erodible soils, and compliance with City drainage requirements.

Because the final LID Report and SWPPP have not yet been approved by the City or Los Angeles RWQCB and the City, construction impacts are considered to be **potentially significant**.

Operation

As detailed above under Impacts 3.9-1 and 3.9-2, approximately 90 percent of the Project Site would be covered by impervious surfaces.[56] Through compliance with the LID Standards Manual that is consistent with the NPDES MS4 requirements, the Proposed Project would be designed to reduce operational stormwater runoff, which, in turn, would reduce associated erosion, sedimentation, and/or flooding on and off the Project Site. In addition, compliance with the County's LID Standards Manual would ensure that the Proposed Project would utilize a combination of biofiltration planters and biofiltration systems to treat stormwater. Runoff would be directed from drainage areas to on-site biofiltration plants and bio-swales. The biofiltration systems would be designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

Because the Proposed Project would be designed to capture runoff and replicate pre-developed conditions,[57] impacts to drainage patterns and associated erosion, sedimentation, and/or flooding during operation of the Proposed Project would be a **less-than-significant impact**.

Stormwater Drainage Capacity

Construction

Existing drainage from the Project Site flows to adjacent off-site storm drain facilities and ultimately in to the City-maintained storm drain mains located along all streets surrounding and traversing the Project Site. Construction of the Proposed Project would require the use of water on site for various purposes, including dust control, concrete mixing, and sanitation. Construction activities and materials would alter the drainage pattern of the Project Site, potentially increasing water runoff from dust control activities and as a result, risk of siltation into the existing drainage system.

With implementation of BMPs as required by the site-specific SWPPP in accordance with the NPDES General Construction Permit, erosion and other pollutants would be prevented from being discharged from the Project Site. Although specific BMPs have not been identified for the Proposed Project, typical construction BMPs may include the use of silt fences, fiber rolls, and

[56] AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. pp. 2 through 6.
[57] AECOM, 2018. *Inglewood Basketball & Entertainment Center Project Low Impact Development (LID) Report*. August 23, 2018. p. 2.

compost blankets during construction activities. Implementation of BMPs would slow flows and reduce the rate of runoff leaving the Project Site. By controlling and limiting the flow of water, runoff to stormwater drainage systems would be reduced. With implementation of these NPDES regulations and BMPs, construction of the Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or result in substantial additional sources of polluted runoff. However, final plans, including the SWPPP and specific BMPs, have not yet been approved by the City or Los Angeles RWQCB, and therefore, impacts related to the alteration of drainage patterns during construction causing an increase of runoff into the storm drainage system would be **potentially significant**.

Operation

The Proposed Project would include the following on-site drainage features and infrastructure improvements that would connect to existing storm drains within surrounding streets.

Arena Site

Under the Proposed Project, an approximately 900-foot linear section of West 102nd Street from South Prairie Avenue to a line approximately 335 feet west of South Doty Avenue would be vacated and incorporated into the Arena Site. The Proposed Project would construct new site access roads along the periphery of the arena. The existing catch basin at the intersection of West 102nd Street and South Prairie Avenue would be removed, along with the existing storm drain line within West 102nd Street. Stormwater pipelines, storm drains, and storm drain overflow pipes would be installed within and along the proposed site access roads. New 12-, 18-, and 24-inch-diameter storm drainage lines would be extended from existing drainage lines in South Prairie Avenue near West 103rd Street into the Project Site. The new stormwater pipelines within the proposed site access roads would connect to the existing storm drain lines within South Prairie Avenue. Grate opening catch basins, stormwater pipelines, and storm drain overflow pipelines would also be installed within the northern portion of the Arena Site to accommodate the public plaza, outdoor stage, community space, and retail/restaurant uses. In addition, an underground detention basin and pretreatment system would be constructed under the South Parking Garage on the Arena Site. Biofiltration systems would be installed throughout the Arena Site, including but not limited to, along South Prairie Avenue, along the proposed site access roads, and within the public plaza space.

West Parking Garage Site

With implementation of the Proposed Project, a parking garage would be constructed over an approximately 350-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue and other portions of the West Parking Garage Site, and new site access roads would be constructed along the periphery of the parking garage to redirect traffic. An underground precast detention and pretreatment system would be installed west of the parking garage under the westerly proposed site access road. Stormwater pipelines and a side opening catch basin would be installed within West 101st Street to connect the proposed detention and pretreatment system to the existing storm drain line within West 101st Street. Stormwater pipelines, storm drain overflow pipe, and biofiltration systems would be installed within the

proposed periphery site access roads. In addition, a trench drain would be installed at the southwest corner of the West Parking Garage Site.

East Transportation and Hotel Site

Under the Proposed Project, new 18-inch-diameter stormwater pipelines and storm drain overflow pipes would be installed along the boundary of the East Transportation and Hotel Site. An underground precast detention and pretreatment system would be installed at the southwest corner of the East Transportation and Hotel Site. Stormwater pipelines would be installed within West 102nd Street to connect the proposed detention and pretreatment system to existing storm drain line within West 102nd Street.

Well Relocation Site

No storm drain infrastructure improvements would occur on the Well Relocation Site under the Proposed Project.

Analysis

As detailed above, portions of West 101st Street and West 102nd Street that cross the Project Site would be vacated and constructed over, which would include the removal of drainage features within these roadways (including stormwater pipelines and an existing catch basin). This would occur after the construction of new facilities that would serve off-site properties. The Proposed Project would include new site access roads around the periphery of the Arena Site and the West Parking Garage Site, which would include new stormwater pipelines, storm drains, and storm drain overflow pipes. These features would also be constructed at the East Transportation and Hotel Site. In addition, the Proposed Project would include grate opening catch basins, side opening catch basins, underground precast detention and pretreatment systems, and biofiltration systems throughout the Project Site. All proposed on-site drainage features would be required to be approved by City engineers and comply with local regulations.

As previously described, the Proposed Project would be required to comply with all applicable drainage regulations and standards, including the NPDES General Construction Permit, the City's Municipal Code, and the County's LID Standards Manual. The Proposed Project would utilize biofiltration planters and biofiltration systems to treat the stormwater runoff. Runoff would be directed from drainage areas to on-site biofiltration plants and bio-swales, slowing the rate of runoff and in turn slowing the amount of water entering the stormwater drainage system. The biofiltration systems are designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions.

Table 3.9-7 presents operational stormwater flows with and without the above-described drainage infrastructure and underground detention basins. As shown in the table, post-development runoff flows without drainage infrastructure (59.28 cubic feet per second (cfs)) would exceed the

approved allowable discharge rates (21.76 cfs).[58] With implementation of underground detention basins, biofiltration systems, and other drainage infrastructure throughout the Project Site, the Proposed Project would discharge less than the allowable limits (approximately 21.37 cfs as compared to the allowable limit of 21.76 cfs).

TABLE 3.9-7
STORMWATER RUNOFF FLOWS WITH AND WITHOUT DRAINAGE INFRASTRUCTURE

Scenario	Project 4402 (Storm Drain Line within West Century Boulevard) (cfs)	Project 681 (Storm Drain Line within South Prairie Avenue) (cfs)	DDI#8 (Storm Drain Line west of East Transportation and Hotel Site) (cfs)	Total (cfs)
Flows prior to detention and drainage infrastructure	6.36	41.63	11.29	59.28
Flows with proposed detention and drainage infrastructure	1.96	14.30	5.11	21.37
Los Angeles County Department of Public Works Allowable Flow Rates	2.31	14.32	5.13	21.76

NOTE:
The Los Angeles County Department of Public Works, Design Division provided the allowable flow rates that may be discharged to each of the downstream storm water drains adjacent to the Project Site. Consultation occurred between D&D Engineering Inc. and the County on October 26, 2017. Refer to Appendix A of the Preliminary Hydrology Report (Appendix Q) for the summary notice provided by the Los Angeles County Department of Public Works.

SOURCE: D&D Engineering Inc., 2019. Preliminary Hydrology Report.

With construction of on-site drainage features and infrastructure improvements that would connect to existing storm drains within surrounding streets, along with implementation of LID Stormwater Manual and required BMPs, the Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or result in substantial additional sources of polluted runoff as also described above in Impact 3.9-1.

However, because final plans, including the SWPPP, LID Report and operational BMPs, have not yet been approved by the City, impacts related to the alteration of drainage patterns during operation causing an increase of runoff into the storm drainage system would be **potentially significant**.

Mitigation Measure 3.9-3

Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.9-3, construction of the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB and would not result

[58] The Los Angeles County Department of Public Works, Design Division provided the allowable flow rates that may be discharged to each of the downstream storm water drains adjacent to the Project Site. Consultation occurred between D&D Engineering Inc. and the County on October 26, 2017. Refer to Appendix A of the Preliminary Hydrology Report (Appendix Q) for the summary notice provided by the Los Angeles County Department of Public Works.

in a significant impact related to alteration of the existing drainage pattern of the site. Thus, this impact would be considered **less than significant**.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to water quality includes the Dominguez Channel Watershed. Cumulative impacts have the potential to discharge pollutants, including erosion and siltation, off site during construction and operational activities, which could further degrade the receiving waters within the hydrologic unit.

The geographic scope of analysis for cumulative impacts related to surface water runoff and drainage capacity is the Dominguez Channel Watershed, as stormwater runoff flows throughout the Dominguez Channel Watershed.

The geographic scope of analysis for cumulative impacts related to groundwater recharge and supply is the WCGB and Central Basin.

Impact 3.9-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the Dominguez Channel Watershed, could have the potential to cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or conflict with or obstruct implementation of a water quality control plan. (Less than Significant with Mitigation)

Cumulative projects have the potential to discharge pollutants, including erosion and siltation, off site during construction and operational activities, which could further degrade receiving waters within the Dominguez Channel Watershed. However, similar to the Proposed Project, cumulative projects would be required to implement project-specific BMPs and comply with federal, state, and local regulations related to water quality. These regulations include, but are not limited to, the NPDES General Construction Permit, the City's Municipal Code section 10-208, and the County's LID Standards Manual. If cumulative projects are greater than one acre, they would be required to prepare and implement a SWPPP to reduce pollutants in stormwater and other non-point source runoff. While these regulatory instruments are designed to ensure that projects result in water quality discharges that are not in violation of SWRCB objectives, because final plans of all cumulative development projects have not yet been determined or approved by the City or Los Angeles RWQCB, cumulative construction impacts would be potentially significant.

As detailed above in Impact 3.9-1, the design of the Proposed Project is in an early phase, and specific BMPs have not been identified and approved by the City or the Los Angeles RWQCB. Therefore, based on the above considerations, the Proposed Project, in conjunction with cumulative development, could result in **potentially significant** cumulative impacts related to water quality.

Mitigation Measure 3.9-4

Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).

Level of Significance After Mitigation: With the implementation of Mitigation Measures 3.9-4, the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB, would be consistent with the City's General Plan Storm Drains and Waste Water Policy 2, and, therefore, would not result in an impact to water quality. Thus, the Proposed Project would not have a considerable contribution to a cumulative impact and would be considered **less than significant**.

Impact 3.9-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development within areas served by the WCGB and Central Basin groundwater basins, could cumulatively decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of sustainable groundwater management plan. (Less than Significant)

As stated above, the geographic scope of analysis for cumulative impacts related to groundwater recharge is the WCGB and Central Basin. Groundwater infiltration relates to the infiltration rate of soils and the amount of impervious surfaces within the groundwater basin. Because the land that would provide infiltration and percolation into the WCGB and Central Basin is largely built out (including but not limited to the cities of Los Angeles, Long Beach, Carson, Torrance, Inglewood, Redondo Beach, Cerritos, Lawndale, Artesia, and Whittier), cumulative projects would not substantially increase the amount of impervious surfaces. If cumulative projects directly or indirectly effect groundwater supplies, existing regulations, including the WRD's Regional Groundwater Monitoring Program are in place to continuously monitor the WCGB and Central Basin groundwater levels.

As detailed above within Section 3.9.1 and Section 3.9.2, WRD is responsible for maintaining water levels within the WCGB and Central Basin, including through purchasing and recharging additional water to make up for overdraft.[59] Groundwater monitoring data for both basins is required to be submitted annually to the California Department of Water Resources. Source waters used for groundwater recharge and replenishment comes from annual precipitation, stormwater infiltration, and surface water imported by the Metropolitan Water District of Southern California and via the State Water Project. Artificial replenishment activities combined

[59] City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-9.

with natural replenishment and controlled pumping have ensured a sustainable, reliable supply of groundwater in the WRD service area.[60]

Therefore, because existing regulations are in place to monitor the groundwater basins and because WRD ensures a sustainable, reliable supply of groundwater recharge into the basins, the Proposed Project, in conjunction with other cumulative projects, would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, or conflict with or obstruct implementation of sustainable groundwater management plan. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.9-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development in the Dominquez Channel Watershed, could have the potential to cumulatively alter the 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 result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow. (Less than Significant with Mitigation)

Erosion, Runoff Flooding, and Redirection of Flows

Cumulative projects would likely have ground disturbing activities that would alter drainage patterns, which, in turn, could result in erosion or siltation, flooding, or redirection of flows. However, similar to the Proposed Project, construction and operation of cumulative projects within the Dominguez Channel Watershed would be required to implement project-specific BMPs and comply with federal, state, and local regulations related to drainage. These regulations include, but are not necessarily limited to, the NPDES General Construction Permit, the City's Municipal Code section 10-208, and the County's LID Standards Manual. In addition, if cumulative projects are greater than one acre, these projects would be required to prepare and implement a SWPPP that would include BMPs to reduce erosion, reduce the rate of runoff, and flooding, and increase sediment control. As detailed above in Impact 3.9-3, because the design of the Proposed Project is in an early phase, and the final LID Report and SWPPP have not been approved by the City or the Los Angeles RWQCB, the Proposed Project would have a potentially significant impact. Additionally, final plans of cumulative projects have not yet been approved by

[60] In an effort to eliminate long-term overdraft conditions, WRD works closely with the Los Angeles County Department of Public Works, Metropolitan, and Sanitation Districts of Los Angeles County on current and future replenishment supplies. WRD depends on natural and artificial recharge programs to replace the annual overdraft. For example, in 2015, groundwater pumped from the WCGB was 28,700 AF, with 34,257 AF replenished to the WCGB through artificial replenishment (19,757 AF) and natural recharge (14,500 AF). Over the entire WCGB, the average water level change was a rise of 3.4 feet (City of Inglewood, 2016. *2015 Urban Water Management Plan*. p. 6-9).

the City or Los Angeles RWQCB. Based on the above considerations, the Proposed Project, in conjunction with cumulative development, could result in **potentially significant** cumulative impacts related to erosion, runoff, and flows during both construction and operation.

Stormwater Drainage

As stated above, the geographic scope of analysis for cumulative impacts related to surface water runoff and drainage capacity is the Dominguez Channel Watershed, as stormwater runoff flows throughout the Dominguez Channel Watershed. Because the Dominguez Channel Watershed is largely built out, cumulative projects (listed in Section 3.0, Introduction to the Analysis) would involve redevelopment of existing paved or developed sites and would not substantially increase the amount of impervious surfaces. Thus, the change of runoff to stormwater drainage systems would be negligible after development of cumulative projects.

Additionally, and as previously discussed, cumulative projects would be required to comply with applicable stormwater runoff regulations, including the NPDES General Construction Permit, the City's Municipal Code section 10-208, and the County's LID Standards Manual. BMPs associated with these regulations would reduce runoff, which would reduce the amount of stormwater entering the drainage systems. In addition, the redevelopment of parcels would likely eliminate outdated water drainage features that no longer meet current regulations. Older infrastructure would be replaced with newer infrastructure that would provide a higher quality of stormwater runoff than exists under current conditions. However, final plans for each of the cumulative projects may not be completed and approved by the City or the Los Angeles RWQCB; therefore, there could be a cumulatively considerable impact as it relates to stormwater drainage.

As detailed above in Impact 3.9-3, the design of the Proposed Project is also in an early phase, and the SWPPP and specific BMPs have not been approved by the City or the Los Angeles RWQCB. Based on the above considerations, the Proposed Project, in conjunction with cumulative development, could result in **potentially significant** cumulative impacts related to stormwater drainage during both construction and operation.

Mitigation Measure 3.9-6

Implement Mitigation Measure 3.9-1(a) and 3.9-1(b) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB and Sweeping).

Level of Significance After Mitigation: With the implementation of Mitigation Measures 3.9-6, construction of the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB and would not result in a significant impact related to alteration of the existing drainage pattern of the site. Thus, the Proposed Project would not have a considerable contribution to a cumulative impact, and would be considered **less than significant**.

3.10 Land Use and Planning

This section describes and evaluates potential impacts related to land use and planning that could result from implementation of the Proposed Project. The section contains: (1) a description of the existing environmental setting for land use and planning; (2) a summary of the federal, State, and local regulations related to land use and planning; and (3) an analysis of potential impacts to land use and planning associated with the implementation of the Proposed Project.

CEQA Guidelines section 15125 states that the EIR shall discuss "any inconsistencies between the proposed project and applicable general plans, specific plans and regional plans," and accordingly, the regulatory framework discussion includes consideration of potential inconsistencies between the Proposed Project and relevant local and regional plans and policies. The relevant regional and local plans addressed within this section include Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Regional Comprehensive Plan (RCP), the Los Angeles Country Airport Land Use Plan (ALUP), the City of Inglewood General Plan, the City of Inglewood Zoning Code (Inglewood Municipal Code Chapter 12, Planning and Zoning), the Inglewood International Business Park (IIBP) Specific Plan, the City of Inglewood Redevelopment Project Area Plans, the New Downtown Inglewood & Fairview Heights TOD Plans. SCAG's Regional Housing Needs Assessment is discussed in Section 3.12, Population, Employment, and Housing.

Comments received in response to the NOP for the EIR regarding land use and planning can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to land use and planning as a result of implementation of the Proposed Project are analyzed within this section.

The question of the environmental compatibility of the Proposed Project with adjacent and nearby land uses is not addressed in this section. Rather, the reader is referred to the various environmental resource evaluations presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, for a discussion of potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. For example, land uses that produce excessive noise, light, dust, odors, traffic, or hazardous emissions may be undesirable when they intrude on places used for residential activities (residences, parks, etc.). Thus, certain industrial or commercial uses (which can produce noise and odors) may not be considered compatible with residential, educational, or healthcare uses, unless buffers, landscaping, or screening could protect residents from health hazards or nuisances. Any such potential land use incompatibilities are addressed in the applicable environmental resource sections in Chapter 3 instead of in this Section 3.10.

3.10.1 Environmental Setting

Regional Setting

The City of Inglewood was historically developed as a low-density single-family community. The City's land uses are comprised of residential (46.7 percent), right-of-way (23.5 percent), public/ semi-public (20.3 percent), commercial (6.1 percent) and industrial (3.7 percent) uses.[1] Existing zoning allows 60 percent of residentially zoned land to be developed into two-family or multifamily (three or more) units. Today, there are currently more multifamily dwelling units than single-family units in the City.

In addition, development in the City is shifting as a result of new community planning goals such as revised zoning to focus on mixed-use development, walkability, density, and Transit-Oriented Development (TOD). The Project Site is situated in between the City's existing and proposed TOD Plans, which if approved would provide TOD planning near all Metro stops within the City.[2] The New Downtown Inglewood and Fairview Heights TOD Plans were approved in 2016, and the Crenshaw/Imperial TOD Plan, and the Westchester/Veterans Station Area TOD Plan are proposed and were the subject of a CEQA Notice of Preparation issued by the City on October 31, 2017. The existing and proposed TOD plans are designed to modify zoning and parking regulations to encourage economically robust, pedestrian-friendly and community-centered development, improve networks for biking and walking, and recommended policies for implementation.

A majority of the City's commercial uses are located along major arterials. The two major components of commercial land uses include retail service and automobile sales and service, representing 63 percent and 20 percent, respectively, of all commercial uses. The City is experiencing a growth of light industrial oriented uses focused on shipping in and out of Los Angeles International Airport (LAX). Light industrial is the predominate industrial zoning representing 75 percent of industrial land with heavy industrial representing the remaining 25 percent. Land uses included within the City's public/semi-public areas include parks, schools, government buildings and facilities, churches, the cemetery, and hospitals.

The City's right-of-way area includes 180 miles, or 1,337 acres, of streets and alleys. The City is primarily developed. A majority of the vacant land in the City is designated for industrial land uses with minimal vacant land designated for residential and commercial uses.[3]

The Project Site is located in the southwestern portion of the City in an area comprised of a mix of low- to medium-density one- and two-story residential, one-story commercial, one-story office, entertainment, industrial, trucking and parking uses and vacant parcels. West Century Boulevard,

1 City of Inglewood, *City of Inglewood General Plan*, Land Use Element, Land Use Comparison table, Inglewood Land Use, p. 54, updated 2016. Available: https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF.

2 The New Downtown Inglewood & Inglewood TOD Plans website. Available: http://inglewood.arroyogroup.com/, accessed September 2018.

3 City of Inglewood, *City of Inglewood General Plan*, Land Use Element, p. 10, updated 2016. Available: https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF.

a major commercial corridor, borders the Project Site on the north. The West Century Boulevard corridor, from South Prairie Avenue to Crenshaw Boulevard, is characterized by one -and-two story commercial development that includes fast food restaurants, motels, retail, and commercial shopping centers.

North of the Project Site (approximately 0.8 miles north) along South Prairie Avenue is The Forum, a multipurpose approximately 17,500-seat indoor arena that served as home of the Los Angeles Lakers basketball team and Los Angeles Kings hockey team until 1999. The Forum was substantially renovated in 2014 and is now a venue principally used for music and entertainment. The Forum is listed on the National Register of Historic Places and the California Register of Historical Resources.

South Prairie Avenue is another major commercial corridor that runs north–south through the City of Inglewood and borders the Arena Site on the west. Land uses along South Prairie Avenue near the Project Site include commercial development, including restaurants, automotive uses, small commercial shopping centers, and offices, interspersed with residential uses.

The Project Site is located approximately 2 miles east of LAX, along the extended centerlines of Runways 25R and 25L and approximately 1.5 miles due north of Jack Northrop Field/Hawthorne Municipal Airport (HHR). The Los Angeles County ALUP establishes planning boundaries/airport influence areas (AIAs) for areas around public-use airports in the County. The Project Site is located within the planning boundary/AIA established for LAX, but is outside the planning boundary/AIA for the HHR. ALUP policies are focused on development of compatible land uses in areas subject to potential noise impacts and safety hazards associated with aircraft operations. Because the Proposed Project is located within the planning boundary/AIA for LAX and would include a change to the zoning code for the City of Inglewood, it is subject to review by the Airport Land Use Commission (ALUC) to determine consistency with ALUP policies. ALUP Policy G-4 prohibits any land use which will negatively affect safe air navigation and ALUP Policy S-7 requires compliance with the height restriction standards and procedures set forth in 14 Code of Federal Regulations (CFR) Part 77 (Part 77), *Safe, Efficient Use and Preservation of the Navigable Airspace.* Part 77 establishes criteria for delineating imaginary airspace surfaces around airports for purposes of identifying potential obstructions to the airspace. Parts of the Proposed Project would penetrate the imaginary airspace surfaces for HHR and construction equipment may temporarily penetrate the imaginary airspace surfaces for both LAX and HHR. This penetration would trigger a requirement for submittal of notification to the FAA. Satisfaction of this obligation is required both under federal regulations and the ALUP policies. The notification requirement for HHR, as well as LAX, is discussed in Section 3.8, Hazards and Hazardous Materials.

Development History of the Project Site

As is described in Section 3.4, Cultural and Tribal Cultural Resources, the project area developed largely during the middle part of the 20th century. In 1928, the area remained sparsely developed but the agricultural properties appear uncultivated or developed with residential buildings. Before World War II, the area was largely agricultural with scattered homes and businesses. Between

1928 and 1963, the area became nearly fully developed with single- and multifamily residences, while the properties in the Project Site along West Century Boulevard and South Prairie Avenue transitioned from residential to commercial use. In the post-war years residential and commercial uses developed in support of the growing LAX approximately 2 miles to the west, HHR less than 1.5 miles to the south, and defense industries that developed in the vicinity.

Between 1952 and 1963, many of the single-family residences and lower-density multifamily residences east of South Prairie Avenue were replaced with apartment buildings, hotels and commercial buildings that took up most of any given parcel with zero or minimal lot line setbacks. By 1972, the majority of the parcels on and around the Project Site west of South Prairie Avenue remained smaller, single-family homes; however, the project area east of South Prairie Avenue appears to be dominated by apartment buildings with some commercial and single-family homes present. This level and type of development appears to have remained consistent into the 1980s. In 1967, The Forum was opened, approximately 0.75 miles north of the Project Site. In the 1970s, a new health center was built on Manchester, north of the Project Site, and high-rise office buildings were constructed on La Brea, to the northwest of the Project Site.[4] A new civic center was dedicated in 1973. Airport Park View Hotel opened between Hollywood Park Race Track and The Forum.[5]

Proximity to nearby airports, especially LAX, has affected development on the Project Site. A portion of the Project Site is located within the Planning Boundary/AIA for LAX as designated in the Los Angeles County ALUP, which places conditions on the nature and type of development that can occur. The Aircraft Noise Mitigation Program (ANMP), which arises from federal and state regulations, established two strategies to manage the impacts of aircraft noise, including (1) sound insulation of structures and (2) property acquisition followed by the conversion of an incompatible land use to compatible land uses. In the 1990s, pursuant to the ANMP and the Federal Aviation Regulation (FAR) Part 150, the Los Angeles World Airports (LAWA) implemented a comprehensive program to provide residential sound proofing to homes impacted by an average noise level of 65 dB or more and also relocated hundreds of residential homes east of LAX. LAX has also adopted a Federal Aviation Administration (FAA)-approved Noise Control/Land Use Compatibility Program, which makes certain residential areas in the City of Inglewood and other surrounding jurisdictions near LAX eligible for FAA funding for sound mitigation, either through the addition of insulation or property acquisition.

Beginning in the mid-1980s, the FAA has issued noise grants to the City of Inglewood as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of recycling incompatible land uses to land uses that are compatible with the noise levels of airport operations. Under that program, the FAA and the City of Inglewood approved the acquisition of a number of parcels on the Project Site. In compliance with FAA grant agreements, the City is obligated to

4 Waddingham, Gladys, 1994. *The History of Inglewood*. Historical Society of Centinela Valley. Los Angeles, California.
5 Waddingham, Gladys, 1994. *The History of Inglewood*. Historical Society of Centinela Valley. Los Angeles, California.

dispose of the land at fair market value, and ensure that the land is used for purposes that are compatible with specified airport noise levels of operation of the airport. This consequently restricts the uses to which these properties can be put and limits the type of development that can take place on them. The FAA has expressly stated that residential development of these noise-impacted properties is "inherently inconsistent with the intent of the City's land acquisition/noise mitigation program, approved and funded by the FAA," and that residential use of the properties "may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land."[6]

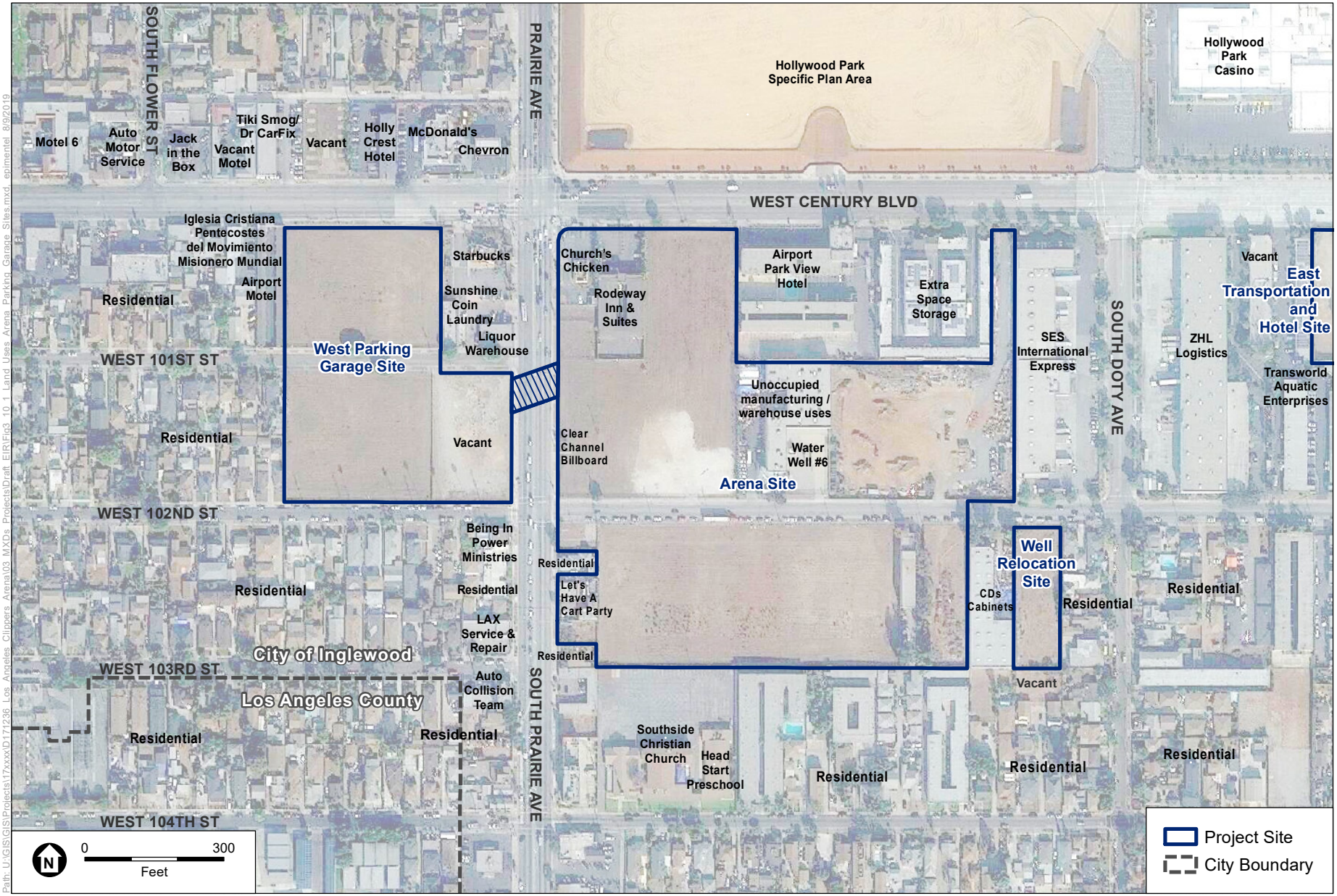
Project Site Existing Land Uses

The entire Project Site is comprised of approximately 28 acres and encompasses four specific locations: the Arena Site; the West Parking Garage Site; the East Transportation and Hotel Site; and the Well Relocation Site (see Figure 2-2 in Chapter 2, Project Description). All but six of the parcels that make up the Project Site are currently vacant or undeveloped. The six developed parcels all within the Arena Site, include a fast food restaurant (on a privately owned parcel), a motel (on a privately owned parcel), a warehouse and light manufacturing facility (on two privately owned parcels), a commercial catering business (on a privately owned parcel), and a groundwater well and related facilities (on a City-owned parcel). The Arena Site encompasses a total of 41 parcels. Ten of these parcels are privately owned. Thirty-one parcels are City-owned or owned by the Successor Agency. The Well Relocation Site is owned by the City. All but one parcel within the West Parking Garage Site is owned by the City; the remaining parcel within the West Parking Garage Site is owned by the Successor Agency. The East Transportation and Hotel Site is entirely owned by the Successor Agency.

Arena Site

As can be seen on **Figure 3.10-1**, the approximately 17-acre Arena Site is primarily vacant with limited existing commercial and hotel uses and associated surface parking, unoccupied manufacturing uses, and a City well site. Within the Arena Site, at the southeast corner of West Century Boulevard and South Prairie Avenue, is an occupied Church's Chicken fast-food restaurant located at 10004 South Prairie Avenue and an associated surface parking lot. Immediately to the east is an occupied two-story, 38-room motel (Rodeway Inn & Suites located at 3940 West Century Boulevard) and associated surface parking lots provided in the front and rear of the motel. Directly east of the Rodeway Inn & Suites fronting West Century Boulevard, is a vacant parcel surrounded by chain link fencing. The northeastern portion of the Arena Site is a narrow vacant parcel surrounded by chain link fencing and green screening. Located on this vacant parcel is an access road into the Arena Site that had previously been used to support the storage and staging of construction materials associated with a since completed street improvement project.

[6] David F. Cushing, Manager, Los Angeles Airports District Office, U.S. Department of Transportation, Federal Aviation Administration, August 26, 2019.



SOURCE: TerraServer, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.10-1

Existing and Surrounding Land Uses:
Arena Site, Well Relocation Site, and West Parking Garage Site

ESA

Fronting West 102nd Street to the north, is a vacant parcel associated with the Arena Site that is surrounded by chain link fencing and screening. Further west, is the City of Inglewood Water Well #6 that is surrounded and secured by vertical blue metal fencing and an access gate. Also within the Arena Site to the west and north of Water Well #6, are unoccupied two-story warehouse/light manufacturing uses (located at 3915 West 102nd Street) and associated surface parking. To the west is a vacant parcel surrounded by chain link fencing that extends to South Prairie Avenue and West Century Boulevard. On the Arena Site, at the northeast corner of South Prairie Avenue and West 102nd Street, is a Clear Channel outdoor advertising display.

Fronting West 102nd Street to the south is a vacant parcel surrounded by chain link fencing. Also located on the Arena Site, is a vacant one- and two-story concrete commercial building (3838 West 102nd Street) that includes an access driveway. To the south is an occupied commercial use (Let's Have a Cart Party located at 10212 South Prairie Avenue).

West Parking Garage Site

The West Parking Garage Site is approximately 5 acres on the north and south sides of West 101st Street, bounded by West Century Boulevard to the north, South Prairie Avenue on the east, West 102nd Street to the south, and residential uses to the west. As shown in Figure 3.10-1, the site is currently vacant and is surrounded by chain link fencing.

East Transportation and Hotel Site

As shown in **Figure 3.10-2**, the approximately 5.16-acre East Transportation and Hotel Site consists of a vacant parcel surrounding by vertical metal fencing and intermittent green screening.

Well Relocation Site

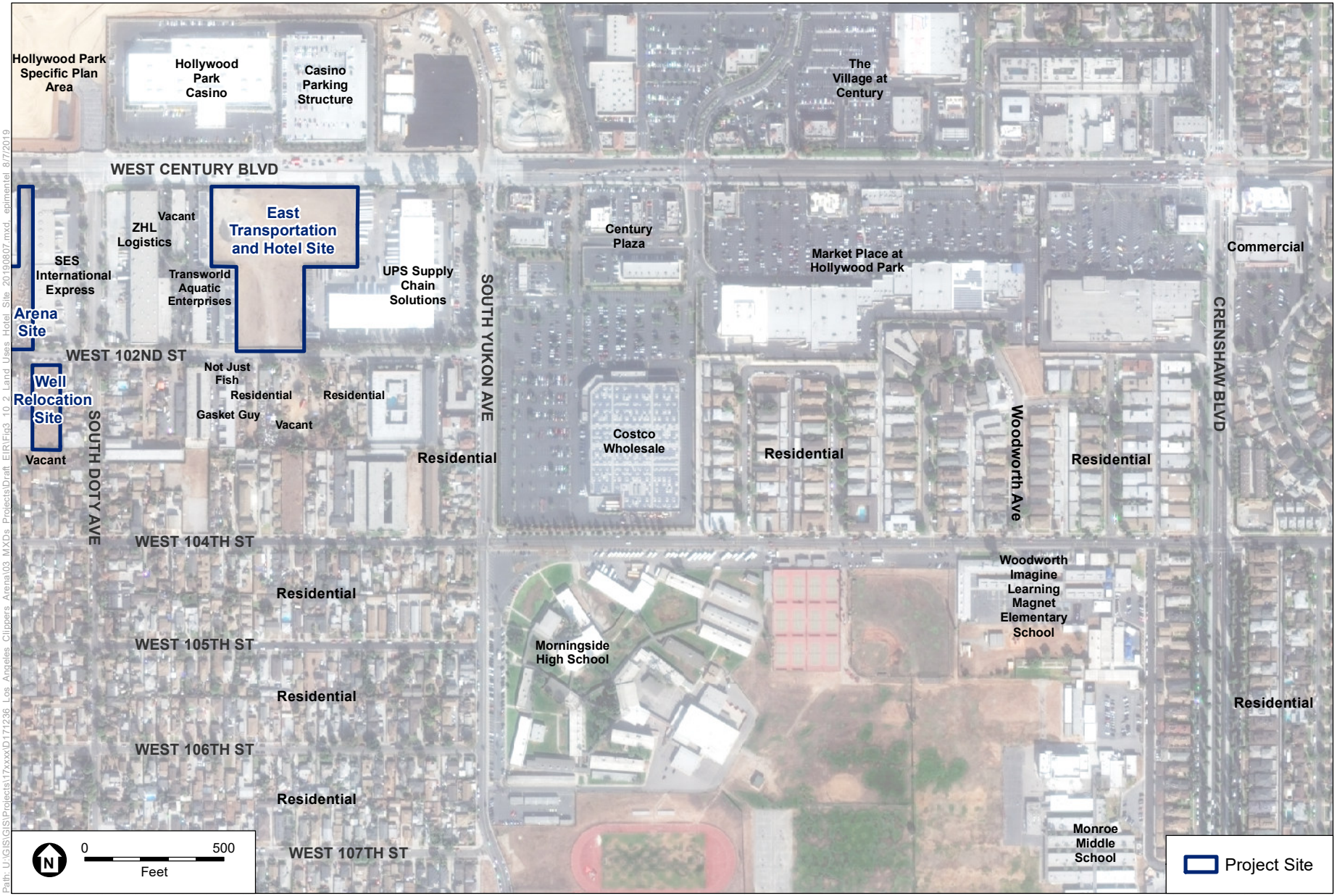
The 0.70-acre Well Relocation Site is currently vacant and is surrounded by chain link fencing (see Figure 3.10-1).

Surrounding Land Uses

Arena Site

As shown in Figure 3.10-1, located outside of the Arena Site, to the east of the vacant parcel along West Century Boulevard, is a non-operational three-story structure that was formerly operated as the Airport Park View Hotel (located at 3900 West Century Boulevard) and associated surface parking. The structure is dilapidated, and is currently undergoing substantial renovation before it can be reused for as a hotel. Located directly east of the hotel are occupied one- and two-story commercial buildings (Extra Space Storage located at 3846 West Century Boulevard) and associated surface parking.

Adjacent land uses bordering the Arena Site to the east include an occupied warehousing and shipping company (S.E.S. International Express located at 10105 South Doty Avenue, Unit A) and associated surface parking. The S.E.S. International Express buildings and associated surface parking extends the entire block between West Century Boulevard and West 102nd Street. To the



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.10-2

Existing and Surrounding Land Uses: East Transportation and Hotel Site

ESA

immediate east of S.E.S. International Express buildings is South Doty Avenue. East of South Doty Avenue is a currently occupied two-story warehouse building (ZHL Logistics located at 3750–3780 West Century Boulevard) and associated truck loading area. The ZHL Logistics building and associated truck loading area extends the entire block between West Century Boulevard and West 102nd Street. To the east of the ZHL Logistics is a single-story vacant warehouse building (located at 3738 West Century Boulevard). East of the vacant warehouse building is an occupied single-story aquarium products business (Transworld Aquatic Enterprises, Inc. located at 3730 West Century Boulevard). Adjacent land uses further to the southeast of the Arena Site include an occupied commercial use (CDs Cabinets located at 3820 West 102nd Street), a vacant lot (the proposed Well Relocation Site), and single-family residences located on the south side of West 102nd Street near South Doty Avenue. Fronting West 104th Street and located immediately south of the Arena Site are single-family residences, multifamily residences, and a church (Inglewood Southside Christian Church located at 3947 West 104th Street) with associated surface parking and an early childhood education facility located on the premises.

Adjacent land uses to the west of the Arena Site along South Prairie Avenue between West 104th Street and West 103rd Street include residential uses and an occupied single-story automotive body shop (Auto Collision Team located at 10305 South Prairie Avenue). Uses along South Prairie Avenue between West 103rd Street and West 102nd Street include residences, an occupied single-story automotive shop (LAX Mercedes BMW Service and Repair located at 10223 South Prairie Avenue), and an occupied single-story religious facility and related buildings and associated surface parking (Being in Power Ministries located at 10201 South Prairie Avenue). Uses to the west of the Arena Site along South Prairie Avenue between West 102nd Street and West 101st Street include vacant parcels surrounded by chain link fencing (portion of the proposed West Parking Garage Site). Uses to the west of the Arena Site located along South Prairie Avenue between West 101st Street and West Century Boulevard include commercial uses (Starbucks located at 4000 West Century Boulevard, Liquor Warehouse located at 10023 South Prairie Avenue, and Sunshine Coin Laundry located at 10001 South Prairie Avenue).

To the north of the Arena Site, West Century Boulevard provides an east–west roadway connection through the City of Inglewood. From 1938 until 2013, except for a few years during World War II, the Hollywood Park horse racetrack operated on approximately 240 acres of land north of West Century Boulevard, and east of South Prairie Avenue. For a number of years prior to the closure of the track, it was apparent that the current and future economics of horse racing, combined with the increasing value of the property, would result in closure and redevelopment of the Hollywood Park property. In anticipation of the expected closure of the racetrack, the City approved and adopted the Hollywood Park Specific Plan (HPSP) on July 8, 2009. The HPSP was amended September 23, 2014, and then further amended through approval of an ordinance that adopted the City of Champions Revitalization Initiative on February 24, 2015.[7] Based on the

[7] *Hollywood Park Specific Plan*, Unofficial Reference Guide Only for Stadium Alternative Project, adopted July 8, 2009, amended September 23, 2014, further amended February 24, 2015. Available: https://www.cityofinglewood.org/DocumentCenter/View/1347/Hollywood-Park-Specific-Plan. Accessed September 2018.

Initiative, the HPSP area is planned for the location of an NFL Stadium and a mix of commercial, office, retail, residential, mixed use, civic, and recreational development.

As described in Section 3.0, Introduction to the Analysis, the NFL Stadium and other development in the HPSP area will be in operation prior to the Proposed Project's completion in 2024, and that development is included in the Adjusted Baseline discussed below. The NFL Stadium and 6,000 seat performance venue are under construction and scheduled to be completed in summer 2020, and approximately 518,000 square feet (sf) of retail and restaurant space, 466,000 sf of office space, 314 residential units, and an 11.86-acre open space (Lake Park) have been permitted and are expected to be completed by September 2021. The HPSP also provides for development of 2,186 additional residential units, 371,923 sf of commercial uses, 3,567,314 sf of office space, 300 hotel rooms, 13.06 acres of open space, and a 4-acre civic use, which are included within the cumulative projects (specifically cumulative project 67) in this EIR (see Section 3.0.6).

West Parking Garage Site

As can be seen on Figure 3.10-1, the area to the north of the site across West Century Boulevard includes occupied single-story commercial buildings (Chevron located at 4015 West Century Boulevard, McDonald's located at 4015 West Century Boulevard, Dr. Carfix/Tiki Smog located at 4055 West Century Boulevard, Jack In the Box located at 4069 West Century Boulevard, and Auto Motor Service located at 4101 West Century Boulevard), a vacant parcel, occupied two- and three-story motels (Holly Crest Hotel located at 4027 West Century Boulevard and Motel 6 located at 4123 West Century Boulevard) and an unoccupied and unnamed motel located at 4059 West Century Boulevard.

Uses located immediately to the east of the site include occupied commercial uses (Starbucks located at 4000 West Century Boulevard, Liquor Warehouse located at 10023 South Prairie Avenue, and Sunshine Coin Laundry located at 10001 South Prairie Avenue) and a vacant commercial use to the east along South Prairie Avenue.

The area to the south of the site includes West 102nd Street, an occupied single-story religious facility and related buildings and associated surface parking (Being in Power Ministries located at 10201 South Prairie Avenue), and residential uses.

To the immediate west along West Century Boulevard, is a motel (Airport Motel located at 4054 West Century Boulevard), a church (Iglésia Cristiana Pentecostes del Movimiento Misionero Mundial located at 4060 West Century Boulevard), and residential uses.

An approximately 345-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue would be vacated and developed as part of the parking structure. The vacated portion of West 101st Street would extend from the western boundary of the existing retail center (Starbucks/Warehouse Liquor Mart/Sunshine Coin Laundry) at the southwest corner of South Prairie Avenue and West Century Boulevard, to the alignment of the new north–south public roadway along the western boundary of the site proposed as part of the Proposed Project.

East Transportation and Hotel Site

As shown in Figure 3.10-2, adjacent land uses include the Hollywood Park Casino (located at 3883 West Century Boulevard) and associated three-story parking structure across West Century Boulevard to the north.

Adjacent to the East Transportation and Hotel Site to the east is a UPS facility (located at 3600 West Century Boulevard). East of the UPS facility is South Yukon Avenue, a north–south corridor. North of West 104th Street, Yukon Avenue is characterized by two large commercial shopping centers (Century Plaza and The Village at Century) with large-scale commercial development such as Costco and smaller commercial stores interspersed with residential development. Along South Yukon Boulevard to the southeast of the East Transportation and Hotel Site, is the Morningside High School, Monroe Middle School, and the Clyde Woodworth Transitional Kindergarten through 5th Grade Imagine Learning Magnet school campuses.

Uses south of the East Transportation and Hotel Site, across West 102nd Street, include a vacant lot, residential uses, and two commercial uses (Not Just Fish and Gasket Guy, co-located at 3716 West 102nd Street).

Adjacent uses to the east of the East Transportation and Hotel Site include an occupied single-story aquarium supply manufacturing business (Transworld Aquatic Enterprises, Inc. located at 3730 West Century Boulevard). To the west is a single-story vacant warehouse building (located at 3738 West Century Boulevard). Further to the west of the vacant warehouse building is an occupied two-story warehouse building (ZHL Logistics located at 3750–3780 West Century Boulevard) and associated truck loading area. The ZHL Logistics building and associated truck loading area extends the entire block between West Century Boulevard and West 102nd Street.

Well Relocation Site

As shown in Figure 3.10-1, to the north of the Well Relocation Site is West 102nd Street and an occupied warehousing and shipping company (S.E.S. International Express located at 10105 South Doty Avenue, Unit A) and associated surface parking. To the east of the site are residential uses and South Doty Avenue. A vacant lot and residential uses are located to the south. To the west of the site is an occupied commercial use (CDs Cabinets located at 3820 West 102nd Street).

3.10.2 Adjusted Baseline Environmental Setting

Section 3.10, Land Use and Planning, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to land use, the changes associated with the HPSP Adjusted Baseline projects replace vacant land immediately north of the Project Site, across West Century Boulevard, with retail, restaurant, commercial, residential, an NFL Stadium, other entertainment, and open space uses in the HPSP area. No other changes to the existing environmental setting related to land use and planning would occur under the Adjusted Baseline Environmental Setting.

3.10.3 Regulatory Setting

Federal

The Federal Aviation Act of 1958 created the FAA. The current name was adopted in 1967 when the agency became a part of the Department of Transportation. The FAA is tasked with, among other things, regulation of civil and commercial aviation. The FAA is required to review projects that entail construction or alteration of buildings more than 200 feet above ground level at the site. The project applicant, for any portion of a project (temporary or permanent) that exceeds 200 feet above ground level within the Project Site, is required to submit Form FAA 7460-1, Notice of Proposed Construction or Alteration, at least 45 days prior to the filing of an application for a construction permit.[8] While the roof and appurtenances of the Proposed Project would rise no higher than 150 feet (permanent structure), if the temporary construction equipment exceeds 200 feet above ground level, then the FAA will still need to review the Proposed Project. Additional discussion of airport safety is discussed in Section 3.8, Hazards and Hazardous Materials. In addition, the FAA aeronautical study process is described in detail as part of the 2019 technical memorandum prepared by Capitol Airspace Group for the Proposed Project (see Appendix P).[9]

14 CFR Part 150, Airport Noise Compatibility Program, is discussed below.

State

Sustainable Communities and Climate Protection Act of 2008 (SB 375)

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008) directs the California Air Resources Board to set regional targets for reducing greenhouse gas (GHG) emissions. The law establishes a "bottom up" approach to ensure that cities and counties are involved in the development of regional plans to achieve those targets.

SB 375 relates to land use planning by building on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce GHG emissions from motor vehicle trips. Further, SB 375 established CEQA streamlining and relevant exemptions for projects that are determined to be consistent with the land use assumptions and other relevant policies of an adopted Sustainable Communities Strategy. Those exemptions and streamlining regulations are reflected in CEQA Guidelines sections 15064.4 and 15183.5. Additional discussion of SB 375, including consistency of the Proposed Project with SB 375, is addressed in Section 3.7, Greenhouse Gas Emissions.

[8] Federal Aviation Administration, 2017. Form FAA 7460-1, Notice of Proposed Construction or Alteration, Section 77.9 Construction or alteration requiring notice, https://www.faa.gov/documentLibrary/media/Form/FAA_Form_7460-1_AJV-1-050117.pdf. Accessed September 2018.

[9] Capitol Airspace Group, 2019. *IBEC Project A description of Aeronautical Study Process and Results of an Obstruction Evaluation & Airspace Analysis*, Technical Memorandum, May 10, 2019.

2011 Caltrans Airport Land Use Planning Handbook

The Caltrans Division of Aeronautics is responsible for administering much of the California State Aeronautics Act (Public Utilities Code section 21001 *et seq*.). The State Aeronautics Act requires Caltrans Division of Aeronautics to provide guidance to ALUCs in preparing Airport Land Use Compatibility Plans (ALUCPs) through publication of the Caltrans Airport Land Use Planning Handbook (Caltrans Handbook).[10] The Caltrans Handbook provides guidance on developing land use compatibility criteria and policies associated with noise, safety, airspace, and aircraft overflight. Public Resources Code section 21096 states that if a lead agency prepares an EIR for a project situated within ALUCP boundaries, the Airport Land Use Planning Handbook and other documents shall be utilized as a technical resource to assist in the preparation of the EIR in so much as it relates to airport-related safety hazards and noise problems.

The most recent version of the Caltrans Handbook was released in October 2011. The Caltrans Handbook is intended to provide information on compatible land use planning to ALUCs, their staff, airport proprietors, cities, counties, consultants, and the public; identify the requirements and procedures for preparing effective compatibility planning documents; and, define exceptions where applicable.[11] The Caltrans Handbook applies to all ALUCs responsible for providing compatible land use planning in the vicinity of each existing and new public-use airport within their jurisdiction. While the Caltrans Handbook provides guidance for complying with baseline safety and compatibility requirements, ALUCs may choose to be more restrictive based on local conditions. Caltrans is working on an update to the Airport Land Use Planning Handbook, but a schedule for that update process is not currently available.

Regional

To the extent that regional policies may be adopted for the purpose of avoiding or mitigating an environmental effect, those policies are discussed under Impact 3.10-2.

SCAG Regional Comprehensive Plan

SCAG prepared the 2008 RCP in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.[12] The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision Report (GVR) and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein

[10] California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook,* October 2011.
[11] California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook,* October 2011. p. vii.
[12] Southern California Association of Governments, Final 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future, October 2008.

provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP includes a series of action plans intended to achieve the goals of the RCP, each of which contain a number of near-term policies and long-term strategies that have the potential for direct or indirect environmental benefits. Many of the policies and strategies provide suggested directions or actions that may be voluntarily implemented by SCAG or other agencies in the SCAG region. The following are the key policies or strategies that are relevant to the Proposed Project:

- **LU-6.2:** Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.
- **OSN-14:** Developers and local governments should implement mitigation for open space impacts through the following activities:
  - Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space.
  - Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines.
  - Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multiparty conservation compacts facilitated by SCAG.
  - Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements.
  - Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant projects.
- **OSC-8:** Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.
- **OSC-10:** Developers and local governments should promote infill development and redevelopment to revitalize existing communities.
- **OSC-11:** Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.

- **OSC-12:** Developers and local governments should promote water-efficient land use and development.
- **OSC-13:** Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.
- **WA-9:** Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.
- **WA-10:** Developers and local governments should include conjunctive use as a water management strategy when feasible.
- **WA-11:** Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.
- **WA-12:** Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- **WA-27:** Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- **WA-32:** Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.
- **EN-8:** Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms:
  - Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure.
  - Land use and planning strategies to increase biking and walking trips.
- **EN-10:** Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:
  - Using energy efficient materials in building design, construction, rehabilitation, and retrofit.
  - Encouraging new development to exceed Title 24 energy efficiency requirements.
  - Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.

  - Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money.
  - Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.
    - Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.
    - Encouraging neighborhood energy systems, which allow communities to generate their own electricity
    - Orienting streets and buildings for best solar access.
    - Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.

- **EN-12:** Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.
- **EN-14:** Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.
- **SW-14:** Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include:
  - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
  - An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion.
  - Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
  - Reuse of existing building structure and shell in renovation projects.
  - Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:
    - Development of indoor recycling program and space.
    - Design for deconstruction.
    - Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic, and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which

now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the RTP/SCS (discussed below) and the GVR.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. Also, the 2016–2040 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. The 2016–2040 RTP/SCS includes nine goals that pertain to economic development, mobility, accessibility, travel safety, productivity of the transportation system, protection of the environment and health through improved air quality, energy efficiency, and land use and growth patterns that complement the state and region's transportation investments, and security of the regional transportation system. The applicable goals of the 2016–2040 RTP/SCS are listed below.

Goal 2: Maximize mobility and accessibility for all people and goods in the region. [See Section 3.14, Transportation and Circulation.]

Goal 3: Ensure travel safety and reliability for all people and goods in the region. [See Sections 3.8, Hazards and Hazardous Materials; 3.13, Public Services; and 3.14, Transportation and Circulation.]

Goal 4: Preserve and ensure a sustainable regional transportation system. [See Section 3.14, Transportation and Circulation.]

Goal 5: Maximize the productivity of our transportation system. [See Section 3.14, Transportation and Circulation.]

Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking). [See Sections 3.2, Air Quality; 3.7, Greenhouse Gas Emissions; and 3.14, Transportation and Circulation.]

Goal 7: Actively encourage and create incentives for energy efficiency, where possible. [See Sections 3.2, Air Quality; 3.5, Energy Demand and Conservation; and 3.7, Greenhouse Gas Emissions.]

Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation. [See discussion below.]

Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies. [See Section 3.14, Transportation and Circulation.]

The sections of the Draft EIR which evaluate the consistency of the Proposed Project with each applicable goal is listed after the goal in parenthesis. As it pertains to Goal 8, the Proposed Project would place a high-intensity use in the core area of Inglewood, in close proximity to other major entertainment and sports facilities such as The Forum and the new NFL Stadium. The Proposed Project would include shuttle connections to the nearby Metro light-rail Crenshaw and Green lines, as well as Metro bus lines that run on West Century Boulevard and South Prairie Avenue. As such, the Proposed Project would not be inconsistent with Goal 8 of the SCAG RTP/SCS.

Los Angeles County Airport Land Use Plan

The Project Site is located approximately 2 miles east of LAX and approximately 1.5 miles to the north of HHR. Pursuant to the California State Aeronautics Act (Public Utilities Code section 21001 et seq.), with certain exceptions, each county in California with a public-use airport is required to establish an ALUC. Each ALUC must develop a plan for promoting and ensuring compatibility between each public-use airport in the county and surrounding land uses. In Los Angeles County, the Los Angeles County Regional Planning Commission acts as the ALUC. The ALUC's purpose is to coordinate planning for areas around public-use airports to promote the development of aviation while protecting the public health, safety and welfare from exposure to excessive noise and safety hazards. This is achieved through the policies and guidance provided in the Los Angeles County ALUP, as well as review by the ALUC of proposed developments within the planning boundaries/AIAs for the County's airports for consistency with the ALUP.[13]

The Los Angeles County ALUC has developed the ALUP to ensure that development within the planning boundaries/AIAs for the County's airports is compatible with airport operations. The ALUP includes policies related to noise exposure and safety hazards. The planning boundaries/ AIAs are based on a combination of areas located within the Community Noise Equivalent Level (CNEL) 65 dB and higher contours, as well as the approach surfaces and runway protection zones identified for each airport using criteria provided in 14 CFR Part 77. The methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport/ airport environs land use compatibility programs is provided in 14 CFR Part 150 (Part 150), *Airport Noise Compatibility Planning*. Part 150 studies typically consist of two primary components: (1) the Noise Exposure Map report, which contains detailed information regarding existing and 5-year future airport/aircraft noise exposure patterns, and (2) the Noise Compatibility Program, which includes descriptions and an evaluation of noise abatement and noise mitigation options/programs applicable to an airport.[14] Per the Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to CNEL 65 dBA or higher.[15] Commercial land uses are identified as non-compatible land uses for parcels exposed

[13] Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, prepared by the Department of Regional Planning, adopted December 19, 1991 (Amended 2004). Available: http://planning.lacounty.gov/view/alup/. Accessed May 2019.

[14] City of Los Angeles, Los Angeles World Airports, Noise Management LAX, LAX Part 150 Noise Exposure Map Update, https://lawa.org/en/lawa-environment/noise-management/lawa-noise-management-lax/lax-part-150-noise-exposure-map-update. Accessed September 2018.

[15] Federal Aviation Administration, Land Use Compatibility and Airports. Available: https://www.faa.gov/about/ office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/media/III.B.pdf. Accessed September 2018.

to CNEL 70 dBA or higher (or, conversely, are considered compatible for parcels exposed to 70 dBA or lower).

The Los Angeles County ALUP employs a land use compatibility table to identify the level of compatibility for particular land uses within the planning area boundaries/AIAs for the County's airports based on community noise exposure level. The ALUP Land Use Compatibility Chart is depicted in **Figure 3.10-3**.

As shown in Figure 2-4 in Chapter 2, Project Description, the Project Site is located within areas exposed to CNEL 65 dB to 75 dB in the LAX planning area boundary/AIA. Per ALUP policies, the Proposed Project must be submitted to the ALUC to be reviewed for consistency with the ALUP. The Project Site is not located within the designated planning area boundary/AIA for HHR; however, parts of the Proposed Project would penetrate the 14 CFR Part 77 imaginary airspace surfaces for HHR, and construction equipment may potentially penetrate the imaginary airspace surfaces for both LAX and HHR. ALUP policies require compliance with the height restrictions established in 14 CFR Part 77 and prohibit land uses, such as obstructions in the airspace surrounding the County's airports, that will negatively affect safe air navigation. Additional discussion of the Los Angeles County ALUP, including consistency with policies related to noise and safety, is contained in Section 3.8, Hazards and Hazardous Materials, and Section 3.11, Noise and Vibration. The following policies from the Los Angeles County ALUP are applicable to the Proposed Project:

General Policies:

Policy G-1: Require new uses to adhere to the Land Use Compatibility Chart.

Policy G-2: Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.

Policy G-4: Prohibit uses which will negatively affect safe air navigation.

Policy N-3: Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluating projects within the planning boundaries.

Policy S-7: Comply with the height restriction standards and procedures set forth in FAR Part 77.

Local

City of Inglewood General Plan

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in California Government Code section 65302, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City. The latest adoptions of the

Land Use Category	Community Noise Exposure					
	55	60	65	70	75	
Residential						
Educational Facilities						
Commercial						
Industrial						
Agricultural						
Recreational						

Consider FAR Part 150 for Commercial and recreational uses above 75 CNEL.

Satisfactory

Caution. Review Noise Insulation Needs

Avoid Land Use Unless Related to Airport Services

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Los Angeles County Department of Regional Planning, Los Angeles County Airport Land Use Plan, 1991. Exhibit 3.10-1, Land Use Compatibility Table.

Inglewood Basketball and Entertainment Center

Figure 3.10-3
ALUP Land Use Compatibility Table

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individual elements of the City of Inglewood General Plan are as follows: Land Use Element, adopted September 14, 2016; Housing Element 2013–2021, adopted January 28, 2014; Conservation Element, adopted October 21, 1997; Open Space Element, adopted December 1995; Safety Element, adopted July 1995; Circulation Element, adopted December 15, 1992; and Noise Element, adopted September 1, 1987. A summary of the General Plan Elements is provided below. The Proposed Project's consistency with the City of Inglewood General Plan is discussed under Impact 3.10-2, below.

Land Use Element

The Land Use Element presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based. The City of Inglewood General Plan Land Use Element was adopted in 1980 and amended in 1986, 2009, 2015, and 2016. The 1986 amendment was for residential development in the Limited Commercial category that lies within the In-Town Redevelopment Project Area. The 2009 amendment included adoption of the Major Mixed-Use goal and policies for the HPSP area. The 2015 amendment updated the Hollywood Park Mixed-Use land use category to "Major Mixed-Use," and made corresponding text revisions. The amendment in 2016 included goals and objectives for the Downtown Transit Oriented District and the Fairview Heights Transit Oriented District. The goals and policies of the amendments in 1986, 2009, 2015, and 2016 are not applicable to the Proposed Project because they only apply to the HPSP area. The City of Inglewood General Plan Land Use Element contains the following goals:

A. General:

Goal: 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.

Goal: Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.

Goal: Maximize the use and conservation of existing housing stock and neighborhoods and also facilitate development of new housing to meet community needs.

Goal: Develop a land use element that facilities the efficient use of land for conservation, development and redevelopment.

Goal: Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

B. Residential:

Goal: Encourage neighborhood stability and conservation by reducing the amount of land designated for high density development.

Goal: Promote the maintenance, rehabilitation, and modernization of the City's housing stock.

Goal: Encourage the preservation of Inglewood's fair share of housing for low and moderate income persons.

Goal: Safeguard the City's residential areas from the encroachment of incompatible uses.

Goal: Foster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact.

Goal: Encourage suitable condominium development as a means of diversifying types of housing and increasing the number of residents who own property.

Goal: Promote residential developments which will attract middle and upper income families who can afford the higher cost of recycled development.

C. Commercial:

Goal: Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.

Goal: Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

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

Goal: Encourage the continued development and promotion of existing commercial centers such as Crenshaw-Imperial and Morningside Park.

Goal: Continue to promote the development of high quality commercial/office space at appropriate locations within the City through the redevelopment process.

Goal: Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

D. Industrial:

Goal: 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.

Goal: 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.

Goal: Increase the industrial employment opportunities for the City's residents.

E. Circulation:

Goal: Insure that proposed new uses can be accommodated by adequate and safe streets.

Goal: Promote and support adequate public transportation within the City and the region.

Goal: Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets.

Goal: Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

F. Community Facilities:

Goal: Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the City's budgetary capability.

Goal: Maintain the present high level of police and fire services to the extent it is fiscally prudent.

Goal: Encourage the retention of high quality library services.

Goal: Expand opportunities for cultural and social growth for the City's residents.

Circulation Element

The City of Inglewood General Plan Circulation Element, adopted on December 15, 1992, is designed to require that adequate street access and traffic capacity is considered for current and future land use needs. There are three broad themes running throughout the Circulation Element: (1) presenting and analyzing existing street measures and possible corrective measures, (2) discussing additional modes of transportation, and (3) evaluating Inglewood's street environment and its possible enhancement. The goals and policies of the Circulation Element are discussed in Section 3.14, Transportation and Circulation.

Safety Element

The City of Inglewood General Plan Safety Element, adopted July 1995, contains goals, objectives, and policies that are designed to ensure that the citizens of Inglewood can be protected from unreasonable risks caused by natural and manmade disasters. The goals and policies of the Safety Element are discussed in Sections 3.8, Hazards and Hazardous Materials, and 3.13, Public Services.

Conservation Element

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapters II through VI of the Conservation Element address resource conservation and management and contain several goals, objectives, and policies. The goals and policies of the Conservation Element are discussed in Sections 3.2, Air Quality; 3.3, Biological Resources; 3.9, Hydrology and Water Quality; and 3.15, Utilities and Service Systems.

Open Space Element

The City of Inglewood General Plan Open Space Element, adopted December 1995, is a plan to address the current and future recreation needs of the City for parkland and recreational facilities and for the conservation of open space. The primary goal of the Open Space Element is to provide recreational park facilities for all residents in the City. The second goal of the Open Space Element is to provide additional types of open space and to preserve existing open space resources. The goals and policies of the Open Space Element is discussed in Section 3.13, Public Services.

Housing Element

The City of Inglewood General Plan Housing Element 2013–2021, adopted on January 28, 2014, presents a framework upon which the City can implement a comprehensive housing program from 2013 to 2021 to facilitate decent and affordable housing for its residents. The program established policies to create or preserve quality residential neighborhoods. The Housing Element identifies current and future housing needs and established policies and programs to mitigate or correct housing deficiencies. The goals and policies of the Housing Element are discussed in Section 3.12, Population, Employment, and Housing.

Noise Element

The City of Inglewood General Plan Noise Element, adopted September 1, 1987, is designed to manage noise within the City and to protect sensitive uses from excessive noise-related impacts. Noise-sensitive uses generally include residential dwellings, medical care facilities, hotels, houses of worship, parks, and schools. The goals and policies of the Noise Element are discussed in Section 3.11, Noise and Vibration.

City of Inglewood Zoning Code

As shown in Figure 2-6, in Chapter 2, Project Description, the City of Inglewood Zoning Code designates the majority of the 17-acre Arena Site as M-1L, Limited Manufacturing, which permits manufacturing, freight terminals and parcel delivery terminals, storage and warehouse uses, shopping centers, hotels, and financial institutions with a maximum building height of 200 feet. A small portion of the Arena Site bordering the east side of South Prairie Avenue, is zoned C-2A, Airport Commercial, which is intended to provide for general commercial uses as well as commercial uses that are appropriate for and/or dependent upon close proximity to LAX, such as retail and restaurant uses, hotels, and automotive rental and leasing services. Building heights in the C-2A zone are limited to 75 feet.

North of West 101st Street, the West Parking Garage Site is zoned entirely as C-2A, Airport Commercial. South of West 101st Street, the West Parking Garage Site is zoned C-2A, Airport Commercial; P-1, Parking; R-2, Residential Limited Multifamily; and R-3, Residential Multiple Family. The P-1, Parking, zone permits housing and open air temporary parking facilities. The R-2, Residential Limited Multifamily, and R-3, Residential Multiple Family, zones permits single-family and multifamily housing with height limits of 35 feet and 45 feet, respectively.

The East Transportation and Hotel Site and the Well Relocation Site are both zoned entirely as M-1L, Limited Manufacturing.

The Proposed Project proposes zoning changes, as described in Chapter 2, Project Description.

Inglewood International Business Park Specific Plan

The IIBP Specific Plan, adopted in 1993, established development standards for land use, urban design, circulation, site access, public works, public services, noise, and air quality; infrastructure requirements; and the design character for the southern portion of the City. The IIBP Specific

Plan boundaries are 102nd Street on the north, Yukon Avenue on the east, 104th Street on the south, and South Prairie Avenue on the west. The area is bisected by South Doty Avenue.

The purpose of the land use development standards is to provide for the continued existence and new development of commercial, industrial, and research and development uses that facilitate large scale corporate users, generate employment and revenue base for the City, while being compatible with adjacent uses. When adopted, the IIBP Specific Plan was anticipated to fulfill the objectives of the City of Inglewood General Plan through the anticipated removal of the area's residential units that were impacted by noise attributable to LAX aircraft operations, and the relocation of the residents; the provision of appropriately sized industrial designated parcels; the provision of vehicular and pedestrian circulation facilities, sanitation, sewer facilities, water, storm drain facilities, utilities and other adequately sized infrastructure that support the projected industrial park use; and the provision of the uses in an aesthetically pleasing "campus like" setting.[16]

The stated goal of the IIBP Specific Plan is to enable private development to create an aesthetically pleasing business park which facilities large-scale corporate users while benefitting the City and the residents who live in the surrounding neighborhood. To achieve this overall goal, the City set more specific goals to:

- Create an economically viable business park that generates employment for residents and revenue to the City;
- Foster change from residential uses affected by aircraft noise to other noise compatible uses;
- Create a visually cohesive commercial-industrial center through unified streetscape, landscape, and urban design;
- Create a vehicular circulation system that provides efficient access while protecting nearby residents from associated impacts; and
- Implement land use policies of the General Plan, comply with FAA airport land use compatibility policies and with the State's airport noise standards.[17]

The IIBP identifies a range of permitted and prohibited uses largely focused on light industrial and employment generating uses, along with general commercial uses in the vicinity of South Prairie Avenue. It is noteworthy that among the permitted uses in the Limited Manufacturing zone that comprises most of the Specific Plan area are large scale retail uses, hotels of at least 100 rooms, professional and medical offices, and parking for employees and visitors. Among the permitted uses in the General Commercial zone near South Prairie Avenue are a range of entertainment uses, such as theaters, live performance venues, and food and drink establishments. The IIBP Specific Plan includes a circulation network that closes South Doty Avenue through the Specific Plan area, and includes a number of cul-de-sacs that extend south from West 102nd Street. Finally, the Specific Plan provides for setbacks along street frontages ranging from 25 feet along South Prairie Avenue to 15 feet along West 102nd Street.

16 City of Inglewood, 1993. *Inglewood International Business Park Specific Plan*, December 21, 1993, p. 2.
17 City of Inglewood, 1993. *Inglewood International Business Park Specific Plan*, December 21, 1993, p. 6.

City of Inglewood Redevelopment Project Areas

The City of Inglewood Redevelopment Agency was established in 1969. Between 1970 and 1973, six redevelopment project areas were adopted that include the In Town, La Cienega, Manchester–Prairie, North Inglewood Industrial Park, Century, and Imperial–Prairie Redevelopment Project Areas. As shown in **Figure 3.10-4,** the Consolidated Inglewood Merged Redevelopment Project Area, when adopted, included the Project Site as well as the Hollywood Park Racetrack and Casino located north of West Century Boulevard. In 1996, the Inglewood City Council merged the six redevelopment projects into one— the Merged and Amended Redevelopment Project Area (Merged Inglewood Redevelopment Project).[18,19]

On December 29, 2011, the California Supreme Court upheld Assembly Bill XI 26, which provided for the termination of all California Redevelopment Agencies. On January 10, 2012, the City of Inglewood elected to become the Successor Agency of the former Inglewood Redevelopment Agency taking effect on February 1, 2012. The Successor Agency assumed the obligations of the former Inglewood Redevelopment Agency and elected to carry out activities necessary to wind down its affairs.

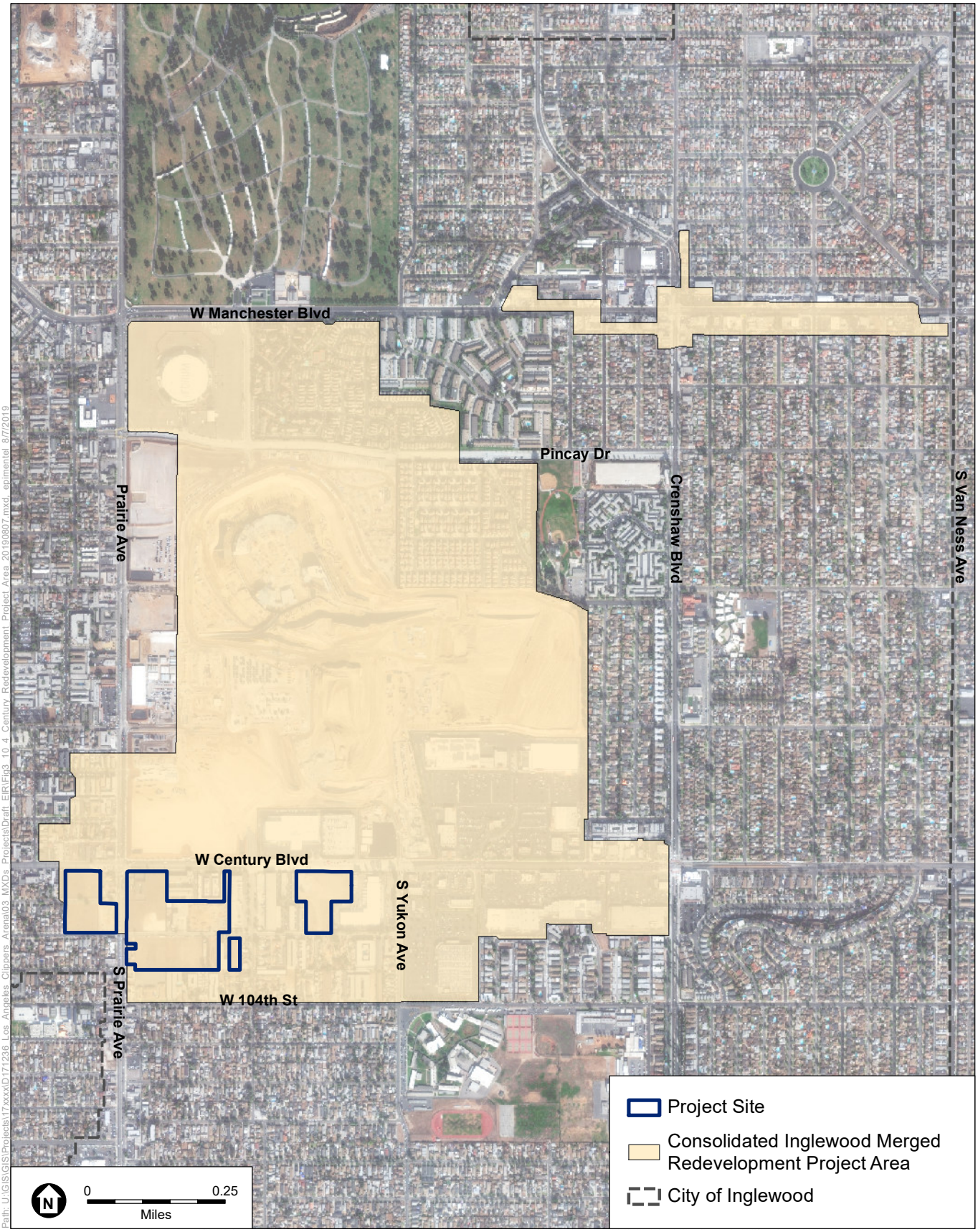
In 2015, the California Department of Finance approved a Long-Range Property Management Plan (LRPMP) for the disposition and uses of all the Successor Agency-owned properties, including the properties located within the Consolidated Inglewood Merged Redevelopment Project Area.[20,21] The Successor Agency-owned parcels that are part of the Project Site are described on pages 1–9 of the LRPMP. The procedures for disposition of those properties are described on pages 29–36 of the LRPMP. The following goals from the LRPMP are applicable to the Proposed Project:

Consolidated Inglewood Merged Redevelopment Project Area:

> **Goal a:** Increase employment opportunities for a diversified workforce.
>
> **Goal c:** Promote new and continuing private sector investment within the Project Area to prevent the loss of and to facilitate the capture of commercial and industrial activities.

Consistent with Goal a. and Goal c., the Proposed Project would provide a multipurpose event center that promotes the City's position as a center for sports and entertainment in the larger region. The Proposed Project would include approximately the same number of LA Clippers employees as under current conditions which is 254 permanent employees. It is anticipated that

18 City of Inglewood, Inglewood Redevelopment Agency, http://v1.cityofinglewood.org/depts/commdev/redevelopment/default.asp. Accessed September 2018.
19 City of Inglewood, Successor Agency, https://www.cityofinglewood.org/253/Successor-Agency. Accessed September 2018.
20 City of Inglewood, *Long Range Property Management Plan*, https://www.cityofinglewood.org/288/Long-Range-Property-Management-Plan. Accessed September 2018.
21 City of Inglewood, as Successor Agency to the Former Inglewood Redevelopment Agency, *Long-Range Property Management Plan*, approved October 1, 2015. Available: https://www.cityofinglewood.org/DocumentCenter/View/229/City-of-Inglewood-Approved-Long-Range-Property-Management-Plan-PDF.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.10-4
Consolidated Inglewood Merged Redevelopment Project Area

ESA

the Proposed Project would also require approximately 75 employees to provide operations and management services for the Arena. Future employment from the proposed restaurant, retail, sports medicine clinic, arena and plaza experience, community space, and hotel is estimated to be 439 permanent employees. For LA Clippers home games, the Proposed Project would require up to 1,320 temporary employees. Other major sold out events, such as a large concert, would require approximately 1,200 temporary employees. Events that would not sell out the Arena would require fewer employees. For medium-sized events, including weekend family shows and other events, temporary event-related employment is estimated to be between 480 and 530 jobs. For smaller events, including corporate or community events or events in the plaza, temporary event employment is estimated to be approximately 25 jobs. As such, the Proposed Project is not inconsistent with the Consolidated Inglewood Merged Redevelopment Project Area.

The New Downtown Inglewood & Inglewood TOD Plans

The New Downtown Inglewood & Inglewood TOD Plans Project began with the creation of urban plans for the revitalization of downtown Inglewood and the improvement of the Fairview Heights neighborhood, but now encompasses all the Metro stops within the City.[22] The new Metro stops are the Westchester/Veterans Metro Station on the Crenshaw/LAX line (opening in 2019) and the existing Crenshaw Station on the Metro Green Line. The TOD plans are designed to modify zoning and parking regulations to encourage economically robust, pedestrian-friendly and community-centered development, improve networks for biking and walking, and recommended policies for implementation. Given the Project Site is not within the boundaries of the areas subject to the New Downtown Inglewood & Inglewood TOD Plans, these plans are not applicable to the Proposed Project and are not discussed further.

3.10.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to land use and planning. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Physically divide an established community; or
2. 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.

Methodology and Assumptions

The criterion for determining significance with respect to a land use plan emphasizes conflicts with plans adopted for the purpose of avoiding or mitigating an environmental effect, recognizing that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

[22] The New Downtown Inglewood & Inglewood TOD Plans website, http://inglewood.arroyogroup.com/, accessed September 2018.

As discussed above, the reader is referred to the various environmental resource evaluations presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, for a discussion of potential physical/environmental effects and potential incompatibilities that may be considered in the determination of physical environmental impacts. Such potential land use incompatibilities would be addressed in the applicable environmental resource sections in Chapter 3.

Impacts and Mitigation Measures

Impact 3.10-1: Construction and operation of the Proposed Project could physically divide an established community. (Less than Significant)

Under CEQA, physical division of an established community applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts of a community.[23] This CEQA criteria is not intended to apply to effects that may create a perceived barrier, such as increased traffic, or creating a challenge to cross a street, or other real or perceived inconveniences.

The majority of the 28-acre Project Site is vacant and underutilized within an existing surrounding urbanized area that contains a mix of uses including low to medium-density residential, commercial, entertainment, industrial, office and parking uses. The vacant parcels are secured with fencing and do not permit public access. Thus, under existing conditions, vacant parcels located within the Project Site do not allow for the connectivity of people in the existing community.

The design of the Proposed Project would not include physical barriers or obstacles to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. In fact, the Proposed Project would include a number of features designed to encourage and promote public access and vehicular and pedestrian circulation, where limited access exists today. Specifically, the Proposed Project would include improved roadways and access points within the Arena Site and near parking areas near the Arena Site. The Proposed Project would facilitate pedestrian access onto the Project Site through shuttle services, public bus transit connectivity, pedestrian bridges and gathering areas, and long-term and short-term bicycle parking. The Proposed Project would provide shuttle service from the Metro Green Line's Hawthorne/Lennox Station and the Metro Crenshaw/LAX Line's La Brea/Florence Station to the Project Site during LA Clippers basketball games and other large events. To accommodate shuttles that would transport people from Metro light-rail stations to the Project Site, shuttle drop-offs would be provided along the east side of South Prairie Avenue near the entrance to the plaza. This shuttle stop would be primarily used for shuttles between Metro light-rail stations and the Arena. For events with shuttle service, shuttle vehicles providing service to the La Brea/Florence Station would use the internal access road to enter the Project Site from West 102nd Street and exit onto South Prairie Avenue before stopping at the shuttle pick-up and drop off location.

[23] "We believe, however, that this guideline was intended to apply to projects, such as highway construction, that would constitute physical barriers dividing a community." *Cathay Mortuary, Inc. v. San Francisco Planning Commission (207 Cal. App. 3d 275), January 20, 1989.*

Public bus transit would be relocated to improve connectivity for pedestrians and bicyclists going to the Project Site. The bus stop that serves Metro line 117 for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312 for northbound traffic on South Prairie Avenue would be permanently relocated to the northwest corner of the intersection.

Also, the Proposed Project would include development of an above-grade pedestrian bridge that would cross South Prairie Avenue, linking the plaza with the West Parking Garage Site located to the west, and facilitating increased pedestrian connectivity during periods of high traffic compared to existing conditions. The majority of pedestrian traffic flowing between the western parking garage and the plaza is expected to use the pedestrian bridge.

The plaza adjacent to the Arena Structure to the northwest will serve as the main pedestrian gathering/circulation entryway into the Arena Structure. The majority of attendees with general admission tickets would enter the Arena Structure from the plaza into entrances located on the northern facades of the Arena Structure. Secondary pedestrian entries would be located on the south side of the Arena Structure from the adjacent parking garage, as well as an employee access pavilion on the eastern side of the Arena Structure. These secondary entrances would be used by the team, media, talent, and employees, and a limited number of attendees with access to the premium parking structure located on the Arena Site.

Further, during events, particularly at the end of LA Clippers basketball games and large concerts, when the peak flow of patrons would exit the Project Site, the Proposed Project would implement an Event Transportation Management Plan (TMP), a management and operating plan designed to facilitate multimodal travel to and from events and to assist with flow of traffic by the Project Site to the larger community in a safe and efficient manner.

Street Vacations

Implementation of the Proposed Project also would include the vacation of an approximately 900-foot linear section of West 102nd Street between South Prairie Avenue to a line approximately 335 feet west of South Doty Avenue to be developed with the Arena Structure. People who currently use West 102nd Street to access South Prairie Avenue to the west or South Doty Avenue or South Yukon to the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 102nd Street would require use of alternative routes to the north or south. Alternative routes include using West 104th Street or West Century Boulevard to access South Prairie Avenue to the west or South Doty Avenue and South Yukon to the east. Similar to the above, this street vacation would replace a 1,255-foot route along West 102nd Street, between South Doty Avenue and South Prairie Avenue, with a 2,600-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the distance and time to travel between South Prairie Avenue and the community along West 102nd Street to the east, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

Similarly, implementation of the Proposed Project also would include the vacation of an approximately 350-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue to be developed with the parking garage building. With the Proposed Project, people who currently use West 101st Street to access South Prairie Avenue from the west or South Freeman Avenue from the east would no longer have this access and would need to seek alternative connections. The closure of this stretch of West 101st Street would require use of alternative routes to the north or south. Alternative routes include using West 103rd Street or West Century Boulevard to access South Prairie Avenue to the east or South Freeman Avenue to the west. In addition, the Proposed Project would include the addition of a new access road, along the west boundary of the West Parking Garage Site, connecting West Century Boulevard to West 101st and West 102nd Streets. Using the new access road, this street vacation would replace a 1,255-foot route along West 101st Street, between South Freeman and South Prairie Avenues, with a 2,000-foot route with a one-block detour to the north or south. While this increase of distance would somewhat increase the time to travel between South Prairie Avenue and the community along West 101st Street to the west, it would not physically divide the existing community because numerous alternative routes in the nearby vicinity are available.

The West Parking Garage Site would provide entrance/exit on South Prairie Avenue, and would remove the existing crosswalk on the north side of the South Prairie Avenue and West 102nd Street intersection, the relocated crosswalk would be immediately south of the garage entrance/exit. The existing south crosswalk at South Prairie Avenue and West 102nd Street would be eliminated. The removal of this crosswalk would not create a physical barrier or obstacle to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. Pedestrians could use the relocated crosswalk to cross South Prairie Avenue, walk two blocks south to the crosswalks at the South Prairie Avenue and West 104th Street intersection, or walk one block north to use the crosswalk located at the South Prairie Avenue and West Century Boulevard intersection. Thus would not physically divide an established community.

Overall, based on the above considerations, while the Proposed Project would result in the vacation of parts of two east–west City streets and remove one crosswalk across South Prairie Avenue, because of the availability of nearby alternative routes, including the addition of a pedestrian bridge across South Prairie Avenue, implementation of the Proposed Project would not physically divide an established community. This impact would be considered to be **less than significant**.

Mitigation Measures

None required.

Impact 3.10-2: Construction and operation of the Proposed Project could conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The criterion for determining significance with respect to a land use plan emphasizes conflicts with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. This criterion recognizes that an inconsistency with an individual plan, policy, or regulation does not necessarily equate to a significant physical impact on the environment.

SCAG Regional Comprehensive Plan

The Proposed Project would be consistent with relevant policies of the 2008 RCP that encourage development in infill locations of existing communities and the use of "green" building techniques (including achievement of LEED Gold status, use of solar panels and recycled water infrastructure) that result in efficient use of water and reduction in pollution and waste (policies LU-6.2; OSC-8, -10, -11, -13; WA-11, -12, -32; EN-8, -10, -12; SW-14). Further, the Proposed Project would include provisions for connections of the project to nearby Metro light-rail stations, would include a transportation hub that promotes non-single-occupant vehicle use, and other measures to reduce vehicular trip making, with concomitant reductions in criteria air pollutants, GHG emissions, and transportation energy demands, making the Project consistent with policies EN-8 and -14. Consistent with policies OSN-14, OSC-12, WA-9, WA-27 and -32, and EN-10, the Proposed Project would avoid adverse effects on open spaces and other natural habitats, be designed to avoid material changes to the runoff characteristics of the site, and include a landscaping plan that limits water use and related energy demands.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Proposed Project would be consistent with the strategies and principles, as well as Goals 4, 6, and 8, of the 2016 RTP/SCS that are designed to promote a sustainable regional transportation system, land use patterns that facilitate transit and non-motorized transportation, and improving air quality through active transportation, and to reduce vehicle miles traveled and the GHG emissions associated with on-road vehicle travel. The Proposed Project would be infill development that provides a dense mix of recreation and entertainment, office, retail, restaurant, community, and hotel uses, on parcels of infill urban land accessible to and served by public transit and near existing and planned housing.

More specifically, the Proposed Project would be developed on an infill site that is located in a highly urbanized part of the SCAG region and is accessible to numerous transit lines, and would be located immediately adjacent to another major mixed use project that is under development (HPSP). The site is designated on the RTP/SCA high-quality transit area (HQTA) maps of 2012 and 2040 conditions as partially in and immediately adjacent to an HQTA.[24] The Project Site is

[24] Southern California Association of Governments, 2016–2040 RTP/SCS Appendix: Sustainable Communities Strategy (SCS) Background Documentation, Exhibits 19 and 20, Forecasted Regional Development Types by Land Development Categories (2012 and 2040), April 2016.

adjacent to two LA Metro bus routes (lines 117 and 212/312 stop at the intersection of West Century Boulevard and South Prairie Avenue) and is also within 0.5 miles of a Metro bus route (the combined 740/40 line stops at the intersection of West Century Boulevard and La Brea/ Hawthorne Boulevard). These Metro bus routes provide frequent service during peak commute hours. As described in Section 3.0, Introduction to the Analysis, the Inglewood Transit Connector (ITC) (Cumulative Project #74) is a planned 1.8-mile electric train system with a station near the intersection of West Century Boulevard and South Prairie Avenue, adjacent to the Project Site; if approved and constructed, the ITC would provide close connections from the Project Site and the adjacent HPSP development to the LA Metro Crenshaw line Downtown Inglewood station.

On a regional scale, the Proposed Project would provide development in an area served not just by a range of existing local and regional bus lines, but also by airports, regional freeway systems, the Metro Green Line's Hawthorne/Lennox Stations, and three future stations on the Metro/ Crenshaw LAX line currently under construction. The Proposed Project would be designed with the complete communities concept in mind by integrating community design with land use planning and transportation planning, and by providing construction and permanent jobs for a variety of skills and education, recreational and cultural events, and a full range of shopping, entertainment and services all within a relatively short distance.

The Proposed Project would be designed and constructed to the standards of LEED Gold, and would include an outdoor plaza, new and improved pedestrian connections, landscaping and edge treatments, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities. An integral element of the Proposed Project would be the plaza; a large outdoor space designed to accommodate crowds associated with Arena events and also serve as a vibrant activity and fan experience center and outdoor space for everyday use. Further, the Proposed Project would comply with the requirements of the City of Inglewood Municipal Code for the provision of short- and long-term bicycle parking (Section 10-151, Transportation Demand and Trip Reduction Measures; Section 12-42.1, Transportation Demand Management Requirements for Carpool Parking and Bicycle Facilities). In addition, the Proposed Project would provide approximately 60 bicycle parking spaces for employees in the Access Pavilion and 23 short- and long-term secured bicycle parking spaces for patrons in the Parking Garage Site and Bus Staging Transportation Network Company Drop-Off Area. The proximity of the Proposed Project to these transportation modes would reduce the need for motor vehicle travel in the area surrounding the Project Site.

As described in Section 2.5.5, Circulation, of Chapter 2, Project Description, the Proposed Project would include an Event TMP designed to facilitate multimodal travel to and from events at the Project Site in a safe and efficient manner during event days. In addition, the Proposed Project will implement a Transportation Demand Management program designed to reduce vehicle trips by attendees, employees, visitors, and customers through the use of alternate modes of transportation including transit, shuttles, ridesharing, walking, and biking.

For the reasons described above, the Proposed Project would be consistent with the 2016 RTP/SCS goals of supporting the sustainable growth through a more consolidated, compact development pattern that encourages new density and intensity in infill opportunity areas that are accessible to a multitude of transportation options, including transit.

Los Angeles County Airport Land Use Plan

Los Angeles County ALUP Policies G-1, G-2, G-4, N-3, and S-7 are applicable to the Proposed Project. These policies direct the City to "[r]equire new uses to adhere to the [ALUP's] Land Use Compatibility Chart," "[e]ncourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table," "[p]rohibit uses which will negatively affect safe air navigation," "[u]tilize the Table Listing Land Use Compatibility for Airport Noise Environments in evacuating projects within the planning boundaries," and require projects to "[c]comply with the height restriction standards and procedures set forth in FAR Part 77." The Proposed Project would be consistent with Policies G-1, G-2, and N-3, as project design and uses would be consistent with criteria established in the Los Angeles County ALUP Land Use Compatibility Table, and implementation of the Proposed Project would further the goal of recycling incompatible land uses to uses that are compatible with the airport.

The Proposed Project would comply with the requirements of ALUP Policies G-4 and S-7, through submittal of Form 7460-1, Notice of Proposed Construction or Alteration, initiating preparation of an aeronautical study to determine whether the Proposed Project would include components that would obstruct the airspace and potentially operate as obstructions to air navigation (see further discussion of this in Section 3.8, Hazards and Hazardous Materials.) Finally, as required by the ALUP, the Proposed Project would be submitted to the ALUC for a review of project consistency with the ALUP policies and programs. See also Section 3.11, Noise and Vibration, for an analysis and consistency discussion with the ALUP.

City of Inglewood General Plan

The Proposed Project would include approval of amendments to the Land Use Element with conforming map and text changes to reflect the plan for the Proposed Project, including redesignation of certain properties from Commercial to Industrial, conforming land use map changes, and conforming text changes to the Industrial land use designation text. With the amendments that are included as part of the Proposed Project, the Proposed Project would be consistent with the Land Use Element goals and objectives included in the City of Inglewood General Plan. Therefore, the Proposed Project does not conflict with goals, objectives, or policies in the Land Use Element adopted for the purpose of mitigating environmental effects. The goals, objectives, and policies of other elements of the City's General Plan, including those that are adopted for the purpose of mitigating environmental effects, are addressed in the respective sections of this EIR (e.g., the policies of the Noise Element are addressed in Section 3.11, Noise and Vibration).

Inglewood International Business Park Specific Plan

The portion of the Arena Site south of West 102nd Street and the entire Well Relocation Site is located within the IIBP Specific Plan area. Although the proposed Arena is not specifically noted as a permitted use in either the M1 or C2 zones, to a considerable extent, the Proposed Project would achieve many of the key goals established by the City, including generation of employment for City residents and revenues to the City, development of uses that would be compatible with the current noise environment and that would be compatible with ALUP policies, and creation of a circulation system that would provide efficient access to the Proposed Project (including parking and loading) that would avoid impacts on neighborhood residents. However, a number of elements of the Proposed Project would be inconsistent with the proposed land uses, circulation, and design guidelines of the of the IIBP Specific Plan. The Proposed Project would include proposed revisions to the City of Inglewood General Plan and City of Inglewood Zoning Code, and would include an action to remove the portions of the Project Site located within the IIBP Specific Plan area. Thus if approved as proposed, the Proposed Project would not be inconsistent with the IIBP Specific Plan.

Overall, implementation of the Proposed Project would be consistent and not conflict with SCAG Compass Blueprint Growth Vision, the SCAG RCP, the SCAG 2016–2040 RTP/SCS, the Los Angeles County ALUP, the City of Inglewood General Plan Land Use Element (after proposed amendments), and the IIBP Specific Plan. Therefore, the Proposed Project would not 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. This impact would be **less than significant.**

Mitigation Measures

None required.

Cumulative Impacts

As described in Section 3.0, Table 3.0-2, the Cumulative Projects List documents a total of 145 related cumulative projects located in the City of Inglewood and surrounding communities, and which account for anticipated development of 1,903,815 sf of retail/commercial space, 8,675,487 sf of office space, 2,070,210 sf of industrial/warehouse/data center space, 9,315 residential units or beds, approximately 2,430 hotel rooms, and new or expanded schools to accommodate 6,401 students. In addition, the Cumulative Projects List includes two major transit improvements: LAWA's Land Access Modernization Program (Cumulative Project #82), a 2.2-mile electric train system that would connect LAX to the LA Metro Crenshaw/LAX light-rail line, and the ITC (Cumulative Project #74), a 1.8-mile electric train system that would connect the Project Site and adjacent HPSP area to the LA Metro Crenshaw/LAX light-rail line Downtown Inglewood station.

Impact 3.10-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could physically divide an established community. (Less than Significant)

As discussed above, under CEQA, physical division of an established community typically applies to projects, such as highway construction, that would create a barrier that would physically sever two or more connected parts of a community.[25] Similar to the Proposed Project, the related cumulative projects are individual land use development projects that would occur on specific development parcels within the existing land use and transportation fabric of the community. The list of related cumulative projects does not include any foreseeable projects that would physically divide or sever existing connected parts of the community or make it impossible or extremely inconvenient for a person to get from one part of the established community to a previously connected part of the community. However, if there were any projects that could physically divide or sever existing connected parts of the community, the Proposed Project would not cumulatively contribute to this potential related cumulative project impact. The project design of each related project would be evaluated on a project-by-project basis to determine compatibility with the surrounding uses. Further, related projects are subject to CEQA review, and review by other regulatory agencies.

The related cumulative projects are in-fill in nature and, while increasing density, would be constructed on parcels that fit in with the existing framework of land use and circulation in the existing community, and would not create physical barriers which would physically divide an established community. As described above, the Proposed Project would have a less-than-significant impact as a result of the vacation of segments of West 101st and West 102nd Streets.

As discussed above, the West Parking Garage Site would provide entrance/exit on South Prairie, and would relocate the existing crosswalk on the north side of the South Prairie Avenue and West 102nd Street intersection; the relocated crosswalk would be immediately south of the garage entrance/exit. The existing south crosswalk at South Prairie Avenue and West 102nd Street would be eliminated. The removal of this crosswalk would not create a physical barrier or obstacle to circulation that would restrict existing patterns of movement between the Project Site and the surrounding neighborhoods. Pedestrians could use the relocated north crosswalk to cross South Prairie Avenue, walk two blocks south to the crosswalks at the South Prairie Avenue and West 104th Street intersection, or walk one block north to use the crosswalk located at the intersection of South Prairie Avenue and West Century Boulevard. None of the related cumulative projects would reduce the connectivity across South Prairie Avenue and, thus, would not combine with the effects of the Proposed Project to physically divide an established community.

Based on the above considerations, the Proposed Project, in conjunction with other cumulative development within the project vicinity, would not result in the physical division of an established community. Therefore, the cumulative impact would be **less than significant**.

[25] *Cathay Mortuary, Inc. v. San Francisco Planning Commission*, No. A039937, 207 Cal. App. 3d 275; 254 Cal. Rptr. 778; 1989 Cal. App. LEXIS 22, January 20, 1989.

Mitigation Measures

None required.

Impact 3.10-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The Project Site is located adjacent to an area planned for redevelopment with high-density residential, mixed-use infill development with improved transit and pedestrian accessibility. The cumulative projects near the Project Site generally are high-density residential, mixed-use development that concentrate multifamily residential with commercial and employment generating uses. The cumulative development projects near the Project Site would increase density in the area and, together with cumulative increases in transit infrastructure, would support increased use of transit and other non-single-occupant vehicle modes of transportation. This type and location of development is consistent with local, regional, and statewide plans that seek to accommodate increased population growth while achieving goals for reduction in GHG emissions and other environmental effects typically associated with suburban sprawl and greenfield development.

The Proposed Project, in conjunction with related cumulative projects would be consistent with the 2016–2040 RTP/SCS. Goal 8 of the 2016–2040 RTP/SCS is to encourage land use and growth patterns that facilitate transit and non-motorized transportation. Combined with the Proposed Project, cumulative projects would tend to increase development densities located within an area served by a range of existing local and regional bus lines, the Metro Green Line's Hawthorne/Lennox Stations and the future use of three stations associated with the Metro/Crenshaw LAX line currently under construction. The proximity of the Proposed Project and related cumulative projects to these transportation modes would increase density and expand transit options, reducing the need for motor vehicle travel in the area surrounding the Project Site, and would also support the revitalization of the City. As such, it would be consistent with the goals of the City's General Plan Land Use Element.

The Proposed Project, Adjusted Baseline development, and related cumulative projects would be required to comply with policies G-1, G-2, G-4, N-3, and S-7 of the Los Angeles County ALUP, and consistency with the ALUP would be determined through review by the ALUC.

Impacts related to consistency conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the related projects, generally are specific to the individual related projects and are not cumulative in nature. However, the Proposed Project together with Adjusted Baseline development and related cumulative projects would result in development, including high-density residential, commercial and entertainment uses, concentrated within a transit priority area which would be consistent with the goals and policies of the SCAG Compass Blueprint Growth Vision, the SCAG RCP, the SCAG RTP/SCS, the LA County ALUP, the

City's General Plan and the IIBP Specific Plan. The Proposed Project, in conjunction with other cumulative development, would not conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

3.11 Noise and Vibration

This section describes and evaluates potential noise and vibration impacts that could result from implementation of the Proposed Project. The section contains: (1) a description of the existing noise and vibration environment at, and in the area surrounding, the Project Site; (2) a description of changes under the Adjusted Baseline to establish baseline conditions; (3) a summary of applicable noise laws, regulations, and policies; (4) estimates of future noise and vibration levels at surrounding noise- and vibration-sensitive land uses resulting from construction and operation of the Proposed Project; and (5) identification of the potential for significant impacts and associated mitigation measures, if required.

Comments received in response to the NOP for the EIR regarding noise and vibration can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to noise and vibration as a result of implementation of the Proposed Project are analyzed within this section.

The analysis included in this section was developed based on ambient noise measurements taken by ESA and presented in Appendix J; Project-specific construction data and assumptions (including construction schedule, phasing, and equipment provided by the applicant team); characteristics of the Proposed Project described in Chapter 2, Project Description, and the transportation analysis presented in Section 3.14, Transportation and Circulation, and Appendix K.

3.11.1 Section Outline

The analysis of noise in Section 3.11 describes the anticipated increases in the on-site and off-site noise and vibration environment as a result of construction and operation of the Proposed Project. This Section Outline provides an overview of the analysis undertaken and described in this section. See Chapter S, Summary for a summary of the noise and vibration impacts described in this section.

Noise and Vibration Sensitive Receptors

The focus of the noise analysis is the exposure of certain land uses that the City considers to be more sensitive to noise than others, including residences, schools, hospitals, libraries, and parks. Receptors that are potentially vibration sensitive include buildings that could be damaged; residents, students, the elderly and sick that could be annoyed, and vibration-sensitive equipment that could be disturbed.

Construction Noise Impacts

Study Area: Construction noise results from the operation of heavy-duty equipment and on-road travel of heavy-duty trucks (i.e., haul trucks and vendor trucks). For noise generated by on-site construction equipment, the study area includes analysis of impacts to noise-sensitive receptors identified within areas up to approximately 500 feet from the boundaries of the Project Site. For impacts associated with on-road construction vehicles, the study area consists of the anticipated haul routes. Vibration dissipates rapidly with distance and impacts are analyzed for vibration-sensitive receptors that are adjacent to the Project Site.

Time Periods Evaluated: In addition to evaluating construction noise impacts during the daytime (7:00 AM to 8:00 PM), this analysis evaluates construction noise during the nighttime hours (8:00 PM to 7:00 AM) to account for construction work days that are proposed to vary from 8 hours to continuous 24 hours during certain phases or construction operations on the Arena Site, as needed, with the significance of impact varying throughout the night due to the fluctuation in ambient conditions.

Scenarios Evaluated: Over the course of Proposed Project construction period from July 2021 to October 2024, construction could occur simultaneously on the four Project Site subareas during certain phases or periods of activity. To ensure that the worst case impacts have been identified and analyzed, the construction noise analysis evaluates impacts to noise-sensitive receptors under four scenarios that account for overlap of construction across all four Project Site subareas during the worst case construction days at the Arena Site, the West Parking Garage Site, the East Transportation and Hotel Site, and the Well Relocation Site.

Operational Impacts – Traffic Noise

Study Area: The traffic noise analysis evaluates increases in traffic based on traffic volume data developed as a part of the Transportation and Circulation analysis (see Section 3.14). Traffic noise was evaluated on 113 roadway segments within the approximately 20-square-mile study area considered in the traffic analysis.

Time Periods Evaluated: Traffic noise was analyzed during the Weekday AM Peak Period (7:00–9:00 AM), Weekday PM Peak Period (4:00–6:00 PM), Weekday Pre-Event Period (6:00–7:00 PM), Weekday Post-Event Period (9:30–10:30 PM), Weekend Pre-Event Peak Period (5:00–6:00 PM) and Weekend Post-Event Peak Period (9:30–10:30 PM).

Adjusted Baseline and Cumulative Conditions: Consistent with the Transportation and Circulation analysis, the traffic noise analysis evaluates Proposed Project impacts under both Adjusted Baseline and Cumulative conditions, including concurrent event scenarios. The Adjusted Baseline is the baseline against which the Proposed Project's potential impacts are measured. Additional information regarding the Adjusted Baseline transportation assumptions is provided in Section 3.0.5 of the Section 3.0, Introduction to Analysis, and in Section 3.14.2. Further discussion of Cumulative condition assumptions is provided in Section 3.0.6, and in Section 3.14.4 following Table 3.14-43.

Scenarios Evaluated: The traffic noise analysis evaluated the following Project scenarios.

- *Non-Event Day, Ancillary Uses:* This scenario includes weekday traffic during the AM and PM peak periods under Adjusted Baseline conditions, and operations of Project ancillary uses (i.e., team practice facility and offices, sports medicine clinic, plaza commercial and community uses, and hotel) on a non-event day.
- *Day-Time Corporate/Community Event:* This scenario includes weekday traffic during the AM peak period under Adjusted Baseline conditions, operations of Project ancillary uses, and a

daytime corporate/community event at the Proposed Project with approximately 2,000 attendees.

- *Other Sporting Event or Gathering:* This scenario includes weekday traffic during the PM peak period under Adjusted Baseline conditions, operations of Project ancillary uses, and a sporting event or gathering at the Proposed Project with approximately 7,500 attendees.
- *Major Event:* This scenario includes weekday pre- and post-event traffic and weekend pre- and post-event peak period traffic. Pre- and post-event traffic assumes 18,000 and 18,500 attendees, respectively. Weekday events are assumed to start at 7:00 PM and weekend events are assumed to start at 6:00 PM

In addition to the Project scenarios listed above, traffic noise was evaluated for the worst case weekday and weekend concurrent event scenarios, as described in Section 3.14, Transportation and Circulation. The concurrent event scenario evaluated on weekdays is the Adjusted Baseline with a Mid-Sized Event at the NFL Stadium and with a concert at The Forum and a Major Event at the Proposed Project. The concurrent event condition evaluated on weekends is the Adjusted Baseline with an NFL Game at the NFL Stadium, a concert at The Forum, and a Major Event at the Proposed Project.

Operational Impacts – Composite On-Site Noise

Study Area: On-site operational noise sources include amplified and crowd noise from arena events, mechanical equipment, vehicle noise (i.e., parking garages and media truck parking), and plaza-related amplified sound and crowd noise. Because the composite noise analysis is focused on noise sources at the Project Site, impacts were evaluated for noise-sensitive uses within approximately 500 feet of the Project Site.

Scenarios Evaluated: On-site activities and associated noise sources would vary based on the type of activity occurring at the Project Site. On-site composite noise was evaluated under the following scenarios:

- *Non-Event Day, Ancillary Uses:* Noise sources include plaza-related noise (patrons of ancillary uses and outdoor dining), pedestrian noise, parking lot and garage activity, and mechanical equipment.
- *Day-Time Corporate/Community Event:* Noise sources include plaza-related noise (patrons of ancillary uses, day-time corporate/community event attendees, and outdoor dining), pedestrian noise, parking lot and garage activity, and mechanical equipment.
- *Other Sporting Event or Gathering:* Noise sources include plaza-related noise (patrons of ancillary uses, other sporting event or gathering attendees, and outdoor dining), pedestrian noise, parking lot and garage activity, and mechanical equipment.
- *Major Event Pre-Event:* Noise sources include plaza-related noise (amplified sound at the outdoor plaza stage, crowd noise from attendees of outdoor performances, patrons of ancillary uses, and outdoor dining), pedestrian noise, parking lot and garage activity, media truck-related noise, and mechanical equipment.
- *Major Event During Event:* Noise sources include plaza-related noise (patrons of ancillary uses and outdoor dining), pedestrian noise, parking lot and garage activity, media truck-

related noise, mechanical equipment, and event noise emanating from the arena when the doors open.

- *Major Event Post-Event:* Noise sources include plaza-related noise (amplified sound at the outdoor plaza stage, crowd noise from attendees of outdoor performances, patrons of ancillary uses, and outdoor dining), pedestrian noise, parking lot and garage activity, media truck-related noise, and mechanical equipment.

Organization of Section 3.11: The Noise and Vibration analysis presented in Section 3.11 is organized into the following five (5) subsections:

Section 3.11.1: Describes the organization of this section.

Section 3.11.2: Describes the environmental setting, including the existing noise and vibration environment.

Section 3.11.3: Describes the Adjusted Baseline Environmental Setting that was developed to evaluate the Proposed Project impacts against the baseline environmental conditions (including land use) anticipated to exist when the Proposed Project would be constructed and opened for operations. Specifically, this section describes the assumptions utilized with respect to reasonably foreseeable development that is anticipated to occur on significant portions of the Hollywood Park Specific Plan area prior to development of the Proposed Project.

Section 3.11.4: Provides a discussion of the relevant federal, State and local regulations pertaining to noise and vibration that are applicable to the Proposed Project.

Section 3.11.5: Discusses the construction and operational noise and vibration impacts of the Proposed Project under Adjusted Baseline and Cumulative conditions, including with concurrent and overlapping events. This section also discusses the construction and operational noise and vibration impacts of the Proposed Project in the cumulative context, taking into account other development in the area that is considered reasonably foreseeable; the analysis focuses on whether the project's noise and vibration impacts are cumulatively considerable.

3.11.2 Environmental Setting

Background

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain and hearing damage, respectively.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies

instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements. Some representative noise sources and their corresponding A-weighted noise levels are shown in **Figure 3.11-1**.

Noise Exposure, Noise Level, and Community Noise

Noise *exposure* is a measure of noise over a period of time. Noise *level* is a measure of noise at a given instant in time. *Community noise* varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise continuously variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

This time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are summarized below:

Leq: The energy-equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The Leq is the constant sound level which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

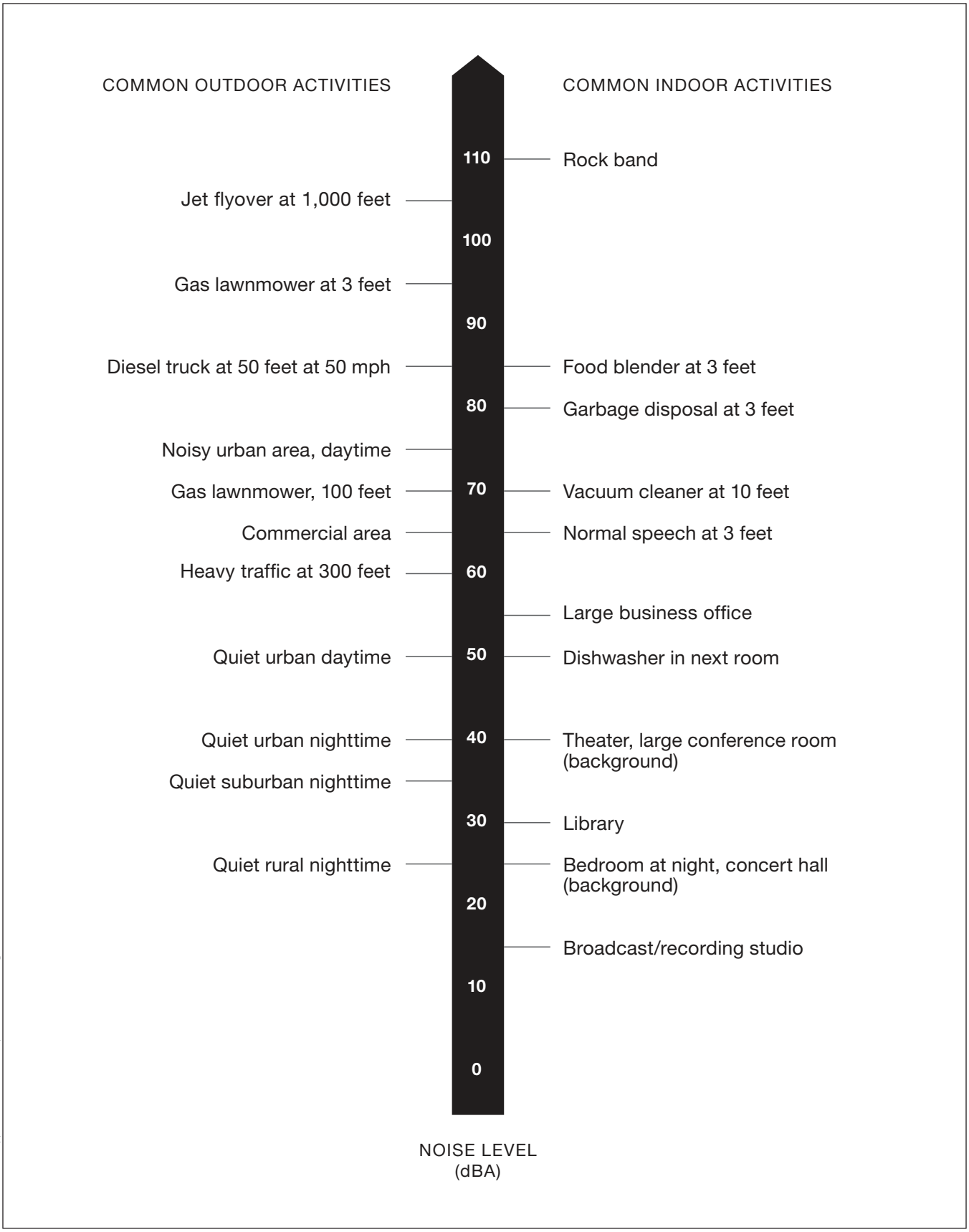
Lmax: The instantaneous maximum noise level for a specified period of time.

Lw: The sound power level, which is the total sound energy radiated by a source. Sound power in decibels is ten times the logarithm of the ratio of the sound power to a sound power reference level of 1 picowatt.

DNL: Also abbreviated Ldn, it is a 24-hour day and night A-weighted noise exposure level which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 PM and 7:00 AM is weighted (penalized) by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: Similar to DNL, the Community Noise Equivalent Level (CNEL) adds a 5 dBA "penalty" for the evening hours between 7:00 PM and 10:00 PM in addition to a 10 dBA penalty between the hours of 10:00 PM and 7:00 AM

SEL: Single Event Noise Exposure Level is the summation of the sound energy from a variable source over the length of time with the sound level greater than certain sound pressure levels in a single event.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Caltrans

Inglewood Basketball and Entertainment Center

Figure 3.11-1
Decibel Scale and Common Noise Sources

ESA

As a general rule, in areas where the noise environment is dominated by traffic, the Leq during the peak-hour is generally within 2 dB of the Ldn at that location.[1]

Noise Attenuation

Noise attenuates (lessens) with distance between the source and the receiver. Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate at a rate of 6 dBA with a doubling of distance for hard sites and 7.5 dBA for each doubling of distance for soft sites. Hard sites are those with a reflective surface between the source and the receiver such as paved parking lots or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles on the road) attenuate at a rate of 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance.[2]

Noise levels may also be reduced by intervening structures, such as a row of buildings, a solid wall, or a berm located between the receptor and the noise source. According to the US Department of Housing and Urban Development (HUD) *Noise Guidebook,*[3] standard building construction results in an exterior-to-interior noise reduction of 20 dBA with windows closed.

Effects of Noise on People

When a new noise is introduced to an environment, human reaction can be predicted by comparing the new noise to the *ambient* noise level, which is the existing noise level comprised of all sources of noise in a given location. In general, the more a new noise exceeds the ambient noise level, the less acceptable the new noise will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships occur:[4]

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by human ear;
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference;
- A change in level of at least 5 dBA is required before any noticeable change in human response would be expected; and
- A 10 dBA change is subjectively heard as approximately doubling in loudness, and can cause adverse response.

These relationships occur in part because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion, hence the decibel scale was

1 Federal Highway Administration Office of Environmental Policy, 2016. *Advanced Prediction and Abatement of Highway Traffic Noise*. November 2016. p. 4-20.
2 California Department of Transportation, 2013. *Technical Noise Supplement*. September 2013. p. 5-17.
3 US Department of Housing and Urban Development, 2009. *Noise Guidebook*. March 2009. p. 14.
4 California Department of Transportation, 2013. *Technical Noise Supplement*. September 2013. p. 6-5.

developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion, rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

Health Effects of Noise

The consequences of exposure of people to excessive noise can include annoyance and disturbance of human activities, as well as effects on human health. The following discussion is provided so that the health implications of noise exposure are fully understood.

Exposure to very high levels of noise can cause permanent hearing impairment. The levels at which noise exposure can lead to hearing loss (140 dB) or pain (120 dB) is a common method of measuring health effects or impacts of noise. The federal Occupational Safety and Health Administration (OSHA) has an established occupational noise exposure program which includes hearing conservation standards for long-term noise exposure. Employers are required to measure workplace noise levels; provide free annual hearing exams, hearing protection, and training; and conduct evaluations of the adequacy of the hearing protectors in use where noise environments exceed 85 dBA for an eight hour daily exposure.

Following the United States Environmental Protection Agency's elimination of its noise investigation and control program in the 1970s, the World Health Organization (WHO) has become a noted source of current knowledge regarding the health effects of noise impacts. In addition to hearing impairment, WHO documents that sleep disturbance is an effect that can affect human health. Although there are no established thresholds with regard to an acceptable level of short-term sleep disturbance, the following information on potential health effects due to sleep disturbance has been provided in order to provide a general correlation of the potential impacts to health that could result from nighttime construction activity. Excessive noise during sleep periods can result in difficulty falling asleep, awakenings, and alterations in sleep stages and depth (e.g., a reduction in proportion of REM-sleep (REM = rapid eye movement)). Exposure to high levels of noise during sleep can also result in increased blood pressure, increased heart rate, increased finger pulse amplitude, vasoconstriction, changes in respiration, cardiac arrhythmia, and an increase in body movements. Secondary physiological effects of exposure to excessive noise during sleep can occur the following day, including reduced perception of quality sleep, increased fatigue, depressed mood or well-being, and decreased performance of cognitive tasks.[5] WHO Europe reviewed available scientific evidence on the health effects of night noise and published night noise guidelines for Europe in 2009, which compliments their 1999 *Guidelines for Community Noise.* According to WHO, the lowest observed adverse effect level for night noise is an exterior nighttime noise level of 40 dB. At this level, observed effects on sleep include body movements, awakening, self-reported sleep disturbance, and arousals.[6]

Other potential health effects of exposure to excessive noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and

5 World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 26.
6 World Health Organization, *Night Noise Guidelines for Europe, Executive Summary.* 2009. p. XVII.

memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to concert noise at 100 dBA over several hours, can also damage hearing). Finally, while environmental noise is not believed to be a direct cause of mental illness, it can cause annoyance and is known to intensify such symptoms as anxiety, headaches, emotional stress, changes in moods, and the like.[7] WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA.[8]

Vehicle traffic, aircraft noise, and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers or the sound produced by the loading or unloading of materials, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can cause sleep disturbance.

Fundamentals of Vibration

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to express RMS. The decibel notation acts to compress the range of numbers required to describe vibration.

Effects of Vibration on Structures

As described in the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual,*[9] groundborne vibration can be a serious concern, causing nearby buildings to shake and rumbling sounds to be heard. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, sheet pile-driving and operating heavy earth-moving equipment. In contrast to airborne noise, groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks on smooth roadways to be perceptible, even in locations close to major roads.[10]

The effects of groundborne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most

[7] World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 30.
[8] World Health Organization, *Guidelines for Community Noise, Chapter 3. Adverse Health Effects of Noise*, 1999. p. 38.
[9] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 112.
[10] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 112.

projects, with the occasional exception of blasting and sheet pile-driving during construction that is adjacent to existing buildings.

Effects of Vibration on People

Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance can be well below the damage threshold for normal buildings. As discussed in FTA's *Transit Noise and Vibration Impact Assessment Manual*, the human response to vibration is complex and the degree of annoyance cannot always be explained by the magnitude of the vibration alone.[11] Other factors include the rattling and rumbling sounds caused by vibration, the time of day, and the visual effects such as the moving of hanging objects.

Vibration Attenuation

Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Factors such as soil and subsurface conditions influence the levels of groundborne vibration with some of the most important factors being the stiffness and internal damping of the soil and the depth to bedrock.[12] Vibration levels are higher in stiff-clay-type soil and when bedrock is 30 feet or less below the surface.[13]

Health Effects of Vibration

According to OSHA, those at risk for vibration-related health effects are workers who conduct physical work activities requiring the use of vibrating powered hand tools (e.g., chain saw, electric drill, chipping hammer, etc.) or equipment (e.g., wood planer, punch press, packaging machine, etc.) and standing or sitting in vibrating environments (e.g., driving a truck over bumpy roads, etc.) or using vibrating equipment that requires whole-body movement (e.g., jackhammers).[14] Off-site vibration-sensitive receptors would not come in physical contact with vibratory construction equipment and would not be at risk for vibration-related health effects.

Groundborne Noise

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.[15] The relationship between groundborne vibration and groundborne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes

11 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. West 118.
12 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 116.
13 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 117.
14 Occupational Safety and Health Administration. Ergonomics Program Section 1910.918. Publication Date November 23, 1999. Available: https://www.osha.gov/laws-regs/federalregister/1999-11-23. Accessed March 25, 2019.
15 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 112.

mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the groundborne noise level will be approximately 35 dB lower than the velocity level. For groundborne vibration that causes high-frequency noise (i.e., the vibration spectrum peak is greater than 60 Hz), the groundborne noise level will be approximately 20 dB lower than the velocity level.[16] Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level at low frequencies.

Summary of Surrounding Land Uses

The entire Project Site is comprised of approximately 28 acres and encompasses four specific locations: the Arena Site; the West Parking Garage Site; the East Transportation and Hotel Site; and the Well Relocation Site. The Project Site is surrounded by a mix of commercial, industrial, office, retail, and residential uses. See Section 3.10, Land Use and Planning, for more-detailed descriptions of land uses surrounding the Project Site, as well as corresponding Figure 3.10-1 and Figure 3.10-2.

Arena Site

Adjacent to the Arena Site to the north along West Century Boulevard is an unoccupied structure (formerly the Airport Park View Hotel) and a self-storage facility. To the east along South Doty Avenue is a warehousing and shipping company (S.E.S. International Express) and an industrial use (C D S Cabinets). To the north across West Century Boulevard is the approximately 240-acre area planned for the Hollywood Park Specific Plan (HPSP). Development within the HPSP area includes an NFL Stadium and a mix of commercial, office, retail, residential, mixed use, civic, and recreational development, some of which is currently under construction, including the NFL Stadium. Residential uses are located adjacent to the Arena Site on the east side of South Prairie Avenue between West 102nd and 103rd Streets, and uses across South Prairie Avenue from the Arena Site include automotive body shops, commercial uses, and a religious facility (Iglesia Evangelica Profetica Jesucristo Pronto Viene). Adjacent to the Arena Site to the south is the Inglewood Southside Christian Church, which includes facilities for an early childhood education program that provides other family support services, and residential uses.

West Parking Garage Site

To the north of the West Parking Garage Site across West Century Boulevard are commercial uses, a vacant parcel, the Holly Crest Hotel, and Motel 6. Commercial uses are located immediately to the east. A religious facility and single-family residential uses are located to the south. A motel (Airport Motel), religious facility, and single-family residential uses are located to the west.

East Transportation and Hotel Site

The Hollywood Park Casino is located to the north of the East Transportation and Hotel Site, north of and across West Century Boulevard. Adjacent to the East Transportation and Hotel Site to the east is a United Parcel Service (UPS) facility. Adjacent to the East Transportation and Hotel Site to the west is Transworld Aquatic Enterprises, Inc., a pet store manufacturer and

[16] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 146.

distributor of aquarium supplies. To the south of the East Transportation and Hotel Site are multifamily residential uses and commercial uses.

Well Relocation Site

To the north of the Well Relocation Site is the UPS warehousing and shipping company. To the east of the Well Relocation Site are single-family residential uses. A vacant lot and multifamily residential uses are located to the south. To the west of the Well Relocation Site is an occupied commercial use.

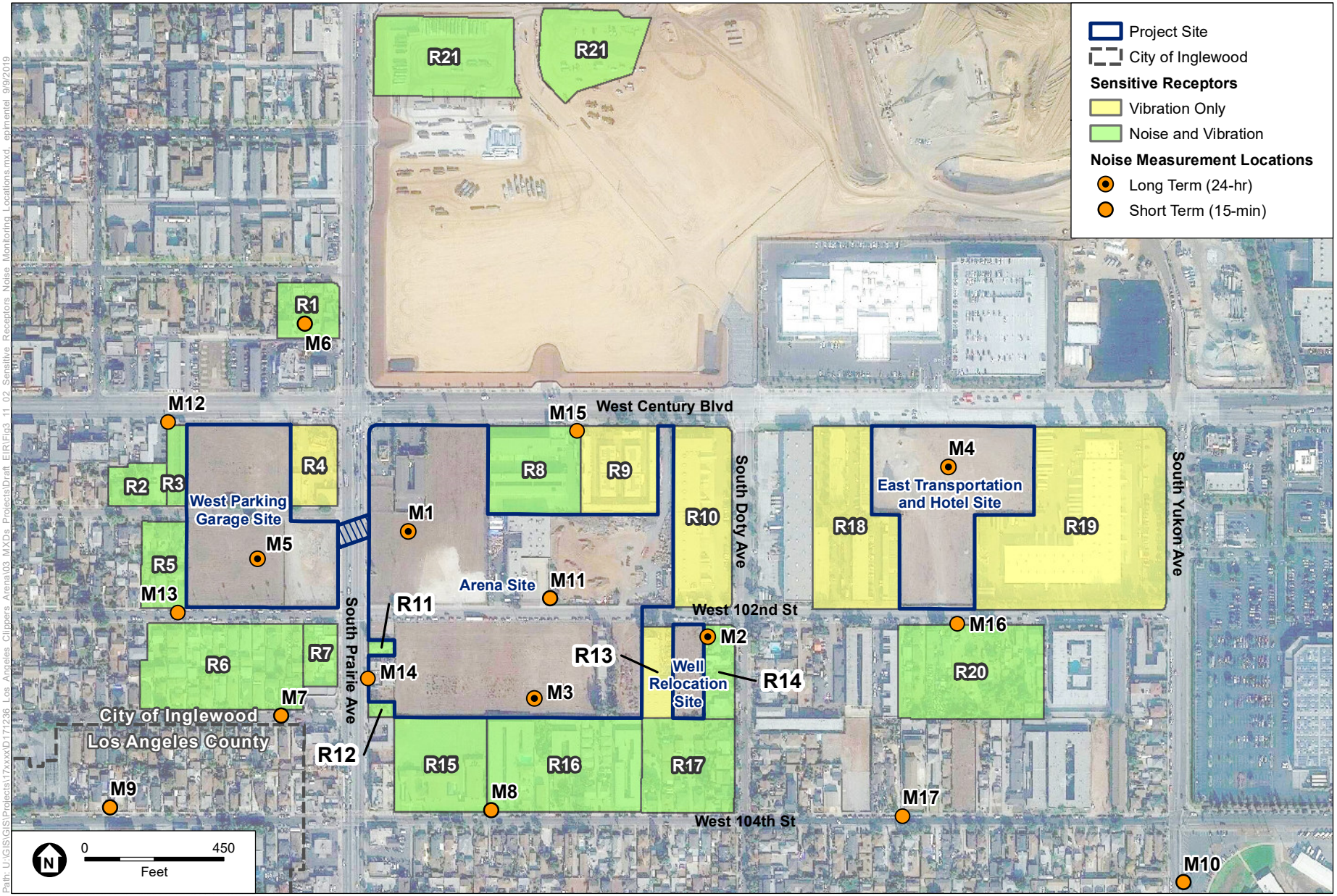
Noise-Sensitive Receptors

Some land uses are considered more sensitive to noise than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Land uses considered to be noise-sensitive, as identified in the Inglewood General Plan, include residences, schools, hospitals, libraries, and parks. The Inglewood General Plan Noise Element considers residences to be especially sensitive because of the time spent by individuals at home, occurrence of outdoor activities, and the likelihood of sleep disturbance to occur.[17] The Federal Highway Administration (FHWA) considers uses where people normally sleep, such as residences, hotels, and motels, noise-sensitive land uses.[18] Commercial and industrial uses are not considered noise-sensitive by either the City or FHWA.

Although the majority of the Project Site consists of vacant land, there are noise sensitive receptors adjacent to the Project Site and in the surrounding area, including single-family and multifamily residences, hotels or motels, religious facilities, and an early childhood educational facility. For the purpose of this analysis, noise sensitive receptors within an approximate 500-foot distance to the Project Site boundaries have been identified and selected for evaluation. Because exposure to noise levels can vary by height, this analysis includes an evaluation of potential noise impacts to multi-story structures that are identified as noise-sensitive receptors.

For the purposes of presenting the results of the potential noise impact analyses in this EIR, the noise sensitive receptors nearest to the Project Site have been organized into groups by geographic proximity, as shown in **Figure 3.11-2**. These receptor groups are used in this EIR to provide a representation of the potential noise impacts on noise-sensitive receptors around the Proposed Project. The borders of the receptor groups generally follow the property boundaries of the identified sensitive receptors. Although the receptor groups shown in Figure 3.11-2 do not include all the receiver points evaluated in the noise modeling analyses prepared for this EIR, these receptor groups include all noise-sensitive receptors nearest to the Project Site and are used in this EIR to represent the greatest (or "worst-case") potential noise impacts of the Proposed Project. Adjacent commercial and industrial uses that are considered vibration-sensitive (as discussed in more detail below), but not noise-sensitive (specifically, receptor groups R4, R9, R10, R13, R18, and R19) are not listed below.

[17] City of Inglewood General Plan Noise Element. Adopted September 1, 1987.
[18] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 23.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-2
Sensitive Receptors and
Noise Monitoring Locations

ESA

As shown in Figure 3.11-2, the noise-sensitive receptor groups nearest to the Project Site are comprised of:

- **R1** – Single-family residential uses to the northwest, located across West Century Boulevard and South Prairie Avenue, approximately 310 feet from the Arena Site and West Parking Garage Site. This receptor group includes some two-story structures identified as noise-sensitive receptors.
- **R2** – Single-family residential uses on the north side of West 101st Street, approximately 60 feet west of the West Parking Garage Site and west of R3.
- **R3** – The operational Airport Motel (4054 West Century Boulevard) adjacent to the West Parking Garage Site to the west.
- **R5** – Single-family residential uses between West 101st Street and West 102nd Street located adjacent to the West Parking Garage Site to the west. This receptor group includes one two-story structure identified as a noise-sensitive receptor.
- **R6** – Single-family residential uses located approximately 175 feet west of and across South Prairie Avenue from the Arena Site and approximately 50 feet south of and across West 102nd Street from the West Parking Garage Site. This receptor group includes some two-story structures identified as noise-sensitive receptors.
- **R7** – Single-story religious use, Iglesia Evangelica Profetica Jesucristo Pronto Viene, and residential uses, approximately 90 feet west of and across South Prairie Avenue from the Arena Site and approximately 50 feet south of and across West 102nd Street from the West Parking Garage Site.
- **R8** – Hotel use, formerly known as the Airport Park View Hotel, located immediately north of the Arena Site. These buildings are currently non-operational and dilapidated; however, tenant improvement permits have been filed with the City and renovation activities are underway. Therefore, for conservative purposes, it is assumed that the building will be reused and occupied with sensitive receptors – hotel patrons – at some point in the near future. These structures include a second and third story.
- **R11** – Multifamily residential uses along the east side of South Prairie Avenue between West 102nd Street and West 103rd Street to the west (adjacent to the Arena Site).
- **R12** – Single-family residential uses located along the east side of South Prairie Avenue between West 102nd Street and West 103rd Street to the west (adjacent to the Arena Site).
- **R14** – Single-family and multifamily residential uses adjacent to the east side of the Well Relocation Site. This receptor group includes one two-story structure identified as a noise-sensitive receptor.
- **R15** – Religious use, the Inglewood Southside Christian Church and early childhood educational facilities along West 104th Street to the south (adjacent to the Arena Site).
- **R16** – Single-family and multifamily residential use along West 104th Street to the south (adjacent to the Arena Site). This receptor includes a structure with a second story.
- **R17** – Single-family residential uses to the southeast, located approximately 90 feet southeast of the Arena Site and approximately 60 feet south of the Well Relocation Site.
- **R20** – Multifamily residential uses located approximately 50 feet to the south of and across West 102nd Street from the East Transportation and Hotel Site. This receptor group includes one two-story structure identified as a noise-sensitive receptor.

- **R21** – Multifamily residential uses located within the HPSP area, approximately 900 feet north of the Arena Site (Section 3.11.12 below, regarding the Adjusted Baseline Environmental Setting). This receptor group includes some multi-story structures identified as noise-sensitive receptors.

Vibration and Groundborne Noise Sensitive Receptors

Receptors that are potentially vibration sensitive include structures of all uses with respect to potential building damage (especially older masonry structures), people who spend a lot of time indoors with respect to human annoyance (especially residents, students, the elderly and sick), and vibration-sensitive equipment (such as hospital analytical equipment and equipment used in computer chip manufacturing). Additional sensitive receptors of groundborne vibration would be historic buildings, which are more susceptible to structural damage from vibration. People who spend a lot of time indoors are also susceptible to groundborne noise resulting from groundborne vibration. As for noise-sensitive receptors, vibration-sensitive receptors have been organized into groups by geographic proximity for purposes of presenting the results of this analysis. See Figure 3.11-2 for the location of the vibration-sensitive receptor groups. As presented on Figure 3.11-2, the vibration-sensitive receptor groups (also groundborne noise receptors) to the Project Site include the following:

- **R1** – Single-family residential uses to the northwest, located across West Century Boulevard and South Prairie Avenue, approximately 310 feet from the Arena Site.
- **R2** – Single-family residential uses to the west, on the north side of West 101st Street, approximately 60 feet of the West Parking Garage Site.
- **R3** – The Airport Motel (4054 West Century Boulevard) adjacent to the West Parking Garage Site to the west.
- **R4** – Commercial uses adjacent to the West Parking Garage Site to the east.
- **R5** – Single-family residential uses between West 101st Street and West 102nd Street located adjacent to the West Parking Garage site to the west.
- **R6** – Single-family residential uses located approximately 175 feet west of and across South Prairie Avenue from the Arena Site and approximately 50 feet south of and across West 102nd Street from the West Parking Garage Site.
- **R7** – Single-story religious facility, Iglesia Evangelica Profetica Jesucristo Pronto Viene, and residential uses, approximately 90 feet of and across South Prairie Avenue from the Arena Site and approximately 50 feet south of and across West 102nd Street from the West Parking Garage Site.
- **R8** – Hotel use (former Airport Park View Hotel), located immediately north of the Arena Site. This building is currently non-operational and dilapidated; however, tenant improvement permits are filed with the City and therefore for conservative purposes, it is assumed that the building will be reused and occupied with sensitive receptors – hotel patrons – at some point in the near future. Therefore, this use has been considered a sensitive vibration receptor.
- **R9** – Self-storage use adjacent to the Arena Site to the north.

- **R10** – Warehousing and shipping use (S.E.S. International Express) adjacent to the Arena Site to east along South Doty Avenue.
- **R11** – Multifamily residential use along the east side of South Prairie Avenue between West 102nd Street and West 103rd Street to the west (adjacent to the Arena Site).
- **R12** – Single-family residential use located along the east side of South Prairie Avenue between West 102nd Street and West 103rd Street to the west (adjacent to the Arena Site).
- **R13** – Industrial use (C D S Cabinets) adjacent to the Arena Site to the east and adjacent to the Well Relocation Site to the west.
- **R14** – Single-family and multifamily residential uses to the east adjacent to the Well Relocation Site.
- **R15** – Religious use, the Inglewood Southside Christian Church and early childhood educational facilities along West 104th Street to the south (adjacent to the Arena Site).
- **R16** – Single-family and multifamily residential use along West 104th Street to the south (adjacent to the Arena Site).
- **R17** – Single-family residential uses to the southeast, located approximately 90 feet from the Arena Site and approximately 60 feet south of the Well Relocation Site.
- **R18** – Industrial use (Transworld Aquatic Enterprises, Inc.), adjacent to the East Transportation and Hotel Site to the west.
- **R19** – Shipping and warehouse use (UPS), adjacent to the East Transportation and Hotel Site to the east.
- **R20** – Multifamily residential uses located approximately 50 feet to the south of and across West 102nd Street from the East Transportation and Hotel Site.
- **R21** – Multifamily residential uses located within the HPSP area, approximately 900 feet north of the Arena Site.

Existing Noise Setting

The immediate area surrounding the Project Site as described above is highly urbanized with multiple noise sources including, but not limited to, traffic on local and arterial streets, aircraft arrivals to and departures from the Los Angeles International Airport (LAX), and commercial and industrial activity (e.g., truck loading/unloading).

To quantify the existing noise environment, daytime and nighttime measurements were taken at 17 locations. Long-term (LT) continuous 96-hour noise level measurements were taken at 5 locations at various onsite locations to characterize the existing noise environment within the Project Site. Short-term (ST) 15-minute noise level measurements were taken during daytime hours (between the hours of 7:00 AM and 10:00 PM) and during nighttime hours (between the hours of 9:30 PM and 11:30 PM and between the hours of 12:00 AM and 2:00 AM) at 12 locations near noise-sensitive uses. Noise measurement locations and relation of those locations to the receptor groups are shown in Figure 3.11-2 and described below.

- **M1** – Long-term noise measurement that represents the ambient noise levels within the northwest part of the Arena Site, proximate to the hotel use on West Century Boulevard east

of South Prairie Avenue (former Airport Park View Hotel) (R8), the multifamily residential use along the east side of South Prairie Avenue (R11), and the single-family residential use located along the east side of South Prairie Avenue (R12). Ambient noise levels collected at this location during daytime and nighttime hours were utilized in the construction analysis.

- **M2** – Long-term noise measurement adjacent to the Well Relocation Site that represents the ambient noise levels proximate to the adjacent single and multifamily residential uses (R14) to the east along South Doty Avenue and single-family residential uses (R17) to the south along West 104th Street. Ambient noise levels collected at this location during daytime and nighttime hours were utilized in the construction analysis.
- **M3** – Long-term noise measurement within the southern portion of the Arena Site that represents the ambient noise levels at the adjacent Inglewood Southside Christian Church and early childhood educational use located along West 104th Street (R15), and multifamily residential uses located along West 104th Street (R16). Ambient noise levels collected at this location during daytime and nighttime hours were utilized in the construction analysis.
- **M4** – Long-term noise measurement that represents the ambient noise levels within the East Transportation and Hotel Site and nearby multifamily residential uses (R20). Ambient noise levels collected at this location were utilized for the nighttime construction analysis.
- **M5** – Long-term noise measurement that represents the ambient noise levels within the West Parking Garage Site, single-family residential uses (R1) to the north of West Century Boulevard along South Prairie Avenue, the single-family residential uses (R2), the Airport Motel on West Century Boulevard (R3), the adjacent single-family residential uses (R5) to the west, the single-family residential uses (R6), and the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses along South Prairie Avenue (R7).
- **M6** – Short-term noise measurement northwest of the intersection of West Century Boulevard and South Prairie Avenue that represents the ambient noise levels for the single-family residential uses (R1) to the north of West Century Boulevard along South Prairie Avenue and future multifamily residential uses located within the HPSP area (R21). Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M7** – Short-term noise measurement along West 103rd Street west of South Prairie Avenue that represents the ambient noise levels for the single-family residential uses located along West 103rd Street. Although the southern units of receptor group R6 are located along West 103rd Street, noise measurements at location M13 would provide a more representative ambient noise level nearest to the currently vacant West Parking Garage Site. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.
- **M8** – Short-term noise measurement along West 104rd Street east of South Prairie Avenue that represents the ambient noise levels for the multifamily residential uses, Inglewood Southside Christian Church and early childhood educational use located along West 104th Street (R15) and multifamily residential uses located along West 104th Street (R16) and single-family residential uses (R17) to the south along West 104th Street. Although the uses at R15 and the southern units of receptor group R16 and R17 are located along West 104th Street, average daytime noise measurements at location M3 were observed to be lower and therefore provide a less noisy baseline noise level from which to determine Project impacts for the north units of receptor group R16. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.

- **M9** – Short-term noise measurement along West 104th Street west of South Prairie Avenue that represents the ambient noise levels for the single-family residential uses located along the north of West 104th Street and Whelan Elementary School. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.
- **M10** – Short-term noise measurement taken along South Yukon Avenue between West 104th Street and West 105th Street that represents the ambient noise levels for the single-family residential uses along the west of South Yukon Avenue and Morningside High School. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.
- **M11** – Short-term noise measurement taken generally at the center of the Arena Site that represents the ambient noise levels within the Arena Site. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.
- **M12** – Short-term noise measurement taken along West Century Boulevard west of the West Parking Garage Site that represents the ambient noise levels for the motel use adjacent to the West Parking Garage Site (Airport Motel) (R3). Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M13** – Short-term noise measurement taken along West 102nd Street west of the West Parking Garage Site that represents ambient noise levels for the adjacent single-family residential uses (R5) to the west, and the single-family residential uses (R6). Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M14** – Short-term noise measurement taken along South Prairie Avenue south of West 102nd Street that represents the ambient noise levels for the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses along South Prairie Avenue (R7), the multifamily residential use along the east side of South Prairie Avenue (R11), and the single-family residential use located along the east side of South Prairie Avenue (R12). Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M15** – Short-term noise measurement taken along West Century Boulevard between South Prairie Avenue and South Doty Avenue and represents the ambient noise levels for the hotel use adjacent to the Arena Site (former Airport Park View Hotel) (R8) in addition to measurement location M1. Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M16** – Short-term noise measurement taken along West 102nd Street that represents the ambient noise levels for the multifamily residential uses (R20) located across West 102nd Street from the East Transportation and Hotel Site. Daytime ambient noise levels collected at this location were utilized for the daytime construction and operational impact analysis.
- **M17** – Short-term noise measurement taken along West 104th Street between South Doty Avenue and South Yukon Avenue and represents the ambient noise levels for the residential uses along West 104th Street. Ambient noise levels collected at this location were not utilized in the construction or operational noise analysis.

Results of the ambient noise measurements are presented in **Table 3.11-1**.

TABLE 3.11-1
AMBIENT NOISE MEASUREMENTS

Location	Monitoring Period	Duration	dBA CNEL[a]	Daytime Average[b] dBA Leq	Nighttime Average[c] dBA Leq	9:30 PM–11:30 PM[d] dBA Leq	12:00 AM–2:00 AM[e] dBA Leq
Long-Term Noise Measurements (continuous 96-hour measurements)							
M1	12:00 PM, Thursday, May 10, 2018	24 hr	70.8	65.7	63.6	64.4	61.1
	12:00 PM, Friday, May 11, 2018	24 hr	68.9	64.9	61.2	63.9	60.4
	12:00 PM, Saturday, May 12, 2018	24 hr	69.1	65.5	60.9	65.0	61.0
	12:00 PM, Sunday, May 13, 2018	24 hr	70.1	65.4	62.5	65.8	59.2
	Average		**69.8**	**65.4**	**62.2**	**64.8**	**60.5**
M2	12:00 PM, Thursday, May 10, 2018	24 hr	68.8	63.8	61.5	63.2	58.4
	12:00 PM, Friday, May 11, 2018	24 hr	66.6	63.7	58.1	63.2	55.5
	12:00 PM, Saturday, May 12, 2018	24 hr	65.9	63.6	56.6	62.9	53.2
	12:00 PM, Sunday, May 13, 2018	24 hr	67.0	64.1	58.3	63.6	54.8
	Average		**67.2**	**63.8**	**59.0**	**63.2**	**55.9**
M3	12:00 PM, Thursday, May 10, 2018	24 hr	69.7	64.7	62.5	64.5	62.4
	12:00 PM, Friday, May 11, 2018	24 hr	67.9	64.3	59.9	64.8	60.2
	12:00 PM, Saturday, May 12, 2018	24 hr	67.5	63.8	59.2	64.4	60.2
	12:00 PM, Sunday, May 13, 2018	24 hr	68.1	64.2	59.9	64.5	61.7
	Average		**68.4**	**64.3**	**60.6**	**64.5**	**61.2**
M4	12:00 PM, Thursday, May 10, 2018	24 hr	68.6	63.6	61.3	63.0	58.7
	12:00 PM, Friday, May 11, 2018	24 hr	66.8	63.5	58.5	63.8	55.5
	12:00 PM, Saturday, May 12, 2018	24 hr	65.9	63.4	56.8	62.7	54.9
	12:00 PM, Sunday, May 13, 2018	24 hr	67.1	63.7	58.8	63.5	55.2
	Average		**67.2**	**63.6**	**60.6**	**64.5**	**61.2**
M5	12:00 PM, Thursday, May 10, 2018	24 hr	69.5	63.8	62.5	63.0	59.4
	12:00 PM, Friday, May 11, 2018	24 hr	67.4	64.0	59.3	63.6	58.2
	12:00 PM, Saturday, May 12, 2018	24 hr	67.1	63.2	58.9	64.1	57.6
	12:00 PM, Sunday, May 13, 2018	24 hr	67.3	63.5	59.3	63.0	56.0
	Average		**67.9**	**63.6**	**60.2**	**63.5**	**57.9**

TABLE 3.11-1
AMBIENT NOISE MEASUREMENTS

Location	Monitoring Period	Duration	dBA CNEL[a]	Daytime Average[b] dBA Leq	Nighttime Average[c] dBA Leq	9:30 PM–11:30 PM[d] dBA Leq	12:00 AM–2:00 AM[e] dBA Leq
Short-Term Noise Measurements (15-minute measurements)							
M6	8:52 AM, Thursday, May 10, 2018	15 min	—	71.8	—	—	—
	9:33 PM, Thursday, May 30, 2019	15 min	—	—	—	64.3	—
	12:01 AM, Friday, May 31, 2019	15 min	—	—	—	—	62.3
M7	7:53 AM, Thursday, May 10, 2018	15 min	—	69.1	—	—	—
	10:39 PM, Thursday, May 30, 2019	15 min	—	—	—	66.3	—
	1:11 AM, Friday, May 31, 2019	15 min	—	—	—	—	58.3
M8	8:12 AM, Thursday, May 10, 2018	15 min	—	69.6	—	—	—
	11:20 PM, Thursday, May 30, 2019	15 min	—	—	—	69.1	—
	1:51 AM, Friday, May 31, 2019	15 min	—	—	—	—	61.8
M9	8:29 AM, Thursday, May 10, 2018	15 min	—	68.7	—	—	—
	10:59 PM, Thursday, May 30, 2019	15 min	—	—	—	69.5	—
	1:30 AM, Friday, May 31, 2019	15 min	—	—	—	—	63.3
M10	11:57 AM, Thursday, May 10, 2018	15 min	—	73.5	—	—	—
	10:57 PM, Thursday, May 30, 2019	15 min	—	—	—	69.1	—
	1:22 AM, Friday, May 31, 2019	15 min	—	—	—	—	58.5
M11	11:35 AM, Thursday, May 10, 2018	15 min	—	65.8	—	—	—
	10:14 PM, Thursday, May 30, 2019	15 min	—	—	—	68.5	—
	12:42 AM, Friday, May 31, 2019	15 min	—	—	—	—	61.3
M12	12:31 PM, Friday, May 31, 2019	15 min	—	71.7	—	—	—
	9:34 PM, Thursday, May 30, 2019	15 min	—	—	—	72	—
	12:04 AM, Friday, May 31, 2019	15 min	—	—	—	—	69
M13	12:55 PM, Friday, May 31, 2019	15 min	—	67.4	—	—	—
	9:54 PM, Thursday, May 30, 2019	15 min	—	—	—	63.4	—
	12:28 AM, Friday, May 31, 2019	15 min	—	—	—	—	55.9

TABLE 3.11-1
AMBIENT NOISE MEASUREMENTS

Location	Monitoring Period	Duration	dBA CNEL[a]	Daytime Average[b] dBA Leq	Nighttime Average[c] dBA Leq	9:30 PM–11:30 PM[d] dBA Leq	12:00 AM–2:00 AM[e] dBA Leq
M14	1:20 PM, Friday, May 31, 2019	15 min	—	77.0	—	—	—
	10:18 PM, Thursday, May 30, 2019	15 min	—	—	—	73	—
	12:50 AM, Friday, May 31, 2019	15 min	—	—	—	—	70.3
M15	1:07 PM, Friday, May 31, 2019	15 min	—	73.6	—	—	—
	9:54 PM, Thursday, May 30, 2019	15 min	—	—	—	70.6	—
	12:25 AM, Friday, May 31, 2019	15 min	—	—	—	—	68.6
M16	12:49 PM, Friday, May 31, 2019	15 min	—	69.5	—	—	—
	10:35 PM, Thursday, May 30, 2019	15 min	—	—	—	65.4	—
	1:01 AM, Friday, May 31, 2019	15 min	—	—	—	—	63.4
M17	12:30 PM, Friday, May 31, 2019	15 min	—	67.4	—	—	—
	11:18 PM, Thursday, May 30, 2019	15 min	—	—	—	69.2	—
	1:42 AM, Friday, May 31, 2019	15 min	—	—	—	—	66.9

NOTE:

[a] CNEL provided for 24-hour measurements only.

[b] Daytime hours are from 7:00 AM to 10:00 PM The 15-hour daytime average (15-hour Leq) was calculated from 24-hour measurements at long-term measurement locations. The 15-minute Leq is listed from short-term measurement data.

[c] Nighttime hours are from 10:00 PM to 7:00 AM The 8-hour nighttime average (8-hour Leq) was calculated for 24-hour measurements at long-term measurement locations.

[d] Data averaged from 24-hour measurements from 9:30 PM to 11:30 PM Short-term measurements were taken between the hours of 9:30 PM and 11:30 PM (15-minute Leq)

[e] Data averaged from 24-hour measurements from 12:00 AM to 2:00 AM Short-term measurements were taken between the hours of 12:00 AM and 2:00 AM (15-minute Leq)

Existing Traffic-Only Noise

Ambient noise levels measured by ESA and summarized above reflect predominant noise sources including those generated by existing traffic on local and arterial streets, aircraft arrivals to and departures from LAX, and commercial and industrial activity. As recognized by the City of Inglewood General Plan Noise Element and reflected in the monitoring results, traffic noise is considered to be the most common source of noise in urban areas.[19] As a result, noise levels (Leq) associated with peak period traffic volumes along individual roadway segments at 50 feet from the roadway centerline have been calculated to establish the existing traffic noise environment along studied roadway segments.

[19] City of Inglewood General Plan Noise Element. Adopted September 1, 1987.

Traffic volume count data for existing conditions is presented in Section 3.14, Transportation and Circulation, and consists of traffic volumes along roadway segments that exist as of the collection of data. This data accounts for existing traffic volumes and trips generated by development that was currently in operation.

Existing roadway noise levels were calculated for the segments for which existing traffic volume data was collected (see Appendix K for calculations). Calculation of roadway noise levels under existing conditions was accomplished using the methodology described below in Section 3.11.4, and relies on peak hour traffic volume data provided by Fehr & Peers as presented in Section 3.14 and the posted speed limit. The roadway segments located near and immediately adjacent to the Project Site are considered to be those that are expected to be most directly affected by Project-related traffic. As described in Section 3.11.4 below, the roadway segments that would experience the greatest increase in traffic noise generated by the Proposed Project and where noise-sensitive receptors are located have been included in this analysis. As a result, out of the study area examined in Section 3.14, 113 segments have been selected for analysis. Existing traffic volume counts were not collected for all studied roadway segments. However, in order to identify the segments that have been selected for analysis in this section, all 113 segments are listed in **Table 3.11-2**. For calculated traffic noise levels for all roadway segments, see calculations included in Appendix K.

Existing peak hour traffic noise under the Weekday AM Peak Period (7:00–9:00 AM), Weekday PM Peak Period (4:00–6:00 PM), Weekday Pre-Event Peak Period (6:00–7:00 PM), Weekday Post-Event Peak Period (9:30–10:30 PM), Weekend Pre Event Peak Period (5:00–6:00 PM), and Weekend Post Event Peak Period (9:30–10:30 PM) time periods is shown in Table 3.11-2.

TABLE 3.11-2
EXISTING CALCULATED TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Friday Pre-Event (dBA Leq)	Friday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	68.9	66.6	67.9	65.7
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	70.6	68.5	70.1	67.6
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	64.9	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	69.4	66.8	68.5	65.9
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	69.6	66.9	68.6	66.0
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	68.4	64.1	66.5	63.2
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	65.6	63.2	65.2	62.3
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	65.4	63.2	64.8	62.3
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	63.9	61.3	63.2	60.3
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	63.0	60.5	62.2	59.5
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	59.4	56.5	58.3	55.6

TABLE 3.11-2
EXISTING CALCULATED TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Friday Pre-Event (dBA Leq)	Friday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Hardy St between Myrtle Ave and South Prairie Ave	58.8	58.6	58.7	54.7	57.2	53.8
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	70.2	70.9	70.3	70.0
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.4	71.1	70.0	68.2	69.6	67.3
West Century Blvd between Felton Ave and Inglewood Ave	70.2	71.0	69.7	68.1	69.4	67.2
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.8	71.0	69.9	67.9	69.3	67.0
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.6	71.0	70.1	67.8	69.4	66.9
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	69.4	70.2	69.8	67.1	68.8	66.2
West Century Blvd between Myrtle Ave and Freeman Ave	69.4	70.3	69.8	67.1	68.7	66.2
West Century Blvd between Freeman Ave and South Prairie Ave	69.1	69.8	69.5	66.8	68.5	65.8
West Century Blvd between South Prairie Ave and Doty Ave	68.8	70.4	70.1	67.7	69.7	66.8
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	68.4	70.7	70.4	67.9	70.6	67.0
West Century Blvd between Crenshaw Blvd and 5th Ave	67.5	69.2	68.6	66.0	68.4	65.1
West Century Blvd between 5th Ave and Van Ness Ave	67.6	68.1	N/A	N/A	N/A	N/A
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	58.2	54.0	57.0	53.1
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	57.8	57.4	54.2	56.7	53.3
West 104th St between South Prairie Ave and Doty Ave	57.4	58.6	59.1	55.5	58.0	54.6
West 104th St between Doty Ave and Yukon Ave	57.7	58.5	58.5	55.0	57.8	54.1
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	60.5	60.3	56.4	59.5	55.5

TABLE 3.11-2
EXISTING CALCULATED TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Friday Pre-Event (dBA Leq)	Friday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.5	61.5	58.7	60.7	57.8
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	68.4	64.9	67.6	64.0
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	68.2	64.3	67.2	63.3
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	67.5	65.4	66.3	64.5
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	69.4	67.8	66.8	66.9	65.9
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	66.3	63.6	64.5	62.6
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	64.9	62.2	64.2	61.3
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	N/A
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	62.7	58.6	60.7	57.7

TABLE 3.11-2
EXISTING CALCULATED TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Friday Pre-Event (dBA Leq)	Friday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Myrtle Ave between Hardy St and West Century Blvd	57.3	57.8	58.2	55.6	56.4	54.7
Freeman Ave between Lennox Blvd and Imperial Hwy	61.5	62.1	61.1	59.6	60.5	58.7
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	66.6	63.7	65.9	62.8
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	66.7	63.8	65.9	62.9
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	66.8	63.8	65.9	62.9
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	67.3	64.2	66.4	63.3
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.8	68.7	67.8	65.0	67.3	64.0
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	68.1	65.2	67.5	64.3
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	68.2	65.0	67.5	64.1
South Prairie Ave between Arbor Vitae St and Hardy St	68.6	69.1	68.0	65.1	67.5	64.2
South Prairie Ave between Hardy St and East 97th St	68.8	69.3	68.3	65.3	67.8	64.4
South Prairie Ave between East 97th St and West Century Blvd	68.9	69.3	68.3	65.4	67.8	64.5
South Prairie Ave between West 102nd St and West 104th St	68.7	69.1	68.2	65.5	67.7	64.6
South Prairie Ave between West 104th St and Lennox Blvd	69.3	69.7	69.0	66.7	68.3	65.7
South Prairie Ave between West 108th St and West 111th St	69.3	69.9	69.2	67.0	68.7	66.1
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.7	70.0	69.3	67.4	69.1	66.5
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.4	69.7	69.2	67.1	68.9	66.2
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	68.5	65.7	67.7	64.8
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	68.3	65.4	67.4	64.5
Yukon Ave between West 102nd St and West 104th St	61.9	63.0	62.6	59.1	62.4	58.2
Yukon Ave between West 104th St and West 108th St	61.6	61.5	61.2	57.6	60.6	56.6
Yukon Ave between West 108th St and West 111th St	N/A	N/A	60.4	57.0	59.6	56.1
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	60.0	56.4	58.9	55.4
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 3.11-2
EXISTING CALCULATED TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Friday Pre-Event (dBA Leq)	Friday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	69.6	69.3	66.9	69.0	66.0
Crenshaw Blvd between West Century Blvd and West 104th St	69.4	69.7	69.6	67.3	69.1	66.4
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A

NOTE:
N/A – Traffic volumes along these segments were not collected as part of the Transportation and Circulation analysis.

SOURCE: ESA, 2019 (Appendix J)

Aircraft Noise

The nearest public use airports to the Project Side include LAX and Jack Northrop Field/Hawthorne Municipal Airport (HHR). The Project Site is located approximately two miles east of LAX, along the extended centerlines of Runways 25R and 25L, and approximately 1.4 miles due north of Runway 7-25 at HHR. There are no private airstrips located in the vicinity of the Project Site.

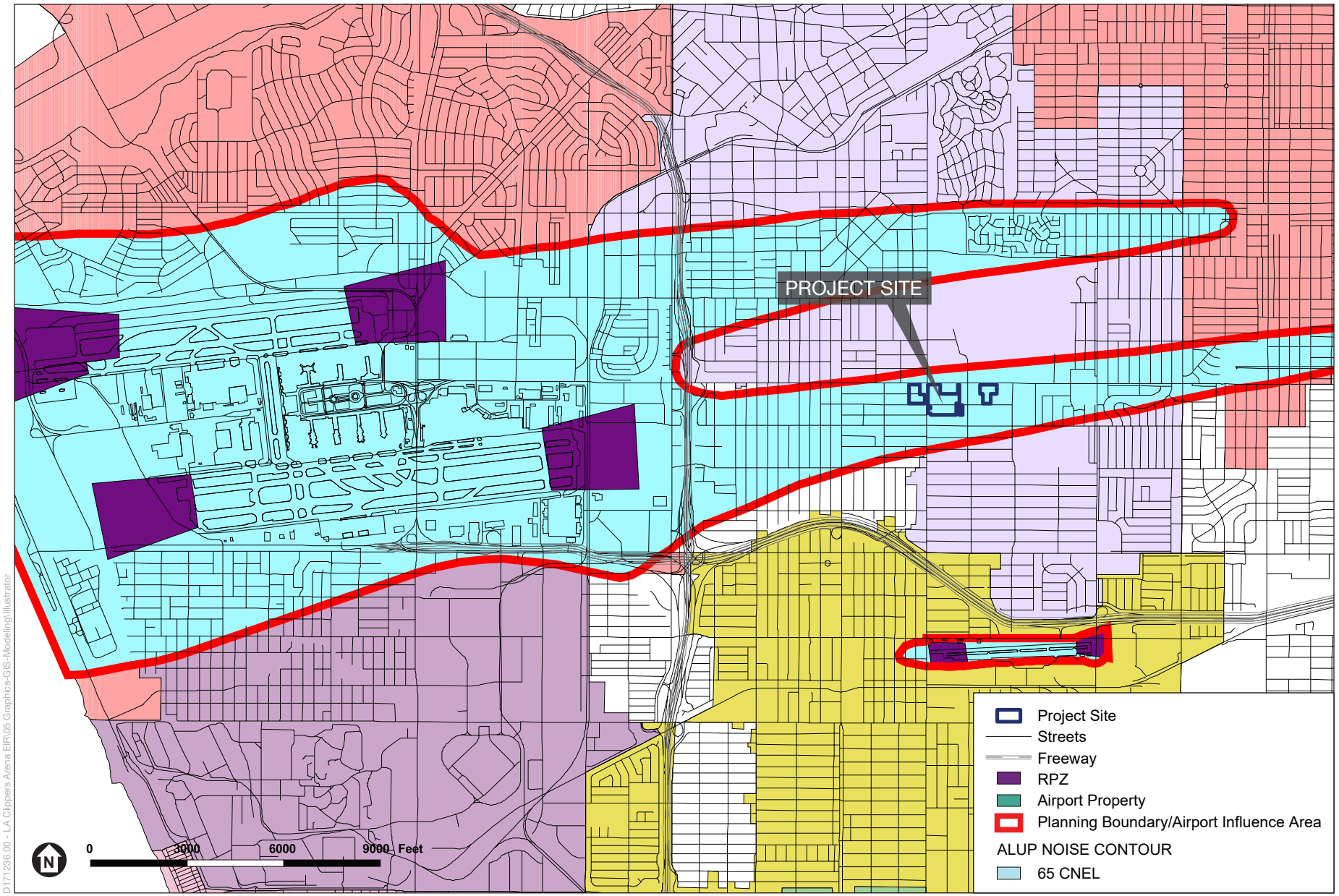
The Project Site is within the planning boundary/airport influence area (AIA) established for LAX in the Los Angeles County Airport Land Use Plan (ALUP) as shown in **Figure 3.11-3** (see further description of the relationship of the Project Site to the ALUP in Section 3.10, Land Use and Planning); it is not within the planning boundary or AIA for HHR. The planning boundary for LAX represents the combined areas around the airport subject to potential noise impacts and safety hazards associated with airport operations. The ALUP provides noise and safety policies governing development of compatible future land uses in areas around LAX. The Project Site is located within the CNEL 65 dBA contour established for LAX in the ALUP, but is not located within the CNEL 65 dBA contour for HHR. As a result of its exposure to noise from LAX, the Project is subject to the noise policies in the ALUP.

The 14 CFR Part 150 noise contours (see Chapter 2, Project Description, Figure 2-4) show that parts of the Project Site located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 dBA -70 dBA. This includes both the West and East Parking Garage sites, the Plaza area including commercial and community uses, most of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic, and the Hotel. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 dBA – 75 dBA. This includes part of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic, as well as the South Parking Garage. Although the 14 CFR Part 150 contours shown in Figure 2-4 are more recent than the 65 dBA contour shown in Figure 3.11-3, it has not been formally incorporated into the ALUP by the ALUC, therefore consistency of the Proposed Project in relation to both versions of the contours have been discussed.

Existing Groundborne Vibration Setting

The groundborne vibration level in residential areas is usually 50 VdB or lower, well below the threshold of perception for humans, which is around 65 VdB.20 Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. Although not sources of groundborne vibration, noise-induced building responses such as rattling of windows and walls from aircraft flyovers contribute to the existing vibration setting. The primary sources of existing groundborne vibration in the area surrounding the Project Site would be from adjacent industrial

20 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 113.



SOURCE: Los Angeles County, Airport Land Use Commission, 2003

Inglewood Basketball and Entertainment Center

Figure 3.11-3
ALUP Noise Contours

ESA

activities, including truck travel, heavy-duty vehicular travel (bus, refuse trucks, delivery trucks, etc.) on local roadways, and aircraft flyovers. A bus traveling at a distance of 50 feet typically generates groundborne vibration velocity levels of 63 VdB (approximately 0.006 in/sec PPV).[21] Aircraft flyovers could generate vibration levels that would cause human annoyance; however, they would not generate building vibration levels that would cause building damage.[22]

Existing Groundborne Noise Setting

As stated earlier, groundborne noise levels would generally be 20 to 50 decibels lower than the velocity level depending on the frequency level of the source.[23] With a background groundborne vibration level in residential areas of 50 VdB or lower, groundborne noise levels would be approximately 0 to 30 dBA. A bus traveling at a distance of 50 feet would generate groundborne noise levels of approximately 23 to 38 dBA. Typical vibration from construction equipment would fall under the low frequency range with vibratory equipment such as pile drivers falling in the mid frequency range.[24] With a vibration velocity of 108 VdB at five feet from the source, a large bulldozer would generate groundborne noise levels of approximately 58 dBA. The approximate level of human perception of groundborne noise is 25 dBA for low frequency vibration (near 30 Hz) and 40 dBA for mid-frequency vibration (near 60 Hz).[25]

3.11.3 Adjusted Baseline Environmental Setting

Section 3.11, Noise and Vibration, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to noise, the changes associated with the Adjusted Baseline include the operation of an NFL Stadium, performance venue, residential, commercial, and retail uses within the HPSP area referred to as the HPSP Adjusted Baseline projects.

The NFL Stadium is located at the southeastern corner of Pincay Drive and South Prairie Avenue and is designed to provide expandable capacity to accommodate various sporting events, concerts, and activities in addition to NFL games. Although a transparent glass canopy/roof is designed to provide an open-air experience while keeping crowd and event noise contained, the NFL Stadium is not fully enclosed and leakage of event noise from the NFL Stadium, including pre- and post-event activities would contribute to the ambient noise environment, as would the additional traffic generated by the uses on local and arterial streets.

The City of Champions Initiative (Exhibit M, Stadium Alternative Mitigation Measures, in the Initiative) imposed several mitigation measures to limit operational noise from the HPSP development and protect the existing neighborhoods, although it acknowledged that some event noise would be audible outside the boundaries of the property during a limited number of major

[21] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 113.
[22] National Aeronautics and Space Administration, 1992. *Building Vibrations Induced by Noise from Rotorcraft and Propeller Aircraft Flyovers.* June 1992. p. 10.
[23] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 146.
[24] Roberts, Cedric. "Construction Noise and Vibration Impact on Sensitive Premises." Acoustics 2009, November 23–25, 2009, p. 6.
[25] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 120.

special events. The key measures to address operational noise that are part of the Adjusted Baseline include:

- **G-7** The operation of the stadium shall comply with the provisions of Article 2 (Noise Regulations) of Chapter 5 of the Inglewood Municipal Code.
- **G-8** The use of vibratory rollers within 150 feet, or impact pile driving within 320 feet, of The Forum property line shall be limited to time periods that do not coincide with events occurring at The Forum.
- **G-9** Prior to the issuance of building permits, the project applicant shall utilize an acoustical engineer to demonstrate to the City of Inglewood that the 45 dBA interior noise standard has been achieved at residential dwelling units within the Project boundaries, as measured on a typical day, and not with respect to special events at the stadium.
- **G-10** All rooftop mechanical equipment shall be enclosed or screened from view from public streets with appropriate screening walls.
- **G-11** Firework Shows shall be limited to a maximum of 15 events per year, and each event shall not exceed 20 minutes in duration. All such events shall comply with FAA regulations. For purposes of this mitigation measure, Firework Shows shall be defined as a single, coordinated pyrotechnic display continuing for an uninterrupted period of time lasting longer than five minutes and involving pyrotechnic devices that reach more than 100 feet above the Stadium playing field. Separate from the foregoing limit on Firework Shows, the isolated use of pyrotechnic devices during stadium events shall be allowed.
- **G-12** Loading dock and trash/recycling areas for the stadium shall be located in the subterranean level, which shall preclude noise from this source at exterior locations.
- **G-13** The Project's in-house sound system (including the stadium and music for retail areas, if any) shall utilize a state of the art distributed speaker system capable of aiming the sound toward the seating areas, or other intended areas within the Project, to minimize sound spillage to the exterior of the Project.
- **G-14** Building mechanical/electrical equipment shall be designed such that it will not cause an increase in sound levels at any Off-Site residence of 3 dBA or greater above the Base Ambient Noise Level.

Further, the NFL Stadium and performance venue are located and designed to help reduce noise by locating the NFL Stadium away from the northern edge of the property, and by placing the NFL Stadium playing surface well below existing grade, which reduces line-of-sight noise impacts on adjacent uses.

The City of Champions Initiative modified the City's noise ordinance such that during operation of the NFL Stadium, noise from sporting events and for up to 12 other special events occurring at the NFL Stadium each year (unless a higher number is otherwise permitted by the Permits and Licenses Committee) are exempt from the noise limits provided in Article 2 of the Municipal Code. Noise exceeding code limits from these few major events is not permitted to extend beyond 12:00 AM With the exception of sporting events, up to 12 other special events, and any special events otherwise permitted by the Permits and Licenses Committee, the NFL Stadium must comply with the City of Inglewood noise ordinance.

Charles M. Salter Associates, Inc. prepared an acoustical model for the NFL Stadium which estimated that amplified music and announcements for a professional sporting event at the nearest residential property line (i.e., exterior noise) would be approximately 46 dBA on the west, 50 dBA on the east, and 51 dBA on the north. The model estimated that approximate sound levels from the NFL Stadium at the property line would range from 65 to 67 dBA on the east and west, and from 64 to 69 dBA on the north, depending on the configuration of concert within the NFL Stadium. The acoustical analysis estimates that these levels would drop by 5 to 10 dBA after the first row of houses.[26]

Retail/restaurant uses within the HPSP area will be constructed immediately northeast of the intersection of West Century Boulevard and South Prairie Avenue and include a mix of retail shops, fine dining, specialty grocery store, and outdoor plazas. A walkable promenade will provide outdoor spaces for conversation, dining, and live amplified music, and will contribute to the ambient noise environment. Based on ESA's experience conducting noise measurements for live concerts, it is estimated that live music and amplified sound would result in a noise level of approximately 95 dBA at 100 feet from the source. Conversation within the open spaces and outdoor dining areas would result in noise levels of 76 dBA at 3.3 feet from each person as a result of conversation and cheering.[27]

Trip generation associated with the buildout and operation of the HPSP Adjusted Baseline projects has been estimated and traffic volumes in the area surrounding the Project Site have been projected to establish the Adjusted Baseline traffic environment along the roadway segments selected for analysis (see Section 3.11.4 below for discussion of segments selection). Additionally, trip generation associated with events at the NFL Stadium, The Forum, and concurrent events at both venues has been estimated and traffic volumes projected to establish the combined traffic environment during which one or more events are being held (see Section 3.14.5 for discussion of concurrent events). Based on turning movement volumes provided Section 3.14, Transportation and Circulation, and Appendix K, Adjusted Baseline and event traffic noise have been calculated and included in **Tables 3.11-3** through **3.11-6**.

[26] Charles M. Salter Associates, Inc., 2015. *Hollywood Park Results of Preliminary Acoustical Modeling.* February 13, 2015

[27] Olsen, W.O., 1998. "*Average Speech Levels and Spectra in Various Speaking/Listening Conditions: A Summary of the Pearson, Bennett, & Fidell (1977) Report".* American Journal of Audiology, 7(1059-0889), October 1998. p. 3.

TABLE 3.11-3
ADJUSTED BASELINE TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A	N/A	66.4
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	65.9
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	64.8
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	68.9	66.6	67.9	65.7
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	70.6	68.5	70.1	67.7
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A	N/A	67.6
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A	N/A	63.0
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	64.9	66.1
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	69.4	66.8	68.5	66.1
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	69.6	66.9	68.6	66.2
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A	N/A	67.1
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	66.7
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A	N/A	67.3
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A	N/A	67.4
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	67.7
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	67.9
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	68.8
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	69.1
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	68.4	64.1	66.5	63.4
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	63.7
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	65.6	63.2	65.2	62.4
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	65.4	63.2	64.8	62.5
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	63.9	61.3	63.2	60.6
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	63.0	60.5	62.2	59.9
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	59.4	56.5	58.3	56.2

TABLE 3.11-3
ADJUSTED BASELINE TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Hardy St between Myrtle Ave and South Prairie Ave	58.8	58.6	58.7	54.7	57.2	54.6
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	70.2	70.9	70.3	70.0
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.4	71.1	70.0	68.2	69.6	67.6
West Century Blvd between Felton Ave and Inglewood Ave	70.2	71.0	69.7	68.1	69.4	67.5
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.8	71.0	69.9	67.9	69.3	67.3
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.6	71.0	70.1	67.8	69.4	67.2
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	69.4	70.2	69.8	67.1	68.8	66.7
West Century Blvd between Myrtle Ave and Freeman Ave	69.4	70.3	69.8	67.1	68.7	66.7
West Century Blvd between Freeman Ave and South Prairie Ave	69.1	69.8	69.5	66.8	68.5	66.3
West Century Blvd between South Prairie Ave and Doty Ave	68.8	70.4	70.1	67.7	69.7	67.2
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	68.4	70.7	70.4	67.9	70.6	67.5
West Century Blvd between Crenshaw Blvd and 5th Ave	67.5	69.2	68.6	66.0	68.4	65.5
West Century Blvd between 5th Ave and Van Ness Ave	67.6	68.1	N/A	N/A	N/A	65.5
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A	N/A	65.9
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A	N/A	65.9
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	66.1
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	66.6
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	67.0
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	67.1
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A	N/A	67.3
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	58.2	54.0	57.0	53.0
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	57.8	57.4	54.2	56.7	53.2
West 104th St between South Prairie Ave and Doty Ave	57.4	58.6	59.1	55.5	58.0	54.6
West 104th St between Doty Ave and Yukon Ave	57.7	58.5	58.5	55.0	57.8	54.0
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	60.5	60.3	56.4	59.5	55.5

TABLE 3.11-3
ADJUSTED BASELINE TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	57.0
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	60.0
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A	N/A	58.3
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.5	61.5	58.7	60.7	57.8
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	68.4	64.9	67.6	64.0
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	68.2	64.3	67.2	63.4
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	63.2
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A	N/A	64.5
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A	N/A	70.2
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	69.0
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	67.3
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	67.5	65.4	66.3	64.5
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	69.4	67.8	66.8	66.9	65.9
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	66.3	63.6	64.5	62.6
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	64.9	62.2	64.2	61.3
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	61.1
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A	N/A	64.2
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A	N/A	63.6
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	63.0
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	62.9
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	61.8
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	62.5
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	65.2
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A	N/A	65.8
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	62.7	58.6	60.7	57.6

TABLE 3.11-3
ADJUSTED BASELINE TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Myrtle Ave between Hardy St and West Century Blvd	57.3	57.8	58.2	55.6	56.4	54.6
Freeman Ave between Lennox Blvd and Imperial Hwy	61.5	62.1	61.1	59.6	60.5	58.8
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	66.6	63.7	65.9	63.4
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	66.7	63.8	65.9	63.5
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	66.8	63.8	65.9	63.5
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	67.3	64.2	66.4	63.8
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.8	68.7	67.8	65.0	67.3	64.6
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	68.1	65.2	67.5	64.7
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	68.2	65.0	67.5	64.5
South Prairie Ave between Arbor Vitae St and Hardy St	68.6	69.1	68.0	65.1	67.5	64.5
South Prairie Ave between Hardy St and East 97th St	68.8	69.3	68.3	65.3	67.8	64.7
South Prairie Ave between East 97th St and West Century Blvd	68.9	69.3	68.3	65.4	67.8	64.8
South Prairie Ave between West 102nd St and West 104th St	68.7	69.1	68.2	65.5	67.7	64.9
South Prairie Ave between West 104th St and Lennox Blvd	69.3	69.7	69.0	66.7	68.3	66.0
South Prairie Ave between West 108th St and West 111th St	69.3	69.9	69.2	67.0	68.7	66.3
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.7	70.0	69.3	67.4	69.1	66.7
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.4	69.7	69.2	67.1	68.9	66.3
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	68.5	65.7	67.7	64.8
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	68.3	65.4	67.4	64.5
Yukon Ave between West 102nd St and West 104th St	61.9	63.0	62.6	59.1	62.4	58.3
Yukon Ave between West 104th St and West 108th St	61.6	61.5	61.2	57.6	60.6	56.7
Yukon Ave between West 108th St and West 111th St	N/A	N/A	60.4	57.0	59.6	56.2
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	60.0	56.4	58.9	55.6
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A	N/A	62.0
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A	N/A	65.0

TABLE 3.11-3
ADJUSTED BASELINE TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)					
	Weekday AM (dBA Leq)	Weekday PM (dBA Leq)	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A	N/A	66.0
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A	N/A	66.0
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	69.6	69.3	66.9	69.0	66.0
Crenshaw Blvd between West Century Blvd and West 104th St	69.4	69.7	69.6	67.3	69.1	66.6
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A	N/A	66.9
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	66.9
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A	N/A	67.5
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A	N/A	61.6
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A	N/A	61.6
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	62.1
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	64.2
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	64.1
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	58.3

NOTE:
N/A – Traffic along these segments are most affected by event-related traffic and not by daily AM or PM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday AM or PM peak hours.

SOURCE: ESA, 2019 (Appendix J)

TABLE 3.11-4
ADJUSTED BASELINE PLUS STADIUM EVENTS TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Centinela between La Cienega Blvd and La Brea Ave	69.7	67.6	69.5	66.7
Centinela between La Brea Ave and Florence Ave	69.7	66.9	68.6	66.0
Florence Ave between La Brea Ave and Hillcrest Blvd	69.0	65.8	67.0	64.8
Florence Ave between Hillcrest Blvd and Centinela Ave	69.7	66.6	67.9	65.7
Florence Ave between Centinela Ave and South Prairie Ave	71.5	69.0	70.5	68.2
Florence Ave between South Prairie Ave and West Blvd	71.6	69.5	70.4	68.7
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	68.6	69.5	67.7	69.3
Manchester Blvd between La Brea Ave and Hillcrest Blvd	70.8	70.7	69.6	70.4
Manchester Blvd between Hillcrest Blvd and Spruce Ave	71.0	70.7	69.7	70.4
Manchester Blvd between Spruce Ave and South Prairie Ave	71.1	70.8	69.8	70.4
Manchester Blvd between Kareem Ct and Crenshaw Dr	71.5	69.8	70.0	69.3
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	70.6	69.5	69.2	69.0
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	71.6	70.5	70.4	69.9
Manchester Blvd between Van Ness Ave and Western Ave	71.6	70.5	70.7	69.9
Manchester Blvd between Western Ave and Normandie Ave	71.7	70.7	70.8	70.1
Manchester Blvd between Normandie Ave and Vermont Ave	71.7	70.6	70.9	70.0
Manchester Blvd between Vermont Ave and Hoover St	71.9	71.2	70.9	70.6
Manchester Blvd between Hoover St and Figueroa St	72.1	71.4	70.9	70.8
Pincay Dr between South Prairie Ave and Kareem Ct	71.7	68.6	67.5	68.2
Pincay Dr between Kareem Ct and Crenshaw Blvd	71.7	65.3	68.7	64.4
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	65.9	63.5	65.6	62.6
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.7	63.5	65.3	62.6
Arbor Vitae St between La Brea Ave and Myrtle Ave	64.3	61.7	63.9	60.8
Arbor Vitae St between Myrtle Ave and South Prairie Ave	63.6	61.0	63.0	60.1
Hardy St between La Brea Ave and Myrtle Ave	60.3	57.1	59.6	56.2

TABLE 3.11-4
ADJUSTED BASELINE PLUS STADIUM EVENTS TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Hardy St between Myrtle Ave and South Prairie Ave	59.8	55.6	58.8	54.6
Century Blvd between Concourse Way and La Cienega Blvd	70.4	70.9	70.5	70.0
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.7	69.7	70.6	69.0
West Century Blvd between Felton Ave and Inglewood Ave	70.5	69.6	70.4	69.0
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.8	69.7	70.4	69.1
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.9	69.7	70.4	69.0
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	71.1	69.7	70.2	69.2
West Century Blvd between Myrtle Ave and Freeman Ave	71.1	69.7	70.2	69.2
West Century Blvd between Freeman Ave and South Prairie Ave	70.9	69.5	70.0	69.0
West Century Blvd between South Prairie Ave and Doty Ave	72.0	70.7	71.3	70.2
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	72.0	70.7	71.9	70.2
West Century Blvd between Crenshaw Blvd and 5th Ave	70.2	68.7	69.6	68.2
West Century Blvd between 5th Ave and Van Ness Ave	70.2	68.7	69.7	68.2
West Century Blvd between Van Ness Ave and Gramercy Pl	70.5	68.8	69.9	68.3
West Century Blvd between Gramercy Pl and Western Ave	70.6	68.8	69.9	68.3
West Century Blvd between Western Ave and Normandie Ave	70.7	68.8	70.0	68.2
West Century Blvd between Normandie Ave and Vermont Ave	71.1	69.2	70.4	68.6
West Century Blvd between Vermont Ave and Hoover St	71.1	69.2	70.6	68.5
West Century Blvd between Hoover St and Figueroa St	71.1	68.6	70.6	67.8
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.3	68.8	70.6	68.0
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	54.0	57.0	53.0
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	54.2	56.7	53.2
West 104th St between South Prairie Ave and Doty Ave	60.2	57.4	58.1	56.8
West 104th St between Doty Ave and Yukon Ave	59.8	57.0	57.9	56.4
West 104th St between Yukon Ave and Crenshaw Blvd	61.2	58.0	59.6	57.3

TABLE 3.11-4
ADJUSTED BASELINE PLUS STADIUM EVENTS TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	61.1	60.1	60.7
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	62.8	63.0	62.2
Lennox Blvd between Hawthorne Blvd and Freeman Ave	63.6	61.8	62.2	61.3
Lennox Blvd between Freeman Ave and South Prairie Ave	62.8	61.5	61.2	61.0
Imperial Hwy between South Prairie Ave and Doty Ave	68.6	65.5	67.8	64.7
Imperial Hwy between Doty Ave and Yukon Ave	68.4	64.9	67.4	64.1
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.5	64.8	67.4	64.0
West 120th St between South Prairie Ave and I-105 on/off ramp	69.0	65.8	67.6	64.9
La Cienega Blvd between Stocker St and La Tijera Blvd	74.0	71.3	73.6	70.5
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.0	70.3	72.2	69.5
La Cienega Blvd between Centinela Ave and Florence Ave	70.4	68.6	70.2	67.7
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	67.5	65.6	66.4	64.7
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.9	67.6	67.3	66.8
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	66.3	63.6	64.5	62.6
Inglewood Ave between West Century Blvd and West 104th St	64.9	62.2	64.2	61.3
Inglewood Ave between West 104th St and Lennox Blvd	65.4	62.1	64.5	61.1
La Brea Ave between Stocker St and Slauson Ave	69.1	65.8	67.4	65.0
La Brea Ave between Slauson Ave and Centinela Ave	68.4	65.2	67.8	64.4
La Brea Ave between Centinela Ave and Florence Ave	67.8	64.3	67.0	63.4
La Brea Ave between Florence Ave and Manchester Blvd	67.1	64.2	66.3	63.3
La Brea Ave between Manchester Blvd and Hillcrest Blvd	66.4	63.6	65.4	62.9
La Brea Ave between La Brea Ave and Arbor Vitae St	67.3	64.2	66.3	63.4
Hawthorne Ave between West 104th St and Lennox Blvd	69.1	66.7	68.3	66.0
Hawthorne Ave between Lennox Blvd and West 111th St	69.8	67.2	68.7	66.4
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	58.6	60.7	57.6

TABLE 3.11-4
ADJUSTED BASELINE PLUS STADIUM EVENTS TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Myrtle Ave between Hardy St and West Century Blvd	58.2	55.6	56.4	54.6
Freeman Ave between Lennox Blvd and Imperial Hwy	61.8	62.0	61.4	61.4
South Prairie Ave between Florence Ave and Grace Ave	69.2	66.4	67.2	65.8
South Prairie Ave between Grace Ave and East Carondelet Way	69.3	66.4	67.2	65.9
South Prairie Ave between East Carondelet Way and E Regent St	69.3	66.4	67.2	65.9
South Prairie Ave between E Regent St and Manchester Blvd	69.6	66.6	67.6	66.1
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	70.8	70.0	68.9	69.7
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	70.0	68.9	68.6	68.4
South Prairie Ave between Buckthorn St and Arbor Vitae St	69.7	68.3	68.4	67.9
South Prairie Ave between Arbor Vitae St and Hardy St	69.6	67.6	68.2	67.0
South Prairie Ave between Hardy St and East 97th St	70.6	69.5	68.9	69.2
South Prairie Ave between East 97th St and West Century Blvd	70.8	69.8	69.2	69.4
South Prairie Ave between West 102nd St and West 104th St	70.8	69.7	69.1	69.4
South Prairie Ave between West 104th St and Lennox Blvd	71.0	70.0	69.6	69.6
South Prairie Ave between West 108th St and West 111th St	70.9	69.8	69.8	69.3
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	71.0	70.0	70.0	69.5
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	70.0	69.6	69.7	69.1
South Prairie Ave between Imperial Hwy and West 118th St	68.6	66.3	67.7	65.5
South Prairie Ave between West 118th St and West 120th St	68.5	66.1	67.4	65.3
Yukon Ave between West 102nd St and West 104th St	62.8	59.2	62.5	58.3
Yukon Ave between West 104th St and West 108th St	61.4	57.7	60.9	56.7
Yukon Ave between West 108th St and West 111th St	60.7	57.2	59.9	56.2
Yukon Ave between West 111th St and Imperial Hwy	60.3	56.6	59.3	55.6
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.5	63.0	66.3	62.1
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.2	66.1	68.7	65.3

TABLE 3.11-4
ADJUSTED BASELINE PLUS STADIUM EVENTS TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Crenshaw Blvd between Manchester Blvd and Pincay Dr	71.3	69.0	69.9	68.4
Crenshaw Blvd between Pincay Dr and Hardy St	71.4	70.2	69.8	69.8
Crenshaw Blvd between Hardy St and West Century Blvd	70.9	70.2	69.4	69.8
Crenshaw Blvd between West Century Blvd and West 104th St	71.6	71.1	70.2	70.7
Crenshaw Blvd between West 104th St and West 109th St	72.0	71.4	70.6	71.0
Crenshaw Blvd between West 109th St and Imperial Hwy	72.0	71.4	70.8	71.0
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	72.0	71.1	71.1	70.7
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.6	62.8	65.0	61.9
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.6	62.8	64.8	61.9
Van Ness Ave between West Century Blvd and West 104th St	66.0	63.0	65.2	62.1
Western Ave between Manchester Blvd and West Century Blvd	68.2	65.3	67.5	64.5
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	65.0	67.4	64.1
Hoover St between Manchester Blvd and West Century Blvd	63.1	59.3	62.5	58.3

SOURCE: ESA, 2019 (Appendix J)

TABLE 3.11-5
ADJUSTED BASELINE PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Centinela between La Cienega Blvd and La Brea Ave	69.9	68.1	69.6	67.3
Centinela between La Brea Ave and Florence Ave	69.8	66.8	68.8	65.9
Florence Ave between La Brea Ave and Hillcrest Blvd	68.2	65.8	67.0	64.8
Florence Ave between Hillcrest Blvd and Centinela Ave	68.9	66.6	67.9	65.7
Florence Ave between Centinela Ave and South Prairie Ave	71.1	69.0	70.6	68.1
Florence Ave between South Prairie Ave and West Blvd	71.3	70.2	70.5	69.6
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	69.0	67.8	67.9	67.4
Manchester Blvd between La Brea Ave and Hillcrest Blvd	71.2	69.5	69.9	69.0
Manchester Blvd between Hillcrest Blvd and Spruce Ave	71.3	69.5	70.1	69.0
Manchester Blvd between Spruce Ave and South Prairie Ave	71.7	69.8	70.3	69.4
Manchester Blvd between Kareem Ct and Crenshaw Dr	72.5	71.8	71.1	71.5
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	71.4	71.6	70.1	71.2
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	72.3	71.8	71.1	71.4
Manchester Blvd between Van Ness Ave and Western Ave	72.2	71.8	71.3	71.5
Manchester Blvd between Western Ave and Normandie Ave	72.3	72.0	71.4	71.6
Manchester Blvd between Normandie Ave and Vermont Ave	72.4	72.1	71.4	71.7
Manchester Blvd between Vermont Ave and Hoover St	72.6	72.5	71.6	72.0
Manchester Blvd between Hoover St and Figueroa St	72.7	72.7	71.6	72.2
Pincay Dr between South Prairie Ave and Kareem Ct	67.1	63.7	65.0	62.6
Pincay Dr between Kareem Ct and Crenshaw Blvd	71.3	65.1	69.2	64.3
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	66.7	64.4	66.0	63.7
Arbor Vitae St between Inglewood Ave and La Brea Ave	66.7	64.4	65.8	63.7
Arbor Vitae St between La Brea Ave and Myrtle Ave	66.0	64.5	64.9	64.0
Arbor Vitae St between Myrtle Ave and South Prairie Ave	65.7	64.2	64.4	63.8
Hardy St between La Brea Ave and Myrtle Ave	60.3	57.1	59.6	56.2

TABLE 3.11-5
ADJUSTED BASELINE PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Hardy St between Myrtle Ave and South Prairie Ave	59.8	55.6	58.8	54.6
West Century Blvd between Concourse Way and La Cienega Blvd	70.5	71.1	70.5	70.2
West Century Blvd between I-405 on/off Ramp and Felton Ave	71.0	71.0	70.6	70.5
West Century Blvd between Felton Ave and Inglewood Ave	70.8	71.0	70.4	70.5
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.0	70.9	70.3	70.4
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.1	70.8	70.4	70.3
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	71.1	70.6	70.2	70.1
West Century Blvd between Myrtle Ave and Freeman Ave	71.1	70.6	70.1	70.1
West Century Blvd between Freeman Ave and South Prairie Ave	70.9	70.4	70.0	70.0
West Century Blvd between South Prairie Ave and Doty Ave	71.3	70.3	70.9	69.7
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.7	70.4	71.7	69.9
West Century Blvd between Crenshaw Blvd and 5th Ave	70.2	69.2	69.8	68.7
West Century Blvd between 5th Ave and Van Ness Ave	70.2	69.2	69.9	68.7
West Century Blvd between Van Ness Ave and Gramercy Pl	70.5	69.3	70.0	68.9
West Century Blvd between Gramercy Pl and Western Ave	70.6	69.3	70.1	68.8
West Century Blvd between Western Ave and Normandie Ave	70.8	69.5	70.2	69.0
West Century Blvd between Normandie Ave and Vermont Ave	71.2	69.8	70.6	69.2
West Century Blvd between Vermont Ave and Hoover St	71.3	70.0	70.7	69.4
West Century Blvd between Hoover St and Figueroa St	71.3	69.6	70.8	69.0
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.5	69.8	70.7	69.2
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	54.0	57.0	53.0
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	54.2	56.7	53.2
West 104th St between South Prairie Ave and Doty Ave	59.1	55.5	58.0	54.6
West 104th St between Doty Ave and Yukon Ave	58.5	55.0	57.8	54.0
West 104th St between Yukon Ave and Crenshaw Blvd	60.3	56.4	59.5	55.5

TABLE 3.11-5
ADJUSTED BASELINE PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	58.0	59.4	57.0
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	60.9	62.6	60.0
Lennox Blvd between Hawthorne Blvd and Freeman Ave	62.6	59.3	61.8	58.3
Lennox Blvd between Freeman Ave and South Prairie Ave	61.5	58.7	60.7	57.8
Imperial Hwy between South Prairie Ave and Doty Ave	68.6	65.2	67.8	64.4
Imperial Hwy between Doty Ave and Yukon Ave	68.4	64.7	67.5	63.8
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.4	64.5	67.4	63.6
West 120th St between South Prairie Ave and I-105 on/off ramp	69.0	65.4	67.7	64.5
La Cienega Blvd between Stocker St and La Tijera Blvd	74.0	71.4	73.6	70.6
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.1	70.4	72.2	69.6
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	68.2	70.2	67.3
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	68.2	66.2	66.8	65.5
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.8	67.5	66.9	66.7
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	66.3	63.6	64.5	62.6
Inglewood Ave between West Century Blvd and West 104th St	64.9	62.2	64.2	61.3
Inglewood Ave between West 104th St and Lennox Blvd	65.4	62.1	64.5	61.1
La Brea Ave between Stocker St and Slauson Ave	69.1	65.8	67.5	65.0
La Brea Ave between Slauson Ave and Centinela Ave	68.4	65.2	67.9	64.4
La Brea Ave between Centinela Ave and Florence Ave	68.0	65.1	67.2	64.4
La Brea Ave between Florence Ave and Manchester Blvd	67.3	65.0	66.5	64.4
La Brea Ave between Manchester Blvd and Hillcrest Blvd	66.3	63.7	65.5	63.0
La Brea Ave between La Brea Ave and Arbor Vitae St	67.4	64.8	66.5	64.1
Hawthorne Ave between West 104th St and Lennox Blvd	69.0	66.5	68.3	65.6
Hawthorne Ave between Lennox Blvd and West 111th St	69.4	67.0	68.7	66.2
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	58.6	60.7	57.6

TABLE 3.11-5
ADJUSTED BASELINE PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Myrtle Ave between Hardy St and West Century Blvd	58.2	55.6	56.4	54.6
Freeman Ave between Lennox Blvd and Imperial Hwy	61.5	63.0	60.9	62.6
South Prairie Ave between Florence Ave and Grace Ave	68.2	67.3	67.5	66.9
South Prairie Ave between Grace Ave and East Carondelet Way	68.3	67.4	67.5	66.9
South Prairie Ave between East Carondelet Way and E Regent St	68.4	67.4	67.5	66.9
South Prairie Ave between E Regent St and Manchester Blvd	68.8	67.5	67.9	67.1
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	71.6	68.4	70.3	68.0
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	70.9	70.1	69.7	69.7
South Prairie Ave between Buckthorn St and Arbor Vitae St	70.9	69.8	69.6	69.5
South Prairie Ave between Arbor Vitae St and Hardy St	70.8	70.4	69.6	70.1
South Prairie Ave between Hardy St and East 97th St	71.0	71.1	69.9	70.8
South Prairie Ave between East 97th St and West Century Blvd	71.0	71.1	69.9	70.9
South Prairie Ave between West 102nd St and West 104th St	70.2	68.5	69.3	68.1
South Prairie Ave between West 104th St and Lennox Blvd	70.7	69.1	69.7	68.6
South Prairie Ave between West 108th St and West 111th St	70.8	69.3	70.0	68.8
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.9	69.6	70.3	69.0
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.8	69.3	69.5	68.7
South Prairie Ave between Imperial Hwy and West 118th St	68.7	66.2	67.9	65.4
South Prairie Ave between West 118th St and West 120th St	68.6	65.9	67.6	65.1
Yukon Ave between West 102nd St and West 104th St	62.8	59.2	62.5	58.3
Yukon Ave between West 104th St and West 108th St	61.4	57.7	60.9	56.7
Yukon Ave between West 108th St and West 111th St	60.7	57.2	59.9	56.2
Yukon Ave between West 111th St and Imperial Hwy	60.3	56.6	59.3	55.6
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.7	64.5	66.6	63.9
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.4	67.2	68.9	66.5

TABLE 3.11-5
ADJUSTED BASELINE PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Crenshaw Blvd between Manchester Blvd and Pincay Dr	71.4	70.8	70.5	70.5
Crenshaw Blvd between Pincay Dr and Hardy St	70.8	70.3	69.9	69.9
Crenshaw Blvd between Hardy St and West Century Blvd	70.2	70.3	69.6	69.9
Crenshaw Blvd between West Century Blvd and West 104th St	70.6	69.4	70.0	68.8
Crenshaw Blvd between West 104th St and West 109th St	70.9	69.7	70.4	69.1
Crenshaw Blvd between West 109th St and Imperial Hwy	70.9	69.6	70.6	69.1
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	71.1	70.0	70.9	69.4
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.5	62.6	64.9	61.6
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.5	62.5	64.8	61.6
Van Ness Ave between West Century Blvd and West 104th St	66.0	63.0	65.2	62.1
Western Ave between Manchester Blvd and West Century Blvd	68.1	65.1	67.4	64.2
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	65.0	67.2	64.1
Hoover St between Manchester Blvd and West Century Blvd	63.1	59.3	62.5	58.3

SOURCE: ESA, 2019 (Appendix J)

TABLE 3.11-6
ADJUSTED BASELINE PLUS STADIUM EVENTS PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

	Peak Period Noise Level (dBA Leq)			
Segment	**Weekday Pre-Event (dBA Leq)**	**Weekday Post-Event (dBA Leq)**	**Weekend Pre-Event (dBA Leq)**	**Weekend Post-Event (dBA Leq)**
Centinela between La Cienega Blvd and La Brea Ave	69.9	67.8	69.9	66.4
Centinela between La Brea Ave and Florence Ave	69.8	66.9	69.0	65.9
Florence Ave between La Brea Ave and Hillcrest Blvd	69.1	66.3	67.0	64.8
Florence Ave between Hillcrest Blvd and Centinela Ave	69.7	67.1	67.9	65.7
Florence Ave between Centinela Ave and South Prairie Ave	71.6	69.5	70.7	67.7
Florence Ave between South Prairie Ave and West Blvd	71.8	70.2	70.8	67.6
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	71.8	71.9	71.7	63.0
Manchester Blvd between La Brea Ave and Hillcrest Blvd	71.4	71.5	71.1	66.1
Manchester Blvd between Hillcrest Blvd and Spruce Ave	71.5	71.5	71.2	66.1
Manchester Blvd between Spruce Ave and South Prairie Ave	71.7	71.7	71.3	66.2
Manchester Blvd between Kareem Ct and Crenshaw Dr	72.2	71.2	71.8	67.1
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	71.3	71.0	70.8	66.7
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	72.2	71.9	71.9	67.3
Manchester Blvd between Van Ness Ave and Western Ave	72.2	71.9	72.1	67.4
Manchester Blvd between Western Ave and Normandie Ave	72.3	72.0	72.2	67.7
Manchester Blvd between Normandie Ave and Vermont Ave	72.3	72.0	72.2	67.9
Manchester Blvd between Vermont Ave and Hoover St	72.4	72.4	72.3	68.8
Manchester Blvd between Hoover St and Figueroa St	72.6	72.6	72.3	69.1
Pincay Dr between South Prairie Ave and Kareem Ct	71.9	69.0	65.8	63.4
Pincay Dr between Kareem Ct and Crenshaw Blvd	72.0	67.4	71.0	63.7
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	67.1	65.7	66.2	62.4
Arbor Vitae St between Inglewood Ave and La Brea Ave	67.1	65.7	65.9	62.5
Arbor Vitae St between La Brea Ave and Myrtle Ave	66.5	65.1	65.4	60.6
Arbor Vitae St between Myrtle Ave and South Prairie Ave	66.0	64.8	64.9	59.9
Hardy St between La Brea Ave and Myrtle Ave	60.3	57.1	59.6	56.2

TABLE 3.11-6
ADJUSTED BASELINE PLUS STADIUM EVENTS PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

	Peak Period Noise Level (dBA Leq)			
Segment	**Weekday Pre-Event (dBA Leq)**	**Weekday Post-Event (dBA Leq)**	**Weekend Pre-Event (dBA Leq)**	**Weekend Post-Event (dBA Leq)**
Hardy St between Myrtle Ave and South Prairie Ave	59.8	55.6	58.8	54.6
West Century Blvd between Concourse Way and La Cienega Blvd	73.3	74.8	70.6	70.0
West Century Blvd between I-405 on/off Ramp and Felton Ave	71.9	71.2	70.9	67.6
West Century Blvd between Felton Ave and Inglewood Ave	71.8	71.2	70.8	67.5
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.8	70.7	70.7	67.3
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.9	70.6	70.8	67.2
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	71.3	70.6	70.7	66.7
West Century Blvd between Myrtle Ave and Freeman Ave	71.3	70.6	70.6	66.7
West Century Blvd between Freeman Ave and South Prairie Ave	71.1	70.5	70.5	66.3
West Century Blvd between South Prairie Ave and Doty Ave	72.2	71.2	71.7	67.2
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	72.2	71.2	72.2	67.5
West Century Blvd between Crenshaw Blvd and 5th Ave	70.5	69.4	70.4	65.5
West Century Blvd between 5th Ave and Van Ness Ave	70.5	69.4	70.5	65.5
West Century Blvd between Van Ness Ave and Gramercy Pl	70.7	69.5	70.6	65.9
West Century Blvd between Gramercy Pl and Western Ave	70.8	69.5	70.6	65.9
West Century Blvd between Western Ave and Normandie Ave	71.0	69.5	70.8	66.1
West Century Blvd between Normandie Ave and Vermont Ave	71.3	69.8	71.1	66.6
West Century Blvd between Vermont Ave and Hoover St	71.2	69.8	71.1	67.0
West Century Blvd between Hoover St and Figueroa St	71.2	69.2	71.1	67.1
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.4	69.3	71.1	67.3
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	54.0	57.0	53.0
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	54.2	56.7	53.2
West 104th St between South Prairie Ave and Doty Ave	60.2	57.4	58.1	54.6
West 104th St between Doty Ave and Yukon Ave	59.8	57.0	57.9	54.0
West 104th St between Yukon Ave and Crenshaw Blvd	61.2	58.0	59.6	55.5

TABLE 3.11-6
ADJUSTED BASELINE PLUS STADIUM EVENTS PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

	Peak Period Noise Level (dBA Leq)			
Segment	**Weekday Pre-Event (dBA Leq)**	**Weekday Post-Event (dBA Leq)**	**Weekend Pre-Event (dBA Leq)**	**Weekend Post-Event (dBA Leq)**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	65.2	60.1	57.0
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	65.9	63.0	60.0
Lennox Blvd between Hawthorne Blvd and Freeman Ave	63.6	61.8	62.2	58.3
Lennox Blvd between Freeman Ave and South Prairie Ave	62.8	61.5	61.2	57.8
Imperial Hwy between South Prairie Ave and Doty Ave	68.9	66.2	67.9	64.0
Imperial Hwy between Doty Ave and Yukon Ave	68.7	65.8	67.5	63.4
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.7	65.7	67.5	63.2
West 120th St between South Prairie Ave and I-105 on/off ramp	69.0	65.8	67.7	64.5
La Cienega Blvd between Stocker St and La Tijera Blvd	74.2	71.9	73.7	70.2
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.4	71.1	72.4	69.0
La Cienega Blvd between Centinela Ave and Florence Ave	70.7	69.5	70.2	67.3
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	68.5	67.4	67.2	64.5
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	69.4	68.7	67.3	65.9
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	68.5	70.5	64.5	62.6
Inglewood Ave between West Century Blvd and West 104th St	65.7	64.4	64.2	61.3
Inglewood Ave between West 104th St and Lennox Blvd	66.1	64.4	64.5	61.1
La Brea Ave between Stocker St and Slauson Ave	69.2	66.1	67.6	64.2
La Brea Ave between Slauson Ave and Centinela Ave	68.5	65.6	67.9	63.6
La Brea Ave between Centinela Ave and Florence Ave	68.0	64.9	67.3	63.0
La Brea Ave between Florence Ave and Manchester Blvd	67.9	64.6	66.7	62.9
La Brea Ave between Manchester Blvd and Hillcrest Blvd	67.0	64.8	65.8	61.8
La Brea Ave between La Brea Ave and Arbor Vitae St	68.0	65.6	66.6	62.5
Hawthorne Ave between West 104th St and Lennox Blvd	70.1	67.3	68.5	65.2
Hawthorne Ave between Lennox Blvd and West 111th St	70.7	69.5	68.9	65.8
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	58.6	60.7	57.6

TABLE 3.11-6
ADJUSTED BASELINE PLUS STADIUM EVENTS PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

	Peak Period Noise Level (dBA Leq)			
Segment	**Weekday Pre-Event (dBA Leq)**	**Weekday Post-Event (dBA Leq)**	**Weekend Pre-Event (dBA Leq)**	**Weekend Post-Event (dBA Leq)**
Myrtle Ave between Hardy St and West Century Blvd	58.2	55.6	56.4	54.6
Freeman Ave between Lennox Blvd and Imperial Hwy	61.9	63.1	61.4	58.8
South Prairie Ave between Florence Ave and Grace Ave	69.5	67.2	68.0	63.4
South Prairie Ave between Grace Ave and East Carondelet Way	69.6	67.2	68.0	63.5
South Prairie Ave between East Carondelet Way and E Regent St	69.6	67.2	68.0	63.5
South Prairie Ave between E Regent St and Manchester Blvd	69.9	67.4	68.3	63.8
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	72.1	70.6	71.3	64.6
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	71.0	70.9	70.5	64.7
South Prairie Ave between Buckthorn St and Arbor Vitae St	70.8	70.5	70.3	64.5
South Prairie Ave between Arbor Vitae St and Hardy St	70.4	70.0	70.2	64.5
South Prairie Ave between Hardy St and East 97th St	71.3	71.2	70.7	64.7
South Prairie Ave between East 97th St and West Century Blvd	71.4	71.4	70.9	64.8
South Prairie Ave between West 102nd St and West 104th St	71.2	70.4	70.2	64.9
South Prairie Ave between West 104th St and Lennox Blvd	71.4	70.7	70.6	66.0
South Prairie Ave between West 108th St and West 111th St	71.3	70.4	70.7	66.3
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	71.4	70.6	71.0	66.7
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	70.1	70.2	70.0	66.3
South Prairie Ave between Imperial Hwy and West 118th St	68.7	66.5	68.0	64.8
South Prairie Ave between West 118th St and West 120th St	68.6	66.3	67.6	64.5
Yukon Ave between West 102nd St and West 104th St	62.8	59.2	62.5	58.3
Yukon Ave between West 104th St and West 108th St	61.4	57.7	60.9	56.7
Yukon Ave between West 108th St and West 111th St	60.7	57.2	59.9	56.2
Yukon Ave between West 111th St and Imperial Hwy	60.3	56.6	59.3	55.6
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.6	63.5	67.0	62.0
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.3	66.3	69.3	65.0

TABLE 3.11-6
ADJUSTED BASELINE PLUS STADIUM EVENTS PLUS FORUM CONCERT TRAFFIC NOISE LEVELS

Segment	Peak Period Noise Level (dBA Leq)			
	Weekday Pre-Event (dBA Leq)	Weekday Post-Event (dBA Leq)	Weekend Pre-Event (dBA Leq)	Weekend Post-Event (dBA Leq)
Crenshaw Blvd between Manchester Blvd and Pincay Dr	71.6	69.6	71.3	66.0
Crenshaw Blvd between Pincay Dr and Hardy St	71.6	70.5	70.6	66.0
Crenshaw Blvd between Hardy St and West Century Blvd	71.1	70.5	70.2	66.0
Crenshaw Blvd between West Century Blvd and West 104th St	71.8	71.3	70.7	66.6
Crenshaw Blvd between West 104th St and West 109th St	72.2	71.7	71.0	66.9
Crenshaw Blvd between West 109th St and Imperial Hwy	72.2	71.7	71.2	66.9
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	72.1	71.4	71.5	67.5
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.6	62.8	65.0	61.6
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.6	62.8	64.8	61.6
Van Ness Ave between West Century Blvd and West 104th St	66.0	63.0	65.2	62.1
Western Ave between Manchester Blvd and West Century Blvd	68.2	65.3	67.5	64.2
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	65.0	67.4	64.1
Hoover St between Manchester Blvd and West Century Blvd	63.1	59.3	62.5	58.3

SOURCE: ESA, 2019 (Appendix J)

3.11.4 Regulatory Setting

Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies. Local regulation of noise involves implementation of general plan policies and noise ordinance standards. Local general plans identify general principles intended to guide and influence development plans; local noise ordinances establish standards and procedures for addressing specific noise sources and activities. Noise issues relevant to the Proposed Project are addressed in Title 24 of the California Code of Regulations, City of Inglewood General Plan policies and the City of Inglewood noise ordinance standards.

Federal

In 1972, the Noise Control Act (42 United States Code section 4901 et seq.) was passed by congress to promote limited noise environments in support of public health and welfare. It also established the US Environmental Protection Agency (US EPA) Office of Noise Abatement and Control to coordinate federal noise control activities. US EPA established guidelines for noise levels that would be considered safe for community exposure without the risk of adverse health or welfare effects. **Table 3.11-7** presents noise exposure levels highlighted by the guidelines.

In a 1974 study, US EPA found that to prevent hearing loss over the lifetime of exposure, the yearly average Leq should not exceed 70 dBA. To prevent interference and annoyance, the US EPA found that the Ldn should not exceed 55 dBA outdoors or 45 dBA indoors.[28] In 1982, noise control was largely passed to state and local governments.

TABLE 3.11-7
NOISE LEVELS REQUISITE TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

Effect	Level Needed to Avoid Effect	Area
Hearing loss	< 70 dBA[a] (Leq, 24-hour)	All areas.
Outdoor activity interference and annoyance	< 55 dBA (Ldn)	Outdoor residential areas and farms as well as other outdoor areas where people spend varying amounts of time and places where quiet is a basis for use.
Outdoor activity interference and annoyance	< 55 dBA (Leq, 24-hour)	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor activity interference and annoyance	< 45 dBA (Ldn)	Indoor residential areas.
Indoor activity interference and annoyance	< 45 dBA (Leq, 24-hour)	Other indoor areas with human activities, such as schools, etc.

NOTE:

[a] Yearly average equivalent sound levels in decibels; the exposure period that results in hearing loss at the identified level is 40 years.

SOURCE: US Environmental Protection Agency, 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. March 1974. p. 4.

[28] US Environmental Protection Agency, 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.* March 1974. p. 34.

Federal regulations establish noise limits for medium and heavy trucks (more than 4.8 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 50 feet (approximately 15 meters) from the vehicle pathway centerline under specified test procedures. These requirements are implemented through regulatory controls on truck manufacturers. There are no comparable federal standards for vibration, which tend to be specific to the roadway surface, the vehicle load, and other factors.

Federal Transit Administration

The Federal Transit Administration (FTA) has published guidance for assessing noise and vibration impacts from rail sources.[29] Additionally, this guidance provides methodologies for assessing the potential noise impacts from construction. The FTA's Transit Noise and Vibration Impact Assessment is specifically developed for determining significant noise and vibration impacts for transit projects involving rail or bus facilities, although it is commonly applied to non-rail and non-bus transit projects, and includes noise impact criteria.

Federal Aviation Administration

CFR Part 150, Airport Noise Compatibility Planning, sets forth the methodology and procedures to be followed when preparing aircraft noise exposure maps and developing airport /airport environs land use compatibility programs. CFR Part 150 studies typically consist of two primary components: (1) the Noise Exposure Map (NEM) report, which contains detailed information regarding existing and 5-year future airport/aircraft noise exposure patterns, and (2) the Noise Compatibility Program (NCP), which includes descriptions and an evaluation of noise abatement and noise mitigation options/programs applicable to an airport.[30]

State

The State of California establishes noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state pass-by standard is consistent with the federal limit of 80 dBA. The State pass-by standard for light trucks and passenger cars (less than 4.8 tons, gross vehicle rating) is also 80 dBA at 50 feet (approximately 15 meters) from the centerline. These standards are implemented through controls on vehicle manufacturers and by legal sanction of vehicle operators by state and local law enforcement officials.

The state also has established noise insulation standards for new multifamily residential units, hotels, and motels that would be subject to relatively high levels of transportation-related noise. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room. They require an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard where such units are proposed in

[29] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018.
[30] City of Los Angeles, Los Angeles World Airports, 2015. Noise Management LAX, LAX Part 150 Noise Exposure Map Update. August 2015.

areas subject to noise levels greater than DNL 60 dBA. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Regional

Los Angeles County Airport Land Use Plan

The Project Site is located approximately 1.5 miles east of LAX and approximately 1.5 miles to the north of the HHR. Pursuant to Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670–21679.5 of the California Public Utilities Code, each county in California in which there is an airport served by a scheduled airline and each county with an airport operated for the benefit of the general public, with certain exceptions, is required to establish an airport land use commission (ALUC). Each ALUC must develop a plan for promoting and ensuring compatibility between each airport in the county and surrounding land uses. In Los Angeles County, the Los Angeles County Regional Planning Commission also acts as the ALUC. ALUC's purpose is to coordinate planning for the area around public airports to protect the public health, safety and welfare from land uses that do not minimize the public's exposure to excessive noise and safety hazards. This is achieved through review of proposed development surrounding airports and through policy and guidance provided in the Los Angeles County ALUP, which was adopted on December 19, 1991.[31]

In formulating the Los Angeles County ALUP, the ALUC establishes provisions to ensure safe airport operations, through the delineation of Runway Protections Zones (RPZs) and height restriction boundaries, and to reduce excessive noise exposure to sensitive uses through noise insulation or land reuse. The extent of the planning boundary designated for the airports in the Los Angeles County ALUP is determined by CNEL noise contours. The Los Angeles County ALUP employs a land use compatibility table to identify the level of compatibility for particular land uses within the planning area boundaries/ AIAs for the County's airports based on community noise exposure level. The ALUP Land Use Compatibility Chart is depicted in Section 3.10, Land Use and Planning (Figure 3.10-3). Per the CFR Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to 65 dBA CNEL or higher.[32] Commercial land uses are identified as compatible with 65 and 70 dBA CNEL noise levels. The CFR Part 150 Land Use Compatibility Guidelines categorizes hotel uses as a transient lodging form of residential.

The Project Site is partially located within the Planning Boundary/Airport Influence Area for the LAX Airport as designated within the Los Angeles County ALUP. As depicted in Figure 2-4 in Chapter 2, Project Description, the Project Site falls within the Airport Influence Area and Airport Compatibility Zone for LAX for the southern LAX runway. As shown, the majority of the Project Site is within the 65 dBA CNEL noise contour. The Project Site is not located within the designated Airport Influence Area for the Hawthorne Municipal Airport. Additional discussion of the Los Angeles County ALUP, including consistency with policies related to safety, are addressed in

[31] Los Angeles County Airport Land Use Commission, 1991. Los Angeles County Airport Land Use Plan, prepared by the Department of Regional Planning, adopted December 19, 1991.
[32] Federal Aviation Administration, Land Use Compatibility and Airports. p.V-10.

Section 3.8, Hazards and Hazardous Materials. The following policies related to noise from the Los Angeles County ALUP are applicable to the Proposed Project:

ALUP Policies Related to Noise:

> ***Policy N-1:*** Use the CNEL method for measuring noise impacts near airports in determining suitability for various types of land uses.
>
> ***Policy N-2:*** Require sound insulation to insure a maximum interior 45 dBA CNEL in new residential, educational, and health-related uses in areas subject to exterior noise levels of 65 dBA CNEL or greater.
>
> ***Policy N-3:*** Utilize the Table Listing Land Use Compatibility for Airport Noise Environments in evaluation projects within the planning boundaries.
>
> ***Policy N-4:*** Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 dBA CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.

Consistency with ALUP policies related to noise is addressed in the discussion under Impact 3.11-3, below.

Local

City of Inglewood General Plan

The City of Inglewood General Plan Noise Element, adopted September 1, 1987, is "a comprehensive program for including noise control in the planning process," and "is a tool for local planners to use in achieving and maintaining compatible land use with environmental noise levels."[33] According to the General Plan, noise-sensitive uses include residential dwellings, schools, churches, and hospitals. **Table 3.11-8** presents the Noise/Land Use Compatibility Matrix from the General Plan Noise Element, adopted in 1987. Noise levels of up to 70 dBA CNEL for single- and multifamily residential use and 65 dBA CNEL for schools, churches, and hospitals are considered "Normally Compatible."

[33] City of Inglewood, Noise Element of the General Plan, 1987, p. 2.

TABLE 3.11-8
GENERAL PLAN NOISE ELEMENT NOISE/LAND USE COMPATIBILITY MATRIX

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Categories	**Uses**	**<55**	**60**	**65**	**70**	**75**	**80>**	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theatre	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation	Amphitheatre, Concert Hall	B	B	C	C	D	D	D
INSTITUTIONAL Civic Center	Auditorium, Meeting Hall							
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library Schools Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

NOTES:
* Construction of new residential uses will not be allowed in the 65 dBA CNEL for airport noise.

INTERPRETATION:

ZONE A Clearly Compatible	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
ZONE B Normally Compatible	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
ZONE C Normally Incompatible	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
ZONE D Clearly Incompatible	New construction or development should generally not be undertaken.

SOURCE: City of Inglewood, 1987. Noise Element of the General Plan. Exhibit 6. Adopted September 1, 1987 per Resolution No. 87-61.

The following goals and policies from the City of Inglewood General Plan Noise Element are applicable to the Proposed Project:

Goal 1: Provide for the reduction of noise where the noise environment represents a threat to public health and welfare. In those areas where the environment represents a threat to the

public health and welfare, it is the objective of the City to reduce environmental hazards to levels consistent with the protection of the public health and welfare.

Goal 3: Protect and maintain those areas having acceptable noise environments. In those areas where a quality environment now exists, it is the objective of the City to prevent degradation of that environment.

Goal 4: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions. Noise and land use incompatibilities can be avoided for new developments when noise is properly considered in the planning and design of the project. It is the objective of the City to prevent future land use and noise conflicts through the planning process.

Policy 4.2: Incorporate noise considerations into land use planning decisions.

- Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.
- Encourage acoustical design in new construction.

Policy 4.3: Develop measures to control non-transportation noise impacts.

- Evaluate noise generated by construction activities.

Policy 4.4: Reduce noise conflicts at the source.

- Actively support the FAR Part 150 Noise Compatibility Program as described in the "Noise Control and Land Use Compatibility Study, Los Angeles International Airport," (March 1984).

Policy 4.5: Reduce noise conflicts at the receiver.

Policy 4.6: Protect those who live and work in the City from dangerous on-the-job noise exposure.

Consistency with the policies of the City's General Plan Noise Element are addressed in the discussion of Impacts 3.11-1 and 3.11-3, below.

City of Inglewood Municipal Code

City of Inglewood Municipal Code Chapter 5 (Offenses, Miscellaneous), Article 2 (Noise Regulations), establishes "criteria and standards for the regulation of noise levels within the community."[34] Rather than being adopted to assist the City in guiding land use decisions, like the Noise Element of the General Plan, the City's Noise Regulations are intended to protect "the comfort, repose, health, or peace of residents in the area," and define noise levels that are considered public nuisances and are subject to abatement through the City's exercise of its enforcement authority.[35] Relevant sections of the City's Noise Regulations are presented below for informational purposes.

[34] City of Inglewood Municipal Code Chapter 5, Article 2, section 5-24.
[35] City of Inglewood Municipal Code, Chapter 5, Article 2, Section 5-49.

Section 5-27 establishes base ambient noise levels within respective times and zones. Where actual noise measurements exceed base ambient noise levels as designated by Section 5-27, the measured noise level shall be employed as the base ambient noise level.[36]

Sections 5-29, 5-30, and 5-31 establish the City's authority to regulate noise that "disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person residing in the area," and identifies maximum lawful noise levels and maximum duration periods that may be generated on residential and non-residential properties.

Section 5-39 of the Code prohibits the operation of any machinery, equipment, device, pump, fan, compressor, air—conditioning apparatus, or similar mechanical devise that would cause the noise level at any property line to exceed the ambient noise level by 5 dBA.

Section 5-41 of the Code prohibits construction or repair work and the operation of any pile driver, pneumatic hammer, derrick, excavation or earth moving equipment, or other construction equipment within a residential zone or within a 500-foot radius of a residential zone between the hours of 8:00 PM and 7:00 AM unless a permit is obtained from the Permits and Licenses Committee of the City.

Section 5-43 of the Code prohibits the operation of any motor driven vehicle due to the nature of the operation of the vehicle, condition of the vehicle, or modification made to the vehicle, that would generate noise so that a reasonable person is caused discomfort or annoyance.

Section 5-51 of the Code states that the commercial (for the purpose of advertising any business, goods, or services and/or for the purpose of advertising or attracting the attention of the public to or soliciting patronage for any performance, entertainment, exhibition or event) and noncommercial (other than "commercial purpose" including, but not limited to philanthropic, charitable, political, and patriotic purposes) use of sound amplifying equipment shall be subject to the following regulations:

a. The only sounds permitted shall be either music or human speech, or both.
b. The operation of sound amplifying equipment shall only occur between the hours of 8 AM and 10 PM each day. No operation of sound amplifying equipment for commercial purposes shall be permitted on Sundays or legal holidays.
c. No sound emanating from sound amplifying equipment shall exceed 15 dB(A) above the ambient noise base level as measured at any property line.
d. Notwithstanding the provisions of subsection (c) of this section, sound amplifying equipment shall not be operated within 200 feet of churches, schools and hospitals.
e. In any event, the volume of sound shall be so controlled that it will not be unreasonably loud, raucous, jarring, disturbing, or a nuisance to persons of normal sensitiveness within the area of audibility.

[36] City of Inglewood Municipal Code, Chapter 5, Article 2, Section 5-27.

The City's Noise Regulations guide the exercise of the City's authority in protecting the public health and welfare through enforcement action, while the Noise Element of the General Plan, guides land use decision making in the City. As described further in the analysis below, construction and operation of the Proposed Project could be inconsistent with some of the existing City Noise Regulations. The applicant has proposed revisions to Chapter 5, Article 2, and Chapter 12 of the Municipal Code. If approved, the Proposed Project would not be inconsistent with the City Noise Regulations.

3.11.5 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts from noise and vibration. The following threshold of significance is consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in 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;
2. Generate excessive groundborne vibration or groundborne noise levels; or
3. For a project located within the vicinity of a private air strip 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, would the project expose people residing or working in the region surrounding the Project Site to excessive noise levels.

In considering further how to quantitatively define this threshold for construction noise, the City is mindful that although construction noise is temporary and only occurs at any location during a period or phase of construction, the City of Inglewood Municipal Code section 5-41 regulates construction noise and specifies that construction or repair work and the operation of any pile driver, pneumatic hammer, derrick, excavation or earth moving equipment, or other construction equipment within a residential zone or within a 500-foot radius of a residential zone between the hours of 8:00 PM and 7:00 AM is prohibited unless a permit is obtained from the Permits and Licenses Committee of the City. This prohibition of nighttime construction in or near residential zones, without first obtaining a permit authorizing such nighttime construction, reflects that the City does not regulate construction noise during daytime hours (7:00 AM to 8:00 PM).

Because the Proposed Project would include nighttime construction on a periodic basis throughout the project construction period, for this EIR the City has elected to identify a threshold of significance to apply to the proposed nighttime construction work. Further, because of the unique size, scale, planned construction schedule, and proximity of the Proposed Project to noise sensitive uses, for this EIR the City has elected to apply a threshold of significance for daytime construction noise, which could occur on a fluctuating and intermittent basis over a period of approximately 40 months.

Applied Criteria

For the reasons described above, the City has decided that in this EIR it will define "a substantial temporary or permanent increase in ambient noise levels" by utilizing the following additional thresholds. These thresholds are adapted from, but not identical to, the City of Los Angeles CEQA Thresholds Guide:[37]

- Construction activities between the hours of 7:00 a.m. and 8:00 p.m. that would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities between the hours of 8:00 p.m. and 7:00 a.m. that would exceed the ambient exterior noise level by 5 dBA at a noise sensitive use.

These thresholds are similar to those in the City of LA CEQA Thresholds Guide but have been adapted to reflect the City of Inglewood's Municipal Code noise control sections.

As stated above, the use of these thresholds in this Draft EIR responds to the unique circumstances of the Proposed Project and the Project Site. By utilizing these quantitative thresholds in this Draft EIR, the City is not making a decision whether to use these thresholds in CEQA documents on other proposed projects in the future. The City would, however, retain its authority as CEQA lead agency to utilize these or other thresholds, including relying exclusively on the provisions of Municipal Code section 5-41, for the consideration of construction noise, as appropriate to the circumstances of other projects in the future.

For operational impacts, the City recognizes that such impacts occur on the long-term, and, as a result, the City has determined that in this case the significance threshold should be more conservative. An increase in noise level of 3 dBA is generally regarded as an increase in noise that is barely perceivable.[38] For this reason, increases of less than 3 dBA would have no physical effect on the environment, and are not considered significant.[39] Therefore, for the purposes of this EIR, an increase in traffic noise of 3 dBA Leq and an increase in composite operational noise of 3 dBA Leq over existing ambient noise levels at a noise-sensitive use is considered a significant impact.[40]

As described above, the City has adopted Noise Regulations that prohibit noise in excess of specified levels, depending on base ambient noise levels, the nature of the use where noise levels are measured, and the duration period of such noise. The Noise Regulations may prohibit any increase in ambient noise levels under specified circumstances. The City has not previously relied on the Noise Regulations to serve as significance thresholds for operational noise. The City has determined that the Noise Regulations should not serve as operational noise thresholds for the Proposed Project. The reason for this determination is that an increase in ambient noise would be imperceptible, or at most

37 City of Los Angeles, *L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles*, 2006, p. I.1-3.
38 California Department of Transportation, 2013. *Technical Noise Supplement*. September 2013. p. 6-5.
39 City of Los Angeles, *L.A. CEQA Thresholds Guide, Your Resource for Preparing CEQA Analyses in Los Angeles*, 2006, p. I.2-3.
40 California Department of Transportation, 2013. *Technical Noise Supplement*. September 2013. p. 6-5.

barely perceptible, where that increase is less than 3 dBA. Such an increase in ambient noise levels would not have a significant effect on the physical environment. The City has instead determined that the threshold should be set at a level that is actually perceivable. The City has therefore adapted its threshold from the City of LA CEQA Thresholds Guide, as described above.

In the cumulative context, the Proposed Project's noise and vibration impacts are considered in conjunction with other reasonably foreseeable development, using the same thresholds set forth above.

Methodology and Assumptions

Construction Noise

On-Site Sources of Construction Noise

Construction noise impacts were assessed based on a comparative analysis of the noise levels resulting from operation of specified construction equipment and the noise levels of existing conditions at noise-sensitive off-site land uses. Noise impacts from on-site construction were evaluated by determining the noise levels generated by the different types of construction activity anticipated, calculating the construction-related noise level generated by the mix of equipment assumed for all construction activities at nearby noise-sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without construction noise) at those receptors.

The Computer Aided Noise Abatement (CadnaA) noise propagation program (Version 2019) was used to estimate the propagation of noise from Project construction. CadnaA is a Windows-based software program that predicts and assesses noise levels in the vicinity of noise sources based on International Organization for Standardization 9613-2 algorithms for noise propagation calculations. The calculations account for classical sound wave divergence plus attenuation factors resulting from air absorption, basic ground effects, and barrier/shielding.

Figure 3.11-2 identifies the location of noise-sensitive receptors evaluated in this analysis and the receptor groups used to present the results. For purposes of providing a range of construction noise levels experienced by various noise-sensitive receptors within each receptor group, the model evaluated multiple receiver points (along the property lines and near buildings at noise-sensitive uses at ground and upper levels) within each receptor group. For construction noise levels calculated at each of the receiver points and the location of each receiver point, see Appendix J.

Over the course of the construction of the Proposed Project, construction activities are anticipated to occur during both daytime hours (7:00 AM to 8:00 PM) as well as during nighttime hours (8:00 PM to 7:00 AM) during certain phases of construction activities. Construction activity during nighttime hours is expected to occur at the Arena Site and the Well Relocation Site during certain phases of construction, but not at the West Parking Garage Site or the East Transportation and Hotel Site. Activities such as nighttime delivery of large project materials that would disrupt daytime traffic conditions, foundation concrete pours which must be completed continuously, and construction of portions of the arena bowl involving placement of precast segments on the Arena

Site, and the drilling of the new groundwater well on the Well Relocation Site would extend beyond the City of Inglewood's allowable hours of 7:00 AM and 8:00 PM on Mondays through Fridays and on Saturdays, and would require the approval of a permit from the City's Permits and Licenses Committee pursuant to section 5-41 of the Municipal Code. Nighttime construction activity is expected to occur periodically on the Arena Site between September 2022 and November 2023, and during September 2021 and December 2021 on the Well Relocation Site.

The estimated type, number, and duration of use of construction equipment was provided by the project applicant and was utilized for the analysis (see Section 3.2, Air Quality, for discussion of construction assumptions). Construction noise levels for the Proposed Project were estimated using the FHWA Roadway Construction Noise Model (RCNM) reference noise levels, shown in **Table 3.11-9**, Construction Equipment Reference Noise Levels. The reference noise levels shown in Table 3.11-9 are the Lmax at 50 feet from the noise source.

TABLE 3.11-9
CONSTRUCTION EQUIPMENT REFERENCE NOISE LEVELS

Construction Equipment	Estimated Usage Factor	Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	40%	80
Backhoe	40%	80
Cement and Mortar Mixers	40%	85
Compactor	20%	80
Concrete/Industrial Saw	20%	90
Cranes	16%	85
Crushing/Proc. Equipment	20%	87
Dumpers/Tenders	40%	76
Excavator	40%	85
Forklift	50%	85
Graders	40%	85
Haul Trucks	40%	76
Jackhammer	20%	85
Loader	40%	80
Paver	50%	85
Pumps	100%	82
Roller	20%	85
Rough Terrain Forklift	50%	85
Rubber Tired Loader	40%	80
Scrapers	40%	85
Skid Steer Loaders	40%	80

SOURCE: Federal Highway Administration (FHWA), *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

During each construction phase, there would be a different mix of equipment. As such, average construction activity noise levels at and near the Project Site would fluctuate depending on the particular type, number, and duration of use of the various pieces of construction equipment. Combined noise levels (Leq) from equipment required for each construction phase were calculated based on the reference noise levels listed in Table 3.11-9. The Leq was calculated assuming that not all pieces of construction equipment would be operated at full power by taking into account usage factors listed in Table 3.11-9.

The calculated combined noise levels (Leq) from the worst-case mix of equipment on each Project Site location were modeled as area sources. The worst-case Leq was assumed to occur within multiple areas of the Project Site in order to calculate the worst-case noise level reaching all modeled receiver points. The modeling takes into consideration the overlap of construction phases and construction activities that may occur simultaneously on the four Project Site locations, the Arena Site, the West Parking Site, the East Transportation and Hotel Site, and the Well Relocation Site, as specified in the information provided by the project applicant (see Chapter 2, Table 2-5, Anticipated IBEC Construction Phasing). The overlap scenario with the worst-case construction noise at each of the four Project Site locations was modeled, combined with construction activity that would occur at the other three Project Site locations during the same time period (total of 4 overlap scenarios, one worst-case condition for each Project Site location). The maximum worst-case overall construction noise level at each receptor has been reported herein.

Average daytime construction noise levels (Leq) under the worst-case condition at each Project Site location were calculated and compared to observed/measured daytime ambient noise levels. Where observed measured noise level data was not collected within the Project Site due to lack of access, it was collected along the public right-of-way (e.g., public sidewalk). In order to accurately determine the impact of Project construction, ambient noise levels from the nearest representative noise measurement location have been adjusted for each receptor, as needed, based on proximity of the roadway and to the actual measurement location.

Nighttime construction noise was calculated based on the location of equipment operation and construction activity within the Arena Site and the Well Relocation Site, which are the only Project Site locations on which nighttime construction would occur. Nighttime construction is not proposed for the West Parking Garage Site or the East Transportation and Hotel Site. To account for the fluctuation in ambient levels that could occur throughout the night, nighttime construction noise levels (Leq) were calculated and compared against a threshold of 5 dBA above the hourly Leq of observed/measured ambient noise levels during nighttime hours. In order to accurately determine the impact of nighttime construction on an hourly basis, ambient noise levels from the nearest representative long term noise measurement location have been adjusted for each receptor, as needed, based on proximity of the roadway and to the actual measurement location.

The potential health consequences of noise impacts associated with construction-related noise impacts on sensitive receptors, including sleep disturbance, potential hearing loss, and pain, have also been considered. The levels at which noise exposure could lead to potential hearing loss or

pain is a common method of measuring health effects or impacts of noise. Noise levels of 120 dB and 140 dB correspond to the threshold of pain and hearing damage for short term exposure.[41]

With respect to potential sleep disturbance, there are several factors that contribute to an individual's response to noise exposure. Long-term exposure to noise leading to sleep disturbance can potentially result in health effects as described above, in Section 3.11.2, Environmental Setting. Although nighttime Project construction would not result in long-term exposure to elevated nighttime noise levels, for purposes of correlating nighttime construction activity with the potential for noise-related health effects, the potential for sleep disturbance has been estimated. When construction work days extend into nighttime hours, the Single Event Noise Exposure Level (SEL) is the appropriate measure of the potential for impacts. Based on FHWA Sound Level Descriptor (FHWA-HEP-17-053) the SEL is generally 5 to 10 dB higher than the Leq. Using the calculated Leq for nighttime construction activity at the receiver building façade, the SEL can be estimated with a 10 dB factor added to the Leq level, for a worst-case scenario of estimating the corresponding SEL level.

According to the Acoustical Society of America, receivers that would experience an indoor SEL of 50 dBA or lower would have an awakening probability of zero.[42] As noted above, the SEL is assumed to be 10 dB higher than the nighttime construction Leq. Based on the assumption that standard building construction in warm climate area such as southern California offers an exterior-to-interior attenuation rate of 12 dB, it is assumed that indoor SEL would be 12 dB lower than exterior construction noise levels.[43] Based on the assumption that an indoor SEL of 50 dBA and lower would not result in awakenings, CadnaA was utilized to identify the area within which there is potential for awakening due to construction activity. The area surrounding the Project Site that would experience an indoor SEL of greater than 50 dBA (exterior construction noise level of greater than 52-dBA Leq) was identified.

There are several factors to consider with regard to potential sleep disturbance such as each individual's sensitivity of nighttime noise exposure, an individual's age, and the number of noise events. Non-acoustic factors such as temperature, humidity, and sleep disorders could also affect the quality of an individual's sleep.[44] According to WHO, an individual's ability to adapt to a new noise or new sleeping environment is rapid and awakenings are a relatively rare occurrence.[45] Due to the high variability of each individual's sensitivity to nighttime noise, uncertain factors related to nighttime construction activity such as number of peak noise level occurrences, and lack of an established or adopted threshold designating acceptable occurrences of awakenings, the estimated percent awakenings presented in this analysis is for informational

41 Kinsler, Lawrence E., Frey, A.R., Coppens, A.B., and Sanders, J.V., 1982. *Fundamentals of Acoustics*, Third Edition. 1982
42 Acoustical Society of America, 2018. *Rationale for Withdrawing ANSI/ASA S12.9-2008/Part 6*. Annex 3. July 22, 2018.
43 United States Environmental Protection Agency, *Protective Noise Levels*, 1978. p. 11.
44 Basner, M., & McGuire, S. (2018). WHO Environmental Noise Guidelines for the European Region: A Systematic Review on Environmental Noise and Effects on Sleep. *International Journal of Environmental Research and Public Health,* 15(519).
45 World Health Organization, *Night Noise Guidelines for Europe, Executive Summary.* 2009. p. 55.

purposes only, and is not intended to be an actual estimate of sleep disturbance that would be caused by nighttime Project construction, or a prediction of any related health effects.

Off-Site Sources of Construction Noise (Construction-Related Traffic)

Noise impacts to noise-sensitive uses along routes that would carry Project-related construction traffic have been evaluated using a spreadsheet model developed based on the methodologies provided in the FHWA Traffic Noise Model (TNM) Technical Manual. This method considers Project-specific data such as truck trips (delivery and export) and construction worker trips, and allows for the definition of roadway configurations, barrier information (if any), and the location of noise-sensitive receptors. Construction traffic is assumed to utilize designated haul route(s). Trips using the I-110 are assumed to travel to and from the Project Site via Manchester Avenue and South Prairie Avenue. Trips using the I-405 are assumed to travel to and from the Project Site via Manchester Boulevard and South Prairie Avenue or West Century Boulevard. Trips using the I-105 are assumed to travel to and from the Project Site via South Prairie Avenue.

Average daily traffic (ADT) volumes were calculated based on the assumption that weekday (non-event) peak hour volumes would account for ten percent of average daily volumes. Adjusted baseline weekday (non-event AM and PM) traffic volumes along the haul route were averaged and then multiplied by ten to estimate average daily volumes. Traffic attributable to construction of the Proposed Project was calculated and compared to the calculated Adjusted Baseline average daily traffic volumes. According to FHWA, traffic noise levels increase by 3 dBA where traffic volumes double (100 percent increase). Therefore, where Project construction traffic along a haul route results in the doubling of ADT, a significant impact would occur.

Operational Noise

As described above, residences and places where people normally sleep are considered sensitive uses.[46,47] Commercial and industrial uses are not considered noise-sensitive by the City.

Off-Site Operational Traffic Noise

Similar to the method used to evaluate impacts from construction traffic noise, noise impacts from operational off-site and on-road traffic has been evaluated using a spreadsheet model developed based on the methodologies provided in the FHWA TNM Technical Manual. The model is based on operational trip generation and turning movements presented in Section 3.14, Transportation and Circulation. Traffic analysis time periods include Weekday AM Peak Period (7:00–9:00 AM), Weekday PM Peak Period (4:00–6:00 PM), Weekday Pre-Event Period (6:00–7:00 PM), Weekday Post-Event Period (9:30–10:30 PM), Weekend Pre-Event Peak Period (5:00–6:00 PM) and Weekend Post-Event Peak Period (9:30–10:30 PM). Trip generation conditions for the four Project-related event conditions analyzed in Section 3.14, Transportation and Circulation, are summarized below.

- The Non-Event Day, Ancillary Uses condition includes weekday traffic during the AM and PM peak period under existing conditions, operations of the HPSP Adjusted Baseline land

46 City of Inglewood General Plan Noise Element. Adopted September 1, 1987.
47 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 23.

uses that do not involve an event at the NFL Stadium, and operations of non-event related Project uses or ancillary uses (i.e., team practice facility and offices, sports medicine clinic, plaza commercial and community uses, and hotel) on a non-event day.

- The Day-Time Corporate/Community Event condition includes weekday traffic during the AM peak period under existing conditions, operations of Adjusted Baseline HPSP land uses that do not involve an event at the NFL Stadium, Project ancillary uses, and a day-time corporate/community event at the Project Site with approximately 2,000 persons in attendance.
- The Other Sporting Event or Gathering condition includes weekday traffic during the PM peak period under existing conditions, operations of Adjusted Baseline HPSP land uses that do not involve an event at the NFL Stadium, operations of Project ancillary uses, and a sporting event or gathering at the Project Site with approximately 7,500 persons in attendance.
- The Major Event condition includes weekday pre- and post-event traffic and weekend pre- and post-event peak period traffic. Pre- and post-event traffic assumes 18,000 persons and 18,500 persons, respectively.[48] Weekday events are assumed to start at 7:00 PM and weekend events are assumed to start at 6:00 PM

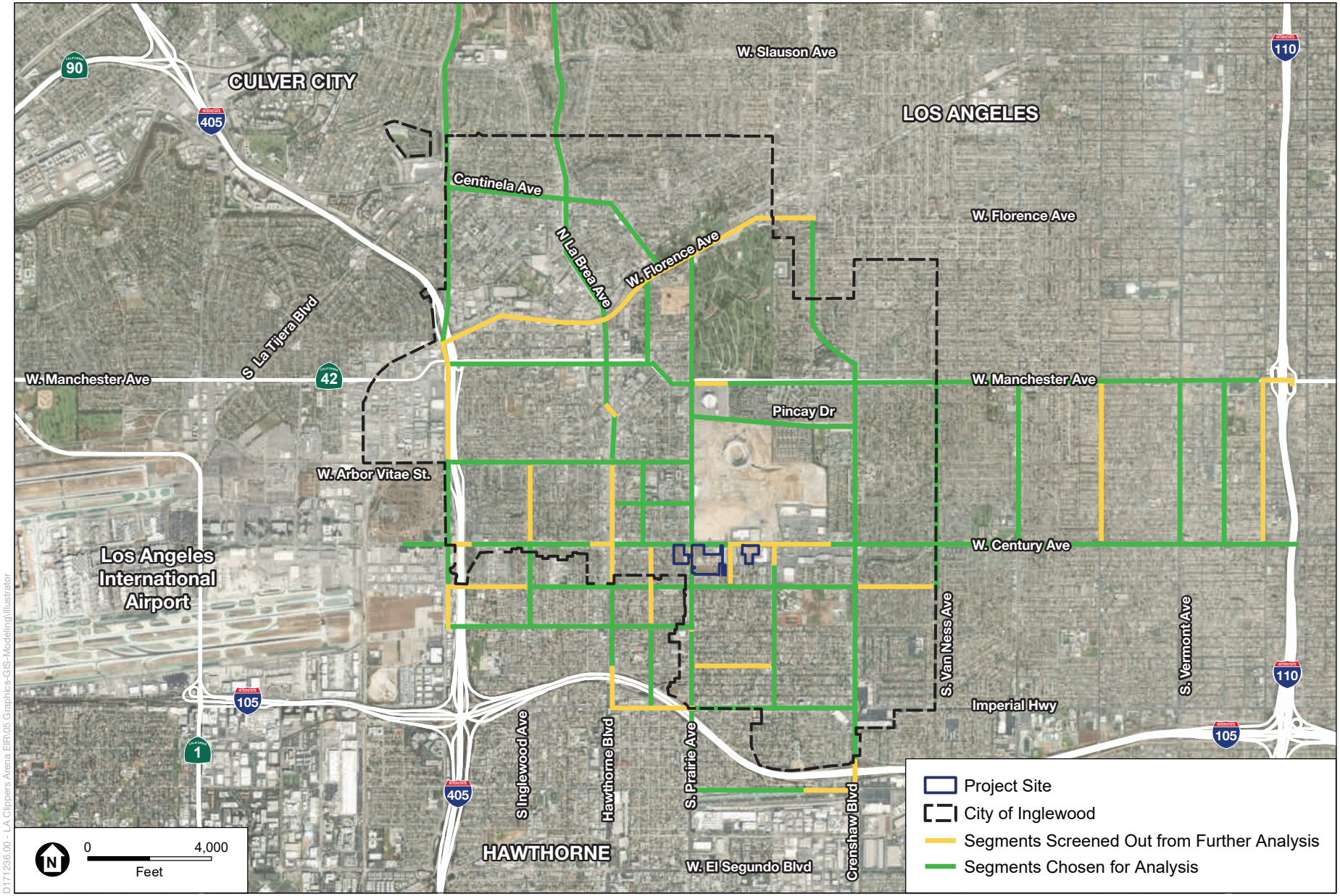
The traffic noise analysis utilizes projected traffic volumes generated as part of the analysis of Transportation and Circulation in Section 3.14 (see Appendix K). These volumes were used to determine Project-related operational traffic noise impacts for Proposed Project event conditions by evaluating the increase in Project-related traffic under all four Project-related event conditions over Adjusted Baseline conditions.

Traffic noise was calculated for the study area roadway segments analyzed in Section 3.14 (see Appendix K). The roadways that would not experience a 3.0 dBA Leq increase in traffic noise under at least one of the analyzed conditions and/or do not have sensitive receptors (as described above) adjacent to the roadway were screened out for inclusion in the analysis. As a result, out of the roadway segments for which traffic noise was calculated, noise levels for 113 roadway segments where sensitive receptors are located and perceivable increases in traffic noise are anticipated have been included in this section (see **Figure 3.11-4**). For calculated traffic noise levels for all roadway segments, see calculations included in Appendix K.

Concurrent Event Traffic Noise

Trip generation conditions based on potential concurrent events at The Forum, the NFL Stadium, and/or the Proposed Project with consideration of ambient growth in traffic and full project development were evaluated (see Appendix K). The worst-case concurrent event scenario for traffic noise on weekdays was determined to be the Adjusted Baseline with a Mid-Sized Event at the NFL Stadium and with a concert at The Forum with a Major Event at the Proposed Project. The worst-case concurrent event scenario for traffic noise on weekends was determined to be the Adjusted Baseline with an NFL Game at the Stadium, a concert at The Forum, and a Major Event at the Proposed Project.

[48] For analysis purposes, the Transportation and Circulation analysis (see Section 3.14) assumes that Project Major Events consist of a 18,000-person NBA Game for pre-event peak period analysis, and a 18,500-person concert for post-event peak period to capture the maximum (worst-case) number of trips during each respective peak period.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-4
Studied Roadway Segments

ESA

Roadway noise under these worst case weekday and weekend concurrent event days was calculated and compared to Adjusted Baseline plus concurrent event conditions without the Proposed Project to determine the overall change in the traffic noise environment and the contribution of the Proposed Project to this change. **Table 3.11-10** summarizes the studied event scenarios. Traffic noise was calculated for all roadway segments evaluated in the study area and impacts were assessed for the 113 roadway segments that met the criteria for inclusion in this analysis, as described above. Calculation spreadsheets are included in Appendix J of this EIR.

TABLE 3.11-10
TRAFFIC NOISE ANALYSIS SCENARIOS

	Weekday				Weekend	
Condition[a]	**AM Peak Period (7–9 PM)**	**PM Peak Period (4–6 PM)**	**Pre-Event Peak Period (6–7 PM)**	**Post-Event Peak Period (9:30–10:30 PM)**	**Pre-Event Peak Period (5–6 PM)**	**Post-Event Peak Period (9:30–10:30 PM)**
Existing						
No Event at NFL Stadium or The Forum	X	X	X	X	X	X
Adjusted Baseline						
No Project Conditions						
No Project (No Event at NFL Stadium or The Forum)	X	X	X	X	X	X
No Project with NFL game (70,000 persons)					X	X
No Project with Concert at The Forum (17,500 persons)			X	X	X	X
No Project with Mid-Sized Event (25,000 persons) at NFL Stadium and with Concert at The Forum (17,500 persons)			X	X		
No Project with NFL Game (70,000 persons) and with Concert at The Forum (17,500)					X	X
Plus Project-Only Conditions						
Plus IBEC (Non-Event Day/Ancillary Uses)	X	X				
Plus IBEC (Day-Time Corporate/ Community Event w/ 2,000 persons)	X					
Plus IBEC (Other Sporting Event or Gathering w/ 7,500 persons)		X				
Plus IBEC Major Event (18,500 persons)			X	X	X	X
Concurrent Event Conditions						
With Mid-Sized Event (25,000 persons) at NFL Stadium and with Concert at The Forum (17,500 persons) Plus IBEC Major Event			X	X		
With NFL Game (70,000 persons) and with Concert at The Forum (17,500) Plus IBEC Major Event					X	X

NOTES:
Event Conditions consistent with those studied in Section 3.14, Transportation and Circulation.

SOURCE: Fehr & Peers, 2019 (Appendix K)

Health Effects

The potential health consequences of noise impacts on sensitive receptors associated with Project-related traffic noise impacts was considered based on whether any significant increases in traffic noise (3 dBA or more) would expose noise-sensitive receptors to traffic noise levels greater than 85 dBA. As discussed above, long-term exposure to high levels of noise (85 dBA) can cause permanent hearing impairment.[49]

Operational Noise Sources

Non-vehicular sources of noise are called stationary point-sources and include outdoor activities (such as amplified sound and crowd noise), stationary mechanical equipment (such as generators or heating, ventilation, and air conditioner (HVAC) systems), loading area truck activity, and parking lot/structure activity. Potential noise impacts from stationary point-sources were evaluated by identifying the types of sources included in the Proposed Project and the noise levels generated by these sources, calculating the future hourly Leq noise level from each noise source at receptor property lines, and comparing the calculated future noise levels to existing observed/measured ambient noise levels with a significance threshold of a 3 dBA increase over ambient conditions at the receptor property line.[50]

Existing ambient noise levels (see Table 3.11-1) were measured between the hours of 9:30 PM and 11:30 PM to capture the existing noise environment during the time period that a major event would conclude (typically 10:00 to 10:30 PM). Observed/measured noise levels do not account for any increases in ambient noise contributed by development within the HPSP (Adjusted Baseline). The Adjusted Baseline noise environment is expected to be somewhat louder than existing conditions. Therefore, comparing Proposed Project impacts against a lower ambient noise level provides a conservative analysis because the change in noise level would be greater. On-site noise sources as well as pedestrian activity along West Century Boulevard and South Prairie Avenue have been incorporated into the model to obtain a combined, or composite operational noise level for the Proposed Project under six conditions: Non-Event Day, Daytime Corporate/Community Event, Other Sporting Event or Gathering, Major Event Weekday Pre Event, Major Event During Event, and Major Event Post Event.

The CadnaA noise propagation program was used to calculate noise from a variety of sources within the plaza (including amplified sound, crowd and pedestrians, arena sound leakage, etc.), mechanical equipment, parking noise, and media truck parking, accounting for reductions in noise levels provided by Proposed Project buildings (barrier-insertion loss) and proposed permanent noise barriers. It has been assumed that the Proposed Project hotel would not host outdoor events or include any outdoor amplified noise sources. Therefore, noise sources from the hotel, other than mechanical equipment and parking, were not accounted for in the analysis.

[49] United States Department of Labor, Occupational Safety and Health Administration. Occupational Safety and Health Standards Part 1910, Standard 1910.95.
[50] California Department of Transportation, 2013. *Technical Noise Supplement*. September 2013. p. 6-5.

The CadnaA program is a Windows-based software program that assesses and predicts noise levels in the vicinity of noise sources based on International Organization for Standardization 9613-2 algorithms for noise propagation calculations. The calculations account for classical sound wave divergence plus attenuation factors resulting from air absorption, basic ground effects, and barriers/shielding. Assumptions associated with stationary noise sources are summarized below and noise sources associated with each of the six modeled Project Conditions is shown in **Table 3.11-11**. For further detail on model assumptions, see the Proposed IBEC Noise Contours memorandum included in Appendix J of this Draft EIR.

TABLE 3.11-11
OPERATIONAL NOISE SOURCES

	Non-Event Day	Daytime Corporate/ Community Event	Other Sporting Event or Gathering	Pre-Event	During Event	Post-Event
Amplified Sound in Plaza				X		X
Plaza Crowd Noise	X	X	X	X	X	X
Plaza Rooftop Restaurant	X	X	X	X	X	X
Arena Noise					X	
Pedestrian Noise	X	X	X	X		X
Parking Lot and Parking Garage Activity	X	X	X	X		X
Media Truck/Broadcast Access and Parking				X		X
Stationary Mechanical Equipment	X	X	X	X	X	X

NOTE:
X – Noise source included in modeling.

SOURCE: ESA, 2019 (Appendix J)

Amplified Sound in the Plaza

The Proposed Project includes an outdoor plaza within the Arena Site with an approximate area of 80,000 square feet (sf) including landscaped areas and an outdoor community gathering space. The plaza would connect the surrounding sidewalks to the Arena Structure and would include approximately 48,000 sf of retail/restaurant uses, up to 15,000 sf of uses that would accommodate community and youth-oriented educational programing, and an outdoor event stage. The back of the stage would be completely enclosed with a sound shell extending up to 30 feet in height. The outdoor stage would have amplified sound and could be used for musical and other performances events under the Project Major Event, Pre-Event, and Post-Event conditions.

The analysis accounted for five speaker locations extending from the top of the sound shell at 30 feet. Noise contours from amplified sound (music through speakers) has been calculated at multiple receiver points within each of the noise-sensitive receptors listed above and shown in

Figure 3.11-2. Based on noise measurement data for live concerts, an aggregated reference noise level of 92 dBA at 100 feet from the front edge of the stage has been assumed and modeled.[51]

Plaza Crowd Noise

The plaza is anticipated to be utilized seven days per week with pedestrians associated with the commercial and community uses, as well as other activities independent of events hosted within the proposed Arena; under event conditions the plaza would facilitate pedestrian movement to and from the proposed Arena before, during, and after the event.

During the Major Event Pre Event and Post Event conditions, it has been assumed that live performances would be held at the outdoor stage. Crowd noise during a live performance has been calculated based on a reference noise level for "shouting" of 89 dBA for one-third of the attendees shouting at the same time, noise level for "loud" of 76 dBA for one-third of the attendees, and noise level for "raised" of 65 dBA for one-third of the attendees at 3.3 feet from the source.[52] An approximate area of 40,000 sf within the plaza would have direct views of the stage. Therefore, based on the occupancy load factor of 15 sf per person, 2,666 people have been assumed for analytical purposes.[53]

During the Major Event During Event condition, it has been assumed that the majority of people at the Project Site would be attending the event that is occurring within the proposed Arena. Based on a plaza area of 80,000 sf, a conservative maximum occupancy of 5,334 people (15 sf per person) has been assumed. The occupant load of the plaza during an event is assumed to be 25 percent of the maximum 5,334, approximately 1,334 people. Crowd noise during a major event has been calculated based on a reference noise level for "raised" voice of 65 dBA at 3.3 feet from the source.[54]

During an Other Sporting Event or Gathering and Day-Time Corporate/Community Event, it is assumed that the majority of the people at the Project Site would be attending the event that is occurring within the proposed Arena. Under Non Event day conditions, there would not be an event otherwise drawing people to the plaza. Therefore, the occupancy of the plaza for an Other Sporting Event or Gathering, Day-Time Corporate/Community Event, and Non-Event day is assumed to be 25 percent of the maximum 5,334, approximately 1,334 people.

Plaza Rooftop Restaurant

The Proposed Project includes a potential for up to 15,000 sf of rooftop restaurant space that could be provided in the plaza and contribute to Project operational noise under all three Project

51 City of Santa Clara, 2009. *49ers Santa Clara Stadium Project Environmental Impact Report – Volume I*, July 2009.
52 Olsen, W. O., 1998. "*Average Speech Levels and Spectra in Various Speaking/Listening Conditions: A Summary of the Pearson, Bennett, & Fidell (1977) Report".* American Journal of Audiology, vol. 7, no. 1059-0889, October 1998. p. 3.
53 California Building Code Table 1004.1.2, Maximum Floor Area Allowances per Occupancy
54 Olsen, W. O., 1998. "*Average Speech Levels and Spectra in Various Speaking/Listening Conditions: A Summary of the Pearson, Bennett, & Fidell (1977) Report".* American Journal of Audiology, vol. 7, no. 1059-0889, October 1998. p. 3.

analysis conditions. A portion of the 15,000 sf would consist of kitchen, storage, and office space. However, it has been conservatively assumed that the rooftop restaurant space would be located along West Century Boulevard and the total 15,000 sf area would include capacity for up to 1,000 people. Crowd noise under Major Event, Other Sporting Event or Gathering, Day-Time Corporate/Community Event, and Non-Event conditions has been calculated based on a reference noise level for "normal" speech of 58 dBA at 3.3 feet from the source.[55]

Arena Noise

The exterior of the Arena Structure would be comprised of a range of textures and materials, including metal and glass, with integrated solar panels in the most exposed locations. The analysis of the Project Major Event During Event condition considers the potential for the Arena entrance doors to be open, with noise from a sold-out crowd cheering and from amplified sound inside the arena potentially being audible at nearby noise-sensitive receptors. For this analysis, the model assumes that a sold-out crowd of 18,000 people would be cheering with ten amplified speakers in use within the Arena, and that the noise level of 89.8 dBA Leq for "shouting" and 84.6 dBA Leq from amplified speakers would emanate from the Arena Structure entrance.

Pedestrian Noise

Under Project Major Event Pre Event, Major Event Post Event, Other Sporting Event or Gathering, Day-Time Corporate/Community Event, and Non-Event day conditions, it is anticipated that pedestrians would walk across the pedestrian bridge from the West Parking Garage to the Arena Site. According to Table 3.14-38 (see Section 3.14, Transportation and Circulation), the pedestrian bridge would provide comfortable walking area for 50 people at a given time. Pedestrians are also expected to walk along West Century Boulevard and the north-side sidewalk on West 102nd Street between the Arena Site and the East Transportation and Hotel Site. During Major Event Pre Event and Major Event Post Event conditions, it is anticipated that pedestrians would walk along West Century Boulevard and South Prairie Avenue. For an Other Sporting Event or Gathering, it is anticipated that pedestrians would walk along West Century Boulevard between the Arena Site and the East Transportation and Hotel Site. The average number of pedestrians that sidewalk facilities along West Century Boulevard and South Prairie Avenue could accommodate, in accordance with Table 3.14-38 (see Section 3.14, Transportation and Circulation) has been utilized. Pedestrian noise has been calculated based on a reference noise level for "raised" speech of 65 dBA at 3.3 feet from the source.[56]

Stationary Mechanical Equipment

The Proposed Project would include operation of mechanical equipment for the Proposed Project, such as HVAC systems, fans, emergency generators, and related equipment, at the Arena Site,

[55] Olsen, W. O., 1998. "*Average Speech Levels and Spectra in Various Speaking/Listening Conditions: A Summary of the Pearson, Bennett, & Fidell (1977) Report".* American Journal of Audiology, vol. 7, no. 1059-0889, October 1998. p. 3.

[56] Olsen, W.O., 1998. "*Average Speech Levels and Spectra in Various Speaking/Listening Conditions: A Summary of the Pearson, Bennett, & Fidell (1977) Report".* American Journal of Audiology, vol. 7, no. 1059-0889, October 1998. p. 3.

West Parking Garage Site, and the East Transportation and Hotel Site. Reference noise levels of 98 dBA Lw (sound power level at the source), 81.5 dBA Lw, and 103.2 dBA Lw were used for HVAC units, electrical transformers, and emergency generators, respectively, based on the CadnaA source library. For the Arena Site, mechanical equipment would be located on the ground level to the southeast of the Arena Structure. Emergency generators would not be tested during events and are not anticipated to be operational unless there is a power outage. Therefore, noise from emergency generators have been accounted for during a non-event day. Mechanical equipment for the proposed West Parking Garage, East Parking Garage, and Hotel are assumed to be located at the center of the rooftop.

Service and Delivery Access and Loading

Small service and delivery vehicles providing services or materials for retail and food service venues would enter the Project Site via a site access road accessed from West Century Boulevard, approximately 350 feet east of South Avenue, and immediately west of the existing Airport Park View Hotel parcel.

Large delivery vehicles such as semi-trucks, trash collection trucks, and large food service trucks would access the Arena Site from a new, gated service ramp from West Century Boulevard, approximately 200 feet west of South Doty Avenue, between two existing commercial buildings. This service ramp would slope downward, providing access to a loading and staging area, at the below-grade event level of the Arena Structure. The Arena Structure would include six loading docks to provide loading and unloading of materials and supplies at the event level.

Due to loading activities being located below grade and fully enclosed within the Arena Structure, loading area noise associated with truck movements/idling and loading/unloading operations would not result in increases in ambient noise levels. Additionally, it is anticipated that such vehicles would not access the Project Site during event conditions in order to avoid any conflicts in circulation and access. Therefore, noise associated with deliveries has not been analyzed for purposes of a composite Project noise analysis which considers worst-case event conditions. However, vehicle trips generated by the Proposed Project have been accounted for in the traffic analysis (see Section 3.14) and, therefore, are accounted for in the traffic noise analysis.

Parking Lot and Parking Garage Activity

The Proposed Project would include parking structures and surface lots. The South Parking Garage with 650 spaces immediately south of the Arena Structure would be located on the Arena Site. The West Parking Garage would include approximately 3,110 parking spaces, west of the Arena Site on South Prairie Avenue between West Century Boulevard and West 102nd Street.

The East Transportation and Hotel Site, located approximately 1,300 feet east of the Arena Structure between West Century Boulevard and West 102nd Street, would include a three story parking garage with the first floor serving as a transportation hub. The ground-level Transportation Hub would include on the first floor of the parking garage a staging area for private or charter buses and a drop-off and pick-up area for Transportation Network Company

(TNC) vehicles and taxis serving the Arena Site; south of the garage, also on the ground level, would be a surface lot that would provide staging for TNC vehicles and taxis. The second and third floors of the garage would provide 365 parking spaces for patrons of the Arena Site.

For the purposes of composite noise analysis, a series of conservative assumptions were made regarding the use of the parking garages during relevant peak hours. For a Non-Event Day, it is assumed that the South Parking Garage would be parked to capacity and that about two-thirds of the West Parking Garage would be parked. For a Day-Time Corporate/Community Event condition, it is assumed that the South and West Parking Garages would be parked to capacity. For an Other Sporting Event or Gathering Event and for a Major Event, it is assumed that the South, West, and East Parking Garages would each be parked to capacity.

Sources of noise associated with parking facilities typically include vehicle engines and accelerating, doors slamming, car alarms, and people talking. Noise levels at Proposed Project parking garages and surface lot would fluctuate throughout the day depending on the amount of vehicle and human activity. Noise levels would generally be the highest when the largest number of people would enter and exit the parking facility. Parking related noise levels were estimated using the methodology recommended by the FTA for the general assessment of stationary transit noise sources.[57]

Media Truck/Broadcast Access and Parking

Media/broadcast trucks can be a feature of NBA basketball games or other major events, and require parking in areas that provide clear access to the southern sky for satellite link-ups. Media and associated truck parking would be provided on a designated media parking area located on the east side of the Arena Structure. Certain media trucks that do not require clear sky access would be accommodated in parking areas located at the below-grade event level, accessed via the service ramp from West Century Boulevard. Media trucks would access the Arena Site media truck surface parking area from the internal roadway accessed from West Century Boulevard.

Truck movements/idling and loading/unloading of media equipment would generate noise levels within the designated media parking area. In order to observe and document noise levels associated with loading and unloading activities, a survey was conducted by ESA at a loading dock that included loading/unloading activity (specifically the idling of semi-trucks and back-up alarm beeps) from one loading dock would generate noise levels of approximately 70.5 dBA Leq at a reference distance of 50 feet from the noisiest portion of the truck (i.e., to the side behind the cab and in line with the engine and exhaust stacks).[58] This observed noise level is conservative since media trucks are typically smaller than semi-trucks, and was assumed for each media truck that would park in this area. The Proposed Project would include capacity for 12 media trucks in

[57] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 47.
[58] The loading dock facility noise measurements were conducted at a loading dock facility at a Wal-Mart store using the Larson-Davis 820 Precision Integrated Sound Level Meter ("SLM") in May 2003. The Larson-Davis 820 SLM is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specification. The microphone was placed at a height of approximately 5 feet above the local grade.

the designated surface parking lot. Therefore, 12 media trucks were included in the model with each truck generating 70.5 dBA Leq at a distances of 50 feet. It was assumed that media truck activity would occur under Major Event Pre-Event and Major Event Post-Event conditions.

Vibration

The evaluation of potential building damage impacts related to construction vibration levels is based on published data in the FTA's *Transit Noise and Vibration Impact Assessment Manual*.[59] The vibration damage criteria adopted by the FTA and applied in this analysis are shown in **Table 3.11-12**. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration and is often used in monitoring of vibration because it is related to the stresses experienced by structures. The building damage threshold is 0.3 in/sec PPV for engineered concrete and masonry buildings.[60]

TABLE 3.11-12
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

SOURCE: Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment*, September 2018, p. 186.

The FTA has also adopted standards associated with human annoyance for groundborne vibration impacts for the following three land-use categories: Category 1, High Sensitivity; Category 2, Residential; and Category 3, Institutional:

> *Category 1* refers to buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes;
>
> Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals; and
>
> Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 3.11-13**. No vibration thresholds have been adopted or recommended by the FTA for commercial and office uses. For purposes of this analysis, the human annoyance threshold is

[59] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018.
[60] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 186.

72 VdB for residences and buildings where people normally sleep and 75 VdB for commercial uses, industrial uses, and churches with primarily daytime use.

TABLE 3.11-13
GROUNDBORNE VIBRATION IMPACT CRITERIA FOR GENERAL ASSESSMENT

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB

NOTES:
[a] "Frequent Events" is defined as more than 70 vibration events of the same source per day.
[b] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
[c] "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
[d] This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.

SOURCE: Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment*, September 2018, p. 126.

On-Site Sources of Construction Vibration

Sources of on-site construction vibration include heavy-duty construction equipment such as bulldozers, drill rigs, and loaded trucks (i.e., haul trucks). Groundborne vibration levels resulting from construction activities at the Project Site were estimated using data and equations published by the FTA as described above. Potential vibration levels resulting from Project construction are identified for land uses that are sensitive to vibration, including existing nearby residences and hotels, accounting for the distance of the structure from construction activities. The PPV vibration velocities for several types of construction equipment that can generate perceptible vibration levels are identified in **Table 3.11-14**, *Vibration Source Levels for Construction Equipment*. Based on the information presented in Table 3.11-14, vibration velocities could range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

TABLE 3.11-14
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

	Approximate PPV (in/sec)					
Equipment	**12 Feet**	**20 Feet**	**25 Feet**	**50 Feet**	**75 Feet**	**100 feet**
Vibratory Roller	0.631	0.293	0.210	0.074	0.040	0.026
Large Bulldozer	0.268	0.124	0.089	0.031	0.017	0.011
Caisson Drilling/Drill Rig	0.268	0.124	0.089	0.031	0.017	0.011
Loaded Trucks	0.229	0.106	0.076	0.027	0.015	0.010
Jackhammer	0.105	0.049	0.035	0.012	0.007	0.004
Small Bulldozer	0.009	0.004	0.003	0.001	0.0006	0.000

SOURCE: Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment*, September 2018, p. 184.; ESA, 2017.

Off-Site Sources of Construction Vibration

Sources of off-site construction vibration include heavy-duty trucks delivering construction supplies and materials, concrete trucks, and haul trucks. As described above, it is unusual for vibration from sources such as trucks on roadways to be perceptible, even in locations close to major roads.[61] Nonetheless, groundborne vibration resulting from heavy-duty construction truck travel along area roadways has been estimated and impacts determined based on FTA guidance described above.

Operational Vibration

Operational sources of vibration include heavy-duty vehicle travel along area roadways. According to the FTA's *Transit Noise and Vibration Impact Assessment Manual*, it is unusual for vibration from vehicular sources (including buses and trucks) operating on smooth road or surface to be perceptible, even in locations close to major roads.[62] As such, no sources of "excessive" groundborne vibration or noise levels are anticipated during operations of the Proposed Project.

Groundborne Noise

According to the FTA, airborne noise levels would be higher than groundborne noise levels.[63] Unless indoor receptors have substantial sound insulation (e.g., recording studio) and would be exposed to vibration velocities great enough to cause substantial levels of groundborne noise, groundborne noise does not need to be assessed. There are no substantially insulated indoor receptors located within the area surrounding the Project Site. Therefore, the effects of airborne noise would still be higher than groundborne noise levels. In addition, groundborne noise generated by a large bulldozer within five feet of a receptor building would reach an approximate level of 58 dBA, which is not greater than the airborne noise levels generated by construction equipment. Impacts related to groundborne noise are therefore not discussed further.

Sound Barriers

The placement and construction of temporary and permanent sound barriers on locations around the Project Site at the start of the first phase of construction would be included as project design features of the Proposed Project (see Chapter 2, Project Description, Figure 2-19). The temporary sound barriers would be placed during the initial phase of any construction activities on portions of the Project Site, and would only be present during the construction of the Proposed Project. The proposed permanent barriers would remain in place during the operational life of the Proposed Project.

Arena Site

A proposed 15-foot-high permanent sound barrier would be constructed along the southern boundary of the Arena Site, with a temporary, additional 7-foot-high sound barrier "topper" placed along the length of this permanent wall for the duration of construction activities on the Arena Site.

61 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 112.
62 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 112.
63 Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 124.

Proposed permanent 12-foot-high sound barriers would be constructed along the shared boundaries of the Arena Site and the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue prior to the start of any major construction activities on the Arena Site.

Two temporary 12-foot-high sound barriers are proposed along the western boundary of the Arena Site to be constructed along South Prairie Avenue between the residences located at 10204 South Prairie Avenue and 10226 South Prairie Avenue and from the northern boundary of 10204 South Prairie Avenue to approximately mid-block between West 101st Street and West 102nd Street.

A temporary 16-foot-high sound barrier is proposed along the shared boundary of the Arena Site and the Airport Park View Hotel, which would be replaced with a permanent 12-foot-high sound wall after the conclusion of major construction activities on the Arena Site. Similarly, the temporary 12-foot-high sound barrier proposed at the northeast corner of the Arena Site and West 102nd Street during construction would be replaced with a permanent 8-foot-high sound wall at the conclusion of major construction activities. A temporary 12-foot-high sound barrier is also proposed at the southeast corner of the Arena Site and West 102nd Street between the southern sidewalk of West 102nd Street and the northern facade of the industrial use located adjacent to the Arena Site to the east, south of West 102nd Street.

West Parking Garage Site

A proposed temporary 12-foot-high sound barrier would be placed along the western and southern boundaries of the West Parking Garage Site to remain in place during any construction activities occurring on this portion of the Project Site.

East Transportation and Hotel Site

A proposed temporary 8-foot-high sound barrier would be placed along the southern boundary of the East Transportation and Hotel Site during construction activities on this portion of the Project Site. Portions of this temporary sound barrier would extend along the southerly east and west boundaries of the site.

Well Relocation Site

A temporary sound barrier ranging between 15-feet and 26-feet is proposed along the length of the south and east boundaries of the Well Relocation Site and along a portion of the west boundary of the site, which would be removed after completion of construction activities on the Well Relocation Site.

Impacts and Mitigation Measures

Impact 3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Significant and Unavoidable)

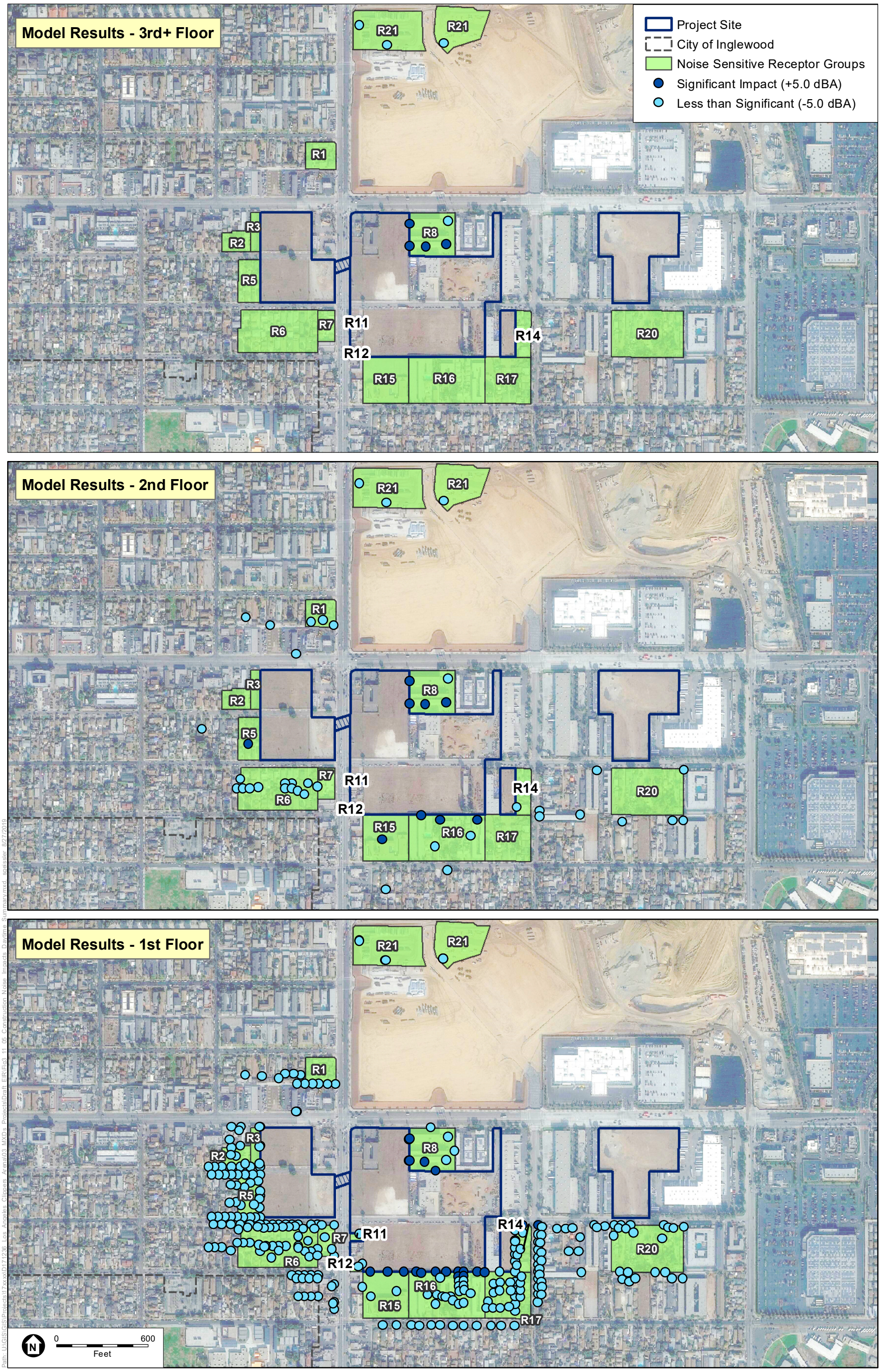
On-Site Construction Activity and Related Noise

The Proposed Project includes as a project design feature the installation of permanent and temporary sound barriers at the start of the first phase of construction and prior to the initiation of intensive construction activities. Therefore, the unmitigated construction noise levels presented herein incorporate noise level reductions provided by the proposed sound barriers.

Daytime Construction Noise

Average daytime construction noise levels (Leq) were calculated for overlapping construction across all four Project Site locations during the worst case construction day at each of the four Project Site locations: the Arena Site; the West Parking Garage Site; the Well Relocation Site; and the East Transportation and Hotel Site. As described above under Methodology and Assumptions, the model calculates noise levels at multiple receiver points within each receptor group. As a result, impacts within each receptor group may vary depending on the distance of each receiver point within the specific receptor group and the location of shielding (i.e., Project noise barriers and/or existing structures). **Figure 3.11-5** shows the maximum impact at modeled receiver points within each receptor group across all four worst-case overlap conditions.

As shown in Figure 3.11-5, there are some receptor groups where the nearest receiver points within that group are significantly impacted by Proposed Project construction while noise impacts at other receivers within the same receptor group, typically located at a greater distance from the Project Site and/or situated behind existing structures, would be less than significant. In addition, there are some cases where a multi-story noise-sensitive receptor would not experience a significant impact at a receiver point on the ground floor, but would experience a significant impact at a receiver point above the first floor. **Table 3.11-15** shows the worst-case construction noise level at each noise-sensitive receptor as well as the ambient daytime noise levels for the most-impacted (highest noise level increase over ambient conditions) receiver point at the ground floor, second floor (where appropriate) and third floor or higher (where appropriate) within each receptor group. Daytime construction noise levels from worst-case construction activity would exceed the threshold of 5 dBA over ambient noise levels (Leq) at noise-sensitive receptors around the Project Site, producing maximum noise levels that exceed the threshold that would be experienced by residential uses west of the West Parking Garage, at the hotel use to the north and east north of the Arena Site (former Airport Park View Hotel), at religious, educational, and residential uses south of the Arena Site, along West 104th Street, and residential uses to the east of the Well Relocation Site.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-5
Construction Noise Impacts – Daytime Summary

ESA

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TABLE 3.11-15
ESTIMATE OF UNMITIGATED MAXIMUM DAYTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

Receptor[a,b,c]	Ambient (dBA Leq)	Worst-Case Construction Noise Level (dBA Leq)	Over Ambient (dBA Leq)	Exceeds Threshold?
R1 Floor 1	71.8	73.9	2.1	No
R1 Floor 2	71.8	74.8	3.0	No
R2 Floor 1	63.6	66.3	2.7	No
R3 Floor 1	71.7	75.0	3.3	No
R5 Floor 1	63.6	66.4	2.8	No
R5 Floor 2	67.4	73.0	5.6	**Yes**
R6 Floor 1	67.4	69.3	1.9	No
R6 Floor 2	67.4	71.0	3.6	No
R7 Floor 1	72.0	69.1	0.0	No
R8 Floor 1	65.4	80.8	15.4	**Yes**
R8 Floor 2	65.4	84.4	19.0	**Yes**
R8 Floor 3	65.4	85.0	19.6	**Yes**
R11 Floor 1	74.0	77.3	3.3	No
R12 Floor 1	74.0	75.3	1.3	No
R14 Floor 1	63.8	75.7	11.9	**Yes**
R14 Floor 2	63.8	64.4	0.6	No
R15 Floor 1	64.3	71.1	6.8	**Yes**
R15 Floor 2	64.3	71.1	6.8	**Yes**
R16 Floor 1	64.3	79.0	14.7	**Yes**
R16 Floor 2	64.3	74.6	10.3	**Yes**
R17 Floor 1	64.3	73.8	9.5	**Yes**
R20 Floor 1	69.5	69.1	0.0	No
R20 Floor 2	69.5	65.8	0.0	No
R21 Floor 1	64.8	56.5	0.0	No
R21 Floor 2	64.8	59.5	0.0	No
R21 Floor 3	64.8	60.0	0.0	No

NOTES:
[a] A range of ambient noise levels have been estimated based on the observed/measured noise levels collected from measurement locations and distance of various receivers within each Receptor Group (shown in Figure 3.11-2).
[b] A range of construction noise levels have been calculated based on the location of various receivers within each Receptor Group.
c The receiver point within each Receptor Group with the highest construction noise level over ambient conditions is shown.

SOURCE: ESA, 2019

More specifically, the results presented in Table 3.11-5 show that worst-case construction noise would exceed ambient noise levels by a maximum of 5.6 dBA Leq at a second floor receiver point within receptor group R5 (residential uses between West 101st and 102nd Streets, west of the West Parking Garage Site); a maximum of up to 15.4 dBA Leq at a ground floor receiver point, a maximum of up to 19.0 dBA Leq at a second floor receiver point, and a maximum of up to 19.6 dBA Leq at a third floor receiver point within receptor group R8 (hotel use adjacent to the

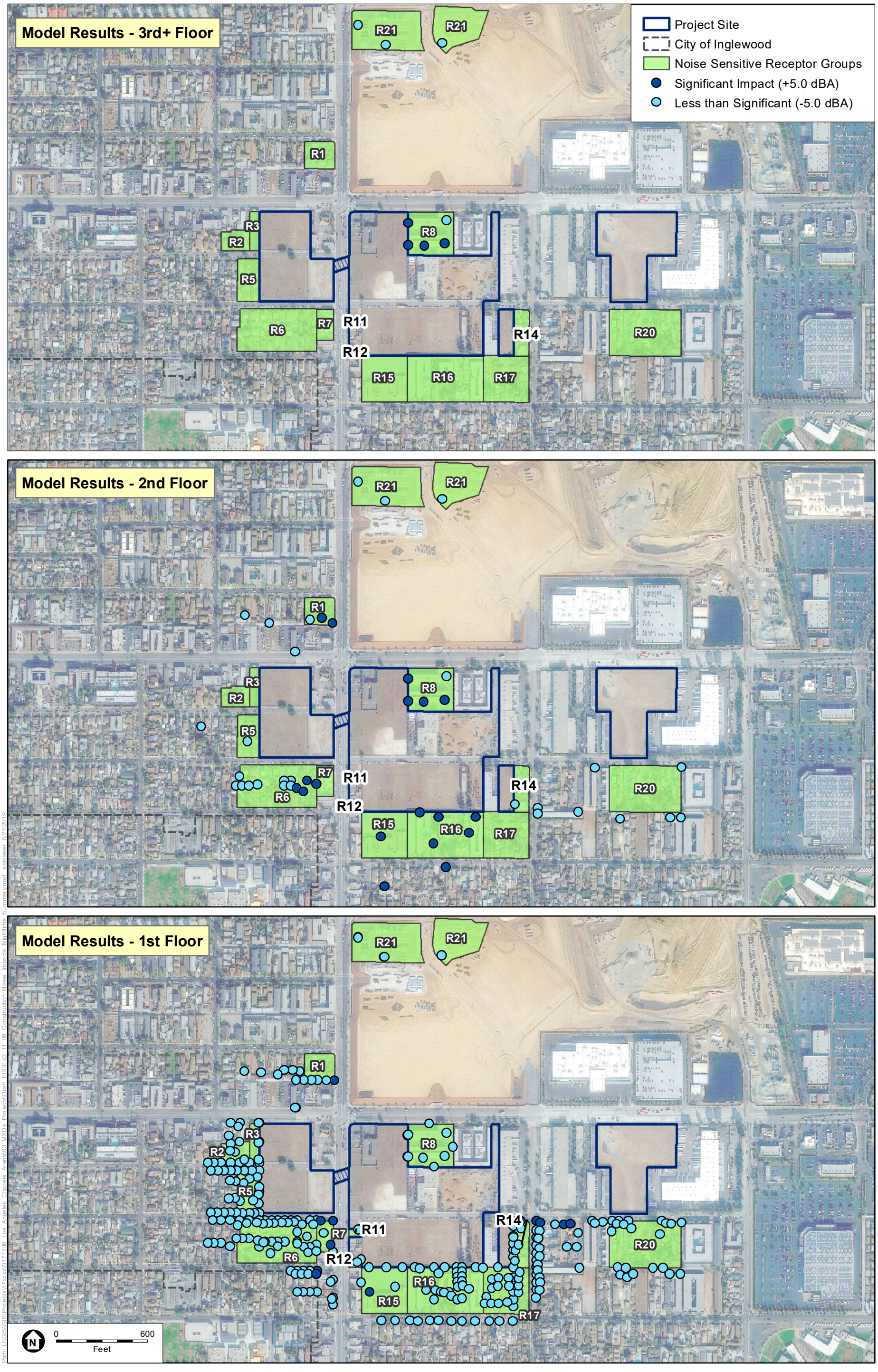
Arena Site); a maximum of up to 11.9 dBA Leq at a ground floor receiver point within receptor group R14 (residential uses east of the Well Relocation Site); a maximum of up to 15.1 dBA Leq at a ground floor receiver point and a maximum of up to 6.8 dBA Leq at a second floor receiver point within receptor group R15 (Inglewood Southside Christian Church and early childhood educational use); a maximum of up to 14.7 dBA Leq at a ground floor receiver point and a maximum of up to 10.3 dBA Leq at a second floor receiver point within receptor group R16 (residential uses south of the Arena Site); and a maximum of up to 9.5 dBA Leq at a ground floor receiver point within receptor group R17 (residential uses located south of the Well Relocation Site).

As demonstrated by the evaluation of impacts to noise-sensitive receptors within the receptor groups discussed above, daytime construction noise levels from worst-case construction activity would exceed the threshold of 5 dBA over ambient noise levels (Leq) to noise-sensitive receptors around the Project Site. Therefore, the daytime construction noise impacts of the Proposed Project would be **potentially significant**.

Nighttime Construction Noise

Hourly average nighttime construction noise levels (Leq) were calculated for nighttime construction activity at the Arena Site and the Well Relocation Site and compared to hourly ambient levels which decrease incrementally through the night before starting to rise in the early morning. No nighttime construction is proposed at the West Parking Garage Site or the East Transportation Hub and Hotel Site.

The model accounts for multiple receiver points within each receptor group. As a result, impacts within each receptor group may vary depending on the distance of each receiver point within the specific receptor group and the location of shielding (i.e., Project noise barriers and/or existing structures). **Figure 3.11-6** shows receiver points that would be impacted by worst-case nighttime construction at any point during the nighttime hours (8:00 PM – 7:00 AM). There are some cases where the nearest receivers are significantly impacted by Proposed Project construction while the impact other receivers, typically located at greater distances from the Project Site and/or situated behind existing structures, would be less than significant. **Table 3.11-16** shows the maximum hourly nighttime construction noise levels (Leq) as well as hourly ambient noise levels. As shown, impacts vary throughout the nighttime hours as ambient conditions naturally fluctuate.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-6
Construction Noise Impacts – Nighttime Summary

ESA

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TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
R1 Ground	8–9 PM	63.9	60.3	0.0	No	63.9	31.1	0.0	No
	9–10 PM	64.5	60.3	0.0	No	64.5	31.1	0.0	No
	10–11 PM	63.3	60.3	0.0	No	63.3	31.1	0.0	No
	11 PM–12 AM	63.0	60.3	0.0	No	63.0	31.1	0.0	No
	12–1 AM	59.6	60.3	0.7	No	59.6	31.1	0.0	No
	1–2 AM	55.3	60.3	5.0	**Yes**	55.3	31.1	0.0	No
	2–3 AM	54.9	60.3	5.4	**Yes**	54.9	31.1	0.0	No
	3–4 AM	56.1	60.3	4.2	No	56.1	31.1	0.0	No
	4–5 AM	58.4	60.3	1.9	No	58.4	31.1	0.0	No
	5–6 AM	58.9	60.6	1.7	No	58.9	31.1	0.0	No
	6–7 AM	58.9	60.6	1.7	No	58.9	31.1	0.0	No
R1 Floor 2	8–9 PM	63.9	62.0	0.0	No	63.9	33.3	0.0	No
	9–10 PM	64.5	62.0	0.0	No	64.5	33.3	0.0	No
	10–11 PM	63.3	62.0	0.0	No	63.3	33.3	0.0	No
	11 PM–12 AM	63.0	62.0	0.0	No	63.0	33.3	0.0	No
	12–1 AM	59.6	62.0	2.4	No	59.6	33.3	0.0	No
	1–2 AM	55.3	62.0	6.7	**Yes**	55.3	33.3	0.0	No
	2–3 AM	54.9	62.0	7.1	**Yes**	54.9	33.3	0.0	No
	3–4 AM	56.1	62.0	5.9	**Yes**	56.1	33.3	0.0	No
	4–5 AM	58.4	62.0	3.6	No	58.4	33.3	0.0	No
	5–6 AM	58.9	62.3	3.4	No	58.9	33.3	0.0	No
	6–7 AM	62.9	62.3	0.0	No	62.9	33.3	0.0	No
R2	8–9 PM	63.9	51.0	0.0	No	63.9	27.9	0.0	No
	9–10 PM	64.5	51.0	0.0	No	64.5	27.9	0.0	No
	10–11 PM	63.3	51.0	0.0	No	63.3	27.9	0.0	No
	11 PM–12 AM	63.0	51.0	0.0	No	63.0	27.9	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	12–1 AM	59.6	51.0	0.0	No	59.6	27.9	0.0	No
	1–2 AM	55.3	51.0	0.0	No	55.3	27.9	0.0	No
	2–3 AM	54.9	51.0	0.0	No	54.9	27.9	0.0	No
	3–4 AM	56.1	51.0	0.0	No	56.1	27.9	0.0	No
	4–5 AM	58.4	51.0	0.0	No	58.4	27.9	0.0	No
	5–6 AM	58.9	51.4	0.0	No	58.9	27.9	0.0	No
	6–7 AM	62.9	51.4	0.0	No	62.9	27.9	0.0	No
R3	8–9 PM	63.9	50.5	0.0	No	63.9	26.2	0.0	No
	9–10 PM	64.5	50.5	0.0	No	64.5	26.2	0.0	No
	10–11 PM	63.3	50.5	0.0	No	63.3	26.2	0.0	No
	11 PM–12 AM	63.0	50.5	0.0	No	63.0	26.2	0.0	No
	12–1 AM	59.6	50.5	0.0	No	59.6	26.2	0.0	No
	1–2 AM	55.3	50.5	0.0	No	55.3	26.2	0.0	No
	2–3 AM	54.9	50.5	0.0	No	54.9	26.2	0.0	No
	3–4 AM	56.1	50.5	0.0	No	56.1	26.2	0.0	No
	4–5 AM	58.4	50.5	0.0	No	58.4	26.2	0.0	No
	5–6 AM	58.9	50.8	0.0	No	58.9	26.2	0.0	No
	6–7 AM	62.9	50.8	0.0	No	62.9	26.2	0.0	No
R5 Ground	8–9 PM	63.9	53.5	0.0	No	63.9	29.1	0.0	No
	9–10 PM	64.5	53.5	0.0	No	64.5	29.1	0.0	No
	10–11 PM	63.3	53.5	0.0	No	63.3	29.1	0.0	No
	11 PM–12 AM	63.0	53.5	0.0	No	63.0	29.1	0.0	No
	12–1 AM	59.6	53.5	0.0	No	59.6	29.1	0.0	No
	1–2 AM	55.3	53.5	0.0	No	55.3	29.1	0.0	No
	2–3 AM	54.9	53.5	0.0	No	54.9	29.1	0.0	No
	3–4 AM	56.1	53.5	0.0	No	56.1	29.1	0.0	No
	4–5 AM	58.4	53.5	0.0	No	58.4	29.1	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	5–6 AM	58.9	54.2	0.0	No	58.9	29.1	0.0	No
	6–7 AM	62.9	54.2	0.0	No	62.9	29.1	0.0	No
R5 Floor 2	8–9 PM	63.9	56.0	0.0	No	64.9	34.4	0.0	No
	9–10 PM	64.5	56.0	0.0	No	64.6	34.4	0.0	No
	10–11 PM	63.3	56.0	0.0	No	63.3	32.9	0.0	No
	11 PM–12 AM	63.0	56.0	0.0	No	63.7	32.9	0.0	No
	12–1 AM	59.6	56.0	0.0	No	59.6	32.9	0.0	No
	1–2 AM	55.3	56.0	0.7	No	55.3	32.9	0.0	No
	2–3 AM	52.1	53.3	1.2	No	52.1	34.4	0.0	No
	3–4 AM	56.1	56.0	0.0	No	53.9	34.4	0.0	No
	4–5 AM	58.4	56.0	0.0	No	55.8	34.4	0.0	No
	5–6 AM	58.9	56.7	0.0	No	58.4	34.4	0.0	No
	6–7 AM	57.8	54.0	0.0	No	57.8	34.4	0.0	No
R6 Ground	8–9 PM	63.9	59.5	0.0	No	63.9	30.3	0.0	No
	9–10 PM	64.5	59.5	0.0	No	64.5	30.3	0.0	No
	10–11 PM	63.3	59.5	0.0	No	63.3	30.3	0.0	No
	11 PM–12 AM	63.0	59.5	0.0	No	63.0	30.3	0.0	No
	12–1 AM	59.6	59.5	0.0	No	59.6	30.3	0.0	No
	1–2 AM	55.3	59.5	4.2	No	55.3	30.3	0.0	No
	2–3 AM	54.9	59.5	4.6	No	54.9	30.3	0.0	No
	3–4 AM	56.1	59.5	3.4	No	56.1	30.3	0.0	No
	4–5 AM	58.4	59.5	1.1	No	58.4	30.3	0.0	No
	5–6 AM	58.9	59.9	1.0	No	58.9	30.3	0.0	No
	6–7 AM	62.9	59.9	0.0	No	62.9	30.3	0.0	No
R6 Floor 2	8–9 PM	63.9	62.3	0.0	No	63.9	34.1	0.0	No
	9–10 PM	64.5	62.3	0.0	No	64.5	34.1	0.0	No
	10–11 PM	63.3	62.3	0.0	No	63.3	34.1	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	11 PM–12 AM	63.0	62.3	0.0	No	63.0	34.1	0.0	No
	12–1 AM	59.6	62.3	2.7	No	59.6	34.1	0.0	No
	1–2 AM	55.3	62.3	7.0	**Yes**	55.3	34.1	0.0	No
	2–3 AM	54.9	62.3	7.4	**Yes**	54.9	34.1	0.0	No
	3–4 AM	56.1	62.3	6.2	**Yes**	56.1	34.1	0.0	No
	4–5 AM	58.4	62.3	3.9	No	58.4	34.1	0.0	No
	5–6 AM	58.9	62.7	3.8	No	58.9	34.1	0.0	No
	6–7 AM	62.9	62.7	0.0	No	62.9	34.1	0.0	No
R7	8–9 PM	63.9	61.7	0.0	No	63.9	31.9	0.0	No
	9–10 PM	64.5	61.7	0.0	No	64.5	31.9	0.0	No
	10–11 PM	63.3	61.7	0.0	No	63.3	31.9	0.0	No
	11 PM–12 AM	63.0	61.7	0.0	No	63.0	31.9	0.0	No
	12–1 AM	59.6	61.7	2.1	No	59.6	31.9	0.0	No
	1–2 AM	55.3	61.7	6.4	**Yes**	55.3	31.9	0.0	No
	2–3 AM	54.9	61.7	6.8	**Yes**	54.9	31.9	0.0	No
	3–4 AM	56.1	61.7	5.6	**Yes**	56.1	31.9	0.0	No
	4–5 AM	58.4	61.7	3.3	No	58.4	31.9	0.0	No
	5–6 AM	58.9	62.1	3.2	No	58.9	31.9	0.0	No
	6–7 AM	62.9	62.1	0.0	No	62.9	31.9	0.0	No
R8 Ground	8–9 PM	65.6	60.2	0.0	No	65.6	36.7	0.0	No
	9–10 PM	65.6	60.2	0.0	No	65.6	36.7	0.0	No
	10–11 PM	64.9	60.2	0.0	No	64.9	36.7	0.0	No
	11 PM–12 AM	64.3	60.2	0.0	No	64.3	36.7	0.0	No
	12–1 AM	61.6	60.2	0.0	No	61.6	36.7	0.0	No
	1–2 AM	59.1	60.2	1.1	No	59.1	36.7	0.0	No
	2–3 AM	58.5	60.2	1.7	No	58.5	36.7	0.0	No
	3–4 AM	58.4	60.2	1.8	No	58.4	36.7	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	4–5 AM	60.1	60.2	0.1	No	60.1	36.7	0.0	No
	5–6 AM	61.4	60.7	0.0	No	61.4	36.7	0.0	No
	6–7 AM	64.9	60.7	0.0	No	64.9	36.7	0.0	No
R8 Floor 2	8–9 PM	65.6	69.6	4.0	No	65.6	47.5	0.0	No
	9–10 PM	65.6	69.6	4.0	No	65.6	47.5	0.0	No
	10–11 PM	64.9	69.6	4.7	No	64.9	47.5	0.0	No
	11 PM–12 AM	64.3	69.6	5.3	**Yes**	64.3	47.5	0.0	No
	12–1 AM	61.6	69.6	8.0	**Yes**	61.6	47.5	0.0	No
	1–2 AM	59.1	69.6	10.5	**Yes**	59.1	47.5	0.0	No
	2–3 AM	58.5	69.6	11.1	**Yes**	58.5	47.5	0.0	No
	3–4 AM	58.4	69.6	11.2	**Yes**	58.4	47.5	0.0	No
	4–5 AM	60.1	69.6	9.5	**Yes**	60.1	47.5	0.0	No
	5–6 AM	61.4	70.0	8.6	**Yes**	61.4	47.5	0.0	No
	6–7 AM	64.9	70.0	5.1	**Yes**	64.9	47.5	0.0	No
R8 Floor 3	8–9 PM	65.6	73.4	7.8	**Yes**	65.6	49.1	0.0	No
	9–10 PM	65.6	73.4	7.8	**Yes**	65.6	49.1	0.0	No
	10–11 PM	64.9	73.4	8.5	**Yes**	64.9	49.1	0.0	No
	11 PM–12 AM	64.3	73.4	9.1	**Yes**	64.3	49.1	0.0	No
	12–1 AM	61.6	73.4	11.8	**Yes**	61.6	49.1	0.0	No
	1–2 AM	59.1	73.4	14.3	**Yes**	59.1	49.1	0.0	No
	2–3 AM	58.5	73.4	14.9	**Yes**	58.5	49.1	0.0	No
	3–4 AM	58.4	73.4	15.0	**Yes**	58.4	49.1	0.0	No
	4–5 AM	60.1	73.4	13.3	**Yes**	60.1	49.1	0.0	No
	5–6 AM	61.4	74.0	12.6	**Yes**	61.4	49.1	0.0	No
	6–7 AM	64.9	74.0	9.1	**Yes**	64.9	49.1	0.0	No
R11	8–9 PM	65.6	59.2	0.0	No	65.6	30.6	0.0	No
	9–10 PM	65.6	59.2	0.0	No	65.6	30.6	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	10–11 PM	64.9	59.2	0.0	No	64.9	30.6	0.0	No
	11 PM–12 AM	64.3	59.2	0.0	No	64.3	30.6	0.0	No
	12–1 AM	61.6	59.2	0.0	No	61.6	30.6	0.0	No
	1–2 AM	59.1	59.2	0.1	No	59.1	30.6	0.0	No
	2–3 AM	58.5	59.2	0.7	No	58.5	30.6	0.0	No
	3–4 AM	58.4	59.2	0.8	No	58.4	30.6	0.0	No
	4–5 AM	60.1	59.2	0.0	No	60.1	30.6	0.0	No
	5–6 AM	61.4	60.1	0.0	No	61.4	30.6	0.0	No
	6–7 AM	64.9	60.1	0.0	No	64.9	30.6	0.0	No
R12	8–9 PM	65.6	60.6	0.0	No	65.6	30.8	0.0	No
	9–10 PM	65.6	60.6	0.0	No	65.6	30.8	0.0	No
	10–11 PM	64.9	60.6	0.0	No	64.9	30.8	0.0	No
	11 PM–12 AM	64.3	60.6	0.0	No	64.3	30.8	0.0	No
	12–1 AM	61.6	60.6	0.0	No	61.6	30.8	0.0	No
	1–2 AM	59.1	60.6	1.5	No	59.1	30.8	0.0	No
	2–3 AM	58.5	60.6	2.1	No	58.5	30.8	0.0	No
	3–4 AM	58.4	60.6	2.2	No	58.4	30.8	0.0	No
	4–5 AM	60.1	60.6	0.5	No	60.1	30.8	0.0	No
	5–6 AM	61.4	60.9	0.0	No	61.4	30.8	0.0	No
	6–7 AM	64.9	60.9	0.0	No	64.9	30.8	0.0	No
R14 Ground	8–9 PM	63.9	65.0	1.1	No	63.9	55.5	0.0	No
	9–10 PM	64.6	65.0	0.4	No	64.6	55.5	0.0	No
	10–11 PM	63.1	65.0	1.9	No	63.1	55.5	0.0	No
	11 PM–12 AM	61.9	65.0	3.1	No	61.9	55.5	0.0	No
	12–1 AM	58.2	65.0	6.8	**Yes**	58.2	55.5	0.0	No
	1–2 AM	50.8	65.0	14.2	**Yes**	50.8	55.5	4.7	No
	2–3 AM	52.9	65.0	12.1	**Yes**	52.9	55.5	2.6	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	3–4 AM	54.8	65.0	10.2	**Yes**	54.8	55.5	0.7	No
	4–5 AM	58.1	65.0	6.9	**Yes**	58.1	55.5	0.0	No
	5–6 AM	57.1	65.3	8.2	**Yes**	57.1	55.5	0.0	No
	6–7 AM	60.7	65.3	4.6	No	60.7	55.5	0.0	No
R14 Floor 2	8–9 PM	63.9	53.8	0.0	No	63.9	53.1	0.0	No
	9–10 PM	64.6	53.8	0.0	No	64.6	53.1	0.0	No
	10–11 PM	63.1	53.8	0.0	No	63.1	53.1	0.0	No
	11 PM–12 AM	61.9	53.8	0.0	No	61.9	53.1	0.0	No
	12–1 AM	58.2	53.8	0.0	No	58.2	53.1	0.0	No
	1–2 AM	50.8	53.8	3.0	No	50.8	53.1	2.3	No
	2–3 AM	52.9	53.8	0.9	No	52.9	53.1	0.2	No
	3–4 AM	54.8	53.8	0.0	No	54.8	53.1	0.0	No
	4–5 AM	58.1	53.8	0.0	No	58.1	53.1	0.0	No
	5–6 AM	57.1	54.0	0.0	No	57.1	53.1	0.0	No
	6–7 AM	60.7	54.0	0.0	No	60.7	53.1	0.0	No
R15 ground	8–9 PM	65.6	61.7	0.0	No	64.9	34.3	0.0	No
	9–10 PM	65.6	61.7	0.0	No	64.6	34.3	0.0	No
	10–11 PM	64.9	61.7	0.0	No	65.0	34.3	0.0	No
	11 PM–12 AM	64.3	61.7	0.0	No	63.7	34.3	0.0	No
	12–1 AM	61.6	61.7	0.1	No	61.6	33.8	0.0	No
	1–2 AM	59.1	61.7	2.6	No	59.1	34.3	0.0	No
	2–3 AM	52.1	56.8	4.7	No	52.1	34.3	0.0	No
	3–4 AM	58.4	61.7	3.3	No	53.9	34.3	0.0	No
	4–5 AM	60.1	61.7	1.6	No	55.8	34.3	0.0	No
	5–6 AM	61.4	62.0	0.6	No	58.4	34.3	0.0	No
	6–7 AM	57.8	57.1	0.0	No	57.8	34.3	0.0	No
R15 Floor 2	8–9 PM	64.9	61.5	0.0	No	64.9	34.7	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	9–10 PM	64.6	61.5	0.0	No	64.6	34.7	0.0	No
	10–11 PM	65.0	61.5	0.0	No	65.0	34.7	0.0	No
	11 PM–12 AM	63.7	61.5	0.0	No	63.7	34.7	0.0	No
	12–1 AM	62.7	61.5	0.0	No	62.7	34.7	0.0	No
	1–2 AM	59.1	61.5	2.4	No	59.1	34.7	0.0	No
	2–3 AM	52.1	61.5	9.4	**Yes**	52.1	34.7	0.0	No
	3–4 AM	53.9	61.5	7.6	**Yes**	53.9	34.7	0.0	No
	4–5 AM	55.8	61.5	5.7	**Yes**	55.8	34.7	0.0	No
	5–6 AM	58.4	61.8	3.4	No	58.4	34.7	0.0	No
	6–7 AM	57.8	61.8	4.0	No	57.8	34.7	0.0	No
R16 Ground	8–9 PM	64.9	54.9	0.0	No	63.9	44.7	0.0	No
	9–10 PM	64.6	54.9	0.0	No	64.6	44.7	0.0	No
	10–11 PM	63.1	53.5	0.0	No	63.1	44.7	0.0	No
	11 PM–12 AM	61.9	53.5	0.0	No	61.9	44.7	0.0	No
	12–1 AM	58.2	53.5	0.0	No	58.2	44.7	0.0	No
	1–2 AM	50.8	53.5	2.7	No	50.8	44.7	0.0	No
	2–3 AM	52.1	54.9	2.8	No	52.9	44.7	0.0	No
	3–4 AM	53.9	54.9	1.0	No	54.8	44.7	0.0	No
	4–5 AM	55.8	54.9	0.0	No	58.1	44.7	0.0	No
	5–6 AM	57.1	54.5	0.0	No	57.1	44.7	0.0	No
	6–7 AM	57.8	55.3	0.0	No	57.8	42.4	0.0	No
R16 Floor 2	8–9 PM	64.9	63.4	0.0	No	64.9	47.2	0.0	No
	9–10 PM	64.6	63.4	0.0	No	64.6	47.2	0.0	No
	10–11 PM	65.0	63.4	0.0	No	65.0	47.2	0.0	No
	11 PM–12 AM	63.7	63.4	0.0	No	63.7	47.2	0.0	No
	12–1 AM	62.7	63.4	0.7	No	62.7	47.2	0.0	No
	1–2 AM	55.3	60.3	5.0	**Yes**	59.1	36.9	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	2–3 AM	52.1	63.4	11.3	**Yes**	52.1	47.2	0.0	No
	3–4 AM	53.9	63.4	9.5	**Yes**	53.9	47.2	0.0	No
	4–5 AM	55.8	63.4	7.6	**Yes**	55.8	47.2	0.0	No
	5–6 AM	58.4	63.9	5.5	**Yes**	58.4	47.2	0.0	No
	6–7 AM	57.8	63.9	6.1	**Yes**	57.8	47.2	0.0	No
R17	8–9 PM	63.9	53.5	0.0	No	63.9	55.3	0.0	No
	9–10 PM	64.6	53.5	0.0	No	64.6	55.2	0.0	No
	10–11 PM	63.1	53.5	0.0	No	63.1	55.2	0.0	No
	11 PM–12 AM	61.9	53.5	0.0	No	61.9	55.2	0.0	No
	12–1 AM	58.2	53.5	0.0	No	58.2	55.2	0.0	No
	1–2 AM	50.8	53.5	2.7	No	50.8	55.2	4.4	No
	2–3 AM	52.9	53.5	0.6	No	52.9	55.2	2.3	No
	3–4 AM	54.8	53.5	0.0	No	54.8	55.2	0.4	No
	4–5 AM	58.1	53.5	0.0	No	58.1	55.2	0.0	No
	5–6 AM	57.1	54.5	0.0	No	57.1	55.2	0.0	No
	6–7 AM	60.7	54.5	0.0	No	60.7	55.2	0.0	No
R20 Ground	8–9 PM	63.9	55.4	0.0	No	63.9	41.9	0.0	No
	9–10 PM	64.4	55.4	0.0	No	64.4	41.9	0.0	No
	10–11 PM	63.3	55.4	0.0	No	63.3	41.9	0.0	No
	11 PM–12 AM	61.7	55.4	0.0	No	61.7	41.9	0.0	No
	12–1 AM	58.3	55.4	0.0	No	58.3	41.9	0.0	No
	1–2 AM	52.9	55.4	2.5	No	52.9	41.9	0.0	No
	2–3 AM	53.7	55.4	1.7	No	53.7	41.9	0.0	No
	3–4 AM	55.5	55.4	0.0	No	55.5	41.9	0.0	No
	4–5 AM	58.1	55.4	0.0	No	58.1	41.9	0.0	No
	5–6 AM	57.4	56.1	0.0	No	57.4	41.9	0.0	No
	6–7 AM	60.6	56.1	0.0	No	60.6	41.9	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
R20 Floor 2	8–9 PM	63.9	52.8	0.0	No	63.9	40.7	0.0	No
	9–10 PM	64.4	52.8	0.0	No	64.4	40.7	0.0	No
	10–11 PM	63.3	52.8	0.0	No	63.3	40.7	0.0	No
	11 PM–12 AM	61.7	52.8	0.0	No	61.7	40.7	0.0	No
	12–1 AM	58.3	52.8	0.0	No	58.3	40.7	0.0	No
	1–2 AM	52.9	52.8	0.0	No	52.9	40.7	0.0	No
	2–3 AM	53.7	52.8	0.0	No	53.7	40.7	0.0	No
	3–4 AM	55.5	52.8	0.0	No	55.5	40.7	0.0	No
	4–5 AM	58.1	52.8	0.0	No	58.1	40.7	0.0	No
	5–6 AM	57.4	53.4	0.0	No	57.4	40.7	0.0	No
	6–7 AM	60.6	53.4	0.0	No	60.6	40.7	0.0	No
R21 Ground	8–9 PM	63.9	49.3	0.0	No	63.9	39.3	0.0	No
	9–10 PM	64.5	49.3	0.0	No	64.5	39.3	0.0	No
	10–11 PM	63.3	49.3	0.0	No	63.3	39.3	0.0	No
	11 PM–12 AM	63.0	49.3	0.0	No	63.0	39.3	0.0	No
	12–1 AM	59.6	49.3	0.0	No	59.6	39.3	0.0	No
	1–2 AM	55.3	49.3	0.0	No	55.3	39.3	0.0	No
	2–3 AM	54.9	49.3	0.0	No	54.9	39.3	0.0	No
	3–4 AM	56.1	49.3	0.0	No	56.1	39.3	0.0	No
	4–5 AM	58.4	49.3	0.0	No	58.4	39.3	0.0	No
	5–6 AM	58.9	49.7	0.0	No	58.9	39.3	0.0	No
	6–7 AM	62.9	49.7	0.0	No	62.9	39.3	0.0	No
R21 Floor 2	8–9 PM	63.9	51.2	0.0	No	63.9	39.4	0.0	No
	9–10 PM	64.5	51.2	0.0	No	64.5	39.4	0.0	No
	10–11 PM	63.3	51.2	0.0	No	63.3	39.4	0.0	No
	11 PM–12 AM	63.0	51.2	0.0	No	63.0	39.4	0.0	No
	12–1 AM	59.6	51.2	0.0	No	59.6	39.4	0.0	No

TABLE 3.11-16
ESTIMATE OF UNMITIGATED NIGHTTIME CONSTRUCTION NOISE LEVELS (LEQ) AT EXISTING OFF-SITE SENSITIVE-RECEPTOR LOCATIONS

		Arena Site				Well Relocation Site			
Receptor	Hour	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?	Ambient (dBA Leq)	Worst-Case Construction Noise (dBA Leq)	Construction Over Ambient (dBA Leq)	Significant?
	1–2 AM	55.3	51.2	0.0	No	55.3	39.4	0.0	No
	2–3 AM	54.9	51.2	0.0	No	54.9	39.4	0.0	No
	3–4 AM	56.1	51.2	0.0	No	56.1	39.4	0.0	No
	4–5 AM	58.4	51.2	0.0	No	58.4	39.4	0.0	No
	5–6 AM	58.9	51.2	0.0	No	58.9	39.4	0.0	No
	6–7 AM	62.9	51.2	0.0	No	62.9	39.4	0.0	No
R21 Floor 3	8–9 PM	63.9	52.1	0.0	No	63.9	41.5	0.0	No
	9–10 PM	64.5	52.1	0.0	No	64.5	41.5	0.0	No
	10–11 PM	63.3	52.1	0.0	No	63.3	41.5	0.0	No
	11 PM–12 AM	63.0	52.1	0.0	No	63.0	41.5	0.0	No
	12–1 AM	59.6	52.1	0.0	No	59.6	41.5	0.0	No
	1–2 AM	55.3	52.1	0.0	No	55.3	41.5	0.0	No
	2–3 AM	54.9	52.1	0.0	No	54.9	41.5	0.0	No
	3–4 AM	56.1	52.1	0.0	No	56.1	41.5	0.0	No
	4–5 AM	58.4	52.1	0.0	No	58.4	41.5	0.0	No
	5–6 AM	58.9	52.1	0.0	No	58.9	41.5	0.0	No
	6–7 AM	62.9	52.1	0.0	No	62.9	41.5	0.0	No

NOTES:

[a] A range of ambient noise levels have been estimated based on the observed/measured noise levels collected from measurement locations and distance of various receivers within each Receptor Group (shown in Figure 3.11-2). The ambient noise level reported for each receptor group is the ambient level for the receiver point within that receptor group that would experience the greatest exceedance over ambient conditions during the specified hour.

[b] A range of construction noise levels have been calculated based on the location of various receivers within each Receptor Group. The construction noise level for the receiver point with the greatest construction noise level over ambient is reported for each receptor group during the specified hour.

[c] The maximum increase over ambient shown is the maximum for each Receptor Group.

See Appendix J for calculations for each receiver within each Receptor Group.

SOURCE: ESA, 2019

Nighttime construction activity at the Arena Site would result in maximum noise levels that exceed the threshold of 5 dBA over ambient Leq levels during at least one nighttime hour at residences to the north, west, and south of the Arena Site, the hotel use at the former Airport Park View Hotel site to the north of the Arena Site, the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses to the west of the Arena Site, the Inglewood Southside Christian Church and early childhood education uses to the south of the Arena Site, and residences east of the Well Relocation Site. More specifically, worst-case construction noise levels would exceed ambient noise levels during at least one nighttime hour by a maximum of up to 5.4 dBA Leq at a ground floor receiver point and a maximum of up to 7.1 dBA Leq at a second floor receiver point within receptor group R1(residences north of West Century Boulevard, west of South Prairie Avenue); a maximum of up to 7.4 dBA Leq at a second floor receiver point within receptor group R6 (residences between West 102nd Street and West 103rd Street); a maximum of up to 6.8 dBA Leq at a ground floor receiver point within receptor group R7 (Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses west of South Prairie Avenue, west of the Arena Site); a maximum of up to 11.2 dBA Leq at a second floor receiver point and a maximum of up to 15.0 dBA Leq at a third floor receiver point within receptor group R8 (hotel uses at the former Airport Park View Hotel site); within receptor group a maximum of up to 14.2 dBA Leq at a ground floor receiver point within receptor group R14 (residences east of the Well Relocation Site); a maximum of up to 9.4 dBA Leq at a second floor receiver point within receptor group R15 (Inglewood Southside Christian Church and early childhood educational use south of the Arena Site); and a maximum of up to 11.3 dBA Leq at a second floor receiver point within receptor group R16 (residences on West 104th Street, south of the Arena Site). Nighttime construction activity at the Well Relocation Site is not anticipated to result in noise levels experienced by noise-sensitive receptors greater than 5 dBA over ambient Leq conditions.

As demonstrated by the evaluation of impacts to noise-sensitive receptors within the receptor groups discussed above, nighttime noise from worst-case nighttime construction activity would exceed the threshold of 5 dBA over ambient levels (Leq) at noise-sensitive receptors around the Project site. Therefore, the impacts from nighttime construction activity would be **potentially significant**.

Off-Site Construction Activity and Related Noise

Construction truck trips would occur during the Project construction period and would be associated with hauling material and excavated soil from the Project Site and delivering building materials, supplies, and concrete to the Project Site. Construction haul trucks would travel a designated haul route. Trips using the I-110 are assumed to travel to and from the Project Site via Manchester Avenue and South Prairie Avenue. Trips using the I-405 are assumed to travel to and from the Project Site via Manchester Boulevard and South Prairie Avenue or West Century Boulevard. Trips using the I-105 are assumed to travel to and from the Project Site via South Prairie Avenue. The construction phase with the greatest number of daily trucks is grading/ excavation of the West Parking Garage Site with 760 daily one-way truck trips (380 round trips).

According to the construction schedule, grading/excavation of the West Parking Garage Site could overlap with Arena Site demolition and site preparation, site preparation and drainage/

utilities/trenching of the West Parking Garage Site, site preparation of the East Transportation and Hotel Site, and Well Relocation Site demolition and sound wall installation. During the maximum overlap day, there is the potential for 1,104 one-way truck trips (552 trucks). The sound power from one heavy-duty truck is greater than the sound power from one passenger vehicle (i.e., car). According to Caltrans, the noise levels from one heavy-duty truck at a speed of 35 miles per hour is equivalent to 19 passenger vehicles traveling at a speed of 35 miles per hour traveling at a speed of 35 miles per hour. Applying this multiplier to the estimated 1,104 one-way Project construction trips, Project construction would generate a potential maximum sound power equivalency of up to 20,976 passenger vehicles.[64] According to FHWA, assuming all other factors remain the same, it takes a doubling of traffic volumes (100 percent increase) in order to increase traffic noise levels by 3 dBA.[65]

Table 3.11-17 summarizes the range of calculated daily traffic volumes for each roadway based on turning movement data collected as a part of the traffic analysis (see Section 3.14). Traffic volume data was provided for multiple segments along each roadway, resulting in multiple different daily volumes. Table 3.11-17 shows the volumes for the segments with the lowest observed average daily traffic volume (ADT) and the highest observed ADT along West Century Boulevard, Manchester Boulevard, and South Prairie Avenue. As indicated, the lowest existing volumes along West Century Boulevard, Manchester Boulevard, and South Prairie Avenue are 10,000 trips, 12,565 trips, and 13,505 trips, respectively, and the highest existing volumes along West Century Boulevard, Manchester Boulevard, and South Prairie Avenue are 14,395 trips, 30,955 trips, and 34,150 trips, respectively.

TABLE 3.11-17
HAUL ROUTE ADJUSTED BASELINE AVERAGE DAILY TRAFFIC VOLUMES

Roadway	Lowest ADT	Highest ADT
Manchester Boulevard	12,565	14,395
West Century Boulevard	10,000	30,955
South Prairie Avenue	13,505	34,150

NOTE:
Adjusted Baseline ADT was calculated based on the assumption that the average of Adjusted Baseline Weekday AM and PM peak hour volumes would make up 10 percent of daily volumes. Lowest ADT values are from the segment with the lowest ADT, and Highest ADT values are from the segment with the highest ADT.

SOURCE: Fehr & Peers, 2019; ESA, 2019

Although it is unlikely that all Project-related heavy-duty construction trucks would travel along the same haul route, due to the uncertainty of the route trucks would take it has been conservatively assumed that the maximum anticipated number of heavy-duty construction trucks could potentially travel along the same route. As described above, the additional sound power of 1,104 daily heavy duty construction trucks would be equivalent to the sound power of 20,976

64 California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 3-19.
65 Federal Highway Administration, FHWA Highway Traffic Noise Prediction Model, December 1978, https://ia801807.us.archive.org/3/items/fhwahighwaytraff00barr/fhwahighwaytraff00barr.pdf.

passenger vehicles. As compared to existing average daily traffic volumes along the roadways, the sound power generated by the maximum anticipated number of heavy-duty construction trucks would not be equivalent or greater to a doubling of the maximum ADT along West Century Boulevard or South Prairie Avenue and therefore would not result in a 3 dBA increase along those roadways under the highest ADT conditions. However, the sound power generated by the maximum anticipated number of heavy-duty construction trucks during construction of the Proposed Project would be equivalent or greater to a doubling of the maximum ADT along Manchester Boulevard, and a doubling of the minimum ADT along West Century Boulevard, South Prairie Avenue, and Manchester Boulevard, and could therefore result in a 3 dBA increase in traffic noise levels along those roadways. Therefore, noise impacts from off-site construction traffic would be **potentially significant**.

General Plan Consistency

Noise generated by construction of the Proposed Project would not be inconsistent with the goals and policies of the General Plan Noise Element. Goal 1 of the General Plan Noise Element calls for the reduction of noise where the noise environment represents a threat to public health and welfare. While the generation of construction noise would exceed ambient noise levels the noise would occur over a temporary period and would not result in the type of long term exposure that is known to result in hearing loss. For these reasons, construction noise would not represent a threat to public health or welfare.

Goal 3 of the General Plan Noise Element calls for the protection and maintenance of acceptable noise environments. The Proposed Project would generate temporary construction noise that would potentially increase ambient noise levels in the area, but these temporary increases would not represent a long-term change to the noise environment around the Project Site, and thus would not be inconsistent with Goal 3.

Consistent with Goal 4 and Policy 4.3, this Draft EIR includes substantial information and analysis of noise from Project construction, allowing for the consideration of noise effects in decision making regarding the Proposed Project. Consistent with Policy 4.4, the Proposed Project has integrated several features to reduce noise from Project construction, including the construction of temporary noise walls during construction, the use of an auger drilled pile system rather than the use of driven piles for foundation support.

The City's General Plan Noise Element Noise/Land Use Compatibility Matrix, (see Table 3.11-8) identifies that "Normally Compatible" noise levels are up to 80 dBA CNEL for restaurants and retail and up to 75 dBA CNEL for professional office buildings and commercial recreation. As shown in Table 3.11-1, the existing noise environment at the Project Site (long-term measurement locations M1 through M5) would be within the "Normally Compatible" range for the proposed uses. Therefore, the Proposed Project would be compatible with the existing and future noise environment.

For these reasons, construction of the Proposed Project would not be inconsistent with the goals and policies of the General Plan Noise Element that were adopted for the purposes of avoiding or mitigating environmental effects.

Potential Health Effects of Construction Noise Impacts

Short-term noise levels constituting the threshold of pain and hearing damage are 120 dB and 140 dB, respectively.[66] Table 3.11-15 shows average daytime construction noise levels and Table 3.11-16 shows the maximum nighttime construction noise levels at each of the studied receptors. As shown, average daytime and maximum nighttime construction noise levels would not reach the point at which pain or hearing damage would occur. Therefore, Project construction would not result in adverse health effects related to pain and hearing loss.

With respect to potential nighttime awakenings due to construction noise, the area surrounding the Project Site where there is the potential for sleep disturbance during nighttime construction has been identified. According to the Acoustical Society of America, receivers that would experience an indoor SEL of 50 dBA or lower would have an awakening probability of zero.[67] The area surrounding the Project Site that would experience an indoor SEL of greater than 50 dBA (exterior construction noise level of greater than 52 dBA Leq) during a worst-case or loudest maximum nighttime construction noise level event was identified and shown in **Figure 3.11-7**. This does not take into account the existing indoor SEL currently experienced due to aircraft flyovers from LAX and or other existing noise sources in the area such as traffic and industrial operations.

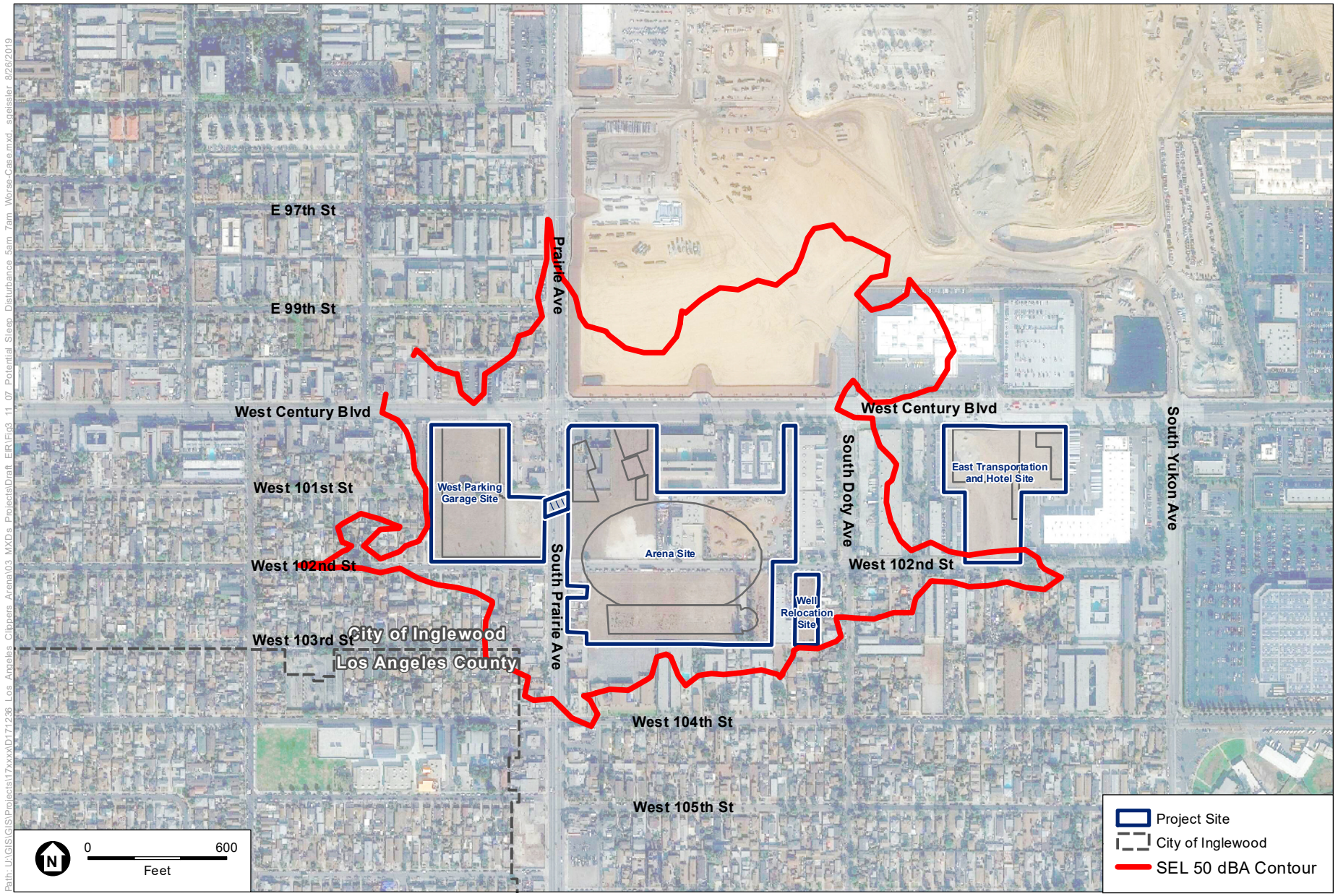
Due to the high variability of each individual's sensitivity to nighttime noise, uncertain factors related to nighttime construction activity such as number of peak noise level occurrences, and lack of an established or adopted threshold designating acceptable occurrences of awakenings, the estimated area for awakenings presented in this analysis represents the City's best effort to disclose the potential sleep disturbance effects of nighttime construction, but do not represent predictions of sleep awakenings for any specific location or population.

As discussed above under Environmental Setting, there are no established thresholds with regard to an acceptable level of short-term sleep disturbance. While exposure to high levels of noise during sleep can result in physiological responses, it is not possible to predict such effects in any particular population.

Conclusion

As described above, noise generated by daytime and nighttime construction activity during the three-year construction period would exceed applicable adapted thresholds at noise sensitive receptors adjacent to and near the Project Site, and, thus, these impacts would be **significant**.

[66] Kinsler, Lawrence E., Frey, A.R., Coppens, A.B., and Sanders, J.V., 1982. *Fundamentals of Acoustics*, Third Edition.
[67] Acoustical Society of America, 2018. *Rationale for Withdrawing ANSI/ASA S12.9-2008/Part 6*. Annex 3. July 22, 2018.



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-7

Potential Sleep Disturbance Area - Worst-Case Nighttime Construction

ESA

Mitigation Measure 3.11-1

Construction Noise Reduction Plan. Prior to the issuance of any demolition or construction permit for each phase of project development, the project applicant shall develop a Construction Noise Reduction Plan to minimize daytime and nighttime construction noise at nearby noise sensitive receptors. The plan shall be developed in coordination with an acoustical consultant and the project construction contractor, and shall be approved by the City Chief Building Official. The Plan shall include the following elements:

- *A sound barrier plan that includes the design and construction schedule of the temporary and permanent sound barriers included as project design features for the Project, or sound barriers that achieve an equivalent or better reduction in noise levels to noise-sensitive receptors.*
- *Buffer distances and types of equipment selected to minimize noise impacts.*
- *Haul routes subject to preapproval by the City.*
- *Construction contractors shall utilize equipment and trucks equipped with the best available noise control techniques, such as improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible.*
- *Impact tools (i.e., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust and external jackets shall be used where feasible to lower noise levels. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.*
- *Stationary noise sources (e.g., generators) shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. Pole power shall be utilized at the earliest feasible point in time, and to the maximum extent feasible in lieu of generators. If stationary construction equipment such as diesel- or gasoline-powered generators, must be operated continuously, such equipment must be located at least 100 feet from sensitive land uses (e.g., residences, schools, childcare centers, hospitals, parks, or similar uses), whenever possible.*
- *Use of "quiet" pile driving technology (such as auger displacement installation), where feasible in consideration of geotechnical and structural requirements and conditions.*
- *Designate a Community Affairs Liaison and conspicuously post this person's number around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding to any local complaints about construction activities. This Community Affairs Liaison shall receive all public complaints about construction noise disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall coordinate with a designated construction contractor representative for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety.*

- *Adjacent noise-sensitive residents and commercial uses (i.e., educational, religious, transient lodging) within 500 feet of demolition and pile driving activity shall be notified of the construction schedule, as well as the name and contact information of the project Community Affairs Liaison.*

Significance after Mitigation: Significant on-site construction noise levels would occur during daytime and nighttime construction, and off-site construction truck traffic would result in significant increases in traffic noise. Mitigation Measure 3.11-1 would reduce impacts by requiring a Construction Noise Reduction Plan.

Due to the lack of specificity of the construction plan at this point in time, the effectiveness of the noise-reduction techniques identified the mitigation measure, and the uncertainty of haul route designation and distribution of trucks, it is not practicable to calculate a numeric reduction in mitigated noise levels. The Proposed Project includes the installation of temporary and permanent sound walls, the most effective measure to reduce construction noise impacts, prior to commencement of heavy construction activity and reductions provided have been accounted for in the analysis. Although restrictions on equipment usage such as the number of equipment pieces that could operate simultaneously within the same area of the Project Site and restrictions on the number of heavy-duty construction trucks that can travel along the same roadways could potentially reduce impacts at noise-sensitive receptors, such restrictions are not considered feasible because these limitations could result in extension of the construction schedule that would expose noise-sensitive receptors to longer durations of construction activity, could affect safety during construction activities, and could interfere with achievement of project applicant Objective 1a. Therefore, these impacts would be **significant and unavoidable**.

Impact 3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Significant and Unavoidable)

Traffic Noise

Traffic noise impacts associated with the Proposed Project have been evaluated under Non-Event Day (Ancillary Uses), Day-Time Corporate/Community Event, Other Sporting Event or Gathering, and Major Event conditions for relevant weekday and weekend scenarios. Additionally, concurrent events at the Proposed Project Arena, NFL Stadium, and The Forum were evaluated for the relevant weekday and weekend scenarios. As summarized below (and in Table 3.11-3), Project-related traffic noise has been calculated and compared against Adjusted Baseline traffic noise levels under the following specific conditions: the weekday AM and PM peak hours for a Non-Event Day, the AM peak hour for a Day-Time Corporate/Community Event, the PM peak hour for an Other Sporting Event or Gathering, the weekday pre-event and post-event peak period and weekend pre-event peak period for a Major Event. In order to exceed the significance threshold of a 3 dBA increase over ambient conditions, traffic volumes on any affected roadway segment would need to double (increase by 100 percent). Based on traffic volumes under Adjusted Baseline AM and PM peak hour conditions, it is not anticipated that significant impacts would occur under Non-Event Day, Day-Time Corporate/Community Event, or Other Sporting Event or Gathering conditions.

Pre-event traffic volumes on weekdays and weekends are not anticipated to result in significant impacts because background traffic volumes in the Project area would remain similar to PM peak hour volumes. Under post-event conditions, background traffic volumes and corresponding ambient traffic noise levels would be lower and it is anticipated that Major Event post-event traffic volumes would result in significant increases in traffic noise on weekdays and weekends. These impacts during post-event conditions are **significant**.

In order to demonstrate the magnitude of traffic noise increase, analysis was undertaken for all scenarios for which traffic information is available from the analysis presented in Section 3.14, Transportation and Circulation. For Major Events, that analysis considers weekday pre- and post-event scenarios, and a weekend pre-event scenario. The weekend post-event scenario was not studied in Section 3.14 for traffic-related impacts because, based on preliminary traffic counts undertaken for this Draft EIR, ambient traffic volumes during the weekend post-event time period would be lower than the weekday post event period, resulting in lower intersection levels of service. The weekend post-event time period is studied in this noise analysis, however. The traffic levels during the post-event period (9:30–10:30 PM) on Saturday are approximately seven percent lower than the worst-case weekday, and on Sunday are approximately 19 percent lower than the worst-case weekday. Lower traffic volumes would result in lower ambient traffic noise. As such, when Project-related traffic is added to this background condition, the additional Project-related traffic could thus result in a more noticeable increase in traffic noise.

In order to estimate traffic noise impacts under the weekend post-event scenario, adjusted baseline weekday post-event traffic volumes were scaled to approximate weekend post-event traffic volumes based on a 19 percent lower volume as observed by traffic counts. Project-associated trips were then added to the scaled adjusted baseline volumes and traffic noise under the plus Project scenarios have been compared against the scaled adjusted baseline volumes. Based on the analysis presented below, there are 22 segments with significant traffic noise increases during weekday post-event conditions. The significance of traffic noise would be similar to or greater on weekend post-event conditions, with an estimated 28 segments with significant traffic noise increases.

Project Traffic Noise Analysis

Non-Event Day

Impacts of the Proposed Project under the Non-Event Day condition are shown in **Table 3.11-18**. As indicated, the change in traffic noise along studied roadway segments would range from a decrease of 0.1 dBA Leq (where traffic is anticipated to decrease) up to an increase of 0.3 dBA Leq. These changes would not exceed the 3 dBA Leq increase significance threshold during the weekday AM or PM peak hour. Therefore, impacts of the Proposed Project related to traffic generated noise on non-event days would be **less than significant**.

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TABLE 3.11-18
ADJUSTED BASELINE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hardy St between Myrtle Ave and South Prairie Ave	59.7	59.7	0.0	No	59.7	59.7	0.0	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.8	70.9	0.1	No	71.6	71.6	0.1	No
West Century Blvd between Felton Ave and Inglewood Ave	70.7	70.7	0.1	No	71.4	71.5	0.1	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.2	71.3	0.1	No	71.5	71.6	0.1	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.0	71.1	0.1	No	71.5	71.6	0.1	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.1	70.3	0.2	No	70.9	71.1	0.2	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.1	70.3	0.2	No	70.9	71.2	0.2	No
West Century Blvd between Freeman Ave and South Prairie Ave	69.9	70.1	0.2	No	70.6	70.8	0.3	No
West Century Blvd between South Prairie Ave and Doty Ave	69.6	69.8	0.2	No	71.1	71.2	0.1	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	69.5	69.6	0.1	No	71.5	71.6	0.1	No

TABLE 3.11-18
ADJUSTED BASELINE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West Century Blvd between Crenshaw Blvd and 5th Ave	68.3	68.4	0.1	No	69.8	69.9	0.1	No
West Century Blvd between 5th Ave and Van Ness Ave	68.4	68.5	0.1	No	69.0	69.1	0.1	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	56.0	0.1	No	57.8	57.9	0.0	No
West 104th St between South Prairie Ave and Doty Ave	57.4	57.6	0.1	No	58.6	58.8	0.3	No
West 104th St between Doty Ave and Yukon Ave	57.7	57.8	0.1	No	58.5	58.6	0.1	No
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	61.0	0.0	No	60.5	60.6	0.1	No
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.1	0.0	No	62.5	62.5	0.0	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	70.7	0.0	No	69.4	69.4	0.0	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 3.11-18
ADJUSTED BASELINE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Myrtle Ave between Hardy St and West Century Blvd	57.3	57.3	0.1	No	57.8	57.9	0.1	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.7	61.7	0.0	No	62.3	62.4	0.1	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	69.5	0.1	No	69.4	69.5	0.1	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.0	69.1	0.1	No	69.5	69.6	0.1	No
South Prairie Ave between Hardy St and East 97th St	69.2	69.3	0.1	No	69.8	69.9	0.1	No
South Prairie Ave between East 97th St and West Century Blvd	69.3	69.3	0.1	No	69.8	69.9	0.1	No
South Prairie Ave between West 102nd St and West 104th St	69.1	69.4	0.2	No	69.6	69.9	0.3	No
South Prairie Ave between West 104th St and Lennox Blvd	69.7	69.8	0.1	No	70.1	70.2	0.2	No
South Prairie Ave between West 108th St and West 111th St	69.7	69.8	0.1	No	70.3	70.5	0.1	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.0	70.1	0.1	No	70.4	70.5	0.1	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.6	69.7	0.1	No	69.9	70.1	0.1	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Yukon Ave between West 102nd St and West 104th St	62.1	61.9	-0.1	No	63.1	63.0	-0.1	No
Yukon Ave between West 104th St and West 108th St	61.8	61.8	0.0	No	61.8	61.8	0.0	No
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	69.4	0.0	No	69.6	69.6	0.0	No
Crenshaw Blvd between West Century Blvd and West 104th St	69.8	69.8	0.0	No	70.1	70.1	0.0	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 3.11-18
ADJUSTED BASELINE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by daily AM or PM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday AM or PM peak hours.

SOURCE: ESA, 2019 (Appendix J)

Day-Time Corporate/Community Event

Impacts in the weekday AM peak hour under the Day-Time Corporate/Community Event condition are shown in **Table 3.11-19**. As indicated, the change in traffic noise along studied roadway segments would range from a decrease of 0.1 dBA Leq (where traffic is anticipated to decrease) up to an increase of 1.3 dBA Leq. These changes would not exceed the 3 dBA Leq increase significance threshold during the weekday AM peak hour. Therefore, impacts of the Proposed Project during Day-Time Corporate/Community Events would be **less than significant**.

Other Sporting Event or Gathering

Impacts in the weekday PM peak hour under the Other Sporting Event or Gathering condition are shown in **Table 3.11-20**. As indicated, the increases in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 2.0 dBA Leq and therefore would not exceed the 3 dBA Leq increase significance threshold during the weekday PM peak hour. Therefore, impacts of the Proposed Project related to traffic generated noise during Other Sporting Event or Gathering conditions would be **less than significant**.

Major Event

Impacts under the Major Event condition are shown in **Table 3.11-21**. As indicated, during the weekday Pre Event Peak Period, the increases in traffic noise along studied roadway segments would range from a low of 0.0 dBA Leq up to an increase of 2.1 dBA Leq. These increases would not exceed the 3 dBA Leq increase significance threshold. Therefore, impacts of the Proposed Project during Major Event Weekday Pre Event conditions would be **less than significant**.

During the Major Event Weekday Post Event Peak Period, increases in traffic noise along studied roadway segments would range from a low of 0.0 dBA Leq up to an increase of 4.6 dBA Leq. Under this condition, 22 roadway segments (see **Figure 3.11-8**) would experience increases in traffic noise of 3.0 dBA Leq or greater and, thus, would result in **potentially significant** impacts.

TABLE 3.11-19
ADJUSTED BASELINE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

	Weekday AM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A

TABLE 3.11-19
ADJUSTED BASELINE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Hardy St between Myrtle Ave and South Prairie Ave	59.7	59.7	0.0	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.8	71.3	0.5	No
West Century Blvd between Felton Ave and Inglewood Ave	70.7	71.2	0.5	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.2	71.7	0.5	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.0	71.5	0.5	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.1	71.1	1.0	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.1	71.1	1.0	No
West Century Blvd between Freeman Ave and South Prairie Ave	69.9	70.9	1.0	No
West Century Blvd between South Prairie Ave and Doty Ave	69.6	70.1	0.5	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	69.5	70.0	0.5	No
West Century Blvd between Crenshaw Blvd and 5th Ave	68.3	68.6	0.3	No
West Century Blvd between 5th Ave and Van Ness Ave	68.4	68.7	0.3	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	56.4	0.5	No
West 104th St between South Prairie Ave and Doty Ave	57.4	58.7	1.3	No

TABLE 3.11-19
ADJUSTED BASELINE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West 104th St between Doty Ave and Yukon Ave	57.7	58.9	1.2	No
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	61.6	0.6	No
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.7	0.6	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	70.9	0.3	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A

TABLE 3.11-19
ADJUSTED BASELINE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

	Weekday AM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
Myrtle Ave between Hardy St and West Century Blvd	57.3	57.3	0.0	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.7	61.7	0.0	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	69.8	0.3	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.0	69.4	0.4	No
South Prairie Ave between Hardy St and East 97th St	69.2	69.6	0.4	No
South Prairie Ave between East 97th St and West Century Blvd	69.3	69.6	0.4	No
South Prairie Ave between West 102nd St and West 104th St	69.1	70.1	0.9	No
South Prairie Ave between West 104th St and Lennox Blvd	69.7	70.3	0.6	No
South Prairie Ave between West 108th St and West 111th St	69.7	69.9	0.2	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.0	70.2	0.2	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.6	69.7	0.1	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	N/A	N/A
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	N/A	N/A
Yukon Ave between West 102nd St and West 104th St	62.1	62.0	-0.1	No
Yukon Ave between West 104th St and West 108th St	61.8	61.8	0.0	No

TABLE 3.11-19
ADJUSTED BASELINE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	69.4	0.1	No
Crenshaw Blvd between West Century Blvd and West 104th St	69.8	70.0	0.3	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by the daily AM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday AM peak hour.

SOURCE: ESA, 2019 (Appendix J)

TABLE 3.11-20
ADJUSTED BASELINE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A

TABLE 3.11-20
ADJUSTED BASELINE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

	Weekday PM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Hardy St between Myrtle Ave and South Prairie Ave	59.7	59.9	0.2	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	71.6	72.1	0.6	No
West Century Blvd between Felton Ave and Inglewood Ave	71.4	72.0	0.6	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.5	72.1	0.6	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.5	72.1	0.6	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.9	72.6	1.7	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.9	72.6	1.7	No
West Century Blvd between Freeman Ave and South Prairie Ave	70.6	71.2	0.6	No
West Century Blvd between South Prairie Ave and Doty Ave	71.1	71.8	0.7	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.5	72.0	0.5	No
West Century Blvd between Crenshaw Blvd and 5th Ave	69.8	70.3	0.5	No
West Century Blvd between 5th Ave and Van Ness Ave	69.0	69.6	0.6	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	57.8	58.2	0.4	No
West 104th St between South Prairie Ave and Doty Ave	58.6	60.4	1.8	No

TABLE 3.11-20
ADJUSTED BASELINE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

	Weekday PM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
West 104th St between Doty Ave and Yukon Ave	58.5	60.4	1.9	No
West 104th St between Yukon Ave and Crenshaw Blvd	60.5	62.0	1.5	No
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.5	63.1	0.6	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	69.4	69.5	0.1	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A

TABLE 3.11-20
ADJUSTED BASELINE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

	Weekday PM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
Myrtle Ave between Hardy St and West Century Blvd	57.8	58.2	0.4	No
Freeman Ave between Lennox Blvd and Imperial Hwy	62.3	64.0	1.6	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	69.6	0.2	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.5	69.7	0.2	No
South Prairie Ave between Hardy St and East 97th St	69.8	70.0	0.2	No
South Prairie Ave between East 97th St and West Century Blvd	69.8	70.0	0.2	No
South Prairie Ave between West 102nd St and West 104th St	69.6	71.6	2.0	No
South Prairie Ave between West 104th St and Lennox Blvd	70.1	71.6	1.6	No
South Prairie Ave between West 108th St and West 111th St	70.3	71.6	1.2	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.4	71.6	1.2	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.9	71.2	1.2	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	N/A	N/A
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	N/A	N/A
Yukon Ave between West 102nd St and West 104th St	63.1	64.1	1.0	No
Yukon Ave between West 104th St and West 108th St	61.8	62.4	0.6	No

TABLE 3.11-20
ADJUSTED BASELINE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.6	70.0	0.4	No
Crenshaw Blvd between West Century Blvd and West 104th St	70.1	70.7	0.6	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by the daily PM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday PM peak hours.

SOURCE: ESA, 2019 (Appendix J)

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TABLE 3.11-21
ADJUSTED BASELINE PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	69.6	69.8	0.1	No	67.3	67.6	0.3	No	69.5	69.6	0.1	No	66.4	66.8	0.4	No
Centinela between La Brea Ave and Florence Ave	69.5	69.6	0.1	No	66.8	67.1	0.3	No	68.6	68.6	0.1	No	65.9	66.2	0.3	No
Florence Ave between La Brea Ave and Hillcrest Blvd	68.2	68.3	0.1	No	65.8	66.0	0.2	No	67.0	67.2	0.1	No	64.8	65.1	0.3	No
Florence Ave between Hillcrest Blvd and Centinela Ave	68.9	69.0	0.1	No	66.6	66.8	0.1	No	67.9	68.0	0.1	No	65.7	65.9	0.2	No
Florence Ave between Centinela Ave and South Prairie Ave	70.9	71.0	0.1	No	68.7	68.9	0.3	No	70.5	70.6	0.1	No	67.7	68.1	0.3	No
Florence Ave between South Prairie Ave and West Blvd	71.0	71.2	0.3	No	68.6	69.2	0.6	No	70.3	70.6	0.3	No	67.6	68.4	0.8	No
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	66.5	67.7	1.2	No	64.0	67.1	3.1	**Yes**	66.2	67.5	1.3	No	63.0	66.6	3.6	**Yes**
Manchester Blvd between La Brea Ave and Hillcrest Blvd	69.7	70.1	0.4	No	67.0	68.6	1.6	No	68.9	69.4	0.5	No	66.1	68.0	1.9	No
Manchester Blvd between Hillcrest Blvd and Spruce Ave	69.8	70.2	0.4	No	67.0	68.7	1.7	No	69.0	69.6	0.5	No	66.1	68.1	2.0	No
Manchester Blvd between Spruce Ave and South Prairie Ave	69.9	70.4	0.4	No	67.1	68.8	1.7	No	69.1	69.6	0.5	No	66.2	68.2	2.0	No
Manchester Blvd between Kareem Ct and Crenshaw Dr	71.0	71.6	0.6	No	68.1	69.1	1.1	No	70.0	70.7	0.7	No	67.1	68.4	1.3	No
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	69.9	70.6	0.7	No	67.6	68.7	1.2	No	69.2	70.0	0.8	No	66.7	68.1	1.4	No
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	71.0	71.7	0.7	No	68.3	70.0	1.7	No	70.1	71.0	0.8	No	67.3	69.4	2.0	No
Manchester Blvd between Van Ness Ave and Western Ave	70.9	71.6	0.7	No	68.3	70.0	1.7	No	70.4	71.2	0.8	No	67.4	69.4	2.0	No
Manchester Blvd between Western Ave and Normandie Ave	71.0	71.6	0.6	No	68.6	70.2	1.6	No	70.6	71.3	0.7	No	67.7	69.6	1.9	No
Manchester Blvd between Normandie Ave and Vermont Ave	71.2	71.7	0.6	No	68.8	70.3	1.5	No	70.6	71.3	0.6	No	67.9	69.6	1.7	No
Manchester Blvd between Vermont Ave and Hoover St	71.3	71.9	0.6	No	69.8	71.0	1.2	No	70.8	71.4	0.6	No	68.8	70.3	1.5	No
Manchester Blvd between Hoover St and Figueroa St	71.6	72.1	0.5	No	70.0	71.2	1.1	No	70.8	71.4	0.6	No	69.1	70.5	1.4	No
Pincay Dr between South Prairie Ave and Kareem Ct	68.7	69.3	0.6	No	64.3	64.8	0.4	No	67.0	67.8	0.8	No	63.4	63.9	0.5	No
Pincay Dr between Kareem Ct and Crenshaw Blvd	69.4	70.2	0.8	No	64.7	64.6	0.0	No	68.1	69.2	1.0	No	63.7	63.7	0.0	No
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	65.9	66.3	0.4	No	63.4	64.8	1.4	No	65.5	66.0	0.4	No	62.4	64.1	1.7	No
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.7	66.1	0.4	No	63.4	64.6	1.2	No	65.2	65.7	0.5	No	62.5	63.9	1.5	No
Arbor Vitae St between La Brea Ave and Myrtle Ave	64.3	65.7	1.4	No	61.6	64.6	3.0	**Yes**	63.8	65.3	1.5	No	60.6	64.1	3.5	**Yes**
Arbor Vitae St between Myrtle Ave and South Prairie Ave	63.6	65.2	1.6	No	60.8	64.2	3.4	**Yes**	62.9	64.7	1.8	No	59.9	63.8	4.0	**Yes**
Hardy St between La Brea Ave and Myrtle Ave	60.3	60.6	0.3	No	57.1	58.7	1.5	No	59.6	59.9	0.3	No	56.2	58.0	1.9	No
Hardy St between Myrtle Ave and South Prairie Ave	59.8	60.0	0.3	No	55.6	56.6	1.0	No	58.8	59.1	0.4	No	54.6	55.9	1.3	No

TABLE 3.11-21
ADJUSTED BASELINE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West Century Blvd between Concourse Way and La Cienega Blvd	70.4	70.6	0.2	No	70.9	71.2	0.3	No	70.5	70.7	0.2	No	70.0	70.3	0.4	No
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.5	72.0	1.4	No	68.5	71.3	2.8	No	70.3	71.8	1.5	No	67.6	70.8	3.2	**Yes**
West Century Blvd between Felton Ave and Inglewood Ave	70.3	71.8	1.5	No	68.4	71.3	2.8	No	70.1	71.7	1.6	No	67.5	70.8	3.3	**Yes**
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.5	71.9	1.4	No	68.2	71.3	3.1	**Yes**	70.1	71.6	1.6	No	67.3	70.9	3.6	**Yes**
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.6	72.0	1.4	No	68.1	71.3	3.2	**Yes**	70.1	71.7	1.5	No	67.2	70.9	3.7	**Yes**
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.6	72.6	2.0	No	67.6	72.2	4.6	**Yes**	69.9	72.2	2.3	No	66.7	71.9	5.2	**Yes**
West Century Blvd between Myrtle Ave and Freeman Ave	70.6	72.6	2.0	No	67.6	72.2	4.6	**Yes**	69.8	72.1	2.3	No	66.7	71.9	5.3	**Yes**
West Century Blvd between Freeman Ave and South Prairie Ave	70.3	72.4	2.0	No	67.3	70.8	3.6	**Yes**	69.6	72.0	2.3	No	66.3	70.5	4.1	**Yes**
West Century Blvd between South Prairie Ave and Doty Ave	70.8	72.1	1.3	No	68.2	71.4	3.2	**Yes**	70.6	72.0	1.4	No	67.2	70.9	3.7	**Yes**
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.3	72.7	1.4	No	68.4	71.2	2.8	No	71.5	72.8	1.3	No	67.5	70.8	3.3	**Yes**
West Century Blvd between Crenshaw Blvd and 5th Ave	69.3	70.7	1.4	No	66.5	70.0	3.5	**Yes**	69.3	70.7	1.3	No	65.5	69.6	4.1	**Yes**
West Century Blvd between 5th Ave and Van Ness Ave	69.3	70.7	1.4	No	66.5	70.0	3.5	**Yes**	69.4	70.8	1.3	No	65.5	69.6	4.1	**Yes**
West Century Blvd between Van Ness Ave and Gramercy Pl	69.7	70.9	1.2	No	66.8	69.8	3.0	**Yes**	69.6	70.8	1.2	No	65.9	69.4	3.5	**Yes**
West Century Blvd between Gramercy Pl and Western Ave	69.8	71.0	1.2	No	66.8	69.8	3.0	**Yes**	69.6	70.8	1.2	No	65.9	69.4	3.5	**Yes**
West Century Blvd between Western Ave and Normandie Ave	70.1	71.1	1.0	No	67.1	69.7	2.7	No	69.8	70.9	1.1	No	66.1	69.3	3.1	**Yes**
West Century Blvd between Normandie Ave and Vermont Ave	70.5	71.4	1.0	No	67.6	70.0	2.5	No	70.2	71.2	1.0	No	66.6	69.5	2.9	No
West Century Blvd between Vermont Ave and Hoover St	70.9	71.5	0.6	No	67.9	70.0	2.1	No	70.4	71.1	0.7	No	67.0	69.5	2.5	No
West Century Blvd between Hoover St and Figueroa St	70.9	71.5	0.6	No	68.0	69.8	1.8	No	70.5	71.2	0.7	No	67.1	69.2	2.1	No
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.1	71.7	0.6	No	68.2	69.9	1.7	No	70.5	71.2	0.7	No	67.3	69.3	2.0	No
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	59.0	0.8	No	54.0	55.1	1.1	No	57.0	58.1	1.1	No	53.0	54.3	1.4	No
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	59.1	1.7	No	54.2	57.4	3.2	**Yes**	56.7	58.5	1.8	No	53.2	57.0	3.8	**Yes**
West 104th St between South Prairie Ave and Doty Ave	59.1	60.7	1.7	No	55.5	59.0	3.4	**Yes**	58.0	59.9	2.0	No	54.6	58.6	4.0	**Yes**

TABLE 3.11-21
ADJUSTED BASELINE PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
West 104th St between Doty Ave and Yukon Ave	58.5	60.7	2.1	No	55.0	59.0	4.0	**Yes**	57.8	60.1	2.3	No	54.0	58.6	4.6	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	60.3	62.0	1.7	No	56.4	60.1	3.7	**Yes**	59.5	61.5	2.0	No	55.5	59.7	4.2	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	61.6	0.2	No	58.0	59.0	1.1	No	59.4	59.7	0.3	No	57.0	58.3	1.3	No
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	63.7	0.1	No	60.9	61.5	0.6	No	62.6	62.8	0.2	No	60.0	60.7	0.7	No
Lennox Blvd between Hawthorne Blvd and Freeman Ave	62.6	63.1	0.5	No	59.3	60.7	1.4	No	61.8	62.4	0.6	No	58.3	60.0	1.7	No
Lennox Blvd between Freeman Ave and South Prairie Ave	61.5	62.2	0.6	No	58.7	60.3	1.6	No	60.7	61.4	0.7	No	57.8	59.7	1.9	No
Imperial Hwy between South Prairie Ave and Doty Ave	68.5	68.7	0.3	No	65.0	65.8	0.8	No	67.7	68.0	0.3	No	64.0	65.0	1.0	No
Imperial Hwy between Doty Ave and Yukon Ave	68.3	68.6	0.3	No	64.4	65.3	0.9	No	67.4	67.7	0.3	No	63.4	64.5	1.1	No
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.3	68.7	0.4	No	64.2	65.6	1.5	No	67.3	67.8	0.4	No	63.2	65.0	1.8	No
West 120th St between South Prairie Ave and I-105 on/off ramp	68.9	69.2	0.3	No	65.4	65.8	0.4	No	67.6	67.9	0.4	No	64.5	65.0	0.5	No
La Cienega Blvd between Stocker St and La Tijera Blvd	73.9	74.0	0.1	No	71.1	71.2	0.2	No	73.6	73.7	0.1	No	70.2	70.3	0.2	No
La Cienega Blvd between La Tijera Blvd and Centinela Ave	71.9	72.0	0.1	No	70.0	70.2	0.2	No	72.2	72.3	0.1	No	69.0	69.3	0.2	No
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	70.3	0.1	No	68.2	68.3	0.1	No	70.2	70.3	0.1	No	67.3	67.4	0.1	No
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	67.5	67.9	0.4	No	65.4	66.3	0.9	No	66.3	66.8	0.5	No	64.5	65.5	1.1	No
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.8	68.6	0.7	No	66.8	68.1	1.3	No	66.9	67.8	0.9	No	65.9	67.4	1.6	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	66.3	66.4	0.1	No	63.6	64.0	0.4	No	64.5	64.6	0.1	No	62.6	63.1	0.5	No
Inglewood Ave between West Century Blvd and West 104th St	64.9	65.3	0.4	No	62.2	62.7	0.4	No	64.2	64.7	0.5	No	61.3	61.8	0.5	No
Inglewood Ave between West 104th St and Lennox Blvd	65.4	65.4	0.0	No	62.1	62.2	0.1	No	64.5	64.6	0.0	No	61.1	61.3	0.2	No
La Brea Ave between Stocker St and Slauson Ave	69.0	69.0	0.0	No	65.2	65.5	0.3	No	67.3	67.4	0.1	No	64.2	64.6	0.4	No
La Brea Ave between Slauson Ave and Centinela Ave	68.2	68.2	0.0	No	64.5	64.9	0.4	No	67.7	67.8	0.1	No	63.6	64.0	0.4	No
La Brea Ave between Centinela Ave and Florence Ave	67.7	67.9	0.1	No	63.9	64.9	1.0	No	67.0	67.1	0.2	No	63.0	64.2	1.2	No
La Brea Ave between Florence Ave and Manchester Blvd	67.0	67.2	0.2	No	63.8	64.8	1.0	No	66.3	66.5	0.2	No	62.9	64.1	1.2	No
La Brea Ave between Manchester Blvd and Hillcrest Blvd	66.1	66.7	0.6	No	62.7	65.1	2.4	No	65.3	66.1	0.7	No	61.8	64.6	2.8	No
La Brea Ave between La Brea Ave and Arbor Vitae St	67.1	67.6	0.5	No	63.4	65.8	2.4	No	66.2	66.8	0.6	No	62.5	65.3	2.8	No
Hawthorne Ave between West 104th St and Lennox Blvd	68.9	69.7	0.9	No	66.1	68.1	2.0	No	68.2	69.2	1.0	No	65.2	67.5	2.3	No

TABLE 3.11-21
ADJUSTED BASELINE PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
Segment	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Adjusted Baseline Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hawthorne Ave between Lennox Blvd and West 111th St	69.3	70.2	0.9	No	66.7	68.6	1.9	No	68.6	69.7	1.0	No	65.8	68.0	2.2	No
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	62.9	0.2	No	58.6	59.8	1.2	No	60.7	61.0	0.3	No	57.6	59.1	1.5	No
Myrtle Ave between Hardy St and West Century Blvd	58.2	58.3	0.1	No	55.6	56.9	1.3	No	56.4	56.6	0.2	No	54.6	56.2	1.5	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.4	61.4	0.0	No	59.8	62.4	2.6	No	60.9	60.9	0.0	No	58.8	61.9	3.1	**Yes**
South Prairie Ave between Florence Ave and Grace Ave	67.5	68.0	0.6	No	64.3	65.9	1.6	No	67.0	67.6	0.6	No	63.4	65.3	1.9	No
South Prairie Ave between Grace Ave and East Carondelet Way	67.6	68.2	0.5	No	64.4	66.0	1.6	No	67.0	67.6	0.6	No	63.5	65.3	1.9	No
South Prairie Ave between East Carondelet Way and E Regent St	67.6	68.2	0.5	No	64.4	66.0	1.6	No	67.1	67.7	0.6	No	63.5	65.4	1.9	No
South Prairie Ave between E Regent St and Manchester Blvd	68.1	68.6	0.5	No	64.7	66.2	1.5	No	67.5	68.1	0.6	No	63.8	65.6	1.8	No
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.7	69.8	1.1	No	65.5	67.7	2.2	No	68.3	69.5	1.2	No	64.6	67.2	2.6	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	68.8	70.1	1.2	No	65.7	67.8	2.2	No	68.4	69.7	1.3	No	64.7	67.3	2.5	No
South Prairie Ave between Buckthorn St and Arbor Vitae St	68.7	69.9	1.1	No	65.4	67.1	1.7	No	68.2	69.5	1.3	No	64.5	66.5	2.1	No
South Prairie Ave between Arbor Vitae St and Hardy St	68.5	69.9	1.4	No	65.4	67.7	2.3	No	68.1	69.6	1.5	No	64.5	67.2	2.7	No
South Prairie Ave between Hardy St and East 97th St	68.8	70.5	1.7	No	65.6	68.7	3.0	**Yes**	68.5	70.3	1.8	No	64.7	68.2	3.5	**Yes**
South Prairie Ave between East 97th St and West Century Blvd	68.9	70.5	1.7	No	65.8	68.7	3.0	**Yes**	68.5	70.3	1.8	No	64.8	68.3	3.4	**Yes**
South Prairie Ave between West 102nd St and West 104th St	68.8	70.8	2.0	No	65.9	69.7	3.8	**Yes**	68.4	70.5	2.1	No	64.9	69.3	4.4	**Yes**
South Prairie Ave between West 104th St and Lennox Blvd	69.5	70.9	1.4	No	66.9	69.6	2.7	No	69.0	70.5	1.5	No	66.0	69.1	3.1	**Yes**
South Prairie Ave between West 108th St and West 111th St	69.7	70.7	1.1	No	67.2	69.5	2.3	No	69.3	70.4	1.1	No	66.3	69.0	2.7	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.7	70.8	1.0	No	67.6	69.7	2.0	No	69.6	70.6	1.0	No	66.7	69.1	2.4	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.5	69.8	0.3	No	67.3	69.4	2.1	No	69.3	69.6	0.3	No	66.3	68.8	2.5	No
South Prairie Ave between Imperial Hwy and West 118th St	68.5	68.7	0.2	No	65.7	66.3	0.6	No	67.7	68.0	0.3	No	64.8	65.5	0.7	No
South Prairie Ave between West 118th St and West 120th St	68.3	68.5	0.2	No	65.4	66.1	0.6	No	67.4	67.7	0.3	No	64.5	65.3	0.8	No
Yukon Ave between West 102nd St and West 104th St	62.8	64.6	1.8	No	59.2	62.7	3.5	**Yes**	62.5	64.2	1.7	No	58.3	62.3	4.0	**Yes**
Yukon Ave between West 104th St and West 108th St	61.4	62.3	0.9	No	57.7	60.9	3.2	**Yes**	60.9	61.9	1.0	No	56.7	60.5	3.7	**Yes**
Yukon Ave between West 108th St and West 111th St	60.7	61.4	0.7	No	57.2	59.8	2.5	No	59.9	60.8	0.8	No	56.2	59.2	2.9	No
Yukon Ave between West 111th St and Imperial Hwy	60.3	60.8	0.5	No	56.6	59.1	2.5	No	59.3	59.9	0.6	No	55.6	58.5	2.9	No

TABLE 3.11-21
ADJUSTED BASELINE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.4	67.6	0.2	No	62.9	63.0	0.1	No	66.3	66.5	0.2	No	62.0	62.1	0.1	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.1	69.3	0.1	No	65.9	66.4	0.5	No	68.7	68.8	0.2	No	65.0	65.6	0.6	No
Crenshaw Blvd between Manchester Blvd and Pincay Dr	70.3	70.6	0.3	No	66.9	68.3	1.4	No	69.7	70.0	0.3	No	66.0	67.7	1.7	No
Crenshaw Blvd between Pincay Dr and Hardy St	70.0	70.5	0.5	No	66.9	68.4	1.5	No	69.4	70.0	0.6	No	66.0	67.8	1.8	No
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	69.9	0.6	No	66.9	68.4	1.5	No	69.0	69.6	0.6	No	66.0	67.8	1.8	No
Crenshaw Blvd between West Century Blvd and West 104th St	70.0	71.1	1.1	No	67.5	69.4	1.9	No	69.7	70.8	1.1	No	66.6	68.8	2.3	No
Crenshaw Blvd between West 104th St and West 109th St	70.3	71.7	1.4	No	67.9	69.5	1.7	No	70.0	71.5	1.5	No	66.9	68.9	2.0	No
Crenshaw Blvd between West 109th St and Imperial Hwy	70.3	71.8	1.5	No	67.9	69.9	2.1	No	70.3	71.8	1.5	No	66.9	69.4	2.5	No
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	70.6	72.0	1.4	No	68.4	70.3	1.9	No	70.6	72.0	1.4	No	67.5	69.8	2.3	No
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.5	65.6	0.1	No	62.6	63.3	0.7	No	64.9	65.0	0.1	No	61.6	62.5	0.9	No
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.5	65.6	0.1	No	62.5	63.3	0.7	No	64.8	64.9	0.1	No	61.6	62.5	0.9	No
Van Ness Ave between West Century Blvd and West 104th St	66.0	66.1	0.0	No	63.0	63.4	0.4	No	65.2	65.2	0.0	No	62.1	62.6	0.5	No
Western Ave between Manchester Blvd and West Century Blvd	68.1	68.2	0.1	No	65.1	65.4	0.4	No	67.4	67.5	0.1	No	64.2	64.6	0.4	No
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	68.3	0.0	No	65.0	65.0	0.0	No	67.2	67.2	0.0	No	64.1	64.1	0.0	No
Hoover St between Manchester Blvd and West Century Blvd	63.1	63.1	0.0	No	59.3	59.3	0.0	No	62.5	62.5	0.0	No	58.3	58.3	0.0	No

SOURCE: ESA, 2019 (Appendix J)

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SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-8
Significant Traffic Noise Impact Locations –
Adjusted Baseline Plus Project Major Event (Weekday Post Event)

ESA

During the Major Event Weekend Pre Event Peak Period, increases in traffic noise along studied roadway segments would range from a low of 0.0 dBA Leq up to an increase of 2.3 dBA Leq. These increases would not exceed the 3 dBA Leq significance threshold. Therefore, impacts of the Proposed Project during Major Event Weekend Pre Event conditions would be **less than significant**.

During the Major Event Weekend Post Event Peak Period, increases in traffic noise along studied roadway segments would range from a low of 0.0 dBA Leq up to an increase of 5.3 dBA Leq. Under this condition, 28 roadway segments (see **Figure 3.11-9**) would experience increases in traffic noise of 3.0 dBA Leq or greater and, thus, would result in **potentially significant** impacts.

Summary

Traffic noise increases resulting from the Proposed Project under Non-Event Day AM and PM peak period, and Day-Time Event, Other Sporting Event or Gathering, Major Event Weekday Pre Event, and Major Event Weekend Pre Event peak conditions would not result in increases in traffic noise exceeding perceptible levels along roadway segments where sensitive uses are present. Therefore, impacts under these conditions would be less than significant. Under the Major Event Weekday Post Event condition, traffic noise increases caused by the Proposed Project would increase by 3.0 dBA Leq or greater and would exceed the established significance threshold on 22 roadway segments where sensitive uses are present. Under the Major Event Weekend Post Event condition, traffic noise increases caused by the Proposed Project are anticipated to be 3.0 dBA Leq or greater on 28 roadway segments where sensitive uses are present. Therefore, impacts of the Proposed Project under Major Event Weekday and Weekend Post Event conditions would be **potentially significant**.

Traffic Noise Analysis – Concurrent Events

Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event

Impacts of the Proposed Project under the Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event condition are shown in **Table 3.11-22**. As indicated, during the Weekday Pre Event Peak Period the Proposed Project would cause increases in traffic noise along studied roadway segments ranging from 0.0 dBA Leq up to 2.2 dBA Leq. These increases would not exceed the 3 dBA Leq increase significance threshold. Therefore, impacts of the Proposed Project during the Major Event Weekday Pre Event period under Stadium Mid-Size Event plus Forum Concert conditions would be **less than significant**.

During the Post Event Peak Period under Stadium Mid-Size Event plus Forum Concert conditions, the Proposed Project would cause increases in traffic noise along studied roadway segments that would range from 0.0 dBA Leq up to 4.3 dBA Leq. Under these conditions, five (5) roadway segments (see **Figure 3.11-10**) would experience increases in traffic noise of 3.0 dBA Leq or greater and would exceed the significance threshold, resulting in **potentially significant impacts**.



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SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-9
Significant Traffic Noise Impact Locations –
Scaled Adjusted Baseline Plus Project Major Event (Weekend Post Event)

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-10
Significant Traffic Noise Impact Locations -
Adjusted Baseline Plus Stadium Mid-Sized Event
Plus Forum Concert Plus Project Major Event (Weekday Post Event)

ESA

TABLE 3.11-22
ADJUSTED BASELINE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	69.9	70.0	0.1	No	67.8	68.1	0.3	No
Centinela between La Brea Ave and Florence Ave	69.8	69.9	0.1	No	66.9	66.9	0.0	No
Florence Ave between La Brea Ave and Hillcrest Blvd	69.1	69.1	0.1	No	66.3	66.5	0.2	No
Florence Ave between Hillcrest Blvd and Centinela Ave	69.7	69.7	0.0	No	67.1	67.2	0.1	No
Florence Ave between Centinela Ave and South Prairie Ave	71.6	71.7	0.1	No	69.5	69.6	0.1	No
Florence Ave between South Prairie Ave and West Blvd	71.8	72.0	0.2	No	70.2	70.5	0.3	No
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	71.8	72.0	0.2	No	71.9	72.2	0.3	No
Manchester Blvd between La Brea Ave and Hillcrest Blvd	71.4	71.6	0.2	No	71.5	71.8	0.2	No
Manchester Blvd between Hillcrest Blvd and Spruce Ave	71.5	71.8	0.3	No	71.5	71.8	0.3	No
Manchester Blvd between Spruce Ave and South Prairie Ave	71.7	72.1	0.4	No	71.7	72.0	0.3	No
Manchester Blvd between Kareem Ct and Crenshaw Dr	72.2	72.5	0.3	No	71.2	71.6	0.3	No
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	71.3	71.7	0.4	No	71.0	71.3	0.4	No
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	72.2	72.6	0.4	No	71.9	72.4	0.5	No
Manchester Blvd between Van Ness Ave and Western Ave	72.2	72.6	0.4	No	71.9	72.4	0.5	No
Manchester Blvd between Western Ave and Normandie Ave	72.3	72.6	0.3	No	72.0	72.5	0.5	No
Manchester Blvd between Normandie Ave and Vermont Ave	72.3	72.6	0.3	No	72.0	72.5	0.5	No
Manchester Blvd between Vermont Ave and Hoover St	72.4	72.8	0.3	No	72.4	72.9	0.5	No
Manchester Blvd between Hoover St and Figueroa St	72.6	72.9	0.3	No	72.6	73.0	0.4	No
Pincay Dr between South Prairie Ave and Kareem Ct	71.9	72.2	0.3	No	69.0	69.1	0.1	No
Pincay Dr between Kareem Ct and Crenshaw Blvd	72.0	72.0	0.0	No	67.4	67.4	0.0	No
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	67.1	67.4	0.4	No	65.7	66.3	0.6	No
Arbor Vitae St between Inglewood Ave and La Brea Ave	67.1	67.4	0.4	No	65.7	66.2	0.5	No
Arbor Vitae St between La Brea Ave and Myrtle Ave	66.5	66.8	0.3	No	65.1	65.7	0.6	No
Arbor Vitae St between Myrtle Ave and South Prairie Ave	66.0	66.4	0.3	No	64.8	65.4	0.6	No
Hardy St between La Brea Ave and Myrtle Ave	60.3	60.7	0.3	No	57.1	58.4	1.3	No
Hardy St between Myrtle Ave and South Prairie Ave	59.8	60.1	0.3	No	55.6	56.4	0.8	No
West Century Blvd between Concourse Way and La Cienega Blvd	73.3	73.8	0.5	No	74.8	75.8	1.0	No
West Century Blvd between I-405 on/off Ramp and Felton Ave	71.9	73.0	1.0	No	71.2	72.8	1.6	No
West Century Blvd between Felton Ave and Inglewood Ave	71.8	72.9	1.1	No	71.2	72.7	1.6	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.8	72.8	1.0	No	70.7	72.2	1.6	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.9	72.9	1.0	No	70.6	72.2	1.6	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	71.3	72.7	1.4	No	70.6	72.8	2.2	No
West Century Blvd between Myrtle Ave and Freeman Ave	71.3	72.8	1.5	No	70.6	72.9	2.2	No
West Century Blvd between Freeman Ave and South Prairie Ave	71.1	72.6	1.4	No	70.5	71.6	1.1	No

TABLE 3.11-22
ADJUSTED BASELINE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
West Century Blvd between South Prairie Ave and Doty Ave	72.2	73.2	1.0	No	71.2	72.7	1.5	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	72.2	73.2	1.0	No	71.2	72.5	1.2	No
West Century Blvd between Crenshaw Blvd and 5th Ave	70.5	71.4	0.9	No	69.4	71.0	1.6	No
West Century Blvd between 5th Ave and Van Ness Ave	70.5	71.4	0.9	No	69.4	71.0	1.6	No
West Century Blvd between Van Ness Ave and Gramercy Pl	70.7	71.6	0.8	No	69.5	70.9	1.3	No
West Century Blvd between Gramercy Pl and Western Ave	70.8	71.6	0.8	No	69.5	70.9	1.3	No
West Century Blvd between Western Ave and Normandie Ave	71.0	71.7	0.7	No	69.5	70.7	1.2	No
West Century Blvd between Normandie Ave and Vermont Ave	71.3	72.0	0.7	No	69.8	70.9	1.1	No
West Century Blvd between Vermont Ave and Hoover St	71.2	71.8	0.6	No	69.8	70.8	1.1	No
West Century Blvd between Hoover St and Figueroa St	71.2	71.8	0.6	No	69.2	70.3	1.1	No
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.4	72.0	0.6	No	69.3	70.4	1.1	No
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	59.4	1.3	No	54.0	55.0	1.0	No
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	59.4	2.0	No	54.2	58.5	4.3	**Yes**
West 104th St between South Prairie Ave and Doty Ave	60.2	62.0	1.8	No	57.4	60.5	3.1	**Yes**
West 104th St between Doty Ave and Yukon Ave	59.8	62.0	2.2	No	57.0	60.7	3.7	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	61.2	62.9	1.8	No	58.0	61.0	3.1	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	61.9	0.5	No	65.2	66.0	0.8	No
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	63.9	0.3	No	65.9	66.6	0.7	No
Lennox Blvd between Hawthorne Blvd and Freeman Ave	63.6	64.0	0.4	No	61.8	62.6	0.8	No
Lennox Blvd between Freeman Ave and South Prairie Ave	62.8	63.4	0.6	No	61.5	62.5	1.0	No
Imperial Hwy between South Prairie Ave and Doty Ave	68.9	69.2	0.3	No	66.2	67.3	1.0	No
Imperial Hwy between Doty Ave and Yukon Ave	68.7	69.0	0.4	No	65.8	66.9	1.1	No
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.7	69.1	0.4	No	65.7	67.1	1.4	No
West 120th St between South Prairie Ave and I-105 on/off ramp	69.0	69.3	0.3	No	65.8	66.1	0.3	No
La Cienega Blvd between Stocker St and La Tijera Blvd	74.2	74.3	0.1	No	71.9	72.4	0.4	No
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.4	72.5	0.1	No	71.1	71.6	0.5	No
La Cienega Blvd between Centinela Ave and Florence Ave	70.7	70.9	0.1	No	69.5	70.1	0.6	No
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	68.5	68.9	0.4	No	67.4	68.3	0.9	No
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	69.4	70.0	0.6	No	68.7	69.6	0.8	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	68.5	68.9	0.4	No	70.5	71.5	1.0	No
Inglewood Ave between West Century Blvd and West 104th St	65.7	66.1	0.4	No	64.4	65.7	1.2	No
Inglewood Ave between West 104th St and Lennox Blvd	66.1	66.3	0.2	No	64.4	65.5	1.1	No
La Brea Ave between Stocker St and Slauson Ave	69.2	69.3	0.1	No	66.1	66.4	0.2	No
La Brea Ave between Slauson Ave and Centinela Ave	68.5	68.6	0.1	No	65.6	65.9	0.3	No

TABLE 3.11-22
ADJUSTED BASELINE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
La Brea Ave between Centinela Ave and Florence Ave	68.0	68.1	0.1	No	64.9	65.5	0.6	No
La Brea Ave between Florence Ave and Manchester Blvd	67.9	68.1	0.2	No	64.6	65.2	0.6	No
La Brea Ave between Manchester Blvd and Hillcrest Blvd	67.0	67.2	0.2	No	64.8	66.4	1.6	No
La Brea Ave between La Brea Ave and Arbor Vitae St	68.0	68.3	0.3	No	65.6	67.2	1.5	No
Hawthorne Ave between West 104th St and Lennox Blvd	70.1	70.9	0.7	No	67.3	68.7	1.4	No
Hawthorne Ave between Lennox Blvd and West 111th St	70.7	71.4	0.7	No	69.5	70.7	1.2	No
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	62.9	0.2	No	58.6	59.6	1.0	No
Myrtle Ave between Hardy St and West Century Blvd	58.2	58.4	0.3	No	55.6	56.8	1.3	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.9	62.0	0.0	No	63.1	64.6	1.5	No
South Prairie Ave between Florence Ave and Grace Ave	69.5	69.7	0.2	No	67.2	67.7	0.5	No
South Prairie Ave between Grace Ave and East Carondelet Way	69.6	69.8	0.2	No	67.2	67.7	0.5	No
South Prairie Ave between East Carondelet Way and E Regent St	69.6	69.8	0.2	No	67.2	67.7	0.5	No
South Prairie Ave between E Regent St and Manchester Blvd	69.9	70.2	0.3	No	67.4	67.9	0.5	No
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	72.1	72.4	0.3	No	70.6	71.0	0.4	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	71.0	71.6	0.6	No	70.9	71.3	0.5	No
South Prairie Ave between Buckthorn St and Arbor Vitae St	70.8	71.4	0.6	No	70.5	71.0	0.5	No
South Prairie Ave between Arbor Vitae St and Hardy St	70.4	71.2	0.8	No	70.0	70.7	0.7	No
South Prairie Ave between Hardy St and East 97th St	71.3	71.9	0.6	No	71.2	71.7	0.5	No
South Prairie Ave between East 97th St and West Century Blvd	71.4	72.0	0.5	No	71.4	71.9	0.5	No
South Prairie Ave between West 102nd St and West 104th St	71.2	72.4	1.2	No	70.4	72.3	1.9	No
South Prairie Ave between West 104th St and Lennox Blvd	71.4	72.3	0.9	No	70.7	72.1	1.4	No
South Prairie Ave between West 108th St and West 111th St	71.3	72.0	0.7	No	70.4	71.8	1.3	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	71.4	72.0	0.6	No	70.6	71.9	1.2	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	70.1	70.4	0.3	No	70.2	71.5	1.3	No
South Prairie Ave between Imperial Hwy and West 118th St	68.7	68.9	0.2	No	66.5	67.0	0.5	No
South Prairie Ave between West 118th St and West 120th St	68.6	68.8	0.2	No	66.3	66.8	0.5	No
Yukon Ave between West 102nd St and West 104th St	62.8	64.2	1.4	No	59.2	62.3	3.1	**Yes**
Yukon Ave between West 104th St and West 108th St	61.4	62.1	0.7	No	57.7	60.4	2.7	No
Yukon Ave between West 108th St and West 111th St	60.7	61.3	0.6	No	57.2	59.4	2.2	No
Yukon Ave between West 111th St and Imperial Hwy	60.3	60.7	0.4	No	56.6	58.7	2.1	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.6	67.8	0.3	No	63.5	63.6	0.1	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.3	69.5	0.2	No	66.3	66.9	0.6	No
Crenshaw Blvd between Manchester Blvd and Pincay Dr	71.6	71.8	0.2	No	69.6	70.2	0.7	No
Crenshaw Blvd between Pincay Dr and Hardy St	71.6	71.8	0.2	No	70.5	71.1	0.6	No

TABLE 3.11-22
ADJUSTED BASELINE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Crenshaw Blvd between Hardy St and West Century Blvd	71.1	71.3	0.2	No	70.5	71.1	0.6	No
Crenshaw Blvd between West Century Blvd and West 104th St	71.8	72.5	0.7	No	71.3	72.2	0.8	No
Crenshaw Blvd between West 104th St and West 109th St	72.2	73.2	1.0	No	71.7	72.3	0.6	No
Crenshaw Blvd between West 109th St and Imperial Hwy	72.2	73.2	1.1	No	71.7	72.5	0.8	No
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	72.1	73.1	1.0	No	71.4	72.2	0.9	No
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.6	65.6	0.1	No	62.8	63.3	0.5	No
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.6	65.6	0.1	No	62.8	63.3	0.5	No
Van Ness Ave between West Century Blvd and West 104th St	66.0	66.1	0.0	No	63.0	63.5	0.5	No
Western Ave between Manchester Blvd and West Century Blvd	68.2	68.2	0.0	No	65.3	65.5	0.2	No
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	68.3	0.0	No	65.0	65.0	0.0	No
Hoover St between Manchester Blvd and West Century Blvd	63.1	63.1	0.0	No	59.3	59.3	0.0	No

SOURCE: ESA, 2019 (Appendix J)

Stadium NFL Game Plus Forum Concert Plus Project Major Event

Impacts of the Proposed Project under the Stadium NFL Game Plus Forum Concert Plus Project Major Event condition are shown in **Table 3.11-23**. As indicated, during the Weekend Pre Event Peak Period the increase in traffic noise along studied roadway segments would range from 0.0 dBA Leq up to 2.4 dBA Leq. These increases would not exceed the 3 dBA Leq increase significance threshold. Therefore, impacts of the Proposed Project during the Major Event Weekend Pre Event period under Stadium NFL Game plus Forum Concert conditions would be **less than significant**.

As indicated in Table 3.11-23, during the Weekend Post Event Peak Period under Stadium NFL Game plus Forum Concert conditions, the Proposed Project is anticipated to cause increases in traffic noise along studied roadway segments that would range from 0.0 dBA Leq to 4.9 dBA Leq. Under this condition, six roadway segments (see **Figure 3.11-11**) would experience increases in traffic noise of 3.0 dBA Leq or greater and would exceed the significance threshold, resulting in **potentially significant impacts**.

Potential Health Effects of Roadside Noise Impacts

Traffic noise impacts would increase noise levels along roadways and noise levels of 56 to 72.8 dBA are predicted. While up to 28 roadway segments where noise-sensitive receptors are located are predicted to experience an increase of more than 3 dBA as discussed above, exposure to these levels of traffic noise would not rise to the level that would result in permanent hearing loss.[68]

With respect to sleep disturbance, impacts related to Project-related traffic noise would occur during Major Event Post-Event conditions (9:30 PM – 10:30 PM) on weekdays and weekends. post-Major Event peak hour traffic, which could generate significant noise levels late into the evening hours up to 15-25 times a year, could disturb sleep during nighttime hours. However, after post-event traffic leaves the Project area, affected roadway segments would no longer be exposed to elevated traffic noise due to major events hosted at the Proposed Project arena. For the discussion regarding the health effects of sleep disturbance see Section 3.11.1. Taken together, significant traffic noise increases of the Proposed Project would not be expected to result in adverse health impacts.

[68] United States Department of Labor, Occupational Safety and Health Administration. Occupational Safety and Health Standards Part 1910, Standard 1910.95.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-11
Significant Traffic Noise Impact Locations –
Scaled Adjusted Baseline Plus Stadium NFL Game Plus Forum Concert Plus Project Major Event
(Weekend Post Event)

ESA

TABLE 3.11-23
ADJUSTED BASELINE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	69.9	69.9	0.1	No	67.0	67.3	0.3	No
Centinela between La Brea Ave and Florence Ave	69.0	69.1	0.1	No	66.0	66.0	0.0	No
Florence Ave between La Brea Ave and Hillcrest Blvd	67.0	67.2	0.2	No	65.5	65.8	0.2	No
Florence Ave between Hillcrest Blvd and Centinela Ave	67.9	68.0	0.1	No	66.3	66.4	0.1	No
Florence Ave between Centinela Ave and South Prairie Ave	70.7	70.9	0.2	No	68.7	68.8	0.1	No
Florence Ave between South Prairie Ave and West Blvd	70.8	71.0	0.2	No	69.5	69.9	0.3	No
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	71.7	72.0	0.3	No	71.7	72.1	0.3	No
Manchester Blvd between La Brea Ave and Hillcrest Blvd	71.1	71.3	0.2	No	71.2	71.5	0.3	No
Manchester Blvd between Hillcrest Blvd and Spruce Ave	71.2	71.4	0.3	No	71.2	71.5	0.3	No
Manchester Blvd between Spruce Ave and South Prairie Ave	71.3	71.6	0.3	No	71.4	71.8	0.3	No
Manchester Blvd between Kareem Ct and Crenshaw Dr	71.8	72.0	0.3	No	70.8	71.2	0.4	No
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	70.8	71.1	0.3	No	70.6	71.0	0.4	No
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	71.9	72.4	0.5	No	71.5	72.0	0.6	No
Manchester Blvd between Van Ness Ave and Western Ave	72.1	72.6	0.5	No	71.5	72.1	0.6	No
Manchester Blvd between Western Ave and Normandie Ave	72.2	72.7	0.4	No	71.6	72.2	0.5	No
Manchester Blvd between Normandie Ave and Vermont Ave	72.2	72.7	0.4	No	71.5	72.1	0.6	No
Manchester Blvd between Vermont Ave and Hoover St	72.3	72.7	0.4	No	71.9	72.4	0.5	No
Manchester Blvd between Hoover St and Figueroa St	72.3	72.7	0.4	No	72.1	72.6	0.5	No
Pincay Dr between South Prairie Ave and Kareem Ct	65.8	65.9	0.0	No	68.6	68.8	0.1	No
Pincay Dr between Kareem Ct and Crenshaw Blvd	71.0	71.5	0.5	No	66.9	66.9	0.0	No
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	66.2	66.4	0.2	No	65.2	65.8	0.6	No
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.9	66.1	0.2	No	65.2	65.7	0.5	No
Arbor Vitae St between La Brea Ave and Myrtle Ave	65.4	66.1	0.8	No	64.7	65.4	0.7	No
Arbor Vitae St between Myrtle Ave and South Prairie Ave	64.9	65.7	0.8	No	64.4	65.1	0.7	No
Hardy St between La Brea Ave and Myrtle Ave	59.6	60.1	0.5	No	56.2	57.7	1.5	No
Hardy St between Myrtle Ave and South Prairie Ave	58.8	59.0	0.3	No	54.6	55.7	1.0	No
West Century Blvd between Concourse Way and La Cienega Blvd	70.6	70.7	0.2	No	74.5	75.5	1.0	No
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.9	72.0	1.1	No	70.7	72.4	1.7	No
West Century Blvd between Felton Ave and Inglewood Ave	70.8	71.9	1.1	No	70.7	72.4	1.7	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.7	71.9	1.2	No	70.2	71.9	1.7	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.8	72.0	1.2	No	70.1	71.8	1.7	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.7	72.1	1.4	No	70.2	72.6	2.4	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.6	72.1	1.5	No	70.2	72.6	2.4	No
West Century Blvd between Freeman Ave and South Prairie Ave	70.5	72.0	1.5	No	70.1	71.2	1.2	No

TABLE 3.11-23
ADJUSTED BASELINE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
West Century Blvd between South Prairie Ave and Doty Ave	71.7	72.9	1.3	No	70.8	72.4	1.7	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	72.2	73.3	1.1	No	70.8	72.1	1.4	No
West Century Blvd between Crenshaw Blvd and 5th Ave	70.4	71.7	1.3	No	69.0	70.7	1.7	No
West Century Blvd between 5th Ave and Van Ness Ave	70.5	71.8	1.3	No	69.0	70.7	1.7	No
West Century Blvd between Van Ness Ave and Gramercy Pl	70.6	71.8	1.1	No	69.1	70.5	1.4	No
West Century Blvd between Gramercy Pl and Western Ave	70.6	71.8	1.1	No	69.1	70.5	1.4	No
West Century Blvd between Western Ave and Normandie Ave	70.8	71.8	1.0	No	69.1	70.3	1.3	No
West Century Blvd between Normandie Ave and Vermont Ave	71.1	72.1	1.0	No	69.3	70.5	1.2	No
West Century Blvd between Vermont Ave and Hoover St	71.1	71.9	0.8	No	69.2	70.4	1.2	No
West Century Blvd between Hoover St and Figueroa St	71.1	71.8	0.8	No	68.5	69.7	1.3	No
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.1	71.8	0.7	No	68.6	69.8	1.2	No
West 104th St between Inglewood Ave and Hawthorne Blvd	57.0	57.4	0.4	No	53.0	54.1	1.2	No
West 104th St between Hawthorne Blvd and South Prairie Ave	56.7	58.7	2.0	No	53.2	58.1	4.9	**Yes**
West 104th St between South Prairie Ave and Doty Ave	58.1	60.1	2.0	No	56.8	60.2	3.4	**Yes**
West 104th St between Doty Ave and Yukon Ave	57.9	60.3	2.4	No	56.4	60.4	4.0	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	59.6	61.4	1.9	No	57.3	60.7	3.4	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	60.1	60.5	0.4	No	65.0	65.9	0.8	No
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.0	63.2	0.2	No	65.7	66.4	0.7	No
Lennox Blvd between Hawthorne Blvd and Freeman Ave	62.2	62.9	0.7	No	61.3	62.2	0.9	No
Lennox Blvd between Freeman Ave and South Prairie Ave	61.2	62.1	0.8	No	61.0	62.1	1.1	No
Imperial Hwy between South Prairie Ave and Doty Ave	67.9	68.0	0.1	No	65.6	66.7	1.2	No
Imperial Hwy between Doty Ave and Yukon Ave	67.5	67.7	0.2	No	65.1	66.4	1.3	No
Imperial Hwy between Yukon Ave and Crenshaw Blvd	67.5	67.8	0.3	No	65.0	66.6	1.6	No
West 120th St between South Prairie Ave and I-105 on/off ramp	67.7	67.9	0.2	No	64.9	65.3	0.4	No
La Cienega Blvd between Stocker St and La Tijera Blvd	73.7	73.8	0.1	No	71.2	71.7	0.5	No
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.4	72.4	0.1	No	70.4	71.0	0.6	No
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	70.3	0.1	No	68.8	69.5	0.7	No
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	67.2	67.3	0.1	No	66.9	67.9	1.0	No
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.3	67.5	0.3	No	68.2	69.1	0.9	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	64.5	64.5	0.0	No	70.3	71.3	1.0	No
Inglewood Ave between West Century Blvd and West 104th St	64.2	64.4	0.2	No	63.9	65.3	1.4	No
Inglewood Ave between West 104th St and Lennox Blvd	64.5	64.6	0.0	No	63.8	65.1	1.3	No
La Brea Ave between Stocker St and Slauson Ave	67.6	67.7	0.1	No	65.4	65.7	0.3	No
La Brea Ave between Slauson Ave and Centinela Ave	67.9	68.0	0.1	No	64.9	65.2	0.3	No

TABLE 3.11-23
ADJUSTED BASELINE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
La Brea Ave between Centinela Ave and Florence Ave	67.3	67.5	0.2	No	64.1	64.8	0.7	No
La Brea Ave between Florence Ave and Manchester Blvd	66.7	66.9	0.2	No	63.8	64.6	0.8	No
La Brea Ave between Manchester Blvd and Hillcrest Blvd	65.8	66.3	0.5	No	64.2	66.0	1.7	No
La Brea Ave between La Brea Ave and Arbor Vitae St	66.6	67.0	0.4	No	65.1	66.8	1.7	No
Hawthorne Ave between West 104th St and Lennox Blvd	68.5	69.1	0.6	No	66.7	68.2	1.6	No
Hawthorne Ave between Lennox Blvd and West 111th St	68.9	69.5	0.7	No	69.0	70.4	1.4	No
Hillcrest Blvd between Florence Ave and Manchester Blvd	60.7	61.0	0.3	No	57.6	58.9	1.3	No
Myrtle Ave between Hardy St and West Century Blvd	56.4	57.1	0.6	No	54.6	56.1	1.5	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.4	61.4	0.0	No	62.7	64.3	1.6	No
South Prairie Ave between Florence Ave and Grace Ave	68.0	68.5	0.5	No	66.7	67.3	0.6	No
South Prairie Ave between Grace Ave and East Carondelet Way	68.0	68.5	0.5	No	66.8	67.3	0.6	No
South Prairie Ave between East Carondelet Way and E Regent St	68.0	68.5	0.5	No	66.8	67.3	0.6	No
South Prairie Ave between E Regent St and Manchester Blvd	68.3	68.9	0.5	No	66.9	67.5	0.6	No
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	71.3	71.9	0.6	No	70.3	70.8	0.5	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	70.5	71.2	0.7	No	70.6	71.1	0.5	No
South Prairie Ave between Buckthorn St and Arbor Vitae St	70.3	71.0	0.7	No	70.3	70.8	0.5	No
South Prairie Ave between Arbor Vitae St and Hardy St	70.2	71.0	0.8	No	69.6	70.4	0.8	No
South Prairie Ave between Hardy St and East 97th St	70.7	71.7	1.1	No	70.9	71.5	0.6	No
South Prairie Ave between East 97th St and West Century Blvd	70.9	71.9	1.0	No	71.1	71.7	0.6	No
South Prairie Ave between West 102nd St and West 104th St	70.2	71.5	1.3	No	70.1	72.1	2.0	No
South Prairie Ave between West 104th St and Lennox Blvd	70.6	71.4	0.8	No	70.3	71.8	1.5	No
South Prairie Ave between West 108th St and West 111th St	70.7	71.3	0.6	No	70.0	71.5	1.5	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	71.0	71.5	0.6	No	70.2	71.6	1.4	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	70.0	70.2	0.2	No	69.8	71.2	1.4	No
South Prairie Ave between Imperial Hwy and West 118th St	68.0	68.2	0.2	No	65.7	66.3	0.6	No
South Prairie Ave between West 118th St and West 120th St	67.6	67.9	0.2	No	65.5	66.1	0.6	No
Yukon Ave between West 102nd St and West 104th St	62.5	63.9	1.3	No	58.3	61.9	3.7	**Yes**
Yukon Ave between West 104th St and West 108th St	60.9	62.0	1.1	No	56.7	59.9	3.1	**Yes**
Yukon Ave between West 108th St and West 111th St	59.9	60.8	0.8	No	56.2	58.8	2.6	No
Yukon Ave between West 111th St and Imperial Hwy	59.3	60.1	0.8	No	55.6	58.1	2.5	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.0	67.2	0.2	No	62.7	62.8	0.1	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.3	69.5	0.1	No	65.4	66.2	0.8	No
Crenshaw Blvd between Manchester Blvd and Pincay Dr	71.3	71.6	0.3	No	69.1	69.8	0.8	No
Crenshaw Blvd between Pincay Dr and Hardy St	70.6	70.9	0.4	No	70.1	70.7	0.6	No

TABLE 3.11-23
ADJUSTED BASELINE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline Plus Stadium Plus Forum (dBA Leq)**	**Adjusted Baseline Plus Stadium Plus Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Crenshaw Blvd between Hardy St and West Century Blvd	70.2	70.7	0.4	No	70.1	70.7	0.6	No
Crenshaw Blvd between West Century Blvd and West 104th St	70.7	71.2	0.5	No	71.0	71.9	0.9	No
Crenshaw Blvd between West 104th St and West 109th St	71.0	71.8	0.8	No	71.3	72.0	0.7	No
Crenshaw Blvd between West 109th St and Imperial Hwy	71.2	72.0	0.8	No	71.3	72.2	0.9	No
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	71.5	72.3	0.8	No	70.9	71.9	0.9	No
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.0	65.2	0.3	No	61.9	62.5	0.6	No
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	64.8	65.1	0.3	No	61.9	62.5	0.6	No
Van Ness Ave between West Century Blvd and West 104th St	65.2	65.3	0.2	No	62.1	62.6	0.6	No
Western Ave between Manchester Blvd and West Century Blvd	67.5	67.6	0.1	No	64.5	64.7	0.2	No
Vermont Ave between Manchester Blvd and West Century Blvd	67.4	67.4	0.0	No	64.1	64.1	0.0	No
Hoover St between Manchester Blvd and West Century Blvd	62.5	62.5	0.0	No	58.3	58.3	0.0	No

SOURCE: ESA, 2019 (Appendix J)

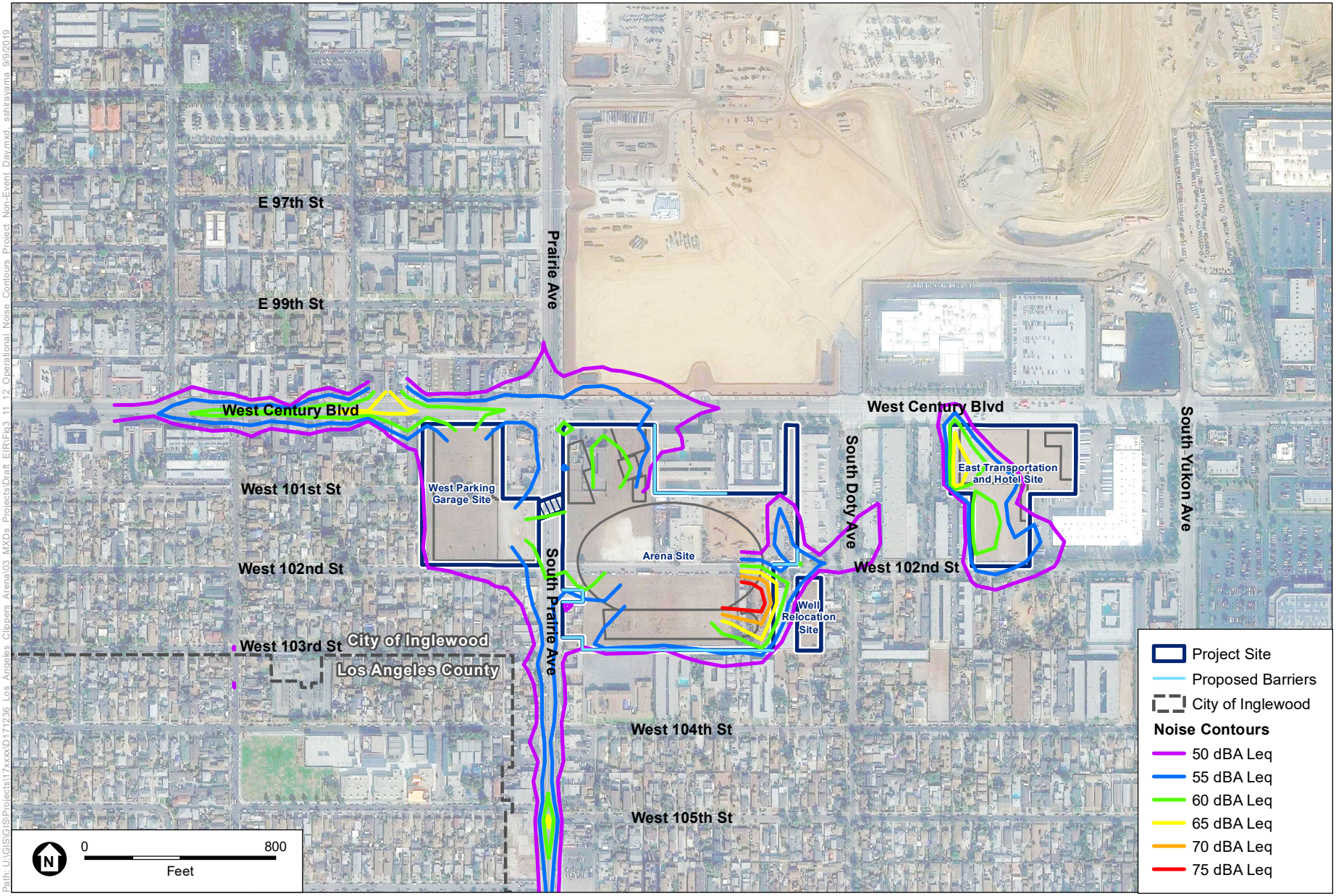
On-Site Operational Noise Sources

As discussed above, non-vehicular on-site sources of noise include activities at the arena including crowd noise and amplified noise, outdoor activities (such as amplified sound and crowd noise), stationary mechanical equipment, loading area activity, parking lot/structure activity, and media truck/broadcast access activity. The composite operational noise levels, including off-site vehicular noise sources, on-site noise sources, and off-site pedestrian activity, generated as a result of the Proposed Project during Non-Event, Daytime Corporate/Community Event, and Other Sporting Event or Gathering conditions at each of the sensitive receptor property lines are shown in **Table 3.11-24**. Based on Chapter 2, Project Description, Table 2-3, increases in ambient noise related to Other Sporting Events or Gatherings with attendance up to 7,500 persons would occur approximately 35 days per year, and increases in ambient noise related to Corporate/ Community Events with an attendance of a maximum 2,000 persons approximately 100 days per year.

The model accounts for multiple receiver points within each receptor group, and noise impacts within each receptor group may vary depending on the distance of each receiver point within the specific receptor group and the location of shielding (i.e., Project noise barriers and/or existing structures). The ambient noise level and Proposed Project composite operational noise level for the receiver point anticipated to experience the highest increase in ambient conditions is reported in Table 3.1-24. As indicated, under the Project Non Event, Daytime Corporate/Community Event, and Other Sporting Event or Gathering conditions, composite operational noise would not result in significant impacts at any of the receptor property lines (see **Figures 3.11-12**, **3.11-13**, and **3.11-14**). Operational impacts on non-Major Event days would be **less than significant**.

Table 3.11-25 shows the composite operational noise levels at each of the sensitive receptor property lines during Major Event Pre Event, Major Event During Event, and Major Event Post Event conditions, each of which is discussed below. The modeled results described below were conducted for weekday conditions because overall background noise conditions would result in the highest sound levels. Nevertheless, the impacts described below are indicative of the impacts that would be experienced before, during, and after major events on weekends as well, when background noise levels would be expected to be lower but project noise generation could still be significant.

As described above under Methodology and Assumptions, the model accounts for multiple receiver points within each receptor group. As a result, impacts within each receptor group may vary depending on the distance of each receiver point within the specific receptor group and the location of shielding (i.e., Project noise barriers and/or existing structures). Specially, ground floor receivers may be shielded from Project operational noise when noise barriers and existing structures are present. However, upper floors may not be offered these same shielding effects based on the height of noise barriers and/or the height of surrounding structures.

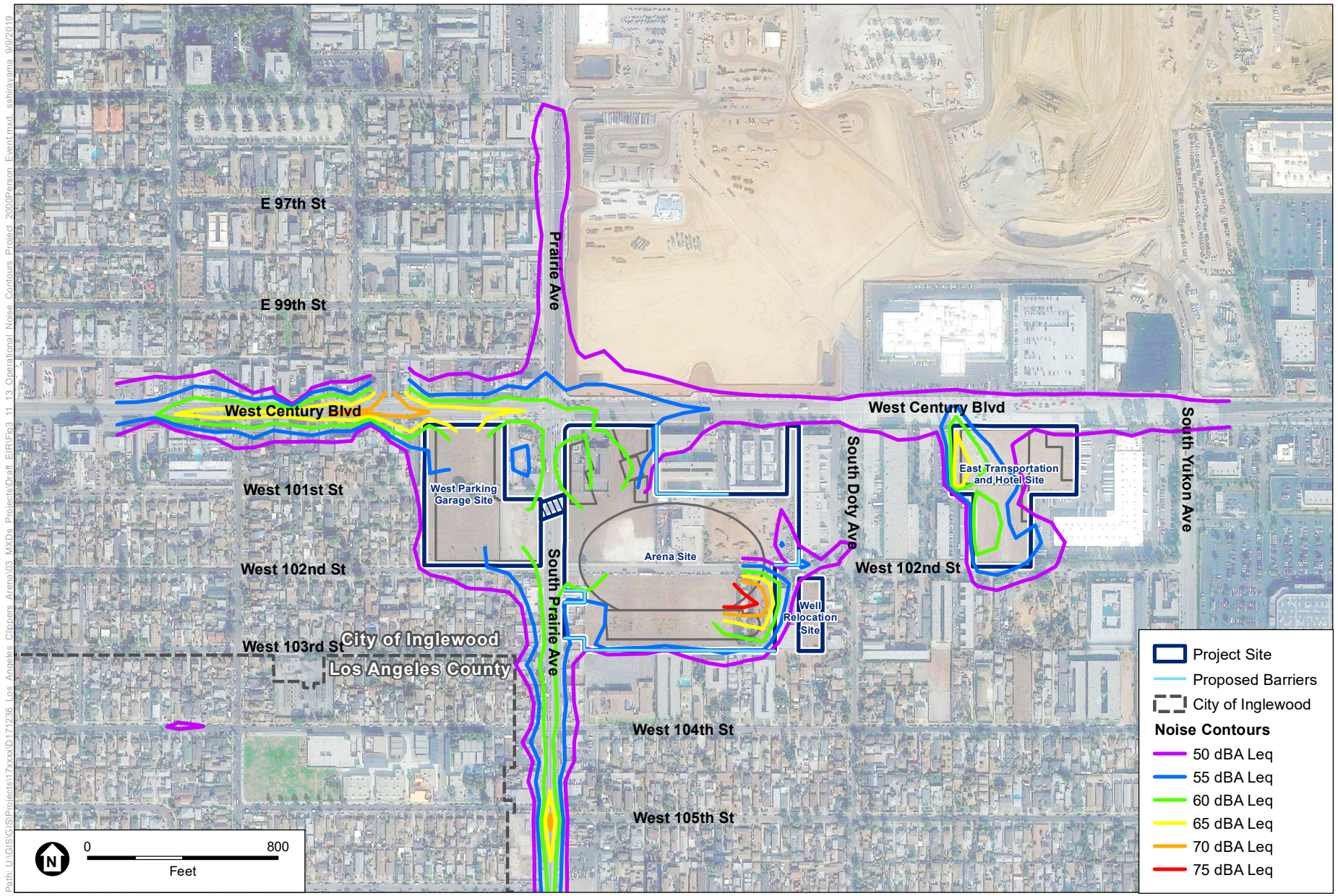


SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

Inglewood Basketball and Entertainment Center

Figure 3.11-12
Operational Noise Contours - Non-Event Day

ESA



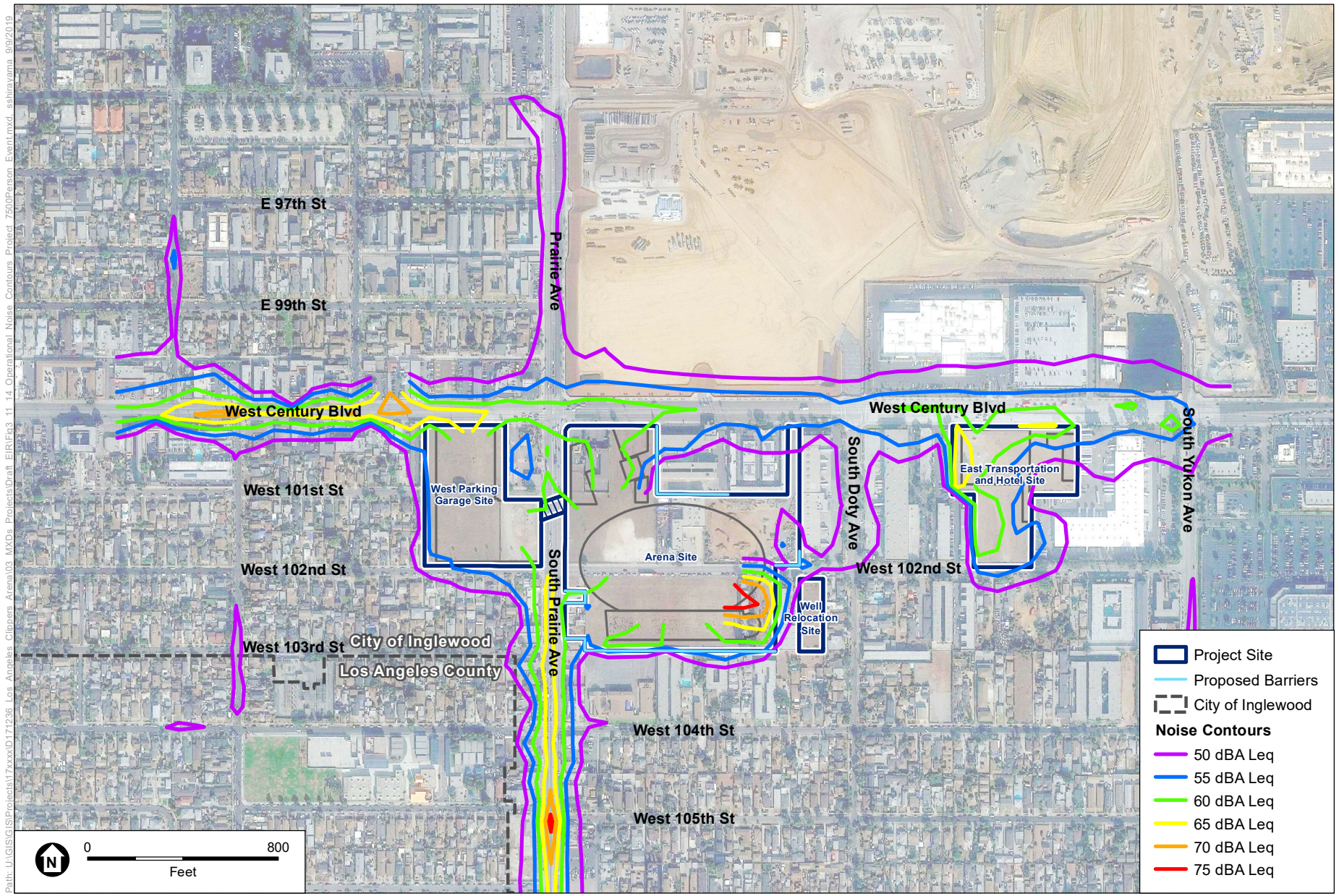
SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

Inglewood Basketball and Entertainment Center

Figure 3.11-13

Operational Noise Contours - Project Daytime Corporate/Community Event

ESA



SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

Inglewood Basketball and Entertainment Center

Figure 3.11-14

Operational Noise Contours - Project Other Sporting Event or Gathering

ESA

TABLE 3.11-24
COMPOSITE PROJECT OPERATIONAL NOISE

	Non-Event Day					Daytime Corporate/Community Event					Other Sporting Event or Gathering				
Receptor[a]	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?
R1 Floor 1	71.8	49.8	71.8	0.0	No	71.8	52.8	71.9	0.1	No	71.8	50.5	71.8	0.0	No
R1 Floor 2	71.8	51.3	71.8	0.0	No	71.8	39.5	71.8	0.0	No	71.8	53.1	71.9	0.1	No
R2	63.6	45.0	63.7	0.1	No	63.6	48..1	63.7	0.1	No	63.6	49.0	63.7	0.1	No
R3	63.6	49.4	63.8	0.2	No	63.6	52.5	63.9	0.3	No	63.6	53.4	64.0	0.4	No
R5 Floor 1	63.6	49.6	63.8	0.2	No	63.6	52.6	63.9	0.3	No	63.6	53.6	64.0	0.0	No
R5 Floor 2	67.4	44.0	67.4	0.0	No	67.4	47.1	67.4	0.0	No	67.4	48.1	67.5	0.1	No
R6 Floor 1	67.4	50.1	67.5	0.1	No	67.4	52.6	67.5	0.1	No	67.4	53.5	67.6	0.2	No
R6 Floor 2	67.4	49.9	67.5	0.1	No	67.4	51.1	67.5	0.1	No	67.4	52.2	67.5	0.1	No
R7	77.0	57.0	77.0	0.0	No	77.0	59.1	77.1	0.1	No	77.0	60.9	77.1	0.1	No
R8 Floor 1	73.6	49.2	73.6	0.0	No	73.6	51.7	73.6	0.0	No	73.6	56.2	73.7	0.1	No
R8 Floor 2	70.6	56.0	70.7	0.1	No	70.6	56.0	70.7	0.1	No	70.6	56.3	70.8	0.2	No
R8 Floor 3	65.4	51.7	65.6	0.2	No	65.4	51.9	65.6	0.2	No	65.4	52.0	65.6	0.2	No
R11	74.0	44.4	74.0	0.0	No	74.0	46.8	74.0	0.0	No	74.0	49.5	74.0	0.0	No
R12	74.0	38.4	74.0	0.0	No	74.0	41.8	74.0	0.0	No	74.0	45.2	74.0	0.0	No
R14 Floor 1	63.8	55.2	64.4	0.6	No	63.8	45.7	63.9	0.1	No	63.8	49.4	64.0	0.2	No
R14 Floor 2	63.8	42.1	63.8	0.0	No	63.8	39.8	63.8	0.0	No	63.8	40.5	63.8	0.0	No
R15 Floor 1	74.0	41.1	74.0	0.0	No	74.0	41.3	74.0	0.0	No	74.0	43.0	74.0	0.0	No
R15 Floor 2	64.3	41.7	64.3	0.0	No	64.3	42.6	64.3	0.0	No	64.3	44.5	64.3	0.0	No
R16 Floor 1	64.3	48.0	64.4	0.1	No	64.3	44.3	64.3	0.0	No	64.3	44.6	64.3	0.0	No
R16 Floor 2	64.3	49.8	64.5	0.2	No	64.3	53.8	64.7	0.4	No	64.3	54.0	64.7	0.4	No
R17	64.3	48.0	64.4	0.1	No	64.3	44.3	64.3	0.0	No	64.3	44.6	64.3	0.0	No
R20 Floor 1	69.5	53.4	69.6	0.1	No	69.5	53.4	69.6	0.1	No	69.5	53.3	69.6	0.1	No
R20 Floor 2	69.5	48.8	69.5	0.0	No	69.5	48.1	69.5	0.0	No	69.5	48.3	69.5	0.0	No
R21 Floor 1	71.8	42.1	71.8	0.0	No	71.8	47.0	71.8	0.0	No	71.8	46.1	71.8	0.0	No
R21 Floor 2	71.8	43.0	71.8	0.0	No	71.8	47.8	71.8	0.0	No	71.8	47.1	71.8	0.0	No
R21 Floor 3	71.8	43.0	71.8	0.0	No	71.8	47.4	71.8	0.0	No	71.8	46.8	71.8	0.0	No

NOTES:

[a] Operational noise levels have been calculated at multiple receivers within each Receptor Group (shown in Figure 3.11-2). The ambient noise level and operational noise level for the receiver point with the greatest increase in ambient noise caused by Project operations has been reported in this table. For operational noise levels at all calculated receiver points, see Appendix J.

[b] Ambient noise based on average daily Leq (see Table 3.11-1)

[c] An increase of 3 dBA or greater would be considered significant.

SOURCE: ESA, 2019.

TABLE 3.11-25
COMPOSITE PROJECT OPERATIONAL NOISE – MAJOR EVENT

	Major Event Pre-Event					Major Event During Event					Major Event Post-Event				
Receptor[a]	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?	Ambient (dBA Leq)[b]	Composite Project Operations (dBA Leq)	Ambient + Project (dBA Leq)	Increase over Ambient (dBA Leq)[c]	Significant?
R1 Floor 1	71.8	71.6	74.7	2.9	No	71.8	62.0	72.2	0.0	No	64.3	71.4	72.2	7.9	**Yes**
R1 Floor 2	71.8	59.3	72.0	02	No	71.8	61.3	72.2	0.0	No	64.3	74.1	74.5	10.2	**Yes**
R2	63.6	51.3	63.8	0.2	No	63.6	40.5	63.6	0.0	No	61.0	49.0	61.3	0.3	No
R3	71.7	63.1	72.3	0.6	No	71.7	60.5	72.0	0.3	No	69.0	61.8	69.8	0.8	No
R5 Floor 1	63.6	54.2	64.1	0.5	No	63.6	43.3	63.6	0.0	No	63.5	54.0	64.0	0.5	No
R5 Floor 2	67.4	50.8	67.5	0.1	No	67.4	43.5	67.4	0.0	No	63.4	50.5	63.6	0.2	No
R6 Floor 1	72.0	65.4	72.9	0.9	No	72.0	54.2	72.1	0.1	No	65.0	63.6	67.4	2.4	No
R6 Floor 2	67.4	71.0	72.6	5.2	**Yes**	67.4	53.1	67.6	0.2	No	63.4	71.0	71.7	8.3	**Yes**
R7	77.0	72.9	78.7	1.7	No	77.0	63.0	77.2	0.2	No	73.0	73.8	76,4	3.4	**Yes**
R8 Floor 1	65.4	60.3	66.6	1.2	No	73.6	60.5	73.8	0.2	No	65.8	60.3	66.9	1.1	No
R8 Floor 2	65.4	66.7	69.1	3.7	**Yes**	70.6	57.1	70.8	0.2	No	65.8	66.7	69.3	3.5	**Yes**
R8 Floor 3	65.4	72.3	73.1	7.7	**Yes**	65.4	53.3	65.7	0.3	No	65.8	72.3	73.2	7.4	**Yes**
R11	74.0	59.1	74.1	0.1	No	74.0	51.8	74.0	0.0	No	70.0	58.9	70.3	0.3	No
R12	74.0	52.0	74.0	0.0	No	74.0	47.5	74.0	0.0	No	70.0	51.5	70.1	0.1	No
R14 Floor 1	63.8	58.4	64.9	1.1	No	63.8	49.5	64.0	0.2	No	63.2	58.3	64.4	1.2	No
R14 Floor 2	63.8	54.4	64.3	0.5	No	63.8	41.2	63.8	0.0	No	63.2	54.4	63.7	0.5	No
R15 Floor 1	64.3	48.7	64.4	0.1	No	74.0	40.8	74.0	0.0	No	70.0	52.6	70.1	0.1	No
R15 Floor 2	64.3	51.0	64.5	0.2	No	64.3	44.3	64.3	0.0	No	64.5	50.7	64.7	0.2	No
R16 Floor 1	64.3	48.1	64.4	0.1	No	64.3	44.2	64.3	0.0	No	64.5	49.1	64.6	0.1	No
R16 Floor 2	64.3	56.1	64.9	0.6	No	64.3	53.4	64.6	0.3	No	64.5	56.1	65.1	0.6	No
R17	64.3	48.1	64.4	0.1	No	64.3	44.2	64.3	0.0	No	64.5	48.0	64.6	0.1	No
R20 Floor 1	69.5	54.8	69.6	0.1	No	69.5	40.5	69.5	0.0	No	65.4	54.8	65.8	0.4	No
R20 Floor 2	69.5	49.6	69.5	0.0	No	69.5	41.1	69.5	0.0	No	65.4	49.5	65.5	0.1	No
R21 Floor 1	64.8	54.1	65.2	0.4	No	71.8	57.9	72.0	0.2	No	57.3	52.9	58.6	1.3	No
R21 Floor 2	64.8	56.4	65.4	0.6	No	64.8	53.9	65.1	0.3	No	57.3	55.3	59.4	2.1	No
R21 Floor 3	64.8	59.1	65.8	1.0	No	64.8	53.9	65.1	0.3	No	57.3	58.6	61.0	3.7	**Yes**

NOTES:

[a] Operational noise levels have been calculated at multiple receivers within each Receptor Group (shown in Figure 3.11-2). The ambient noise level and operational noise level for the receiver point with the greatest increase in ambient noise caused by Project operations has been reported in this table. For Receptor Groups where the maximum increase in ambient levels would be significant, the noise levels for the receiver point with the lowest increase in ambient levels has been included in this table. For operational noise levels at all calculated receiver points, see Appendix J.

[b] Ambient noise based on average daily Leq for Pre-Event and During Event conditions and based on the 10:00 PM hour for Post-Event conditions (see Table 3.11-1)

[c] An increase of 3 dBA or greater would be considered significant.

SOURCE: ESA, 2019

Major Event Pre Event

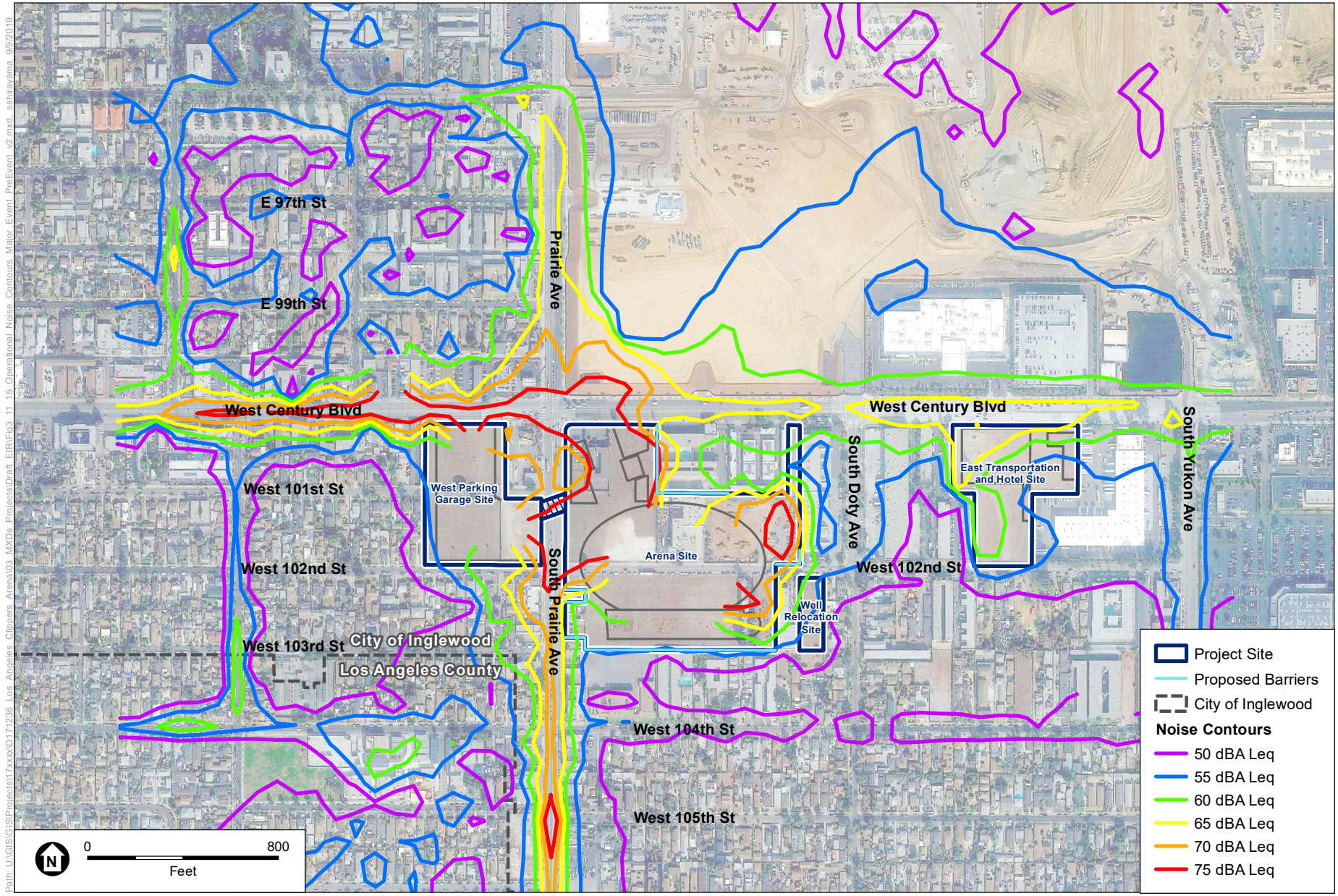
Under the Major Event Pre Event condition, which could include an outdoor amplified event at the Plaza stage, significant increases in ambient noise levels due to Project pre-event operations are expected to occur at noise sensitive receptors the northwest and southwest of the Arena Site.

The ambient noise level and Project composite operational noise level for the receiver point in each receptor group anticipated to experience the highest increase in ambient conditions has been reported in Table 3.1-25.[69] More specifically, the results presented in Table 3.11-25 show that Major Event Pre-Event noise could exceed ambient noise levels by a maximum of up to 5.2 dBA Leq at a second floor receiver point within receptor group R6 (residential uses located between West 102nd Street and West 103rd Street south of the West Parking Garage Site), and a maximum of up to 3.7 dBA Leq at a second floor receiver point and a maximum of up to 7.7 dBA Leq at a third floor receiver point within receptor group R8 (hotel use at the former Airport Park View Hotel site, adjacent to the Arena Site to the north and east) (see **Figure 3.11-15**). The greatest contributors to composite noise at these locations are amplified sound and crowd noise from a post-event performance in the plaza. Therefore, impacts under the Major Event Pre-Event condition would be **potentially significant**.

Major Event During Event

As indicated in Table 3.11-24, composite operational noise sources at the Proposed Project would not result in significant increases in ambient noise at noise-sensitive receptors around the Project Site (see **Figure 3.11-16**) under the Major Event During Event conditions.

[69] Note that there are occurrences where ambient levels shown in Table 3.11-25 may not be consistent with ambient levels shown elsewhere in this section for the same receptor group. In order to analyze the worst-case noise impacts of different Project noise sources, there are some situations where there is variation in the location of the reported ambient noise level within the receptor group. This results in the reporting of a different receiver point within the same receptor group because that specific receptor would experience the greatest increase in ambient noise from a particular noise source.



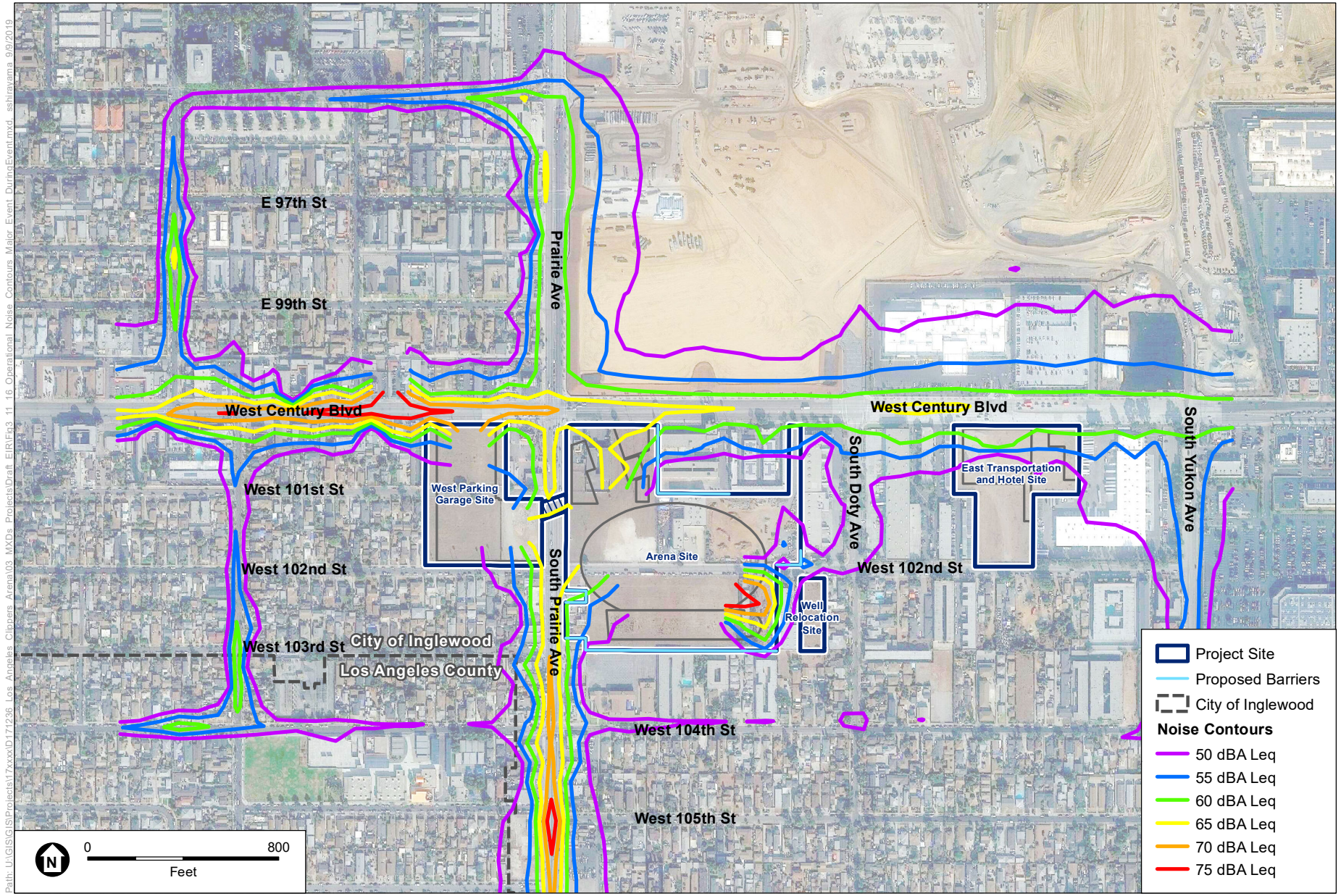
SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

Inglewood Basketball and Entertainment Center

Figure 3.11-15

Operational Noise Contours - Project Major Event Pre Event

ESA



SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

Inglewood Basketball and Entertainment Center

Figure 3.11-16

Operational Noise Contours - Project Major Event During Event

ESA

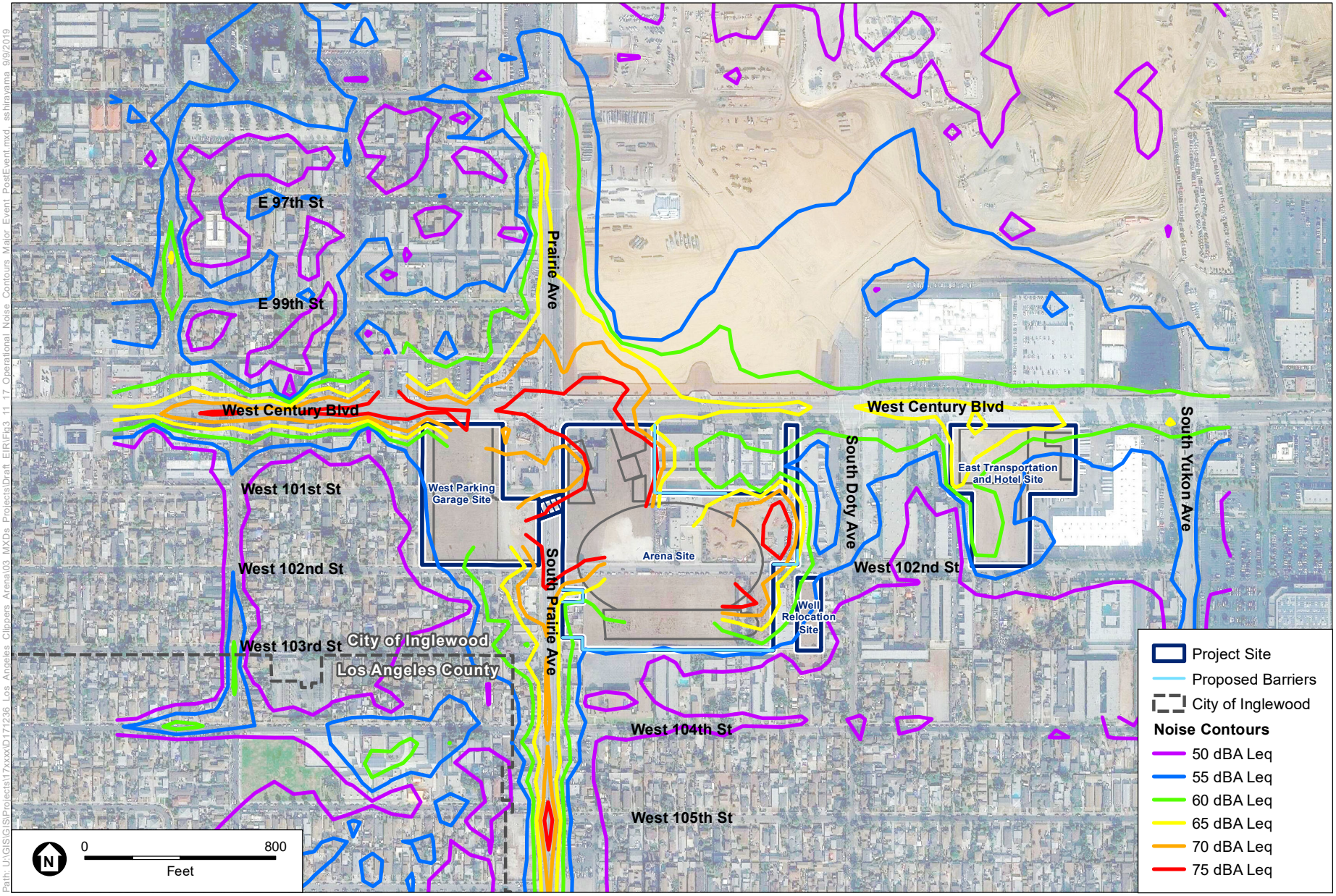
Major Event Post Event

Based on similar facilities in California, an outdoor amplified event at the Plaza stage could occur after a major event up to 15-25 times a year. In such conditions, significant increases in ambient noise levels due to Proposed Project post-event operations would be expected at noise-sensitive receptors located in areas around the Arena Site.

The ambient noise level and Project composite operational noise level for the receiver points within the receptor groups anticipated to experience the highest increase in ambient conditions are reported in Table 3.1-25.[70] More specifically, the results presented in Table 3.11-25 show that Major Event Post-Event noise could exceed ambient noise levels by a maximum of up to 7.9 dBA Leq at a ground floor receiver point and a maximum of up to 10.2 dBA Leq at a second floor receiver point within receptor group R1 (residential uses located north of West Century Boulevard and west of South Prairie Avenue), a maximum of up to 8.3 dBA Leq at a second floor receiver point within receptor group R6 (residential uses located between West 102nd Street and West 103rd Street south of the West Parking Garage Site), a maximum of up to 3.4 dBA Leq at a receiver point within receptor group R7 (the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses located west of South Prairie Avenue), a maximum of up to 3.5 dBA Leq at a second floor receiver point and a maximum of up to 7.4 dBA Leq at a third floor receiver point within receptor group f R8 (hotel use at the former Airport Park View Hotel site located adjacent to the Arena Site to the north and east), and a maximum of up to3.7 dBA Leq at a third floor receiver point within receptor group R21 (residential uses within the HPSP area) (see **Figure 3.11-17**). The greatest contributors to composite noise at these locations are amplified sound and crowd noise from a post-event performance in the plaza.

As described above, during Major Event Pre-Event and Post-Event weekday and weekend conditions, composite noise levels would exceed significance thresholds at noise-sensitive receptors within receptor groups northwest and southwest of the Project Site (see **Figure 3.11-18**). Therefore, impacts under the Major Event Pre- and Post-Event condition on weekday and weekend evenings would be **potentially significant**.

[70] Note that there are occurrences where ambient levels shown in Table 3.11-25 may not be consistent with ambient levels shown elsewhere in this section for the same receptor group. In order to analyze the worst-case noise impacts of different Project noise sources, there are some situations where there is variation in the location of the reported ambient noise level within the receptor group. This results in the reporting of a different receiver point within the same receptor group because that specific receptor would experience the greatest increase in ambient noise from a particular noise source.



SOURCE: TerraServer, 2018; ESA, 2019.
NOTE: Grid space is 25 meters in CadnaA. Contour height is 1.5 meters above ground level.

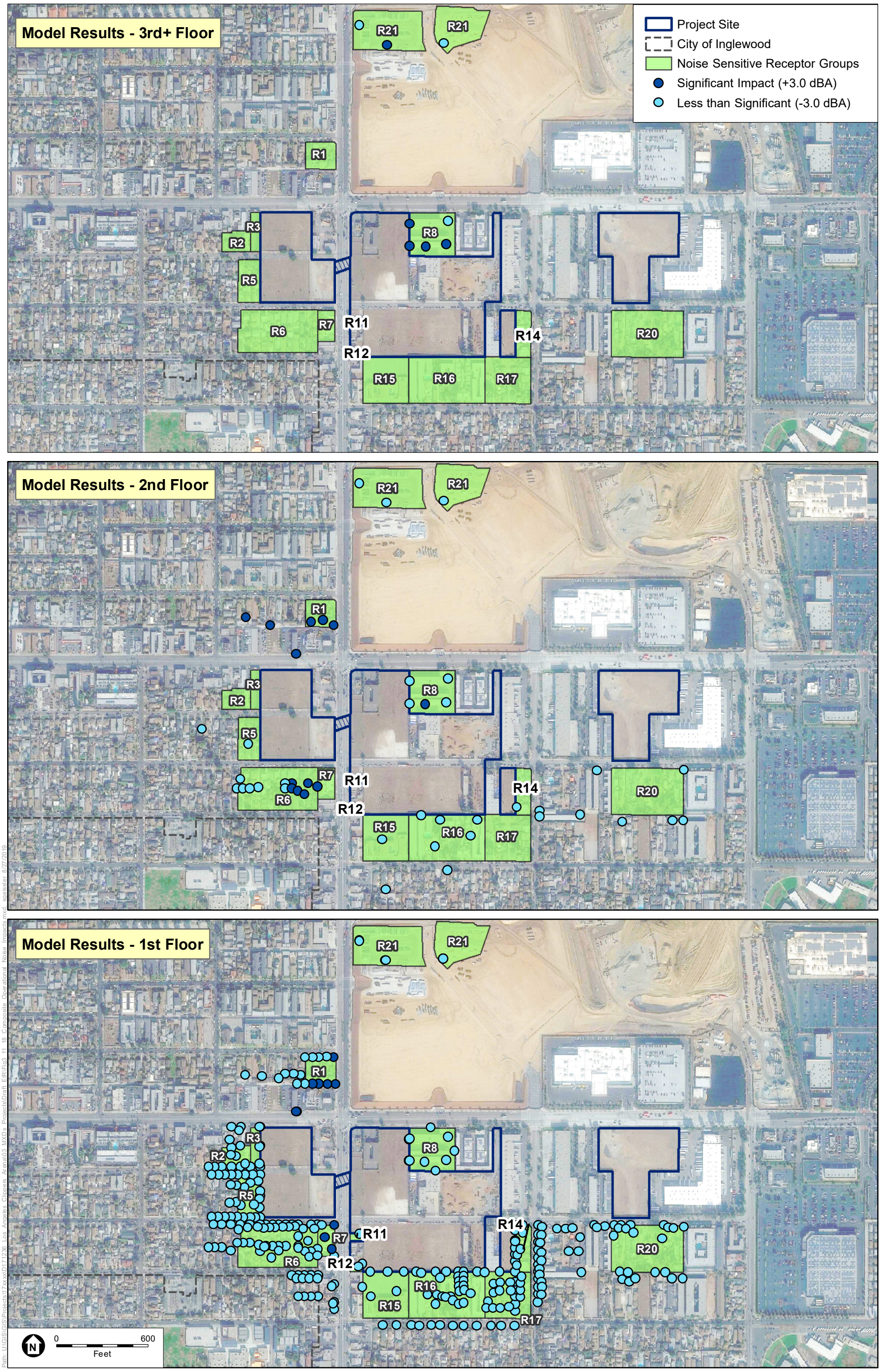
Inglewood Basketball and Entertainment Center

Figure 3.11-17

Operational Noise Contours - Project Major Event Post Event

ESA

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SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-18
Composite Operational Noise Impacts – Post Event

ESA

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General Plan Consistency

Noise generated by operation of the Proposed Project would not be inconsistent with the goals and policies of the General Plan Noise Element. Goal 1 of the General Plan Noise Element calls for the reduction of noise where the noise environment represents a threat to public health and welfare, and Goal 3 calls for the protection and maintenance of acceptable noise environments. While the generation of noise from project operations would exceed the ambient noise levels, because the noise would occur over a temporary period of a few hours at a time on a limited number of times per year, and because the resulting noise levels would be well below the short- or long-term thresholds related to hearing damage, it would not represent the kind of permanent change to the noise environment that would make the noise environment unacceptable or create a threat to public health or welfare.

Goal 4 of the General Plan calls for consideration of noise and land use incompatibilities in the planning and design of projects. Consistent with Goal 4 and Policies 4.2 and 4.3, this Draft EIR includes substantial information and analysis of noise from project construction, allowing for the consideration of noise effects in decision making regarding the Proposed Project. For the most part, the sensitive receptors near the project site are residences and religious uses. There is an educational use, a Head Start preschool, immediately south of the Arena Site. The significant operational impacts affecting the school site would not represent inconsistencies with Policy 4.2 because (1) the impact would be a result of traffic noise on West 104th Street during a post-event period when the school is not in operation (typically approximately 10:00–10:30 PM), and (2) the impacts would be generated due to an incremental increase in traffic noise at the site, but resultant noise levels at the site would remain under 60 dBA which is considered "clearly acceptable" in the General Plan Noise/Land Use Compatibility Matrix (see Table 3.11-8).

Thus, while the Proposed Project would generate permanent intermittent traffic and operational noise that would potentially increase ambient noise levels in the area before, during, and after certain events, operation of the Proposed Project would not result in inconsistencies with the goals and policies of the General Plan Noise Element.

Potential Health Effects of On-Site Operational Noise

Short-term noise levels constituting the threshold of pain and hearing damage are 120 dB and 140 dB, respectively.[71] Table 3.11-24 and Table 3.11-25 show composite operational noise levels at each of the studied receptors. As shown, composite noise levels would not reach the point at which pain or hearing damage would occur. Therefore, Project operations would not result in adverse health effects related to pain and hearing loss. Proposed uses at the Arena Site include uses that would operate under business hours and during events. With respect to sleep disturbance, Proposed Project operations, which could generate significant noise levels late into the evening hours up to 15-25 times a year, could disturb sleep during nighttime hours. For the discussion regarding the health effects of sleep disturbance see Section 3.11.1. The hotel use

[71] Kinsler, Lawrence E., Frey, A.R., Coppens, A.B., and Sanders, J.V., 1982. *Fundamentals of Acoustics*, Third Edition. 1982

would not include any outdoor noise-generating activities that could occur throughout the nighttime hours. Constant sources of nighttime noise would include mechanical equipment such as HVAC systems.

Mitigation Measure 3.11-2(a)

Noise Reduction Plan. The project applicant shall prepare a Noise Reduction Plan for major event pre- and post-event conditions that results in composite noise levels from amplified sound and mechanical equipment of no more than 3 dBA over ambient conditions at any noise-sensitive receptor. The level of noise reduction shall be documented by a qualified noise consultant and submitted to the City. The Noise Reduction Plan shall be submitted to and approved by the City prior to the first major event at the Arena. Noise reduction strategies could include, but are not limited, the following.

- *Construction of the permanent sound barriers included in the Project as project design features, or construction of permanent sound barriers that achieve an equivalent or better noise reduction as the permanent sound barriers proposed as project design features.*
- *Equip noise generating mechanical equipment, including emergency generators, transformers, and HVAC units with sound enclosures.*
- *Locate noise generating mechanical equipment at the furthest distance from sensitive receptors as feasible.*
- *Design the outdoor stage and sound amplification system (placement and/or number of speakers, and maximum volume) so as to limit noise levels near noise-sensitive receptors.*
- *Utilize sound-absorbing materials on the exterior of Plaza buildings.*
- *Enclose the rooftop restaurant space with a material that would serve as a noise barrier such as glass.*

Mitigation Measure 3.11-2(b)

Implement Mitigation Measure 3.14-2(b) (Implementation of a comprehensive Transportation Demand Management (TDM) program).

Significance after Mitigation: Implementation of Mitigation Measure 3.11-2(a) would reduce Proposed Project composite noise levels. Due to distance attenuation and the effectiveness of screening materials such as steel, enclosing mechanical equipment and placing it as far away from receptors as possible would lower the contribution of mechanical equipment from composite levels. Design of the outdoor stage and sound amplification system to limit amplified sound levels leaving the Project Site would reduce composite noise levels at affected receptors. However, the effectiveness of noise reduction strategies such as sound enclosures for mechanical equipment and the design of the amplified sound system would be dependent on the final design of the Proposed Project and thus are uncertain at this time. Due to the uncertainty with feasibility and effectiveness of noise reduction strategies, composite noise impacts on weekday and weekend evenings would be **significant and unavoidable**.

Significant increases in traffic noise would occur under the Major Event Weekday Post Event and the Mid-Size Event at NFL Stadium plus concert at The Forum plus Project Weekday Post Event conditions. Mitigation that could reduce impacts from on-road traffic along impacted segments includes the construction of sound walls along the roadway segments adjacent to noise-sensitive receptors. However, the Proposed Project does not have control over the public right-of-way or noise-sensitive receptors that could allow installation of sound walls. Therefore, installation of sound walls would not be feasible. Mitigation Measure 3.14-2(b) would require the implementation of a comprehensive TDM program that would reduce Project-related traffic. A reduction in Project-related traffic would result in reductions in traffic noise. The extent to which this measure would reduce trips along impacted segments is uncertain. Therefore, impacts would be **significant and unavoidable**.

Impact 3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels. (Significant and Unavoidable)

On-Site Construction Equipment

Although no high-impact activities, such as pile-driving or blasting, would be used, construction activities at the Project Site have the potential to generate groundborne vibration through the operation of heavy equipment (i.e., dozer, vibratory roller, drill rigs, and loaded trucks such as haul trucks, etc.). Based on FTA reference vibration levels presented in Table 3.11-13, potential vibration velocities experienced at vibration-sensitive receptors have been calculated and summarized in **Tables 3.11-26** through **3.11-30**. Vibration impacts that would occur as a result of construction on different parts of the Project Site are described further below.

Arena Site

As indicated in **Table 3.11-26**, the use of a vibratory roller at the Project Site boundary nearest each vibration-sensitive receptor could generate vibration velocities of up to 2.348 in/sec PPV (115.4 VdB) at the self-storage facility adjacent to the Arena Site to the north (R9), the warehousing and shipping structure adjacent to the Arena Site to the east (R10), multifamily residential use adjacent to the Arena Site to the west (R11), and the industrial structure adjacent to the Arena Site to the east (R13), velocities of up to 0.830 in/sec PPV (106.3 VdB) at the multiple family residential uses adjacent to the Arena Site to the south (R16), and velocities of up to 0.452 in/sec PPV (101.1 VdB) at the single-family residential use adjacent to the Arena Site to the east (R12) (see **Figure 3.11-19**), exceeding the structural damage threshold of 0.3 in/sec PPV. These velocities would be generated when the use of vibratory rollers would occur five feet or closer, 10 feet or closer, and 15 feet or closer, respectively, to a vibration-sensitive receptor. Vibration velocities from on-site construction equipment would not exceed the structural damage threshold for any of the other receptors.

TABLE 3.11-26
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – ARENA SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R1	Vibratory Roller	0.005	0.3	No	61.6	72	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	54.1	72	No
	Loaded Trucks	0.002	0.3	No	52.8	72	No
	Small Bulldozer	0.000	0.3	No	24.7	72	No
R2	Vibratory Roller	0.001	0.3	No	51.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	43.9	72	No
	Loaded Trucks	0.001	0.3	No	42.5	72	No
	Small Bulldozer	0.000	0.3	No	14.5	72	No
R3	Vibratory Roller	0.002	0.3	No	53.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	45.9	72	No
	Loaded Trucks	0.001	0.3	No	44.5	72	No
	Small Bulldozer	0.000	0.3	No	16.4	72	No
R4	Vibratory Roller	0.028	0.3	No	77.0	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.012	0.3	No	69.6	75	No
	Loaded Trucks	0.010	0.3	No	68.2	75	No
	Small Bulldozer	0.000	0.3	No	40.1	75	No
R5	Vibratory Roller	0.002	0.3	No	53.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	45.9	72	No
	Loaded Trucks	0.001	0.3	No	44.5	72	No
	Small Bulldozer	0.000	0.3	No	16.4	72	No
R6	Vibratory Roller	0.008	0.3	No	66.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.004	0.3	No	58.9	72	No
	Loaded Trucks	0.003	0.3	No	57.5	72	No
	Small Bulldozer	0.000	0.3	No	29.5	72	No

TABLE 3.11-26
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – ARENA SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R7	Vibratory Roller	0.024	0.3	No	75.7	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.010	0.3	No	68.2	75	No
	Loaded Trucks	0.009	0.3	No	66.9	75	No
	Small Bulldozer	0.000	0.3	No	38.8	75	No
R8	Vibratory Roller	0.074	0.3	No	85.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.031	0.3	No	77.9	72	**Yes**
	Loaded Trucks	0.027	0.3	No	76.5	72	**Yes**
	Small Bulldozer	0.001	0.3	No	48.5	72	No
R9	Vibratory Roller	2.348	0.3	**Yes**	115.4	N/A	No
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	N/A	No
	Loaded Trucks	0.850	0.3	**Yes**	106.5	N/A	No
	Small Bulldozer	0.034	0.3	No	78.5	N/A	No
R10	Vibratory Roller	2.348	0.3	**Yes**	115.4	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	75	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	75	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	75	**Yes**
R11	Vibratory Roller	2.348	0.3	**Yes**	115.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	72	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	72	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	72	**Yes**
R12	Vibratory Roller	0.452	0.3	**Yes**	101.1	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.191	0.3	No	93.6	72	**Yes**
	Loaded Trucks	0.164	0.3	No	92.2	72	**Yes**
	Small Bulldozer	0.006	0.3	No	64.2	72	No

TABLE 3.11-26
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – ARENA SITE

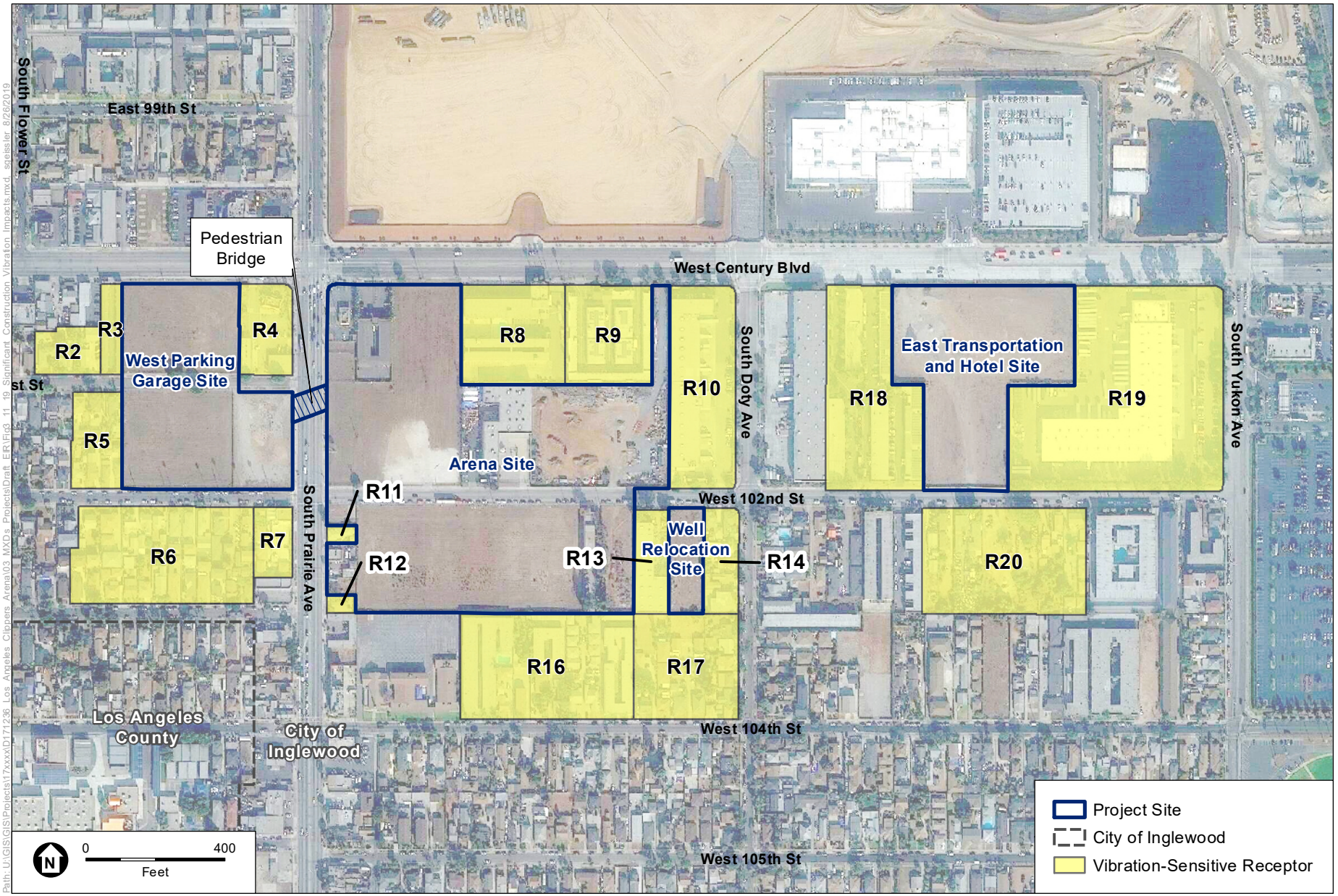
		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R13	Vibratory Roller	2.348	0.3	**Yes**	115.4	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	75	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	75	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	75	**Yes**
R14	Vibratory Roller	0.009	0.3	No	67.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.004	0.3	No	59.9	72	No
	Loaded Trucks	0.003	0.3	No	58.5	72	No
	Small Bulldozer	0.000	0.3	No	30.4	72	No
R15	Vibratory Roller	0.018	0.3	No	72.9	75	No
	Large Bulldozer or Bore/Drill Rig	0.008	0.3	No	65.5	75	No
	Loaded Trucks	0.006	0.3	No	64.1	75	No
	Small Bulldozer	0.000	0.3	No	36.0	75	No
R16	Vibratory Roller	0.830	0.3	**Yes**	106.3	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.352	0.3	**Yes**	98.9	72	**Yes**
	Loaded Trucks	0.300	0.3	**Yes**	97.5	72	**Yes**
	Small Bulldozer	0.012	0.3	No	69.4	72	No
R17	Vibratory Roller	0.028	0.3	No	77.0	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.012	0.3	No	69.6	72	No
	Loaded Trucks	0.010	0.3	No	68.2	72	No
	Small Bulldozer	0.000	0.3	No	40.1	72	No
R18	Vibratory Roller	0.003	0.3	No	56.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	49.3	75	No
	Loaded Trucks	0.001	0.3	No	47.9	75	No
	Small Bulldozer	0.000	0.3	No	19.8	75	No

TABLE 3.11-26
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – ARENA SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R19	Vibratory Roller	0.001	0.3	No	45.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	38.2	75	No
	Loaded Trucks	0.000	0.3	No	36.9	75	No
	Small Bulldozer	0.000	0.3	No	8.8	75	No
R20	Vibratory Roller	0.001	0.3	No	48.8	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	41.4	72	No
	Loaded Trucks	0.000	0.3	No	40.0	72	No
	Small Bulldozer	0.000	0.3	No	11.9	72	No
R21	Vibratory Roller	0.001	0.3	No	45.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	38.1	75	No
	Loaded Trucks	0.000	0.3	No	36.8	75	No
	Small Bulldozer	0.000	0.3	No	8.7	75	No

NOTES:
N/A – Receptor not vibration-sensitive with respect to human annoyance.

SOURCE: ESA, 2019; FTA, Transit Noise and Vibration Impact Assessment Manual, 2018



SOURCE: TerraServer, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.11-19

Significant Construction Vibration Impacts

ESA

With respect to human annoyance, the use of vibratory rollers along the Project Site property line would generate vibration velocities in excess of applicable thresholds (72 VdB at residences and 75 VdB at commercial, industrial, and religious uses) at commercial uses adjacent to the West Parking Garage Site to the west (R4), the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses to the south of the West Parking Garage Site (R7), the hotel use at the former Airport Park View Hotel site adjacent to the Arena Site to the north and east (R8), the warehousing and shipping use adjacent to the Arena Site to the east (R10), multifamily residential use adjacent to the Arena Site to the west (R11), single-family residential use adjacent to the Arena Site to the east (R12), the industrial use adjacent to the Arena Site to the east (R13), the multi-family residential uses adjacent to the Arena Site to the south (R16), and single-family residential uses to the south of the Well Relocation Site (R17) (see Figure 3.11-19). Vibration velocities would not exceed applicable thresholds for any of the other receptors. Therefore, construction activity at the Arena Site would result in the generation of groundborne vibration in excess of applicable thresholds and impacts would be **potentially significant**.

West Parking Garage Site

As indicated in **Table 3.11-27**, the use of a vibratory roller at the Project Site boundary nearest each vibration-sensitive receptor could generate vibration velocities of up to 2.348 in/sec PPV (115.4 VdB) at the Airport Motel adjacent to the West Parking Garage Site to the west (R3), commercial uses adjacent to the West Parking Garage Site to the east (R4), and single-family residential uses adjacent to the West Parking Garage Site to the west (R5) (see Figure 3.11-19), exceeding the structural damage threshold of 0.3 in/sec PPV. These velocities would be generated when the use of vibratory rollers would occur at five feet or closer from a vibration-sensitive receptor. Vibration velocities from on-site construction equipment would not exceed the structural damage threshold for any of the other receptors.

With respect to human annoyance, the use of large bulldozers and bore/drill rigs along the Project property line would generate vibration velocities in excess of applicable thresholds (72 VdB at residences and 75 VdB at commercial, industrial, and religious uses) at single-family residential uses to the west of the West Parking Garage Site (R2), the motel use (Airport Motel) adjacent to the West Parking Garage Site to the west (R3), commercial uses adjacent to the West Parking Garage Site to the west (R4), single-family residential uses adjacent to the West Parking Garage Site to the west (R5), single-family residential uses to the south of the West Parking Garage Site (R6), and the Iglesia Evangelica Profetica Jesucristo Pronto Viene and residential uses located west of South Prairie Avenue to the south of the West Parking Garage Site (R7) (see Figure 3.11-19). Vibration velocities would not exceed applicable thresholds for any of the other receptors. Therefore, construction activity at the West Parking Garage Site would result in the generation of groundborne vibration in excess of applicable thresholds and impacts would be **potentially significant**.

TABLE 3.11-27
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WEST PARKING GARAGE SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R1	Vibratory Roller	0.005	0.3	No	62.7	72	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	55.2	72	No
	Loaded Trucks	0.002	0.3	No	53.9	72	No
	Small Bulldozer	0.000	0.3	No	25.8	72	No
R2	Vibratory Roller	0.045	0.3	No	81.0	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.019	0.3	No	73.5	72	**Yes**
	Loaded Trucks	0.016	0.3	No	72.2	72	**Yes**
	Small Bulldozer	0.001	0.3	No	44.1	72	No
R3	Vibratory Roller	2.348	0.3	**Yes**	115.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	72	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	72	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	72	**Yes**
R4	Vibratory Roller	2.348	0.3	**Yes**	115.4	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	75	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	75	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	75	**Yes**
R5	Vibratory Roller	2.348	0.3	**Yes**	115.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	72	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	72	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	72	**Yes**
R6	Vibratory Roller	0.074	0.3	No	85.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.031	0.3	No	77.9	72	**Yes**
	Loaded Trucks	0.027	0.3	No	76.5	72	**Yes**
	Small Bulldozer	0.001	0.3	No	48.5	72	No

TABLE 3.11-27
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WEST PARKING GARAGE SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R7	Vibratory Roller	0.074	0.3	No	85.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.031	0.3	No	77.9	75	**Yes**
	Loaded Trucks	0.027	0.3	No	76.5	75	**Yes**
	Small Bulldozer	0.001	0.3	No	48.5	75	No
R8	Vibratory Roller	0.002	0.3	No	55.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	47.9	72	No
	Loaded Trucks	0.001	0.3	No	46.5	72	No
	Small Bulldozer	0.000	0.3	No	18.5	72	No
R9	Vibratory Roller	0.001	0.3	No	49.6	N/A	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	42.1	N/A	No
	Loaded Trucks	0.000	0.3	No	40.8	N/A	No
	Small Bulldozer	0.000	0.3	No	12.7	N/A	No
R10	Vibratory Roller	0.001	0.3	No	45.3	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	37.9	75	No
	Loaded Trucks	0.000	0.3	No	36.5	75	No
	Small Bulldozer	0.000	0.3	No	8.4	75	No
R11	Vibratory Roller	0.014	0.3	No	71.1	72	No
	Large Bulldozer or Bore/Drill Rig	0.006	0.3	No	63.6	72	No
	Loaded Trucks	0.005	0.3	No	62.2	72	No
	Small Bulldozer	0.000	0.3	No	34.2	72	No
R12	Vibratory Roller	0.004	0.3	No	60.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	52.9	72	No
	Loaded Trucks	0.002	0.3	No	51.6	72	No
	Small Bulldozer	0.000	0.3	No	23.5	72	No

TABLE 3.11-27
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WEST PARKING GARAGE SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R13	Vibratory Roller	0.001	0.3	No	46.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	39.1	75	No
	Loaded Trucks	0.000	0.3	No	37.8	75	No
	Small Bulldozer	0.000	0.3	No	9.7	75	No
R14	Vibratory Roller	0.001	0.3	No	44.2	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	36.7	72	No
	Loaded Trucks	0.000	0.3	No	35.4	72	No
	Small Bulldozer	0.000	0.3	No	7.3	72	No
R15	Vibratory Roller	0.002	0.3	No	53.8	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	46.3	75	No
	Loaded Trucks	0.001	0.3	No	45.0	75	No
	Small Bulldozer	0.000	0.3	No	16.9	75	No
R16	Vibratory Roller	0.002	0.3	No	52.8	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	45.3	72	No
	Loaded Trucks	0.001	0.3	No	44.0	72	No
	Small Bulldozer	0.000	0.3	No	15.9	72	No
R17	Vibratory Roller	0.001	0.3	No	42.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	34.5	72	No
	Loaded Trucks	0.000	0.3	No	33.1	72	No
	Small Bulldozer	0.000	0.3	No	5.1	72	No
R18	Vibratory Roller	0.000	0.3	No	40.8	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	33.3	75	No
	Loaded Trucks	0.000	0.3	No	32.0	75	No
	Small Bulldozer	0.000	0.3	No	3.9	75	No

TABLE 3.11-27
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WEST PARKING GARAGE SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R19	Vibratory Roller	0.000	0.3	No	36.4	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	29.0	75	No
	Loaded Trucks	0.000	0.3	No	27.6	75	No
	Small Bulldozer	0.000	0.3	No	-0.5	75	No
R20	Vibratory Roller	0.000	0.3	No	38.5	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	31.1	72	No
	Loaded Trucks	0.000	0.3	No	29.7	72	No
	Small Bulldozer	0.000	0.3	No	1.6	72	No
R21	Vibratory Roller	0.001	0.3	No	44.9	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	37.4	75	No
	Loaded Trucks	0.000	0.3	No	36.0	75	No
	Small Bulldozer	0.000	0.3	No	8.0	75	No

NOTES:
N/A – Receptor not vibration-sensitive with respect to human annoyance.

SOURCE: ESA, 2019; FTA, Transit Noise and Vibration Impact Assessment Manual, 2018

East Transportation and Hotel Site

Transportation Hub

As indicated in **Table 3.11-28**, the use of a vibratory roller at the Project Site boundary nearest each vibration-sensitive receptor could generate vibration velocities of up to 2.348 in/sec PPV (115.4 VdB) at the industrial use (Transworld Aquatic Enterprises, Inc.) adjacent to the East Transportation Site to the west (R18) (see Figure 3.11-19), exceeding the structural damage threshold of 0.3 in/sec PPV. These velocities would be generated when the use of vibratory rollers would occur at five feet or closer from a vibration-sensitive receptor. Vibration velocities from on-site construction equipment would not exceed the structural damage threshold for any of the other receptors.

With respect to human annoyance, the Proposed Project would generate vibration velocities in excess of applicable thresholds (72 VdB at residences and 75 VdB at commercial, industrial, and religious uses) at the industrial use located adjacent to the East Transportation Site to the west (R18), the shipping facility use (UPS) adjacent to the East Transportation and Hotel Site to the east (R19), and multifamily residential uses to the south of the East Transportation Site (R20) (see Figure 3.11-19). Vibration velocities would not exceed applicable thresholds for any of the other receptors. Therefore, construction activity for the parking garage and transportation hub at the East Transportation and Hotel Site would result in the generation of groundborne vibration in excess of applicable thresholds and impacts would be **potentially significant**.

Hotel

As indicated in **Table 3.11-29**, the use of a vibratory roller at the Project Site property line could generate vibration velocities of up to 0.014 in/sec PPV (63.6 VdB) at the shipping facility (UPS) adjacent to the East Transportation and Hotel Site to the east (R19), which is the nearest vibration-sensitive receptor to the proposed hotel building. This velocity would not exceed the structural damage threshold of 0.3 in/sec PPV or the applicable human annoyance threshold (72 VdB at residences and 75 VdB at commercial, industrial, and religious uses). Therefore, construction activity for the hotel at the East Transportation and Hotel Site would not result in the generation of groundborne vibration in excess of applicable thresholds and impacts would be **less than significant**.

Well Relocation Site

As indicated in **Table 3.11-30**, the use of a vibratory roller at the Project Site property line could generate vibration velocities of up to 2.348 in/sec PPV (115.4 VdB) at the industrial structure adjacent to the Well Relocation Site to the west (R13) and single-family and multifamily residential uses adjacent to the Well Relocation Site to the east (R14) (see Figure 3.11-19), exceeding the structural damage threshold of 0.3 in/sec PPV. These velocities would be generated when the use of vibratory rollers would occur at five feet from a vibration-sensitive receptor. Vibration velocities from on-site construction equipment would not exceed the structural damage threshold for any of the other receptors.

TABLE 3.11-28
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (TRANSPORTATION HUB)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R1	Vibratory Roller	0.000	0.3	No	39.1	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	31.6	72	No
	Loaded Trucks	0.000	0.3	No	30.2	72	No
	Small Bulldozer	0.000	0.3	No	2.1	72	No
R2	Vibratory Roller	0.000	0.3	No	35.6	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	28.1	72	No
	Loaded Trucks	0.000	0.3	No	26.7	72	No
	Small Bulldozer	0.000	0.3	No	-1.3	72	No
R3	Vibratory Roller	0.000	0.3	No	36.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	28.5	72	No
	Loaded Trucks	0.000	0.3	No	27.2	72	No
	Small Bulldozer	0.000	0.3	No	-0.9	72	No
R4	Vibratory Roller	0.000	0.3	No	39.2	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	31.8	75	No
	Loaded Trucks	0.000	0.3	No	30.4	75	No
	Small Bulldozer	0.000	0.3	No	2.3	75	No
R5	Vibratory Roller	0.000	0.3	No	35.5	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	28.0	72	No
	Loaded Trucks	0.000	0.3	No	26.6	72	No
	Small Bulldozer	0.000	0.3	No	-1.4	72	No
R6	Vibratory Roller	0.000	0.3	No	37.7	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	30.3	72	No
	Loaded Trucks	0.000	0.3	No	28.9	72	No
	Small Bulldozer	0.000	0.3	No	0.8	72	No

TABLE 3.11-28
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (TRANSPORTATION HUB)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R7	Vibratory Roller	0.000	0.3	No	38.5	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	31.0	75	No
	Loaded Trucks	0.000	0.3	No	29.7	75	No
	Small Bulldozer	0.000	0.3	No	1.6	75	No
R8	Vibratory Roller	0.001	0.3	No	46.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	39.0	72	No
	Loaded Trucks	0.000	0.3	No	37.6	72	No
	Small Bulldozer	0.000	0.3	No	9.5	72	No
R9	Vibratory Roller	0.001	0.3	No	51.0	N/A	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	43.5	N/A	No
	Loaded Trucks	0.001	0.3	No	42.2	N/A	No
	Small Bulldozer	0.000	0.3	No	14.1	N/A	No
R10	Vibratory Roller	0.002	0.3	No	54.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	47.2	75	No
	Loaded Trucks	0.001	0.3	No	45.8	75	No
	Small Bulldozer	0.000	0.3	No	17.7	75	No
R11	Vibratory Roller	0.000	0.3	No	39.9	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	32.4	72	No
	Loaded Trucks	0.000	0.3	No	31.1	72	No
	Small Bulldozer	0.000	0.3	No	3.0	72	No
R12	Vibratory Roller	0.000	0.3	No	39.6	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	32.1	72	No
	Loaded Trucks	0.000	0.3	No	30.8	72	No
	Small Bulldozer	0.000	0.3	No	2.7	72	No

TABLE 3.11-28
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (TRANSPORTATION HUB)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R13	Vibratory Roller	0.001	0.3	No	50.4	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	42.9	75	No
	Loaded Trucks	0.000	0.3	No	41.5	75	No
	Small Bulldozer	0.000	0.3	No	13.5	75	No
R14	Vibratory Roller	0.002	0.3	No	54.2	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	46.8	72	No
	Loaded Trucks	0.001	0.3	No	45.4	72	No
	Small Bulldozer	0.000	0.3	No	17.3	72	No
R15	Vibratory Roller	0.000	0.3	No	41.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	34.3	75	No
	Loaded Trucks	0.000	0.3	No	32.9	75	No
	Small Bulldozer	0.000	0.3	No	4.8	75	No
R16	Vibratory Roller	0.001	0.3	No	47.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	39.9	72	No
	Loaded Trucks	0.000	0.3	No	38.5	72	No
	Small Bulldozer	0.000	0.3	No	10.5	72	No
R17	Vibratory Roller	0.001	0.3	No	51.5	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	44.0	72	No
	Loaded Trucks	0.001	0.3	No	42.6	72	No
	Small Bulldozer	0.000	0.3	No	14.6	72	No
R18	Vibratory Roller	2.348	0.3	**Yes**	115.4	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	75	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	75	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	75	**Yes**

TABLE 3.11-28
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (TRANSPORTATION HUB)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R19	Vibratory Roller	0.033	0.3	No	78.5	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.014	0.3	No	71.0	75	No
	Loaded Trucks	0.012	0.3	No	69.6	75	No
	Small Bulldozer	0.000	0.3	No	41.6	75	No
R20	Vibratory Roller	0.040	0.3	No	80.1	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.017	0.3	No	72.6	72	**Yes**
	Loaded Trucks	0.015	0.3	No	71.3	72	No
	Small Bulldozer	0.001	0.3	No	43.2	72	No
R21	Vibratory Roller	0.001	0.3	No	42.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	35.2	75	No
	Loaded Trucks	0.000	0.3	No	33.8	75	No
	Small Bulldozer	0.000	0.3	No	5.8	75	No

NOTES:
N/A – Receptor not vibration-sensitive with respect to human annoyance.

SOURCE: ESA, 2019; FTA, Transit Noise and Vibration Impact Assessment Manual, 2018

TABLE 3.11-29
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (HOTEL)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R1	Vibratory Roller	0.000	0.3	No	37.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	29.5	72	No
	Loaded Trucks	0.000	0.3	No	28.1	72	No
	Small Bulldozer	0.000	0.3	No	0.1	72	No
R2	Vibratory Roller	0.000	0.3	No	33.8	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	26.4	72	No
	Loaded Trucks	0.000	0.3	No	25.0	72	No
	Small Bulldozer	0.000	0.3	No	-3.1	72	No
R3	Vibratory Roller	0.000	0.3	No	34.2	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	26.7	72	No
	Loaded Trucks	0.000	0.3	No	25.3	72	No
	Small Bulldozer	0.000	0.3	No	-2.7	72	No
R4	Vibratory Roller	0.000	0.3	No	37.0	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	29.5	75	No
	Loaded Trucks	0.000	0.3	No	28.2	75	No
	Small Bulldozer	0.000	0.3	No	0.1	75	No
R5	Vibratory Roller	0.000	0.3	No	34.1	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	26.7	72	No
	Loaded Trucks	0.000	0.3	No	25.3	72	No
	Small Bulldozer	0.000	0.3	No	-2.8	72	No
R6	Vibratory Roller	0.000	0.3	No	36.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	28.5	72	No
	Loaded Trucks	0.000	0.3	No	27.2	72	No
	Small Bulldozer	0.000	0.3	No	-0.9	72	No

TABLE 3.11-29
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (HOTEL)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R7	Vibratory Roller	0.000	0.3	No	36.7	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	29.2	75	No
	Loaded Trucks	0.000	0.3	No	27.8	75	No
	Small Bulldozer	0.000	0.3	No	-0.2	75	No
R8	Vibratory Roller	0.001	0.3	No	42.6	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	35.2	72	No
	Loaded Trucks	0.000	0.3	No	33.8	72	No
	Small Bulldozer	0.000	0.3	No	5.7	72	No
R9	Vibratory Roller	0.001	0.3	No	45.8	N/A	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	38.4	N/A	No
	Loaded Trucks	0.000	0.3	No	37.0	N/A	No
	Small Bulldozer	0.000	0.3	No	8.9	N/A	No
R10	Vibratory Roller	0.001	0.3	No	48.2	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	40.8	75	No
	Loaded Trucks	0.000	0.3	No	39.4	75	No
	Small Bulldozer	0.000	0.3	No	11.3	75	No
R11	Vibratory Roller	0.000	0.3	No	37.8	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	30.3	72	No
	Loaded Trucks	0.000	0.3	No	28.9	72	No
	Small Bulldozer	0.000	0.3	No	0.9	72	No
R12	Vibratory Roller	0.000	0.3	No	37.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	29.9	72	No
	Loaded Trucks	0.000	0.3	No	28.5	72	No
	Small Bulldozer	0.000	0.3	No	0.4	72	No

TABLE 3.11-29
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (HOTEL)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R13	Vibratory Roller	0.001	0.3	No	45.1	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	37.6	75	No
	Loaded Trucks	0.000	0.3	No	36.3	75	No
	Small Bulldozer	0.000	0.3	No	8.2	75	No
R14	Vibratory Roller	0.001	0.3	No	48.2	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	40.7	72	No
	Loaded Trucks	0.000	0.3	No	39.3	72	No
	Small Bulldozer	0.000	0.3	No	11.3	72	No
R15	Vibratory Roller	0.000	0.3	No	38.9	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	31.4	75	No
	Loaded Trucks	0.000	0.3	No	30.1	75	No
	Small Bulldozer	0.000	0.3	No	2.0	75	No
R16	Vibratory Roller	0.001	0.3	No	43.1	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	35.6	72	No
	Loaded Trucks	0.000	0.3	No	34.2	72	No
	Small Bulldozer	0.000	0.3	No	6.2	72	No
R17	Vibratory Roller	0.001	0.3	No	45.7	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	38.2	72	No
	Loaded Trucks	0.000	0.3	No	36.9	72	No
	Small Bulldozer	0.000	0.3	No	8.8	72	No
R18	Vibratory Roller	0.003	0.3	No	57.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	50.2	75	No
	Loaded Trucks	0.001	0.3	No	48.8	75	No
	Small Bulldozer	0.000	0.3	No	20.7	75	No

TABLE 3.11-29
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – EAST TRANSPORTATION AND HOTEL SITE (HOTEL)

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R19	Vibratory Roller	0.014	0.3	No	71.1	75	No
	Large Bulldozer or Bore/Drill Rig	0.006	0.3	No	63.6	75	No
	Loaded Trucks	0.005	0.3	No	62.2	75	No
	Small Bulldozer	0.000	0.3	No	34.2	75	No
R20	Vibratory Roller	0.004	0.3	No	59.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	51.8	72	No
	Loaded Trucks	0.001	0.3	No	50.5	72	No
	Small Bulldozer	0.000	0.3	No	22.4	72	No
R21	Vibratory Roller	0.000	0.3	No	40.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	33.2	75	No
	Loaded Trucks	0.000	0.3	No	31.8	75	No
	Small Bulldozer	0.000	0.3	No	3.7	75	No

NOTES:
N/A – Receptor not vibration-sensitive with respect to human annoyance.

SOURCE: ESA, 2019; FTA, Transit Noise and Vibration Impact Assessment Manual, 2018

TABLE 3.11-30
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WELL RELOCATION SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R1	Vibratory Roller	0.000	0.3	No	41.6	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	34.1	72	No
	Loaded Trucks	0.000	0.3	No	32.8	72	No
	Small Bulldozer	0.000	0.3	No	4.7	72	No
R2	Vibratory Roller	0.000	0.3	No	39.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	32.0	72	No
	Loaded Trucks	0.000	0.3	No	30.6	72	No
	Small Bulldozer	0.000	0.3	No	2.5	72	No
R3	Vibratory Roller	0.000	0.3	No	40.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	32.5	72	No
	Loaded Trucks	0.000	0.3	No	31.1	72	No
	Small Bulldozer	0.000	0.3	No	3.1	72	No
R4	Vibratory Roller	0.001	0.3	No	44.5	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	37.1	75	No
	Loaded Trucks	0.000	0.3	No	35.7	75	No
	Small Bulldozer	0.000	0.3	No	7.6	75	No
R5	Vibratory Roller	0.000	0.3	No	40.4	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	33.0	72	No
	Loaded Trucks	0.000	0.3	No	31.6	72	No
	Small Bulldozer	0.000	0.3	No	3.5	72	No
R6	Vibratory Roller	0.001	0.3	No	44.0	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	36.6	72	No
	Loaded Trucks	0.000	0.3	No	35.2	72	No
	Small Bulldozer	0.000	0.3	No	7.1	72	No

TABLE 3.11-30
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WELL RELOCATION SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R7	Vibratory Roller	0.001	0.3	No	45.2	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	37.8	75	No
	Loaded Trucks	0.000	0.3	No	36.4	75	No
	Small Bulldozer	0.000	0.3	No	8.3	75	No
R8	Vibratory Roller	0.002	0.3	No	54.1	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	46.7	72	No
	Loaded Trucks	0.001	0.3	No	45.3	72	No
	Small Bulldozer	0.000	0.3	No	17.2	72	No
R9	Vibratory Roller	0.004	0.3	No	59.7	N/A	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	52.2	N/A	No
	Loaded Trucks	0.001	0.3	No	50.8	N/A	No
	Small Bulldozer	0.000	0.3	No	22.8	N/A	No
R10	Vibratory Roller	0.023	0.3	No	75.1	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.010	0.3	No	67.6	75	No
	Loaded Trucks	0.008	0.3	No	66.3	75	No
	Small Bulldozer	0.000	0.3	No	38.2	75	No
R11	Vibratory Roller	0.001	0.3	No	47.7	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	40.3	72	No
	Loaded Trucks	0.000	0.3	No	38.9	72	No
	Small Bulldozer	0.000	0.3	No	10.8	72	No
R12	Vibratory Roller	0.001	0.3	No	47.5	72	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	40.0	72	No
	Loaded Trucks	0.000	0.3	No	38.7	72	No
	Small Bulldozer	0.000	0.3	No	10.6	72	No

TABLE 3.11-30
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WELL RELOCATION SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R13	Vibratory Roller	2.348	0.3	**Yes**	115.4	75	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	75	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	75	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	75	**Yes**
R14	Vibratory Roller	2.348	0.3	**Yes**	115.4	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.995	0.3	**Yes**	107.9	72	**Yes**
	Loaded Trucks	0.850	0.3	**Yes**	106.5	72	**Yes**
	Small Bulldozer	0.034	0.3	No	78.5	72	**Yes**
R15	Vibratory Roller	0.002	0.3	No	52.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	45.1	75	No
	Loaded Trucks	0.001	0.3	No	43.7	75	No
	Small Bulldozer	0.000	0.3	No	15.7	75	No
R16	Vibratory Roller	0.023	0.3	No	75.1	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.010	0.3	No	67.6	72	No
	Loaded Trucks	0.008	0.3	No	66.3	72	No
	Small Bulldozer	0.000	0.3	No	38.2	72	No
R17	Vibratory Roller	0.045	0.3	No	81.0	72	**Yes**
	Large Bulldozer or Bore/Drill Rig	0.019	0.3	No	73.5	72	**Yes**
	Loaded Trucks	0.016	0.3	No	72.2	72	**Yes**
	Small Bulldozer	0.001	0.3	No	44.1	72	No
R18	Vibratory Roller	0.004	0.3	No	59.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.002	0.3	No	52.2	75	No
	Loaded Trucks	0.001	0.3	No	50.8	75	No
	Small Bulldozer	0.000	0.3	No	22.8	75	No

TABLE 3.11-30
GROUNDBORNE CONSTRUCTION VIBRATION LEVELS – WELL RELOCATION SITE

		Structural Damage			Human Annoyance		
Receptor	**Construction Equipment**	**Estimated PPV in/sec**	**Threshold (PPV in/sec)**	**Exceeds Threshold?**	**Estimated VdB**	**Threshold (VdB)**	**Exceeds Threshold?**
R19	Vibratory Roller	0.001	0.3	No	46.7	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	39.2	75	No
	Loaded Trucks	0.000	0.3	No	37.8	75	No
	Small Bulldozer	0.000	0.3	No	9.8	75	No
R20	Vibratory Roller	0.001	0.3	No	51.3	72	No
	Large Bulldozer or Bore/Drill Rig	0.001	0.3	No	43.8	72	No
	Loaded Trucks	0.001	0.3	No	42.4	72	No
	Small Bulldozer	0.000	0.3	No	14.4	72	No
R21	Vibratory Roller	0.000	0.3	No	39.6	75	No
	Large Bulldozer or Bore/Drill Rig	0.000	0.3	No	32.1	75	No
	Loaded Trucks	0.000	0.3	No	30.8	75	No
	Small Bulldozer	0.000	0.3	No	2.7	75	No

NOTES:
N/A – Receptor not vibration-sensitive with respect to human annoyance.

SOURCE: ESA, 2019; FTA, Transit Noise and Vibration Impact Assessment Manual, 2018

With respect to human annoyance, the use of vibratory rollers along the Project Site property line would generate vibration velocities in excess of applicable thresholds (72 VdB at residences and 75 VdB at commercial, industrial, and religious uses) at the warehousing and shipping use adjacent to the Arena Site to the east (R10), the industrial use adjacent to the Well Relocation Site to the west (R13), single-family and multifamily residential uses adjacent to the Well Relocation Site to the east (R14), the multi-family residential uses adjacent to the Arena Site to the south (R16), and single-family residential uses to the south of the Well Relocation Site (R17) (see Figure 3.11-19). Vibration velocities would not exceed applicable thresholds for any of the other receptors. Therefore, construction activity at the Well Relocation Site would result in the generation of groundborne vibration in excess of applicable thresholds and impacts would be **potentially significant**.

Off-Site Construction Traffic

As described above, construction haul trucks would travel on designated haul routes, which include Manchester Avenue and South Prairie Avenue when using I-110, Manchester Avenue, South Prairie Avenue, and West Century Boulevard when using the I-405, and South Prairie Avenue when using the I-105. Heavy-duty construction trucks would generate groundborne vibration as they travel along the anticipated haul route(s). The vibration generated by a typical heavy-duty truck would be approximately 0.00566 in/sec PPV (63 VdB) at a distance of 50 feet from the truck.[72] There are existing buildings along the anticipated haul route(s) that are situated as close as 10 feet to the roadway right-of-way and would be expected to experience groundborne vibration levels of approximately 0.0633 in/sec PPV (84 VdB). This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the threshold of 0.3 in/sec PPV for structural damage. However, the anticipated vibration velocity of 84 VdB would exceed the 72 VdB and 75 VdB thresholds for residential and commercial/industrial uses, respectively. Therefore, off-site construction vibration impacts with respect to human annoyance would be **potentially significant.**

Conclusion

As described above, the potential exists for the generation of groundborne vibration in excess of structural damage and human annoyance thresholds at a number of locations around the Project Site. Therefore, these impacts would be **potentially significant.**

Mitigation Measure 3.11-3(a)

Minimize Construction Equipment Vibration. To address potential structural damage impacts, the operation of construction equipment that generates high levels of vibration, such as vibratory rollers, large bulldozers/drill rigs and loaded trucks, shall occur no nearer than 20 feet from neighboring structures, if feasible.

Mitigation Measure 3.11-3(b)

Vibration, Crack, and Line and Grade Monitoring Program. If vibratory rollers, large bulldozers or loaded trucks are required to operate within 20 feet of existing structures,

[72] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment*, Figure 5-4.

implement a vibration, crack, and line and grade monitoring program at existing buildings located within 20 feet of demolition/construction activities. The following elements shall be included in this program:

a) Pre-Demolition and Construction:

i. Photos of current conditions shall be included as part of the crack survey that the construction contractor will undertake. This includes photos of existing cracks and other material conditions present on or at the surveyed buildings. Images of interior conditions shall be included if possible. Photos in the report shall be labeled in detail and dated.

ii. The construction contractors shall identify representative cracks in the walls of existing buildings, if any, and install crack gauges on such walls of the buildings to measure changes in existing cracks during project activities. Crack gauges shall be installed on multiple representative cracks, particularly on sides of the building facing the project.

iii. The construction contractor shall determine the number and placement of vibration receptors at the affected buildings in consultation with a qualified architect. The number of units and their locations shall take into account proposed demolition and construction activities so that adequate measurements can be taken illustrating vibration levels during the course of the project, and if/when levels exceed the established threshold.

iv. A line and grade pre-construction survey at the affected buildings shall be conducted.

b) During Demolition and Construction:

i. The construction contractor shall regularly inspect and photograph crack gauges, maintaining records of these inspections to be included in post-construction reporting. Gauges shall be inspected every two weeks, or more frequently during periods of active project actions in close proximity to crack monitors.

ii. The construction contractor shall collect vibration data from receptors and report vibration levels to the City Chief Building Official on a monthly basis. The reports shall include annotations regarding project activities as necessary to explain changes in vibration levels, along with proposed corrective actions to avoid vibration levels approaching or exceeding the established threshold.

c) Post-Construction

i. The applicant (and its construction contractor) shall provide a report to the City Chief Building Official regarding crack and vibration monitoring conducted during demolition and construction. In addition to a narrative summary of the monitoring activities and their findings, this report shall include photographs illustrating the post-construction state of cracks and material conditions that were presented in the pre-construction assessment report, along with images of other relevant conditions showing the impact, or lack of impact, of project activities. The photographs shall sufficiently illustrate damage, if any, caused by the project and/or show how the project

did not cause physical damage to the buildings. The report shall include annotated analysis of vibration data related to project activities, as well as summarize efforts undertaken to avoid vibration impacts. Finally, a post-construction line and grade survey shall also be included in this report.

ii. *The project applicant (and its construction contractor) shall be responsible for repairs from damage to buildings if damage is caused by vibration or movement during the demolition and/or construction activities. Repairs may be necessary to address, for example, cracks that expanded as a result of the project, physical damage visible in post-construction assessment, or holes or connection points that were needed for shoring or stabilization. Repairs shall be directly related to project impacts and will not apply to general rehabilitation or restoration activities of the buildings.*

Mitigation Measure 3.11-3(c)

Designate Community Affairs Liaison. Designate a Community Affairs Liaison and conspicuously post this person's contact information around the project site, in adjacent public spaces, and in construction notifications. The Community Affairs Liaison shall be responsible for responding within 24 hours to any local complaints about construction activities. This Community Affairs Liaison shall receive all public complaints about construction vibration disturbances and be responsible for determining the cause of the complaint and implementation of feasible measures to be taken to alleviate the problem. The Community Affairs Liaison shall have the authority to coordinate with a designated construction contractor representative for the purpose of investigating the noise disturbance and undertaking all feasible measures to protect public health and safety, and shall ensure that steps be taken to reduce construction vibration levels as deemed appropriate and safe by the designated construction contractor representative. Such steps could include the application of vibration absorbing barriers, substitution of lower vibration generating equipment or activity, rescheduling of vibration-generating construction activity, or other potential adjustments to the construction program to reduce vibration impacts at the adjacent vibration-sensitive receptors.

Significance After Mitigation: The potential for building damage due to typical construction techniques such as those expected to be used in the construction of the Proposed Project is rare except in extreme cases such as blasting or pile driving. The potential structural response from vibration velocities generated by Proposed Project construction would include minor cosmetic damage for fragile buildings.[73] Buildings that would be impacted by Project construction with regard to potential structural damage are not designated as historic, therefore would not be considered "fragile". With the implementation of Mitigation Measures 3.11-3(a) and 3.11-3(b), the Proposed Project would not result in the generation of excessive groundborne vibration levels exceeding structural damage thresholds during on-site construction activity, and any structural damage that may be created would be repaired. Thus, this impact with regard to structural damage would be considered **less than significant**.

Although vibration velocities may not be lowered by Mitigation Measure 3.11-3(c), annoyance would be addressed within 24 hours of complaint. Similar to structural damage mitigation, required setbacks for vibratory construction equipment from vibration sensitive receptors required under Mitigation Measures 3.11-3(a) and 3.11-3(b) would

[73] Federal Transit Administration, 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. p. 113.

reduce vibration velocities. However, such restrictions on equipment usage would potentially result in delays in the construction schedule that would expose vibration-sensitive receptors to longer durations of construction activity, and thus may not be feasible to reduce the impact to insignificance. Therefore, impacts with regard to human annoyance would be considered **significant and unavoidable**.

As described above, heavy-duty construction truck travel along the designated haul route(s) could result in exceedance of human annoyance thresholds. The distance at which heavy-duty trucks need to travel in order to avoid exceedance of human annoyance thresholds of 72 VdB for residential uses and 75 VdB for commercial and industrial uses is 25 feet and 20 feet, respectively. Potential mitigation to address this impact includes prohibiting travel along the right lane of the roadway. Limiting the lanes of travel for construction trucks, including haul trucks, where residential, commercial, or industrial uses could be impact would not be feasible because there would be no mechanism for enforcement. Additionally, the drivers of construction vehicles may not be under the management of the Project Proponent. Therefore, no feasible mitigation is available to mitigate on-road construction vibration impacts with regard to human annoyance and impacts would be **significant and unavoidable**.

Impact 3.11-4: The Proposed Project is located within the Planning Boundary/Airport Influence Area for LAX as designated within the airport land use plan and could expose people residing or working in the region surrounding the Project Site to excessive noise levels. (Less than Significant)

The Project Site is located within the Planning Boundary/AIA for LAX as designated within the ALUP. The Planning Boundary/AIA is based in part on the 65 dBA CNEL contour included in the ALUP, as shown in Figure 3.11-3. Figure 2-4 (see Chapter 2, Project Description) depicts the 14 CFR Part 150 Noise Exposure Map for LAX. As shown in Figure 2-4, parts of the Project Site located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 dBA -70 dBA in the 14 CFR Part 150 study. This includes both the West and East Parking Garage sites, the Plaza area including commercial and community uses, most of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic, and the Hotel. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70–75 dBA in the 14 CFR Part 150 study. This includes part of the Arena and Practice and Athletic Training Facility, Office, and Sports Medicine Clinic, as well as the South Parking Garage.

Pursuant to ALUP Policies G-1 and N-3, the compatibility of proposed land uses is determined by consulting the land use compatibility table provided in Section V of the ALUP. The land use compatibility table identifies land uses by category, including residential, commercial, and industrial land use; the Proposed Project components would all generally fall within the commercial and recreational land use categories. The compatibility criteria provided in the land use compatibility table is the same for both commercial and recreational land uses. The compatibility criteria require that commercial and recreational land uses located in areas exposed to noise levels of CNEL 65 dBA – 75 dBA must be reviewed for noise insulation needs. Noise

insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive or where it is not feasible, including the arena outdoor plaza areas, the West Parking Garage, or the parking structure and related facilities on the East Transportation Hub and Parking Garage.

Standard building construction practices and compliance with applicable building codes for the commercial structures in the Plaza area and for the Hotel would typically reduce interior noise levels to acceptable levels. Among other applicable standards, the California Green Building Standards Code (Title 24) sets forth specific standards for non-residential structures within the 65 CNEL noise contour of an airport, including requirements that the wall and roof-ceiling assemblies achieve a composite sound transmission class (STC) rating of at least 50, or a composite outdoor-indoor transmission class (OITC) rating of not less than 40 and exterior windows be rated with a minimum STC of 40, or OITC of 30.[74] The California Building Code, as incorporated into the Inglewood Municipal Code, requires that new hotel uses be constructed or insulated to achieve interior background sound levels due to exterior-to-interior outdoor noise intrusion of no greater than 45 dBA CNEL.[75] With compliance with such standards implemented during the design process and verified in the building inspection process, the Proposed Project would comply with ALUP Policies G-1 and N-3, and would not expose people residing (staying in the hotel), working in the project area, or attending events in the Arena to excessive noise levels. Impacts would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts for noise and vibration depends on the impact being analyzed. For example, the Project's contribution to localized impacts, such as those associated with Project construction and Project operation/traffic noise, could affect the local neighborhood and Project's traffic study area. This cumulative impacts discussion provides separate analyses of cumulative construction and operational impacts in light of the variation of timing of construction and operational activities.

In addition to the Proposed Project, there are 145 cumulative projects that have been taken into consideration when developing the cumulative context, although the context varies by impact type. The locations of the cumulative projects are shown in Section 3.0, Introduction to Analysis, at Figure 3.0-1, Approximate Locations of Cumulative Projects.

74 California Green Building Standards Code California Code of Regulations, Title 24, Part 11, Division 5.5, Section 5.507.4.
75 Inglewood Municipal Code, Chapter 11, Article 2, Section 11-3.

While the majority of the cumulative projects are located a substantial distance from the Proposed Project, the closest cumulative projects in the vicinity of the Project Site that could contribute to cumulative impacts are:

- Cumulative Project 67 (HPSP Remaining Development). This project represents the full buildout of the remaining development within HPSP area immediately to the north of the Project Site that is not included in the Adjusted Baseline, including development of the northern 60-acres which would require an amendment to the HPSP. When combined with the HPSP Adjusted Baseline Projects described in Section 3.0.5, the development included in Cumulative Project 67 is assumed to result in a total 890,000 sf of retail space, 2,500 dwelling units, a 300-room hotel and over 4,000,000 sf of office space within the HPSP area.

- Cumulative Project 73 (Hotel project located at 3900 West Century Boulevard). This project involves the renovation or rehabilitation of the former Airport Park View Hotel. As described above, this site is located within noise- and vibration-sensitive receptor group R8 and the future hotel use is assumed to be operational for the purposes of evaluating potential noise impacts associated with the Proposed Project. Construction of this project has been initiated at the time of the writing of this Draft EIR, and while it is likely, it is unknown whether construction will be completed prior to the start of construction of the Proposed Project. In addition, because building on the site is currently non-operational and dilapidated, the reoccupation of the site with a hotel use would potentially add to the existing noise environment.

- Cumulative Project 74 (Inglewood Transit Connector Project). The Inglewood Transit Connector is a proposed elevated transit project. The alignment selected by the City of Inglewood as the "locally preferred alternative" for further review would extend from a norther terminus at the future Crenshaw/LAX Downtown Inglewood light rail station to the southern terminus of the system near the Proposed Project at a station located in the northern quadrant of the South Prairie Avenue/West Century Boulevard intersection. See Section 3.14.4 for a more detailed description of this cumulative project.

Impact 3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels. (Significant and Unavoidable)

The geographic scope for the consideration of cumulative construction noise impacts would be primarily the areas immediately surrounding the Project Site, and, to a lesser degree, along designated routes where heavy construction truck traffic would travel during Project construction periods. Generally, noise impacts are limited to the area directly surrounding the noise source, as noise attenuates with distance at a higher rate in proximity to the source, and based on the rate of attenuation only has the potential to combine with other noise sources occurring simultaneously within 500 feet from the construction site.

Cumulative Project 67, the cumulative HPSP development, is located within the HPSP area immediately to the north across West Century Boulevard. This project is located approximately 500 feet from noise-sensitive receptors within receptor group R1 (residential uses north of West Century Boulevard and west of South Prairie Avenue) and other noise-sensitive receptors along South Prairie Avenue.

Cumulative Project 73, located at 3900 West Century Boulevard, would be located adjacent to the Arena Site and was analyzed as noise-sensitive receptor group R8. Cumulative Project 73 is located approximately 550 feet from the nearest noise-sensitive receptor in receptor group R1. Cumulative Project 74 (Inglewood Transit Connector) would be constructed above South Prairie Avenue, and would extend to the north side of the South Prairie Avenue/West Century Boulevard intersection near the Project Site. Cumulative Project 74 is located adjacent to noise-sensitive receptors along South Prairie Avenue, including receptor groups R1 and R21 (residential uses within HPSP area).

The timing of the construction activities for those cumulative projects cannot be defined, and any quantitative analysis of those projects to assume concurrent construction would be entirely speculative. Both Cumulative Projects 67 and 74 are of sufficient scale that depending upon the specifics of future project construction that are unknown at this time, construction of those projects could overlap with Proposed Project construction. Considering the uncertainty regarding completion of construction of Cumulative Project 73, the construction period of the Proposed Project could also overlap with the its construction. Should construction activities (day or night) at the Project Site occur concurrently with construction of Cumulative Projects 67, 73 and/or 74, receptors, including receptors along South Prairie Avenue and in receptor group R1, could be exposed to construction noise that results in temporary noise increases in excess of the 5 dBA above ambient exterior noise level significance threshold.

No noise-sensitive receptors (i.e., residential, hotel, school, etc.) are located within 500 feet of Cumulative Project 73 that could be impacted by combined construction noise levels from the Proposed Project and Cumulative Project 73. No other cumulative projects, as shown in Figure 3.0-1, are located within 500 feet of the Project Site.

Should construction of Cumulative Projects 67, 73 and/or 74 overlap with construction (day or night) of the Proposed Project, cumulative construction noise impacts would result. While it could reasonably be assumed that cumulative projects would implement mitigation measures to lessen to the extent feasible potential noise impacts from on-site construction, potential cumulative impacts as a result of the cumulative projects and the Proposed Project could occur. Because the cumulative exceedances of the significance thresholds in the absence of the Proposed Project construction, the contribution of the Proposed Project would be cumulatively considerable. Therefore, the cumulative impact would be **potentially significant**.

It is assumed that heavy-duty construction trucks associated with construction of any of the cumulative projects would utilize designated haul routes. Should use of the same designated haul routes by any of the cumulative projects overlap with use of those haul routes by the Proposed Project during the same period, traffic volumes could potentially increase such that the resulting cumulative noise increase due to construction traffic along the haul routes would exceed 3 dBA over ambient noise levels at noise-sensitive receptors along those routes. Because the cumulative exceedances of the significance thresholds in the absence of the Proposed Project construction truck traffic, the contribution of the Proposed Project would be cumulatively considerable. Therefore, cumulative impacts associated with off-site construction noise would be **potentially significant**.

Mitigation Measure 3.11-5

Implement Mitigation Measure 3.11-1. (Construction Noise Reduction Plan).

Significance after Mitigation: Significant on-site construction noise levels would occur during construction, and off-site construction truck traffic would result in significant increases in traffic noise in combination with cumulative construction-related noise levels if construction of the cumulative projects identified above were to overlap with construction of the Proposed Project. Implementation of the Construction Noise Reduction Plan in combination with proposed permanent and temporary noise barriers would reduce Proposed Project contribution to cumulative construction-related noise levels from on-site activities and off-site construction traffic.

Although implementation of Mitigation Measure 3.11-1 would ensure that feasible measures to minimize construction noise from the Proposed Project would be undertaken, the close proximity of affected noise sensitive receptors to potentially overlapping construction activities from the Proposed Project and nearby Cumulative Projects 67, 73 and/or 74 could result in cumulative impacts in excess of applicable thresholds at nearby noise-sensitive receptors. In addition, overlapping construction traffic, even with implementation of Mitigation Measure 3.11-1, could result in cumulative noise level increases at noise-sensitive land uses along truck routes in excess of 3 dBA.

The Proposed Project includes the installation of temporary and permanent sound walls, the most effective measure to reduce construction noise impacts, prior to commencement of heavy construction activity and reductions provided have been accounted for in the analysis. However, because the Proposed Project construction plan is not final at this point in time, and it is unknown whether construction of other projects in the area including Cumulative Projects 67, 73, and/or 73 would overlap with construction of the Proposed Project, it is not practicable to calculate a numeric reduction in mitigated noise levels attributable to the noise-reduction techniques identified in Mitigation Measure 3.11-1. Due to the uncertainty with feasibility and effectiveness of noise reduction strategies, the Proposed Project contribution to cumulative noise impacts could remain considerable, and the impacts would be **significant and unavoidable**.

Impact 3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels. (Significant and Unavoidable)

The operation of the Proposed Project would generate pedestrian noise, parking lot noise, outdoor plaza noise from live performances, mechanical equipment at the West Parking Garage, Arena Structure, East Transportation Hub and hotel, media truck noise, and mobile sources (e.g., vehicle trips). Noise generated from mechanical equipment, parking lot noise, media truck noise, and outdoor plaza noise associated with the Proposed Project would be generated on the Project Site while pedestrian noise would be generated along West Century Boulevard and South Prairie Avenue.

The development of other cumulative development, including cumulative projects in proximity to the Project Site, as well as other cumulative projects and development throughout the region, would add noise generators to the vicinity of the Project Site, and traffic to roads and highways that would serve the Project Site.

On-Site Operational Noise

Cumulative Project 73 (the Hotel Project at the former Airport Park View Hotel site)is adjacent on two sides to the Arena Site, and is located approximately 500 feet from noise-sensitive receptors within receptor group R1 (single-family residential uses northwest of the intersection of West Century Boulevard and South Prairie Avenue), and Cumulative Project 74 (Inglewood Transit Connector) is located within the right-of-way of South Prairie Avenue, just north of West Century Boulevard, immediately to the east of receptor R1.

Noise sources associated with Cumulative Project 73 includes the operation of mechanical equipment and parking lot activity. The final design of the hotel, and any outdoor components or noise-generating features it may include, are unknown at this time; however, commercial hotel uses are not typically associated with the creation of excessive exterior noise levels. However, there are no noise-sensitive uses within 500 feet of Cumulative Project 73. Therefore, Project operations would not combine with operational noise from Cumulative Project 73 to generate a cumulative impact.

The specific program of development to be included in Cumulative Project 67 is unknown at this time, but is anticipated to include commercial retail, dining, and hotel uses, residential uses, and office uses. Noise sources associated with Cumulative Project 67 are anticipated to include the operation of mechanical equipment, pedestrian noise, and parking activity noise similar to other large mixed-use developments. Operational noise from Cumulative Project 67, which includes an NFL Stadium, could combine with Project operational noise during event days at the Proposed Project.

Noise sources associated with Cumulative Project 74 includes pedestrian activity and transit noise from an elevated transit facility and station. Noise sources from operation of Cumulative Project 74 could combine with Proposed Project operations to increase ambient noise levels at noise-sensitive receptors in the vicinity of the Project Site, particularly during Proposed Project event days. For this reason, the cumulative noise impacts associated with these sources would be **potentially significant**. As discussed above, Proposed Project operations would result in significant increases in the ambient noise environment in excess of significance thresholds under Major Event Pre-Event and Post Event conditions. Therefore, the Project contribution to the cumulative impact would be considerable, and, thus, the cumulative impact is **significant**.

Off-Site Operational Traffic Noise

Traffic conditions associated with the future cumulative conditions described in Section 3.0.6 were evaluated in Section 3.14, Transportation and Circulation. Future roadway noise levels accounting for traffic from cumulative projects were calculated along various arterial segments adjacent to the Project Site based on the information provided in Section 3.14. Cumulative traffic noise levels under Non-Event Day, Day-Time Corporate/Community Event, Other Sporting Event or Gathering, and Major Event conditions were calculated using the traffic noise model previously described and compared to the applicable Adjusted Baseline traffic noise levels.

Cumulative Plus Project Non-Event Day

Impacts under the Cumulative Plus Project (Non-Event Day) condition are shown in **Table 3.11-31**. As indicated, increases in traffic noise during the weekday PM peak period would range from 0.1 dBA Leq up to 1.7 dBA Leq. and would not exceed the significance threshold of 3 dBA Leq. Therefore, cumulative traffic noise impacts during the weekday PM peak period on a non-event day would be less than significant.

During the weekday AM peak period on a non-event day, cumulative increases in traffic noise along studied roadway segments would range from 0.2 dBA Leq up to 3.9 dBA Leq. The cumulative increase in traffic noise along one roadway segment, Myrtle Avenue between Hardy Street and West Century Boulevard, would exceed the 3 dBA Leq significance threshold during the weekday AM peak hour of a non-event day. Because the significance threshold would be exceeded on one roadway segment during the AM peak hour under the Cumulative Plus Project (Non-Event Day) condition, the cumulative impact would be **potentially significant**.

Although cumulative increases in traffic noise would result in significant impacts along Myrtle Avenue between Hardy Street and West Century Boulevard, Project-only traffic would result in an increase of 0.1 dBA Leq (see Table 3.11-18) during the Non-Event Day AM Peak Period. This increase of less than 1 dBA Leq would not be perceptible unless in controlled laboratory setting.[76] Because the cumulative effect would be significant without contribution of the Proposed Project, and the incremental difference would not be a perceptible change in noise levels, the Proposed Project's contribution would be less than considerable, and thus would be **less than significant**.

Cumulative Plus Project Day-Time Corporate/Community Event

Impacts under the Cumulative Plus Project Day-Time Corporate/Community Event condition are shown in **Table 3.11-32**. As indicated, the cumulative increase in traffic noise along one roadway segment, Myrtle Avenue between Hardy Street and West Century Boulevard, would exceed the significance threshold of a 3 dBA Leq increase, resulting in an increase in traffic noise of 3.9 dBA Leq for a Day-Time Corporate/Community Event during the weekday AM peak period. Therefore, cumulative impacts under the Cumulative Plus Project Day-Time Corporate/ Community Event condition would be **potentially significant**.

Although cumulative increases in traffic noise would result in a significant impact along Myrtle Avenue between Hardy Street and West Century Boulevard, Project-only traffic would result in an increase of 0.0 dBA Leq, which is an increase that would not be perceptible (less than 1 dBA) unless in controlled laboratory setting (see Table 3.11-19).[77] Because the contribution of the Proposed Project would be unmeasurable and imperceptible, the contribution is considered less than considerable, and would be **less than significant**.

[76] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[77] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.

TABLE 3.11-31
CUMULATIVE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hardy St between Myrtle Ave and South Prairie Ave	59.7	61.0	1.3	No	59.7	60.3	0.6	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.8	72.5	1.7	No	71.6	72.4	0.8	No
West Century Blvd between Felton Ave and Inglewood Ave	70.7	72.3	1.7	No	71.4	72.2	0.8	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.2	72.8	1.6	No	71.5	72.3	0.8	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.0	72.6	1.6	No	71.5	72.3	0.9	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.1	71.7	1.6	No	70.9	71.8	0.9	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.1	72.1	2.0	No	70.9	71.9	0.9	No
West Century Blvd between Freeman Ave and South Prairie Ave	69.9	72.0	2.1	No	70.6	71.6	1.0	No
West Century Blvd between South Prairie Ave and Doty Ave	69.6	71.8	2.2	No	71.1	72.1	1.0	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	69.5	71.9	2.4	No	71.5	72.4	0.9	No
West Century Blvd between Crenshaw Blvd and 5th Ave	68.3	70.7	2.4	No	69.8	71.0	1.2	No

TABLE 3.11-31
CUMULATIVE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West Century Blvd between 5th Ave and Van Ness Ave	68.4	70.7	2.3	No	69.0	70.3	1.3	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	56.1	0.2	No	57.8	58.0	0.2	No
West 104th St between South Prairie Ave and Doty Ave	57.4	57.7	0.2	No	58.6	59.0	0.4	No
West 104th St between Doty Ave and Yukon Ave	57.7	57.9	0.2	No	58.5	58.7	0.2	No
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	61.1	0.2	No	60.5	60.7	0.2	No
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.3	0.2	No	62.5	62.6	0.1	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	71.6	0.9	No	69.4	71.1	1.7	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 3.11-31
CUMULATIVE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Myrtle Ave between Hardy St and West Century Blvd	57.3	61.2	3.9	**Yes**	57.8	58.0	0.2	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.7	62.2	0.5	No	62.3	62.8	0.5	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	70.1	0.7	No	69.4	69.9	0.5	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.0	70.0	1.0	No	69.5	70.1	0.6	No
South Prairie Ave between Hardy St and 97th St	69.2	70.3	1.0	No	69.8	70.4	0.7	No
South Prairie Ave between East 97th St and West Century Blvd	69.3	70.2	0.9	No	69.8	70.3	0.5	No
South Prairie Ave between West 102nd St and West 104th St	69.1	70.3	1.1	No	69.6	70.4	0.8	No
South Prairie Ave between West 104th St and Lennox Blvd	69.7	70.6	1.0	No	70.1	70.8	0.7	No
South Prairie Ave between West 108th St and West 111th St	69.7	70.6	0.9	No	70.3	71.0	0.7	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.0	70.9	0.9	No	70.4	71.1	0.7	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.6	70.3	0.7	No	69.9	70.6	0.7	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Yukon Ave between West 102nd St and West 104th St	62.1	62.3	0.2	No	63.1	63.2	0.1	No
Yukon Ave between West 104th St and West 108th St	61.8	62.2	0.4	No	61.8	62.0	0.3	No
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	70.3	0.9	No	69.6	70.3	0.7	No
Crenshaw Blvd between West Century Blvd and West 104th St	69.8	71.0	1.2	No	70.1	70.9	0.8	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

TABLE 3.11-31
CUMULATIVE PLUS PROJECT NON-EVENT DAY

Segment	Weekday AM Peak Period				Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by daily AM or PM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday AM or PM peak hours.

SOURCE: ESA, 2019 (Appendix J)

TABLE 3.11-32
CUMULATIVE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A

TABLE 3.11-32
CUMULATIVE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hardy St between Myrtle Ave and South Prairie Ave	59.7	61.0	1.3	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.8	72.8	2.0	No
West Century Blvd between Felton Ave and Inglewood Ave	70.7	72.7	2.0	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.2	73.0	1.8	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.0	72.9	1.9	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.1	72.3	2.1	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.1	72.7	2.5	No
West Century Blvd between Freeman Ave and South Prairie Ave	69.9	72.5	2.7	No
West Century Blvd between South Prairie Ave and Doty Ave	69.6	72.0	2.4	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	69.5	72.1	2.7	No
West Century Blvd between Crenshaw Blvd and 5th Ave	68.3	70.8	2.5	No
West Century Blvd between 5th Ave and Van Ness Ave	68.4	70.8	2.5	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	55.9	56.5	0.6	No
West 104th St between South Prairie Ave and Doty Ave	57.4	58.8	1.4	No
West 104th St between Doty Ave and Yukon Ave	57.7	59.0	1.3	No
West 104th St between Yukon Ave and Crenshaw Blvd	61.0	61.7	0.7	No

TABLE 3.11-32
CUMULATIVE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.1	62.8	0.7	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	70.7	71.8	1.1	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A

TABLE 3.11-32
CUMULATIVE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Myrtle Ave between Hardy St and West Century Blvd	57.3	61.2	3.9	**Yes**
Freeman Ave between Lennox Blvd and Imperial Hwy	61.7	62.2	0.5	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	70.4	0.9	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.0	70.2	1.2	No
South Prairie Ave between Hardy St and East 97th St	69.2	70.5	1.2	No
South Prairie Ave between East 97th St and West Century Blvd	69.3	70.4	1.1	No
South Prairie Ave between West 102nd St and West 104th St	69.1	70.8	1.7	No
South Prairie Ave between West 104th St and Lennox Blvd	69.7	71.0	1.3	No
South Prairie Ave between West 108th St and West 111th St	69.7	70.7	1.0	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.0	71.0	1.0	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.6	70.3	0.7	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A	N/A	N/A
South Prairie Ave between West 118th St and West 120th St	N/A	N/A	N/A	N/A
Yukon Ave between West 102nd St and West 104th St	62.1	62.3	0.2	No
Yukon Ave between West 104th St and West 108th St	61.8	62.2	0.4	No
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A

TABLE 3.11-32
CUMULATIVE PLUS PROJECT DAY-TIME CORPORATE/COMMUNITY EVENT

Segment	Weekday AM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	70.3	1.0	No
Crenshaw Blvd between West Century Blvd and West 104th St	69.8	71.2	1.4	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by daily AM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday AM peak hour.

SOURCE: ESA, 2019 (Appendix J)

Cumulative Plus Project Other Sporting Event or Gathering

Impacts during the weekday PM peak period under the Cumulative Plus Project Other Sporting Event or Gathering condition are shown in **Table 3.11-33**. Increases in traffic noise along studied roadways under Cumulative Plus Project (Other Sporting Event or Gathering) conditions would not exceed the 3 dBA Leq or greater increase significance threshold. Therefore, this cumulative impact would be **less than significant**.

Cumulative Plus Project Major Event

Impacts under the Cumulative Plus Project (Major Event) condition are shown in **Table 3.11-34**. As indicated, during the weekday Pre Event Peak Period the increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 3.1 dBA Leq. During the weekday Pre Event Peak Period the increase in traffic noise along one roadway segment, Manchester Boulevard between Ash Avenue and La Brea Avenue, would exceed the 3 dBA Leq increase significance threshold. Therefore, traffic noise under the Cumulative Plus Project Major Event Weekday Pre Event condition would be **potentially significant**.

As is shown in Table 3.11-21, Project-only traffic on Manchester Boulevard between Ash Avenue and La Brea Avenue would result in an increase of 1.2 dBA Leq, which would be an increase that would be perceptible under a controlled laboratory setting.[78] Because the Proposed Project would contribute a perceptible cumulative increase in traffic noise during the Pre Event Peak Period of a Major Event along Manchester Boulevard between Ash Avenue and La Brea Avenue (see Table 3.11-21 and **Figure 3.11-20**), the contribution of the Proposed Project would be considerable and **potentially significant**.

During the Cumulative Plus Project Major Event Weekday Post Event Peak Period condition, the increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 4.9 dBA Leq. Under this condition, 28 roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and the cumulative impact would be **potentially significant**. Of those 28 roadway segments where potentially significant cumulative impacts could occur, the Proposed Project contribution would result in increases greater than 1 dBA Leq, which is an increase that would be perceptible in a controlled laboratory setting, along 27 segments (all segments except for La Cienega between the I-405 on/off ramps and West 104th Street) (see Table 3.11-21 and **Figure 3.11-21**).[79] Therefore, the project's contribution would be cumulatively considerable and the cumulative impact is **potentially significant**.

[78] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[79] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.

TABLE 3.11-33
CUMULATIVE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	N/A	N/A	N/A	N/A
Centinela between La Brea Ave and Florence Ave	N/A	N/A	N/A	N/A
Florence Ave between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Florence Ave between Hillcrest Blvd and Centinela Ave	N/A	N/A	N/A	N/A
Florence Ave between Centinela Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Florence Ave between South Prairie Ave and West Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	N/A	N/A	N/A	N/A
Manchester Blvd between La Brea Ave and Hillcrest Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Hillcrest Blvd and Spruce Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Spruce Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Kareem Ct and Crenshaw Dr	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	N/A	N/A	N/A	N/A
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Van Ness Ave and Western Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
Manchester Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
Manchester Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
Pincay Dr between South Prairie Ave and Kareem Ct	N/A	N/A	N/A	N/A
Pincay Dr between Kareem Ct and Crenshaw Blvd	N/A	N/A	N/A	N/A
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Inglewood Ave and La Brea Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A
Arbor Vitae St between Myrtle Ave and South Prairie Ave	N/A	N/A	N/A	N/A
Hardy St between La Brea Ave and Myrtle Ave	N/A	N/A	N/A	N/A

TABLE 3.11-33
CUMULATIVE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hardy St between Myrtle Ave and South Prairie Ave	59.7	60.4	0.7	No
West Century Blvd between Concourse Way and La Cienega Blvd	N/A	N/A	N/A	N/A
West Century Blvd between I-405 on/off Ramp and Felton Ave	71.6	72.8	1.2	No
West Century Blvd between Felton Ave and Inglewood Ave	71.4	72.7	1.2	No
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	71.5	72.8	1.3	No
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	71.5	72.8	1.3	No
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.9	73.1	2.2	No
West Century Blvd between Myrtle Ave and Freeman Ave	70.9	73.2	2.2	No
West Century Blvd between Freeman Ave and South Prairie Ave	70.6	71.9	1.4	No
West Century Blvd between South Prairie Ave and Doty Ave	71.1	72.6	1.4	No
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.5	72.8	1.3	No
West Century Blvd between Crenshaw Blvd and 5th Ave	69.8	71.3	1.5	No
West Century Blvd between 5th Ave and Van Ness Ave	69.0	70.7	1.7	No
West Century Blvd between Van Ness Ave and Gramercy Pl	N/A	N/A	N/A	N/A
West Century Blvd between Gramercy Pl and Western Ave	N/A	N/A	N/A	N/A
West Century Blvd between Western Ave and Normandie Ave	N/A	N/A	N/A	N/A
West Century Blvd between Normandie Ave and Vermont Ave	N/A	N/A	N/A	N/A
West Century Blvd between Vermont Ave and Hoover St	N/A	N/A	N/A	N/A
West Century Blvd between Hoover St and Figueroa St	N/A	N/A	N/A	N/A
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	N/A	N/A	N/A	N/A
West 104th St between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
West 104th St between Hawthorne Blvd and South Prairie Ave	57.8	58.3	0.5	No
West 104th St between South Prairie Ave and Doty Ave	58.6	60.5	1.9	No
West 104th St between Doty Ave and Yukon Ave	58.5	60.5	2.0	No
West 104th St between Yukon Ave and Crenshaw Blvd	60.5	62.1	1.6	No

TABLE 3.11-33
CUMULATIVE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Lennox Blvd between La Cienega Blvd and Inglewood Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	N/A	N/A	N/A	N/A
Lennox Blvd between Hawthorne Blvd and Freeman Ave	N/A	N/A	N/A	N/A
Lennox Blvd between Freeman Ave and South Prairie Ave	62.5	63.2	0.7	No
Imperial Hwy between South Prairie Ave and Doty Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Doty Ave and Yukon Ave	N/A	N/A	N/A	N/A
Imperial Hwy between Yukon Ave and Crenshaw Blvd	N/A	N/A	N/A	N/A
West 120th St between South Prairie Ave and I-105 on/off ramp	N/A	N/A	N/A	N/A
La Cienega Blvd between Stocker St and La Tijera Blvd	N/A	N/A	N/A	N/A
La Cienega Blvd between La Tijera Blvd and Centinela Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	N/A	N/A	N/A	N/A
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	69.4	71.2	1.8	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Inglewood Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Stocker St and Slauson Ave	N/A	N/A	N/A	N/A
La Brea Ave between Slauson Ave and Centinela Ave	N/A	N/A	N/A	N/A
La Brea Ave between Centinela Ave and Florence Ave	N/A	N/A	N/A	N/A
La Brea Ave between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A
La Brea Ave between Manchester Blvd and Hillcrest Blvd	N/A	N/A	N/A	N/A
La Brea Ave between La Brea Ave and Arbor Vitae St	N/A	N/A	N/A	N/A
Hawthorne Ave between West 104th St and Lennox Blvd	N/A	N/A	N/A	N/A
Hawthorne Ave between Lennox Blvd and West 111th St	N/A	N/A	N/A	N/A
Hillcrest Blvd between Florence Ave and Manchester Blvd	N/A	N/A	N/A	N/A

TABLE 3.11-33
CUMULATIVE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

	Weekday PM Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Myrtle Ave between Hardy St and West Century Blvd	57.8	58.4	0.5	No
Freeman Ave between Lennox Blvd and Imperial Hwy	62.3	64.3	1.9	No
South Prairie Ave between Florence Ave and Grace Ave	N/A	N/A	N/A	N/A
South Prairie Ave between Grace Ave and East Carondelet Way	N/A	N/A	N/A	N/A
South Prairie Ave between East Carondelet Way and E Regent St	N/A	N/A	N/A	N/A
South Prairie Ave between E Regent St and Manchester Blvd	N/A	N/A	N/A	N/A
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	69.4	70.0	0.6	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	N/A	N/A	N/A	N/A
South Prairie Ave between Buckthorn St and Arbor Vitae St	N/A	N/A	N/A	N/A
South Prairie Ave between Arbor Vitae St and Hardy St	69.5	70.3	0.8	No
South Prairie Ave between Hardy St and East 97th St	69.8	70.6	0.8	No
South Prairie Ave between East 97th St and West Century Blvd	69.8	70.4	0.6	No
South Prairie Ave between West 102nd St and West 104th St	69.6	72.0	2.4	No
South Prairie Ave between West 104th St and Lennox Blvd	70.1	72.0	2.0	No
South Prairie Ave between West 108th St and West 111th St	70.3	72.0	1.6	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	70.4	72.0	1.6	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.9	71.6	1.6	No
South Prairie Ave between Imperial Hwy and West 118th St	N/A	N/A		
South Prairie Ave between West 118th St and West 120th St	N/A	N/A		
Yukon Ave between West 102nd St and West 104th St	63.1	64.2	1.1	No
Yukon Ave between West 104th St and West 108th St	61.8	62.6	0.8	No
Yukon Ave between West 108th St and West 111th St	N/A	N/A	N/A	N/A
Yukon Ave between West 111th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	N/A	N/A	N/A	N/A
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	N/A	N/A	N/A	N/A

TABLE 3.11-33
CUMULATIVE PLUS PROJECT OTHER SPORTING EVENT OR GATHERING

Segment	Weekday PM Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Crenshaw Blvd between Manchester Blvd and Pincay Dr	N/A	N/A	N/A	N/A
Crenshaw Blvd between Pincay Dr and Hardy St	N/A	N/A	N/A	N/A
Crenshaw Blvd between Hardy St and West Century Blvd	69.6	70.6	1.0	No
Crenshaw Blvd between West Century Blvd and West 104th St	70.1	71.3	1.2	No
Crenshaw Blvd between West 104th St and West 109th St	N/A	N/A	N/A	N/A
Crenshaw Blvd between West 109th St and Imperial Hwy	N/A	N/A	N/A	N/A
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	N/A	N/A	N/A	N/A
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	N/A	N/A	N/A	N/A
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	N/A	N/A	N/A	N/A
Van Ness Ave between West Century Blvd and West 104th St	N/A	N/A	N/A	N/A
Western Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Vermont Ave between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A
Hoover St between Manchester Blvd and West Century Blvd	N/A	N/A	N/A	N/A

NOTES:
N/A – Traffic along these segments are most affected by event-related traffic and not by daily PM peak hour traffic. Therefore, traffic volumes for these segments were not simulated under the weekday PM peak hour.

SOURCE: ESA, 2019 (Appendix J)



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-20
Significant Cumulative Traffic Noise Impact Locations - Project Major Event (Weekday Pre Event)

ESA

TABLE 3.11-34
CUMULATIVE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Centinela between La Cienega Blvd and La Brea Ave	69.6	69.9	0.2	No	67.3	67.8	0.4	No	69.5	69.7	0.2	No	66.4	66.9	0.5	No
Centinela between La Brea Ave and Florence Ave	69.5	70.0	0.5	No	66.8	67.4	0.6	No	68.6	69.4	0.8	No	65.9	66.5	0.6	No
Florence Ave between La Brea Ave and Hillcrest Blvd	68.2	69.2	1.1	No	65.8	66.6	0.8	No	67.0	68.7	1.7	No	64.8	65.7	0.9	No
Florence Ave between Hillcrest Blvd and Centinela Ave	68.9	69.9	1.0	No	66.6	67.3	0.7	No	67.9	69.4	1.5	No	65.7	66.4	0.7	No
Florence Ave between Centinela Ave and South Prairie Ave	70.9	71.7	0.8	No	68.7	69.4	0.7	No	70.5	71.4	1.0	No	67.7	68.5	0.7	No
Florence Ave between South Prairie Ave and West Blvd	71.0	71.8	0.9	No	68.6	69.6	1.0	No	70.3	71.4	1.1	No	67.6	68.8	1.1	No
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	66.5	69.5	3.1	**Yes**	64.0	67.9	3.9	**Yes**	66.2	69.4	3.2	**Yes**	63.0	67.4	4.4	**Yes**
Manchester Blvd between La Brea Ave and Hillcrest Blvd	69.7	71.2	1.5	No	67.0	69.2	2.2	No	68.9	70.7	1.8	No	66.1	68.6	2.5	No
Manchester Blvd between Hillcrest Blvd and Spruce Ave	69.8	71.3	1.5	No	67.0	69.3	2.3	No	69.0	70.8	1.8	No	66.1	68.7	2.6	No
Manchester Blvd between Spruce Ave and South Prairie Ave	69.9	71.4	1.5	No	67.1	69.4	2.3	No	69.1	70.8	1.8	No	66.2	68.7	2.5	No
Manchester Blvd between Kareem Ct and Crenshaw Dr	71.0	72.1	1.1	No	68.1	69.5	1.4	No	70.0	71.4	1.4	No	67.1	68.8	1.6	No
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	69.9	71.5	1.6	No	67.6	69.3	1.7	No	69.2	71.0	1.9	No	66.7	68.6	1.9	No
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	71.0	73.0	2.0	No	68.3	70.7	2.4	No	70.1	72.5	2.3	No	67.3	70.0	2.7	No
Manchester Blvd between Van Ness Ave and Western Ave	70.9	73.0	2.1	No	68.3	70.8	2.4	No	70.4	72.7	2.3	No	67.4	70.1	2.7	No
Manchester Blvd between Western Ave and Normandie Ave	71.0	72.8	1.8	No	68.6	70.8	2.2	No	70.6	72.6	2.0	No	67.7	70.2	2.5	No
Manchester Blvd between Normandie Ave and Vermont Ave	71.2	72.7	1.5	No	68.8	70.8	2.0	No	70.6	72.3	1.7	No	67.9	70.2	2.3	No
Manchester Blvd between Vermont Ave and Hoover St	71.3	72.8	1.4	No	69.8	71.4	1.7	No	70.8	72.4	1.5	No	68.8	70.7	1.9	No
Manchester Blvd between Hoover St and Figueroa St	71.6	72.9	1.4	No	70.0	71.6	1.6	No	70.8	72.3	1.6	No	69.1	70.9	1.8	No
Pincay Dr between South Prairie Ave and Kareem Ct	68.7	69.5	0.8	No	64.3	64.7	0.4	No	67.0	67.6	0.6	No	63.4	63.9	0.5	No
Pincay Dr between Kareem Ct and Crenshaw Blvd	69.4	70.9	1.5	No	64.7	65.5	0.8	No	68.1	69.9	1.8	No	63.7	64.5	0.8	No
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	65.9	67.0	1.1	No	63.4	65.1	1.7	No	65.5	66.5	1.0	No	62.4	64.4	2.0	No
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.7	66.5	0.7	No	63.4	64.8	1.4	No	65.2	66.0	0.8	No	62.5	64.1	1.7	No
Arbor Vitae St between La Brea Ave and Myrtle Ave	64.3	66.3	1.9	No	61.6	64.9	3.3	**Yes**	63.8	65.8	2.0	No	60.6	64.4	3.8	**Yes**
Arbor Vitae St between Myrtle Ave and South Prairie Ave	63.6	65.8	2.2	No	60.8	64.5	3.7	**Yes**	62.9	65.3	2.3	No	59.9	64.1	4.3	**Yes**
Hardy St between La Brea Ave and Myrtle Ave	60.3	61.1	0.8	No	57.1	59.0	1.9	No	59.6	60.3	0.8	No	56.2	58.2	2.1	No
Hardy St between Myrtle Ave and South Prairie Ave	59.8	60.6	0.9	No	55.6	57.1	1.5	No	58.8	59.6	0.8	No	54.6	56.3	1.7	No
West Century Blvd between Concourse Way and La Cienega Blvd	70.4	71.8	1.4	No	70.9	72.0	1.1	No	70.5	71.9	1.4	No	70.0	71.1	1.1	No
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.5	72.7	2.1	No	68.5	71.7	3.2	**Yes**	70.3	72.5	2.2	No	67.6	71.1	3.6	**Yes**
West Century Blvd between Felton Ave and Inglewood Ave	70.3	72.5	2.2	No	68.4	71.6	3.2	**Yes**	70.1	72.4	2.3	No	67.5	71.1	3.5	**Yes**
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.5	72.6	2.1	No	68.2	71.7	3.5	**Yes**	70.1	72.4	2.3	No	67.3	71.2	3.9	**Yes**
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.6	72.7	2.1	No	68.1	71.6	3.5	**Yes**	70.1	72.4	2.3	No	67.2	71.1	3.9	**Yes**
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.6	73.1	2.6	No	67.6	72.4	4.8	**Yes**	69.9	72.7	2.8	No	66.7	72.1	5.4	**Yes**
West Century Blvd between Myrtle Ave and Freeman Ave	70.6	73.1	2.6	No	67.6	72.5	4.9	**Yes**	69.8	72.7	2.9	No	66.7	72.1	5.4	**Yes**
West Century Blvd between Freeman Ave and South Prairie Ave	70.3	73.0	2.6	No	67.3	71.2	3.9	**Yes**	69.6	72.5	2.9	No	66.3	70.7	4.3	**Yes**
West Century Blvd between South Prairie Ave and Doty Ave	70.8	72.8	2.0	No	68.2	71.7	3.6	**Yes**	70.6	72.7	2.1	No	67.2	71.2	4.0	**Yes**
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.3	73.3	2.0	No	68.4	71.6	3.2	**Yes**	71.5	73.4	1.9	No	67.5	71.1	3.6	**Yes**

TABLE 3.11-34
CUMULATIVE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West Century Blvd between Crenshaw Blvd and 5th Ave	69.3	71.6	2.3	No	66.5	70.4	4.0	**Yes**	69.3	71.6	2.3	No	65.5	69.9	4.4	**Yes**
West Century Blvd between 5th Ave and Van Ness Ave	69.3	71.6	2.2	No	66.5	70.4	4.0	**Yes**	69.4	71.6	2.2	No	65.5	69.9	4.4	**Yes**
West Century Blvd between Van Ness Ave and Gramercy Pl	69.7	71.9	2.1	No	66.8	70.3	3.5	**Yes**	69.6	71.8	2.2	No	65.9	69.8	3.9	**Yes**
West Century Blvd between Gramercy Pl and Western Ave	69.8	71.9	2.1	No	66.8	70.3	3.5	**Yes**	69.6	71.8	2.2	No	65.9	69.8	3.9	**Yes**
West Century Blvd between Western Ave and Normandie Ave	70.1	72.1	2.0	No	67.1	70.3	3.2	**Yes**	69.8	71.9	2.1	No	66.1	69.7	3.6	**Yes**
West Century Blvd between Normandie Ave and Vermont Ave	70.5	72.4	1.9	No	67.6	70.6	3.0	**Yes**	70.2	72.3	2.1	No	66.6	70.0	3.4	**Yes**
West Century Blvd between Vermont Ave and Hoover St	70.9	72.5	1.6	No	67.9	70.6	2.7	No	70.4	72.3	1.9	No	67.0	70.0	3.0	No
West Century Blvd between Hoover St and Figueroa St	70.9	72.4	1.5	No	68.0	70.4	2.4	No	70.5	72.3	1.8	No	67.1	69.7	2.7	No
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.1	72.4	1.3	No	68.2	70.4	2.2	No	70.5	72.1	1.6	No	67.3	69.8	2.5	No
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	59.1	1.0	No	54.0	55.2	1.2	No	57.0	58.3	1.2	No	53.0	54.5	1.5	No
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	59.4	2.0	No	54.2	57.6	3.4	**Yes**	56.7	58.6	1.9	No	53.2	57.2	3.9	**Yes**
West 104th St between South Prairie Ave and Doty Ave	59.1	60.8	1.8	No	55.5	59.0	3.5	**Yes**	58.0	60.0	2.0	No	54.6	58.6	4.0	**Yes**
West 104th St between Doty Ave and Yukon Ave	58.5	60.7	2.2	No	55.0	59.0	4.0	**Yes**	57.8	60.2	2.4	No	54.0	58.7	4.6	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	60.3	62.1	1.8	No	56.4	60.2	3.7	**Yes**	59.5	61.5	2.1	No	55.5	59.8	4.3	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	61.8	0.4	No	58.0	59.4	1.4	No	59.4	60.0	0.5	No	57.0	58.6	1.6	No
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	63.9	0.3	No	60.9	61.8	0.8	No	62.6	62.9	0.3	No	60.0	60.9	0.9	No
Lennox Blvd between Hawthorne Blvd and Freeman Ave	62.6	63.2	0.6	No	59.3	60.8	1.5	No	61.8	62.5	0.7	No	58.3	60.1	1.8	No
Lennox Blvd between Freeman Ave and South Prairie Ave	61.5	62.3	0.7	No	58.7	60.4	1.7	No	60.7	61.5	0.8	No	57.8	59.8	2.0	No
Imperial Hwy between South Prairie Ave and Doty Ave	68.5	69.2	0.7	No	65.0	66.3	1.3	No	67.7	68.7	0.9	No	64.0	65.5	1.5	No
Imperial Hwy between Doty Ave and Yukon Ave	68.3	69.1	0.8	No	64.4	65.8	1.5	No	67.4	68.4	1.0	No	63.4	65.1	1.6	No
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.3	69.2	0.9	No	64.2	66.2	2.0	No	67.3	68.4	1.1	No	63.2	65.5	2.3	No
West 120th St between South Prairie Ave and I-105 on/off ramp	68.9	69.6	0.7	No	65.4	66.4	0.9	No	67.6	68.6	1.0	No	64.5	65.5	1.0	No
La Cienega Blvd between Stocker St and La Tijera Blvd	73.9	74.2	0.3	No	71.1	71.5	0.4	No	73.6	73.9	0.4	No	70.2	70.6	0.4	No
La Cienega Blvd between La Tijera Blvd and Centinela Ave	71.9	72.3	0.4	No	70.0	70.4	0.5	No	72.2	72.6	0.5	No	69.0	69.6	0.5	No
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	71.2	1.0	No	68.2	69.2	1.0	No	70.2	71.2	1.0	No	67.3	68.3	1.0	No
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	67.5	70.1	2.6	No	65.4	68.1	2.7	No	66.3	69.6	3.3	**Yes**	64.5	67.3	2.9	No
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.8	70.5	2.7	No	66.8	69.6	2.8	No	66.9	70.2	3.3	**Yes**	65.9	68.8	2.9	No
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	66.3	68.9	2.6	No	63.6	66.7	3.1	**Yes**	64.5	68.1	3.6	**Yes**	62.6	65.6	2.9	No
Inglewood Ave between West Century Blvd and West 104th St	64.9	65.9	1.0	No	62.2	63.0	0.8	No	64.2	65.3	1.1	No	61.3	62.2	0.9	No
Inglewood Ave between West 104th St and Lennox Blvd	65.4	66.0	0.6	No	62.1	62.6	0.5	No	64.5	65.1	0.6	No	61.1	61.7	0.5	No
La Brea Ave between Stocker St and Slauson Ave	69.0	69.1	0.2	No	65.2	65.6	0.4	No	67.3	67.5	0.2	No	64.2	64.7	0.5	No
La Brea Ave between Slauson Ave and Centinela Ave	68.2	68.4	0.2	No	64.5	65.0	0.5	No	67.7	67.9	0.2	No	63.6	64.1	0.6	No
La Brea Ave between Centinela Ave and Florence Ave	67.7	68.3	0.6	No	63.9	65.2	1.3	No	67.0	67.8	0.8	No	63.0	64.5	1.4	No
La Brea Ave between Florence Ave and Manchester Blvd	67.0	67.9	0.9	No	63.8	65.3	1.5	No	66.3	67.4	1.1	No	62.9	64.5	1.7	No
La Brea Ave between Manchester Blvd and Hillcrest Blvd	66.1	67.3	1.2	No	62.7	65.5	2.8	No	65.3	66.9	1.5	No	61.8	65.0	3.2	**Yes**
La Brea Ave between La Brea Ave and Arbor Vitae St	67.1	68.1	1.0	No	63.4	66.2	2.8	No	66.2	67.5	1.3	No	62.5	65.6	3.2	**Yes**

TABLE 3.11-34
CUMULATIVE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Hawthorne Ave between West 104th St and Lennox Blvd	68.9	70.2	1.3	No	66.1	68.4	2.3	No	68.2	69.8	1.5	No	65.2	67.8	2.6	No
Hawthorne Ave between Lennox Blvd and West 111th St	69.3	70.6	1.3	No	66.7	68.9	2.2	No	68.6	70.2	1.5	No	65.8	68.3	2.5	No
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	63.1	0.4	No	58.6	59.9	1.3	No	60.7	61.3	0.6	No	57.6	59.2	1.6	No
Myrtle Ave between Hardy St and West Century Blvd	58.2	58.4	0.3	No	55.6	56.9	1.4	No	56.4	56.8	0.4	No	54.6	55.2	0.6	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.4	61.9	0.5	No	59.8	62.6	2.8	No	60.9	61.4	0.5	No	58.8	62.1	3.3	**Yes**
South Prairie Ave between Florence Ave and Grace Ave	67.5	68.4	1.0	No	64.3	66.2	1.9	No	67.0	67.9	0.9	No	63.4	65.6	2.2	No
South Prairie Ave between Grace Ave and East Carondelet Way	67.6	68.7	1.1	No	64.4	66.4	2.0	No	67.0	68.1	1.1	No	63.5	65.8	2.3	No
South Prairie Ave between East Carondelet Way and E Regent St	67.6	68.8	1.2	No	64.4	66.4	2.0	No	67.1	68.2	1.2	No	63.5	65.8	2.3	No
South Prairie Ave between E Regent St and Manchester Blvd	68.1	69.3	1.2	No	64.7	66.7	2.0	No	67.5	68.6	1.2	No	63.8	66.0	2.2	No
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.7	70.2	1.5	No	65.5	67.9	2.4	No	68.3	69.7	1.3	No	64.6	67.3	2.7	No
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	68.8	70.4	1.6	No	65.7	68.1	2.4	No	68.4	70.0	1.6	No	64.7	67.5	2.8	No
South Prairie Ave between Buckthorn St and Arbor Vitae St	68.7	70.4	1.7	No	65.4	67.5	2.1	No	68.2	69.9	1.7	No	64.5	66.9	2.4	No
South Prairie Ave between Arbor Vitae St and Hardy St	68.5	70.4	1.9	No	65.4	68.0	2.6	No	68.1	70.1	1.9	No	64.5	67.5	3.0	No
South Prairie Ave between Hardy St and East 97th St	68.8	71.0	2.2	No	65.6	68.9	3.3	**Yes**	68.5	70.7	2.2	No	64.7	68.5	3.8	**Yes**
South Prairie Ave between East 97th St and West Century Blvd	68.9	70.9	2.0	No	65.8	68.9	3.2	**Yes**	68.5	70.5	2.0	No	64.8	68.5	3.6	**Yes**
South Prairie Ave between West 102nd St and West 104th St	68.8	71.2	2.4	No	65.9	69.9	4.1	**Yes**	68.4	70.9	2.5	No	64.9	69.5	4.6	**Yes**
South Prairie Ave between West 104th St and Lennox Blvd	69.5	71.3	1.9	No	66.9	69.8	2.9	No	69.0	70.9	1.9	No	66.0	69.3	3.3	**Yes**
South Prairie Ave between West 108th St and West 111th St	69.7	71.2	1.5	No	67.2	69.7	2.5	No	69.3	70.8	1.5	No	66.3	69.2	2.9	No
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.7	71.3	1.5	No	67.6	69.9	2.3	No	69.6	71.1	1.5	No	66.7	69.4	2.7	No
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.5	70.3	0.9	No	67.3	69.6	2.4	No	69.3	70.1	0.8	No	66.3	69.1	2.7	No
South Prairie Ave between Imperial Hwy and West 118th St	68.5	69.2	0.7	No	65.7	66.6	0.9	No	67.7	68.5	0.8	No	64.8	65.8	1.0	No
South Prairie Ave between West 118th St and West 120th St	68.3	69.0	0.7	No	65.4	66.3	0.9	No	67.4	68.2	0.8	No	64.5	65.5	1.1	No
Yukon Ave between West 102nd St and West 104th St	62.8	64.7	1.9	No	59.2	62.9	3.7	**Yes**	62.5	64.4	1.8	No	58.3	62.5	4.3	**Yes**
Yukon Ave between West 104th St and West 108th St	61.4	62.5	1.1	No	57.7	61.0	3.3	**Yes**	60.9	62.0	1.2	No	56.7	60.6	3.8	**Yes**
Yukon Ave between West 108th St and West 111th St	60.7	61.7	1.0	No	57.2	59.9	2.7	No	59.9	61.0	1.1	No	56.2	59.4	3.1	**Yes**
Yukon Ave between West 111th St and Imperial Hwy	60.3	61.0	0.7	No	56.6	59.2	2.6	No	59.3	60.1	0.8	No	55.6	58.6	3.1	**Yes**
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.4	67.8	0.5	No	62.9	63.1	0.2	No	66.3	67.2	0.9	No	62.0	62.2	0.2	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.1	70.1	1.0	No	65.9	66.9	1.0	No	68.7	70.1	1.4	No	65.0	66.1	1.1	No
Crenshaw Blvd between Manchester Blvd and Pincay Dr	70.3	71.5	1.2	No	66.9	68.9	2.0	No	69.7	71.3	1.6	No	66.0	68.2	2.3	No
Crenshaw Blvd between Pincay Dr and Hardy St	70.0	71.0	1.1	No	66.9	68.7	1.8	No	69.4	70.9	1.4	No	66.0	68.1	2.1	No
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	70.5	1.2	No	66.9	68.7	1.8	No	69.0	70.6	1.6	No	66.0	68.1	2.1	No
Crenshaw Blvd between West Century Blvd and West 104th St	70.0	71.7	1.7	No	67.5	69.8	2.3	No	69.7	71.6	1.9	No	66.6	69.2	2.6	No
Crenshaw Blvd between West 104th St and West 109th St	70.3	72.3	1.9	No	67.9	69.9	2.0	No	70.0	72.2	2.2	No	66.9	69.2	2.3	No
Crenshaw Blvd between West 109th St and Imperial Hwy	70.3	72.3	2.0	No	67.9	70.3	2.4	No	70.3	72.4	2.1	No	66.9	69.7	2.7	No
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	70.6	72.5	1.9	No	68.4	70.6	2.2	No	70.6	72.6	2.0	No	67.5	70.0	2.6	No
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.5	66.0	0.5	No	62.6	63.5	0.9	No	64.9	65.5	0.5	No	61.6	62.7	1.1	No

TABLE 3.11-34
CUMULATIVE PLUS PROJECT MAJOR EVENT

Segment	Weekday Pre Event Peak Period				Weekday Post Event Peak Period				Weekend Pre Event				Weekend Post Event			
	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Adjusted Baseline Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.5	66.0	0.5	No	62.5	63.5	1.0	No	64.8	65.3	0.6	No	61.6	62.7	1.1	No
Van Ness Ave between West Century Blvd and West 104th St	66.0	66.3	0.3	No	63.0	63.6	0.6	No	65.2	65.5	0.3	No	62.1	62.8	0.7	No
Western Ave between Manchester Blvd and West Century Blvd	68.1	68.5	0.4	No	65.1	65.6	0.5	No	67.4	67.9	0.4	No	64.2	64.8	0.6	No
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	68.5	0.2	No	65.0	65.3	0.3	No	67.2	67.6	0.4	No	64.1	64.4	0.3	No
Hoover St between Manchester Blvd and West Century Blvd	63.1	63.2	0.1	No	59.3	59.4	0.1	No	62.5	62.7	0.1	No	58.3	58.4	0.1	No

SOURCE: ESA, 2019 (Appendix J).



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SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-21
Significant Cumulative Traffic Noise Impact Locations - Project Major Event (Weekday Post Event)

ESA

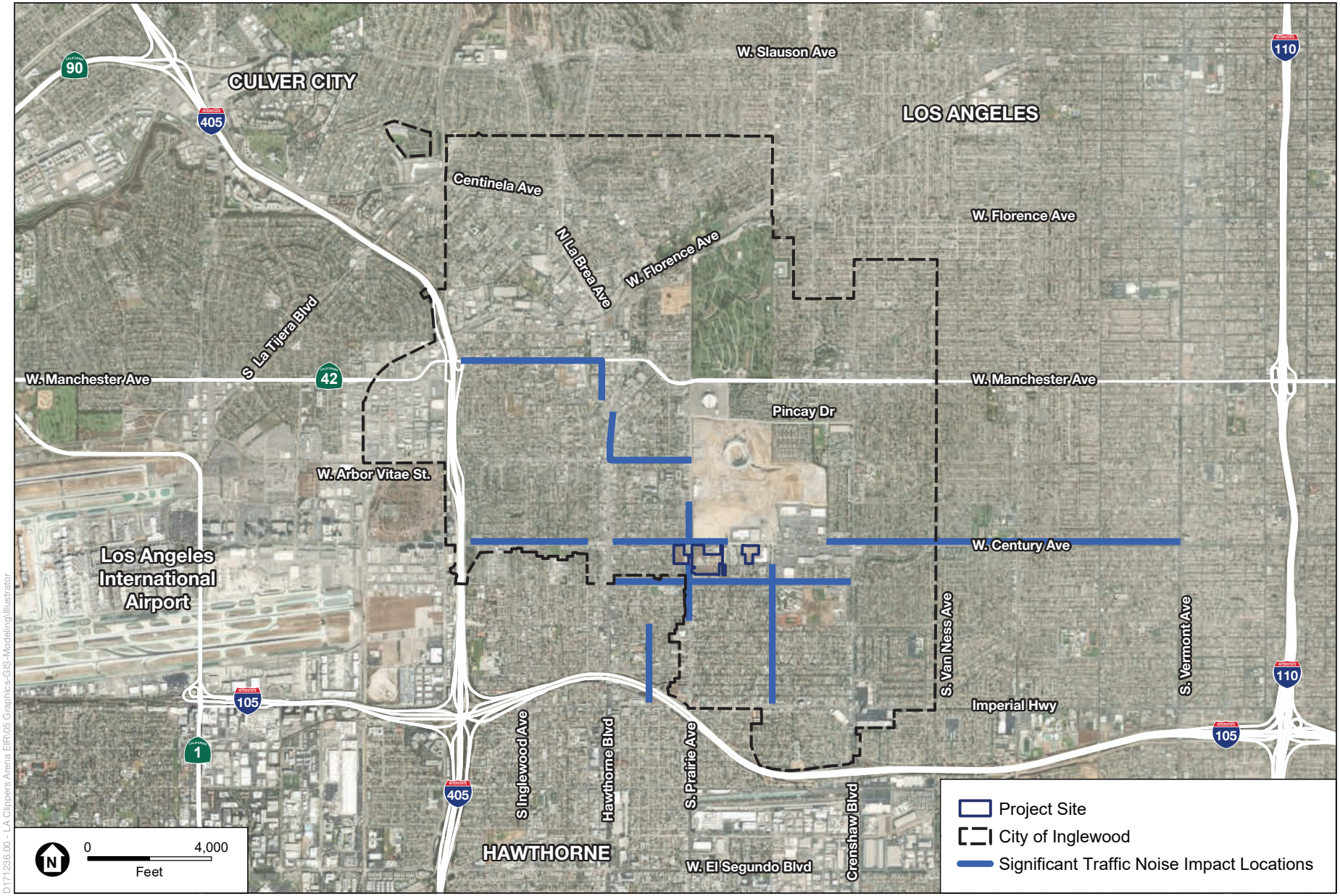
During the Cumulative Plus Project Major Event Weekend Pre Event Peak Period, the cumulative increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 3.6 dBA Leq. Under this condition, four roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and the cumulative impact would be **potentially significant**. Of those four roadway segments, the Proposed Project would not result in increases of greater than 1 dBA Leq, which is an increase that would be perceptible in a controlled laboratory setting, along any segments (see Table 3.11-21).[80] Therefore, the project's contribution is less than cumulatively considerable and the cumulative impact is **less than significant**.

During the Cumulative Plus Project Major Event Weekend Post Event Peak Period, the cumulative increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 5.4 dBA Leq. Under this condition, 33 roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and the cumulative impact would be **potentially significant**. Of those 33 roadway segments, the Proposed Project would result in increases of greater than 1 dBA Leq for all segments, which is an increase that would be perceptible in a controlled laboratory setting, along any segments (see Table 3.11-21 and **Figure 3.11-22**).[81] Therefore, the project's contribution would be cumulatively considerable and the cumulative impact is **potentially significant**.

Cumulative Plus Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event (Weekday)
Impacts under the Cumulative Plus Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event (Weekday Pre Event) condition are shown in **Table 3.11-35**. As indicated, the cumulative increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 6.4 dBA Leq during the weekday Pre Event Peak Period. The increase in traffic noise along studied roadway segments would exceed the significance threshold of a 3 dBA Leq increase during the weekday Pre Event Peak Period along 21 roadway segments. Therefore, impacts under the Cumulative Plus Stadium Mid-Size Event Plus Forum Concert Plus Project Major Event (Weekday Pre Event) condition would be **potentially significant**. Although cumulative increase in traffic noise would result in significant impacts along 21 roadway segments, the Proposed Project contribution would not result in increases greater than 1 dBA Leq, which is an increase that would be perceptible unless in controlled laboratory setting (see Table 3.11-22).[82] Therefore, the project's contribution would be less than cumulatively considerable and the cumulative impact is **less than significant**.

During the Cumulative Plus Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event (Weekday Post Event) condition, the increase in traffic noise along studied roadway segments would range from 0.1 dBA Leq up to 8.5 dBA Leq. Under this condition, 74 roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and, thus, the cumulative impacts on these segments would be **potentially significant**. Of those 74 roadway segments where potentially significant cumulative impacts could occur, the Proposed Project

[80] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[81] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[82] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.



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SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-22
Significant Cumulative Traffic Noise Impact Locations - Project Major Event (Weekend Post Event)

ESA

would result in increases greater than 1 dBA Leq, which is an increase that would be perceptible in a controlled laboratory setting along 67 segments (see Table 3.11-22 and **Figure 3.11-23**).[83] Therefore, the project's contribution would be cumulatively considerable and the cumulative impact is **potentially significant**.

Cumulative Plus Stadium NFL Game Plus Forum Concert Plus Project Major Event (Weekend)
Impacts under the Cumulative Plus Stadium NFL Game Plus Forum Concert Plus Project Major Event (Weekend Pre Event) condition are shown in **Table 3.11-36**. As indicated, the cumulative increase in traffic noise along studied roadway segments would range from a decrease of -1.6 dBA Leq (where traffic volumes are anticipated to decrease) up to an increase of 6.6 dBA Leq. Under this condition, 21 roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and the cumulative impact would be **potentially significant**. Of those 21 roadway segments, the Proposed Project would result in increases greater than 1 dBA Leq, which is an increase that would be perceptible in a controlled laboratory setting, along 12 segments (see Table 3.11-23 and **Figure 3.11-24**).[84] Therefore, the project's contribution would be cumulatively considerable and the cumulative impact is **potentially significant**.

During the Cumulative Plus Stadium NFL Game Plus Forum Concert Plus Project Major Event (Weekend Post Event) condition, the cumulative increase in traffic noise along studied roadway segments would range from a decrease of 1.0 dBA Leq up to an increase of 9.6 dBA Leq. Under this condition, West 108 roadway segments would experience increases in traffic noise of 3.0 dBA Leq or greater and the cumulative impact would be **potentially significant**. Of those 108 roadway segments, the Proposed Project would result in increases greater than 1 dBA Leq, which is an increase that would be perceptible in a controlled laboratory setting, along 47 segments (see Table 3.11-23 and **Figure 3.11-25**).[85] Therefore, the project's contribution would be cumulatively considerable and the cumulative impact is **potentially significant**.

The following Mitigation Measures were identified and would avoid or substantially lessen the project contribution to cumulative operational noise impacts under Non-Event Day, Day-Time Corporate/Community Event, Other Sporting Event or Gathering, and Major Event conditions, as described further below.

Mitigation Measure 3.11-6(a)

Implement Mitigation Measure 3.11-2(a). (Noise Reduction Plan).

Mitigation Measure 3.11-6(b)

Implement Mitigation Measure 3.14-2(b) (Implementation of a comprehensive Transportation Demand Management (TDM) program).

[83] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[84] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.
[85] California Department of Transportation, 2013. Technical Noise Supplement. September 2013. p. 6-5.

TABLE 3.11-35
CUMULATIVE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	69.6	70.1	0.4	No	67.3	68.2	0.9	No
Centinela between La Brea Ave and Florence Ave	69.5	70.3	0.8	No	66.8	67.2	0.4	No
Florence Ave between La Brea Ave and Hillcrest Blvd	68.2	69.9	1.8	No	65.8	67.0	1.3	No
Florence Ave between Hillcrest Blvd and Centinela Ave	68.9	70.5	1.6	No	66.6	67.7	1.1	No
Florence Ave between Centinela Ave and South Prairie Ave	70.9	72.3	1.4	No	68.7	69.9	1.3	No
Florence Ave between South Prairie Ave and West Blvd	71.0	72.5	1.5	No	68.6	70.7	2.1	No
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	66.5	72.9	6.4	**Yes**	64.0	72.5	8.5	**Yes**
Manchester Blvd between La Brea Ave and Hillcrest Blvd	69.7	72.4	2.8	No	67.0	72.1	5.1	**Yes**
Manchester Blvd between Hillcrest Blvd and Spruce Ave	69.8	72.6	2.8	No	67.0	72.1	5.1	**Yes**
Manchester Blvd between Spruce Ave and South Prairie Ave	69.9	72.8	2.8	No	67.1	72.3	5.2	**Yes**
Manchester Blvd between Kareem Ct and Crenshaw Dr	71.0	72.9	1.9	No	68.1	71.9	3.8	**Yes**
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	69.9	72.5	2.6	No	67.6	71.8	4.2	**Yes**
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	71.0	73.7	2.7	No	68.3	72.8	4.6	**Yes**
Manchester Blvd between Van Ness Ave and Western Ave	70.9	73.7	2.8	No	68.3	72.9	4.5	**Yes**
Manchester Blvd between Western Ave and Normandie Ave	71.0	73.6	2.6	No	68.6	72.9	4.3	**Yes**
Manchester Blvd between Normandie Ave and Vermont Ave	71.2	73.4	2.2	No	68.8	72.8	4.0	**Yes**
Manchester Blvd between Vermont Ave and Hoover St	71.3	73.5	2.1	No	69.8	73.2	3.4	**Yes**
Manchester Blvd between Hoover St and Figueroa St	71.6	73.6	2.1	No	70.0	73.3	3.3	**Yes**
Pincay Dr between South Prairie Ave and Kareem Ct	68.7	72.4	3.7	**Yes**	64.3	69.1	4.7	**Yes**
Pincay Dr between Kareem Ct and Crenshaw Blvd	69.4	72.4	2.9	No	64.7	67.4	2.8	No
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	65.9	68.0	2.0	No	63.4	66.5	3.1	**Yes**
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.7	67.7	2.0	No	63.4	66.3	2.9	No
Arbor Vitae St between La Brea Ave and Myrtle Ave	64.3	67.2	2.9	No	61.6	65.9	4.4	**Yes**
Arbor Vitae St between Myrtle Ave and South Prairie Ave	63.6	66.8	3.2	**Yes**	60.8	65.6	4.8	**Yes**
Hardy St between La Brea Ave and Myrtle Ave	60.3	61.1	0.8	No	57.1	58.8	1.6	No
Hardy St between Myrtle Ave and South Prairie Ave	59.8	60.6	0.9	No	55.6	57.0	1.3	No
West Century Blvd between Concourse Way and La Cienega Blvd	70.4	74.4	4.0	**Yes**	70.9	76.0	5.1	**Yes**
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.5	73.5	3.0	**Yes**	68.5	73.1	4.5	**Yes**
West Century Blvd between Felton Ave and Inglewood Ave	70.3	73.4	3.1	**Yes**	68.4	73.0	4.6	**Yes**
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.5	73.4	2.8	No	68.2	72.5	4.3	**Yes**
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.6	73.4	2.8	No	68.1	72.5	4.4	**Yes**
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	70.6	73.3	2.7	No	67.6	73.1	5.5	**Yes**
West Century Blvd between Myrtle Ave and Freeman Ave	70.6	73.3	2.8	No	67.6	73.1	5.5	**Yes**
West Century Blvd between Freeman Ave and South Prairie Ave	70.3	73.1	2.8	No	67.3	71.9	4.6	**Yes**
West Century Blvd between South Prairie Ave and Doty Ave	70.8	73.8	2.9	No	68.2	73.0	4.8	**Yes**
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.3	73.8	2.5	No	68.4	72.8	4.4	**Yes**
West Century Blvd between Crenshaw Blvd and 5th Ave	69.3	72.2	2.8	No	66.5	71.4	4.9	**Yes**

TABLE 3.11-35
CUMULATIVE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
West Century Blvd between 5th Ave and Van Ness Ave	69.3	72.2	2.8	No	66.5	71.4	4.9	**Yes**
West Century Blvd between Van Ness Ave and Gramercy Pl	69.7	72.4	2.7	No	66.8	71.3	4.4	**Yes**
West Century Blvd between Gramercy Pl and Western Ave	69.8	72.4	2.6	No	66.8	71.2	4.5	**Yes**
West Century Blvd between Western Ave and Normandie Ave	70.1	72.5	2.4	No	67.1	71.1	4.1	**Yes**
West Century Blvd between Normandie Ave and Vermont Ave	70.5	72.8	2.3	No	67.6	71.4	3.8	**Yes**
West Century Blvd between Vermont Ave and Hoover St	70.9	72.7	1.9	No	67.9	71.3	3.4	**Yes**
West Century Blvd between Hoover St and Figueroa St	70.9	72.7	1.8	No	68.0	70.8	2.8	No
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	71.1	72.7	1.6	No	68.2	70.8	2.6	No
West 104th St between Inglewood Ave and Hawthorne Blvd	58.2	59.5	1.4	No	54.0	55.1	1.1	No
West 104th St between Hawthorne Blvd and South Prairie Ave	57.4	59.5	2.1	No	54.2	58.6	4.4	**Yes**
West 104th St between South Prairie Ave and Doty Ave	59.1	62.1	3.1	**Yes**	55.5	60.5	5.0	**Yes**
West 104th St between Doty Ave and Yukon Ave	58.5	62.0	3.4	**Yes**	55.0	60.7	5.7	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	60.3	63.2	2.9	No	56.4	61.1	4.6	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	61.4	62.1	0.7	No	58.0	66.1	8.1	**Yes**
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	63.6	64.1	0.5	No	60.9	66.7	5.8	**Yes**
Lennox Blvd between Hawthorne Blvd and Freeman Ave	62.6	64.1	1.5	No	59.3	62.7	3.4	**Yes**
Lennox Blvd between Freeman Ave and South Prairie Ave	61.5	63.5	1.9	No	58.7	62.5	3.8	**Yes**
Imperial Hwy between South Prairie Ave and Doty Ave	68.5	69.7	1.2	No	65.0	67.6	2.7	No
Imperial Hwy between Doty Ave and Yukon Ave	68.3	69.5	1.2	No	64.4	67.3	2.9	No
Imperial Hwy between Yukon Ave and Crenshaw Blvd	68.3	69.6	1.3	No	64.2	67.5	3.3	**Yes**
West 120th St between South Prairie Ave and I-105 on/off ramp	68.9	69.7	0.8	No	65.4	66.6	1.1	No
La Cienega Blvd between Stocker St and La Tijera Blvd	73.9	74.5	0.6	No	71.1	72.5	1.5	No
La Cienega Blvd between La Tijera Blvd and Centinela Ave	71.9	72.7	0.9	No	70.0	71.8	1.8	No
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	71.7	1.5	No	68.2	70.7	2.4	No
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	67.5	70.7	3.2	**Yes**	65.4	69.6	4.2	**Yes**
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	67.8	71.5	3.7	**Yes**	66.8	70.6	3.8	**Yes**
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	66.3	70.5	4.2	**Yes**	63.6	72.1	8.5	**Yes**
Inglewood Ave between West Century Blvd and West 104th St	64.9	66.6	1.8	No	62.2	65.9	3.6	**Yes**
Inglewood Ave between West 104th St and Lennox Blvd	65.4	66.8	1.4	No	62.1	65.7	3.6	**Yes**
La Brea Ave between Stocker St and Slauson Ave	69.0	69.4	0.5	No	65.2	66.5	1.3	No
La Brea Ave between Slauson Ave and Centinela Ave	68.2	68.7	0.5	No	64.5	66.0	1.5	No
La Brea Ave between Centinela Ave and Florence Ave	67.7	68.6	0.8	No	63.9	65.7	1.8	No
La Brea Ave between Florence Ave and Manchester Blvd	67.0	68.6	1.7	No	63.8	65.7	1.9	No
La Brea Ave between Manchester Blvd and Hillcrest Blvd	66.1	67.7	1.6	No	62.7	66.7	4.0	**Yes**
La Brea Ave between La Brea Ave and Arbor Vitae St	67.1	68.7	1.7	No	63.4	67.4	4.0	**Yes**
Hawthorne Ave between West 104th St and Lennox Blvd	68.9	71.2	2.3	No	66.1	69.0	2.9	No
Hawthorne Ave between Lennox Blvd and West 111th St	69.3	71.7	2.4	No	66.7	70.9	4.2	**Yes**

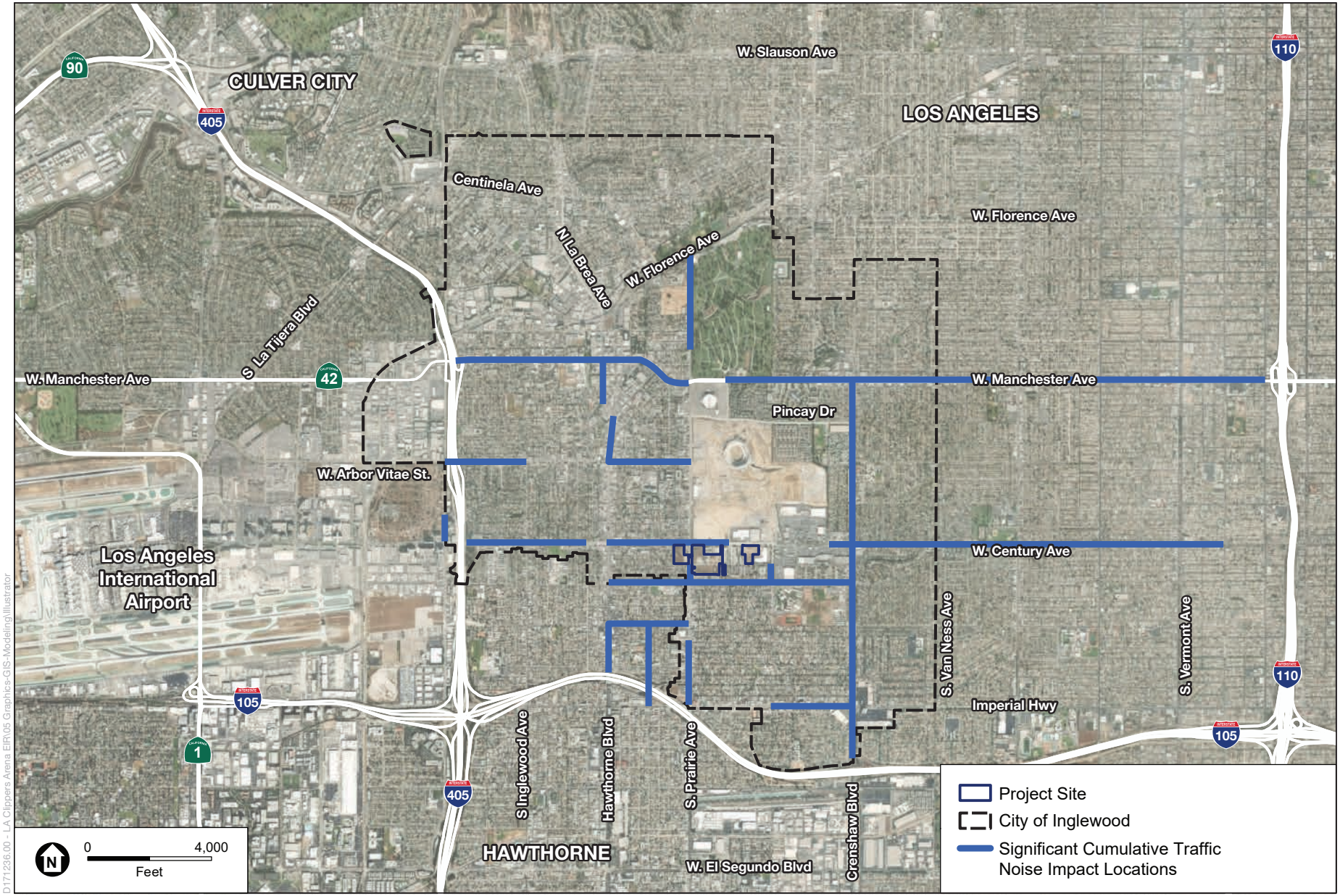
TABLE 3.11-35
CUMULATIVE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hillcrest Blvd between Florence Ave and Manchester Blvd	62.7	63.1	0.4	No	58.6	59.7	1.1	No
Myrtle Ave between Hardy St and West Century Blvd	58.2	58.6	0.4	No	55.6	56.9	1.3	No
Freeman Ave between Lennox Blvd and Imperial Hwy	61.4	62.4	1.0	No	59.8	64.8	5.0	**Yes**
South Prairie Ave between Florence Ave and Grace Ave	67.5	70.0	2.5	No	64.3	67.9	3.6	**Yes**
South Prairie Ave between Grace Ave and East Carondelet Way	67.6	70.2	2.6	No	64.4	68.0	3.6	**Yes**
South Prairie Ave between East Carondelet Way and E Regent St	67.6	70.3	2.6	No	64.4	68.0	3.6	**Yes**
South Prairie Ave between E Regent St and Manchester Blvd	68.1	70.6	2.5	No	64.7	68.2	3.5	**Yes**
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.7	72.7	4.0	**Yes**	65.5	71.2	5.7	**Yes**
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	68.8	71.9	3.1	**Yes**	65.7	71.4	5.8	**Yes**
South Prairie Ave between Buckthorn St and Arbor Vitae St	68.7	71.8	3.1	**Yes**	65.4	71.2	5.7	**Yes**
South Prairie Ave between Arbor Vitae St and Hardy St	68.5	71.6	3.1	**Yes**	65.4	70.8	5.4	**Yes**
South Prairie Ave between Hardy St and East 97th St	68.8	72.2	3.4	**Yes**	65.6	71.9	6.2	**Yes**
South Prairie Ave between East 97th St and West Century Blvd	68.9	72.2	3.4	**Yes**	65.8	72.0	6.2	**Yes**
South Prairie Ave between West 102nd St and West 104th St	68.8	72.8	4.0	**Yes**	65.9	72.4	6.6	**Yes**
South Prairie Ave between West 104th St and Lennox Blvd	69.5	72.7	3.2	**Yes**	66.9	72.2	5.3	**Yes**
South Prairie Ave between West 108th St and West 111th St	69.7	72.4	2.7	No	67.2	71.9	4.7	**Yes**
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.7	72.4	2.7	No	67.6	72.1	4.4	**Yes**
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.5	70.9	1.4	No	67.3	71.7	4.4	**Yes**
South Prairie Ave between Imperial Hwy and West 118th St	68.5	69.4	0.9	No	65.7	67.3	1.6	No
South Prairie Ave between West 118th St and West 120th St	68.3	69.3	0.9	No	65.4	67.0	1.6	No
Yukon Ave between West 102nd St and West 104th St	62.8	64.5	1.7	No	59.2	62.5	3.2	**Yes**
Yukon Ave between West 104th St and West 108th St	61.4	62.3	1.0	No	57.7	60.5	2.8	No
Yukon Ave between West 108th St and West 111th St	60.7	61.5	0.8	No	57.2	59.7	2.5	No
Yukon Ave between West 111th St and Imperial Hwy	60.3	60.9	0.6	No	56.6	58.9	2.3	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	67.4	68.1	0.7	No	62.9	63.7	0.8	No
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	69.1	70.3	1.2	No	65.9	67.4	1.5	No
Crenshaw Blvd between Manchester Blvd and Pincay Dr	70.3	72.5	2.2	No	66.9	70.4	3.5	**Yes**
Crenshaw Blvd between Pincay Dr and Hardy St	70.0	72.2	2.2	No	66.9	71.3	4.4	**Yes**
Crenshaw Blvd between Hardy St and West Century Blvd	69.3	71.8	2.5	No	66.9	71.3	4.4	**Yes**
Crenshaw Blvd between West Century Blvd and West 104th St	70.0	72.9	2.9	No	67.5	72.4	4.9	**Yes**
Crenshaw Blvd between West 104th St and West 109th St	70.3	73.6	3.2	**Yes**	67.9	72.5	4.6	**Yes**
Crenshaw Blvd between West 109th St and Imperial Hwy	70.3	73.6	3.3	**Yes**	67.9	72.7	4.8	**Yes**
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	70.6	73.6	2.9	No	68.4	72.4	4.1	**Yes**
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	65.5	66.0	0.5	No	62.6	63.5	0.9	No
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	65.5	66.0	0.5	No	62.5	63.5	0.9	No
Van Ness Ave between West Century Blvd and West 104th St	66.0	66.3	0.3	No	63.0	63.6	0.6	No
Western Ave between Manchester Blvd and West Century Blvd	68.1	68.5	0.4	No	65.1	65.7	0.6	No

TABLE 3.11-35
CUMULATIVE PLUS STADIUM MID-SIZED EVENT PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekday Pre Event Peak Period				Weekday Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Vermont Ave between Manchester Blvd and West Century Blvd	68.3	68.5	0.3	No	65.0	65.3	0.3	No
Hoover St between Manchester Blvd and West Century Blvd	63.1	63.2	0.1	No	59.3	59.4	0.1	No

SOURCE: ESA, 2019 (Appendix J)



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-23
Significant Cumulative Traffic Noise Impact Locations -
Stadium Mid-Sized Event Plus Forum Concert Plus Project Major Event
(Weekday Post Event)

ESA



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-24
Significant Cumulative Traffic Noise Impact Locations -
Stadium NFL Game Event Plus Forum Concert Plus Project Major Event
(Weekend Pre Event)

ESA

TABLE 3.11-36
CUMULATIVE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Centinela between La Cienega Blvd and La Brea Ave	69.5	70.0	0.6	No	66.4	69.6	3.2	**Yes**
Centinela between La Brea Ave and Florence Ave	68.6	69.7	1.2	No	65.9	69.2	3.4	**Yes**
Florence Ave between La Brea Ave and Hillcrest Blvd	67.0	68.7	1.7	No	64.8	68.2	3.4	**Yes**
Florence Ave between Hillcrest Blvd and Centinela Ave	67.9	69.4	1.5	No	65.7	68.8	3.1	**Yes**
Florence Ave between Centinela Ave and South Prairie Ave	70.5	71.7	1.2	No	67.7	71.2	3.5	**Yes**
Florence Ave between South Prairie Ave and West Blvd	70.3	71.7	1.4	No	67.6	71.2	3.6	**Yes**
Manchester Blvd between Ash Ave/I-405 NB Off-Ramp and La Brea Ave	66.2	72.8	6.6	**Yes**	63.0	72.7	9.6	**Yes**
Manchester Blvd between La Brea Ave and Hillcrest Blvd	68.9	72.2	3.3	**Yes**	66.1	71.9	5.8	**Yes**
Manchester Blvd between Hillcrest Blvd and Spruce Ave	69.0	72.3	3.3	**Yes**	66.1	72.0	5.9	**Yes**
Manchester Blvd between Spruce Ave and South Prairie Ave	69.1	72.4	3.3	**Yes**	66.2	72.1	5.9	**Yes**
Manchester Blvd between Kareem Ct and Crenshaw Dr	70.0	72.6	2.7	No	67.1	72.3	5.2	**Yes**
Manchester Blvd between Crenshaw Dr and Crenshaw Blvd	69.2	72.0	2.9	No	66.7	71.7	5.0	**Yes**
Manchester Blvd between Crenshaw Blvd and Van Ness Ave	70.1	73.5	3.4	**Yes**	67.3	73.2	5.9	**Yes**
Manchester Blvd between Van Ness Ave and Western Ave	70.4	73.7	3.3	**Yes**	67.4	73.4	6.0	**Yes**
Manchester Blvd between Western Ave and Normandie Ave	70.6	73.6	3.1	**Yes**	67.7	73.3	5.6	**Yes**
Manchester Blvd between Normandie Ave and Vermont Ave	70.6	73.4	2.8	No	67.9	73.1	5.2	**Yes**
Manchester Blvd between Vermont Ave and Hoover St	70.8	73.4	2.6	No	68.8	73.0	4.2	**Yes**
Manchester Blvd between Hoover St and Figueroa St	70.8	73.4	2.6	No	69.1	72.9	3.8	**Yes**
Pincay Dr between South Prairie Ave and Kareem Ct	67.0	65.4	-1.6	No	63.4	64.7	1.3	No
Pincay Dr between Kareem Ct and Crenshaw Blvd	68.1	71.8	3.7	**Yes**	63.7	71.6	7.9	**Yes**
Arbor Vitae St between La Cienega Blvd and Inglewood Ave	65.5	66.9	1.3	No	62.4	66.4	4.0	**Yes**
Arbor Vitae St between Inglewood Ave and La Brea Ave	65.2	66.4	1.2	No	62.5	65.9	3.4	**Yes**
Arbor Vitae St between La Brea Ave and Myrtle Ave	63.8	66.6	2.7	No	60.6	66.3	5.6	**Yes**
Arbor Vitae St between Myrtle Ave and South Prairie Ave	62.9	66.2	3.3	**Yes**	59.9	65.9	6.1	**Yes**
Hardy St between La Brea Ave and Myrtle Ave	59.6	60.5	0.9	No	56.2	59.9	3.8	**Yes**
Hardy St between Myrtle Ave and South Prairie Ave	58.8	59.5	0.7	No	54.6	59.1	4.4	**Yes**
West Century Blvd between Concourse Way and La Cienega Blvd	70.5	71.9	1.4	No	70.0	71.0	1.0	No
West Century Blvd between I-405 on/off Ramp and Felton Ave	70.3	72.7	2.4	No	67.6	72.2	4.7	**Yes**
West Century Blvd between Felton Ave and Inglewood Ave	70.1	72.6	2.5	No	67.5	72.1	4.6	**Yes**
West Century Blvd between Inglewood Ave and Fir Ave/Firmona Ave	70.1	72.6	2.6	No	67.3	72.2	5.0	**Yes**
West Century Blvd between Fir Ave/Firmona Ave and Grevillea Ave	70.1	72.7	2.5	No	67.2	72.3	5.1	**Yes**
West Century Blvd between Hawthorne Blvd/La Brea Blvd and Myrtle Ave	69.9	72.7	2.8	No	66.7	72.4	5.7	**Yes**
West Century Blvd between Myrtle Ave and Freeman Ave	69.8	72.7	2.9	No	66.7	72.3	5.7	**Yes**
West Century Blvd between Freeman Ave and South Prairie Ave	69.6	72.6	2.9	No	66.3	72.2	5.9	**Yes**
West Century Blvd between South Prairie Ave and Doty Ave	70.6	73.5	2.9	No	67.2	73.2	5.9	**Yes**
West Century Blvd between 11th Ave/Village Ave and Crenshaw Blvd	71.5	73.8	2.3	No	67.5	73.5	6.0	**Yes**
West Century Blvd between Crenshaw Blvd and 5th Ave	69.3	72.5	3.2	**Yes**	65.5	72.2	6.6	**Yes**

TABLE 3.11-36
CUMULATIVE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

Segment	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative + Stadium + Forum Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative + Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
West Century Blvd between 5th Ave and Van Ness Ave	69.4	72.5	3.1	**Yes**	65.5	72.2	6.7	**Yes**
West Century Blvd between Van Ness Ave and Gramercy Pl	69.6	72.6	2.9	No	65.9	72.3	6.4	**Yes**
West Century Blvd between Gramercy Pl and Western Ave	69.6	72.6	2.9	No	65.9	72.3	6.4	**Yes**
West Century Blvd between Western Ave and Normandie Ave	69.8	72.6	2.8	No	66.1	72.3	6.2	**Yes**
West Century Blvd between Normandie Ave and Vermont Ave	70.2	73.0	2.8	No	66.6	72.7	6.0	**Yes**
West Century Blvd between Vermont Ave and Hoover St	70.4	72.9	2.5	No	67.0	72.5	5.5	**Yes**
West Century Blvd between Hoover St and Figueroa St	70.5	72.8	2.3	No	67.1	72.4	5.3	**Yes**
West Century Blvd between Figueroa St and Grand Ave/I-110 SB off ramp	70.5	72.6	2.1	No	67.3	72.3	5.0	**Yes**
West 104th St between Inglewood Ave and Hawthorne Blvd	57.0	57.6	0.6	No	53.0	57.2	4.2	**Yes**
West 104th St between Hawthorne Blvd and South Prairie Ave	56.7	58.8	2.1	No	53.2	58.4	5.2	**Yes**
West 104th St between South Prairie Ave and Doty Ave	58.0	60.2	2.2	No	54.6	59.9	5.3	**Yes**
West 104th St between Doty Ave and Yukon Ave	57.8	60.3	2.6	No	54.0	60.1	6.1	**Yes**
West 104th St between Yukon Ave and Crenshaw Blvd	59.5	61.5	2.0	No	55.5	61.2	5.8	**Yes**
Lennox Blvd between La Cienega Blvd and Inglewood Ave	59.4	60.8	1.3	No	57.0	60.2	3.2	**Yes**
Lennox Blvd between Inglewood Ave and Hawthorne Blvd	62.6	63.4	0.7	No	60.0	62.8	2.8	No
Lennox Blvd between Hawthorne Blvd and Freeman Ave	61.8	63.0	1.2	No	58.3	62.6	4.3	**Yes**
Lennox Blvd between Freeman Ave and South Prairie Ave	60.7	62.2	1.5	No	57.8	61.7	3.9	**Yes**
Imperial Hwy between South Prairie Ave and Doty Ave	67.7	68.7	0.9	No	64.0	68.2	4.2	**Yes**
Imperial Hwy between Doty Ave and Yukon Ave	67.4	68.4	1.0	No	63.4	68.0	4.5	**Yes**
Imperial Hwy between Yukon Ave and Crenshaw Blvd	67.3	68.5	1.1	No	63.2	68.1	4.9	**Yes**
West 120th St between South Prairie Ave and I-105 on/off ramp	67.6	68.5	0.9	No	64.5	68.0	3.5	**Yes**
La Cienega Blvd between Stocker St and La Tijera Blvd	73.6	74.1	0.5	No	70.2	73.6	3.5	**Yes**
La Cienega Blvd between La Tijera Blvd and Centinela Ave	72.2	72.8	0.6	No	69.0	72.3	3.2	**Yes**
La Cienega Blvd between Centinela Ave and Florence Ave	70.2	71.2	1.0	No	67.3	70.6	3.3	**Yes**
La Cienega Blvd between Arbor Vitae St and I-405 on/off rams (n/o West Century)	66.3	69.9	3.6	**Yes**	64.5	69.4	4.9	**Yes**
La Cienega Blvd between I-405 on/off rams (n/o West Century) and West Century Blvd	66.9	70.0	3.1	**Yes**	65.9	69.4	3.5	**Yes**
La Cienega Blvd between I-405 on/off ramps (s/o West Century) and West 104th St	64.5	68.0	3.5	**Yes**	62.6	67.3	4.6	**Yes**
Inglewood Ave between West Century Blvd and West 104th St	64.2	65.0	0.8	No	61.3	64.5	3.2	**Yes**
Inglewood Ave between West 104th St and Lennox Blvd	64.5	65.1	0.6	No	61.1	64.6	3.5	**Yes**
La Brea Ave between Stocker St and Slauson Ave	67.3	67.8	0.5	No	64.2	67.3	3.1	**Yes**
La Brea Ave between Slauson Ave and Centinela Ave	67.7	68.2	0.4	No	63.6	67.8	4.2	**Yes**
La Brea Ave between Centinela Ave and Florence Ave	67.0	68.1	1.1	No	63.0	67.7	4.7	**Yes**
La Brea Ave between Florence Ave and Manchester Blvd	66.3	67.7	1.4	No	62.9	67.3	4.4	**Yes**
La Brea Ave between Manchester Blvd and Hillcrest Blvd	65.3	67.1	1.7	No	61.8	66.7	4.9	**Yes**
La Brea Ave between La Brea Ave and Arbor Vitae St	66.2	67.7	1.5	No	62.5	67.3	4.8	**Yes**
Hawthorne Ave between West 104th St and Lennox Blvd	68.2	69.6	1.4	No	65.2	69.2	4.0	**Yes**
Hawthorne Ave between Lennox Blvd and West 111th St	68.6	70.0	1.4	No	65.8	69.6	3.8	**Yes**

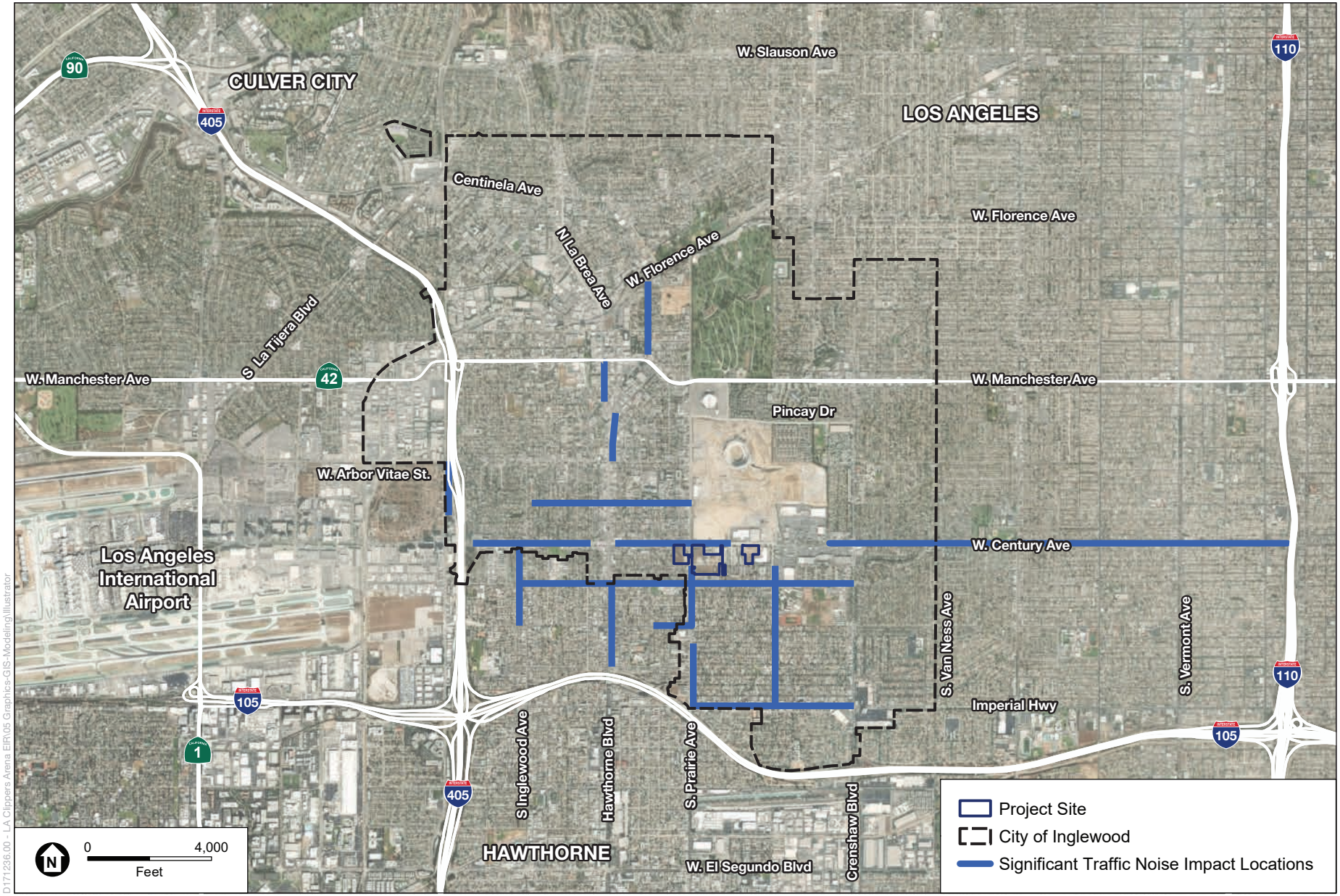
TABLE 3.11-36
CUMULATIVE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
Segment	**Adjusted Baseline (dBA Leq)**	**Cumulative + Stadium + Forum Plus Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**	**Adjusted Baseline (dBA Leq)**	**Cumulative + Project (dBA Leq)**	**Increase over Adjusted Baseline (dBA Leq)**	**Exceeds Threshold?**
Hillcrest Blvd between Florence Ave and Manchester Blvd	60.7	61.3	0.6	No	57.6	60.8	3.2	**Yes**
Myrtle Ave between Hardy St and West Century Blvd	56.4	57.2	0.8	No	54.6	55.7	1.0	No
Freeman Ave between Lennox Blvd and Imperial Hwy	60.9	61.9	1.0	No	58.8	61.2	2.4	No
South Prairie Ave between Florence Ave and Grace Ave	67.0	68.8	1.7	No	63.4	68.4	5.0	**Yes**
South Prairie Ave between Grace Ave and East Carondelet Way	67.0	68.9	1.9	No	63.5	68.5	5.1	**Yes**
South Prairie Ave between East Carondelet Way and E Regent St	67.1	69.0	1.9	No	63.5	68.6	5.2	**Yes**
South Prairie Ave between E Regent St and Manchester Blvd	67.5	69.3	1.9	No	63.8	69.0	5.2	**Yes**
South Prairie Ave between Manchester Blvd and Kelso St/Pincay Dr	68.3	72.0	3.7	**Yes**	64.6	71.8	7.2	**Yes**
South Prairie Ave between Kelso St/Pincay Dr and Buckthorn St	68.4	71.4	3.0	**Yes**	64.7	71.2	6.4	**Yes**
South Prairie Ave between Buckthorn St and Arbor Vitae St	68.2	71.3	3.1	**Yes**	64.5	71.1	6.6	**Yes**
South Prairie Ave between Arbor Vitae St and Hardy St	68.1	71.3	3.2	**Yes**	64.5	71.1	6.6	**Yes**
South Prairie Ave between Hardy St and East 97th St	68.5	72.0	3.5	**Yes**	64.7	71.8	7.1	**Yes**
South Prairie Ave between East 97th St and West Century Blvd	68.5	72.1	3.6	**Yes**	64.8	71.9	7.0	**Yes**
South Prairie Ave between West 102nd St and West 104th St	68.4	71.8	3.4	**Yes**	64.9	71.6	6.6	**Yes**
South Prairie Ave between West 104th St and Lennox Blvd	69.0	71.7	2.8	No	66.0	71.4	5.4	**Yes**
South Prairie Ave between West 108th St and West 111th St	69.3	71.7	2.4	No	66.3	71.3	5.0	**Yes**
South Prairie Ave between West 111th St and West 112th St/I-105 off ramp	69.6	71.9	2.3	No	66.7	71.5	4.8	**Yes**
South Prairie Ave between West 112th St/I-105 off ramp and Imperial Hwy	69.3	70.7	1.4	No	66.3	70.2	3.9	**Yes**
South Prairie Ave between Imperial Hwy and West 118th St	67.7	68.6	0.9	No	64.8	68.2	3.4	**Yes**
South Prairie Ave between West 118th St and West 120th St	67.4	68.4	1.0	No	64.5	67.9	3.4	**Yes**
Yukon Ave between West 102nd St and West 104th St	62.5	64.0	1.5	No	58.3	63.7	5.4	**Yes**
Yukon Ave between West 104th St and West 108th St	60.9	62.1	1.3	No	56.7	61.8	5.0	**Yes**
Yukon Ave between West 108th St and West 111th St	59.9	61.0	1.1	No	56.2	60.6	4.4	**Yes**
Yukon Ave between West 111th St and Imperial Hwy	59.3	60.3	1.0	No	55.6	59.9	4.3	**Yes**
Crenshaw Blvd between Florence Ave and Manchester Blvd (W)	66.3	67.7	1.5	No	62.0	67.4	5.5	**Yes**
Crenshaw Blvd between Florence Ave and Manchester Blvd (E)	68.7	70.6	1.9	No	65.0	70.2	5.3	**Yes**
Crenshaw Blvd between Manchester Blvd and Pincay Dr	69.7	72.6	3.0	No	66.0	72.3	6.4	**Yes**
Crenshaw Blvd between Pincay Dr and Hardy St	69.4	71.7	2.3	No	66.0	71.4	5.4	**Yes**
Crenshaw Blvd between Hardy St and West Century Blvd	69.0	71.4	2.4	No	66.0	71.1	5.1	**Yes**
Crenshaw Blvd between West Century Blvd and West 104th St	69.7	71.9	2.3	No	66.6	71.6	5.0	**Yes**
Crenshaw Blvd between West 104th St and West 109th St	70.0	72.4	2.4	No	66.9	72.1	5.1	**Yes**
Crenshaw Blvd between West 109th St and Imperial Hwy	70.3	72.6	2.3	No	66.9	72.3	5.4	**Yes**
Crenshaw Blvd between Imperial Hwy and I-105 off ramp/West 118th Pl	70.6	72.8	2.2	No	67.5	72.5	5.0	**Yes**
Van Ness Ave between Manchester Blvd and Hardy St/East 96th St	64.9	65.6	0.7	No	61.6	65.2	3.5	**Yes**
Van Ness Ave between Hardy St/East 96th St and West Century Blvd	64.8	65.5	0.7	No	61.6	65.0	3.4	**Yes**
Van Ness Ave between West Century Blvd and West 104th St	65.2	65.6	0.5	No	62.1	65.1	3.1	**Yes**
Western Ave between Manchester Blvd and West Century Blvd	67.4	67.9	0.5	No	64.2	67.4	3.3	**Yes**

TABLE 3.11-36
CUMULATIVE PLUS STADIUM NFL GAME PLUS FORUM CONCERT PLUS PROJECT MAJOR EVENT

Segment	Weekend Pre Event Peak Period				Weekend Post Event Peak Period			
	Adjusted Baseline (dBA Leq)	Cumulative + Stadium + Forum Plus Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?	Adjusted Baseline (dBA Leq)	Cumulative + Project (dBA Leq)	Increase over Adjusted Baseline (dBA Leq)	Exceeds Threshold?
Vermont Ave between Manchester Blvd and West Century Blvd	67.2	67.7	0.5	No	64.1	67.2	3.2	**Yes**
Hoover St between Manchester Blvd and West Century Blvd	62.5	62.7	0.1	No	58.3	62.2	3.9	**Yes**

SOURCE: ESA, 2019 (Appendix J)



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: USDA, 2016; Esri, 2016; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 3.11-25
Significant Cumulative Traffic Noise Impact Locations -
Stadium NFL Game Plus Forum Concert Plus Project Major Event (Weekend Post Event)

ESA

Significance after Mitigation: Implementation of the noise reduction strategies included in Mitigation Measure 3.11-2(a) would reduce Project composite noise levels. However, effectiveness of noise reduction strategies incorporated within Mitigation Measure 3.11-2(a) are dependent on the final design of the Proposed Project and thus are uncertain at this time. Due to the uncertainty with feasibility and effectiveness of noise reduction strategies, cumulative operational noise impacts would be considered **significant and unavoidable**.

Significant increases in traffic noise would be lessened by implementation of Mitigation Measure 3.14-2(b) which would require the implementation of an expanded TDM program that would reduce Project-related traffic. A reduction in Project-related traffic would result in reductions in cumulative traffic noise. The extent to which this measure would reduce trips along impacted segments is uncertain. Therefore, impacts would be **significant and unavoidable**.

Impact 3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration. (Significant and Unavoidable)

As previously discussed for vibration under Impact 3.11-3, the use of large bulldozers and bore/drill rigs near the project boundaries, in combination with use of other heavy construction equipment, could generate vibration velocities that exceed the structural damage threshold of 0.3 in/sec PPV at certain sensitive receptors. Cumulative Project 73, located at 3900 West Century Boulevard, is adjacent to the Arena Site and was analyzed as noise-sensitive receptor R8. Vibration-sensitive receptor R9 (self-storage facility use) is adjacent to both Cumulative Project 73 and the Proposed Project.

Should construction of the Arena Site and Cumulative Project 73 overlap and large bull dozers or drill/bore rigs used on both sites along the property line of receptor R9, cumulative impacts would occur. Although groundborne vibration attenuates rapidly and generally has a non-additive nature, the cumulative impact of multiple projects causing potentially structurally damaging groundborne vibration on R9 is potentially significant. The heavy equipment used to construct the Proposed Project would be within five feet of vibration-sensitive receptor R9, and would have a considerable contribution to a vibration-related impact. Therefore, Proposed Project impacts on R9 would be cumulatively considerable and this cumulative impact is **significant**.

With respect to human annoyance, overlap of Proposed Project construction with cumulative projects could result in significant impacts on vibration-sensitive receptors. Should the construction of Cumulative Projects 67, 73, and/or 74 overlap with Proposed Project construction and be located adjacent to vibration-sensitive receptors affected by the Proposed Project, cumulative impacts would be **potentially significant**. There are no vibration-sensitive receptors (with respect to human annoyance) that would be adjacent to both the Proposed Project and one of the three nearby cumulative projects. As described above under Impact 3.11-3, the operation of vibratory construction equipment for the Proposed Project could result in significant impacts with regard to human annoyance. However, vibration-sensitive receptors impacted by Proposed

Project construction would not be located adjacent to any cumulative projects. Therefore, Proposed Project impacts would not be affected by cumulative project construction activity. Therefore, the cumulative impact would be **less than significant**.

As described above, heavy-duty construction truck travel along the designated haul route(s) could result in exceedance of human annoyance thresholds. Should the construction of cumulative projects, especially Cumulative Project 67 which is a potentially large and proximate cumulative project, overlap with Proposed Project construction and should heavy-duty construction trips from cumulative projects utilize the same haul routes as the Proposed Project, the cumulative impact would be **potentially significant**. Because of the size and intensity of expected construction activity for the Proposed Project, the Proposed Project contribution would be cumulatively considerable. Thus, this cumulative impact would be **significant**.

Mitigation Measure 3.11-7

Implement Mitigation Measure 3.11-3(a, b, c). (Minimize Construction Equipment Vibration; Vibration, Crack, and Line and Grade Monitoring Program; and Designate Community Affairs Liaison).

Significance After Mitigation: With the implementation of Mitigation Measure 3.11-7, the Proposed Project would not result in the generation of excessive groundborne vibration levels exceeding structural damage thresholds during on-site construction activity by ensuring that vibration-inducing equipment are used at distances from existing building such that the generation of significant vibration levels would be avoided, and buildings would be protected through a crack monitoring and repair program. Vibration annoyance related to onsite construction activity would be addressed through the designation of a Community Affairs Liaison Thus, with implementation of Mitigation Measure 3.11-7, the contribution of the Proposed Project to the cumulative vibration-related structural damage impact would be less than considerable, and this cumulative impact would be considered **less than significant**.

As described above, heavy-duty construction truck travel along the designated haul route(s) could result in exceedance of human annoyance thresholds. The distance at which heavy-duty trucks need to travel in order to avoid exceedance of human annoyance thresholds of 72 VdB for residential uses and 75 VdB for commercial and industrial uses is 25 feet and 20 feet, respectively. Potential mitigation to address this impact includes prohibiting travel along the right lane of the roadway. Limiting the lanes of travel for construction trucks, including haul trucks, where residential, commercial, or industrial uses could be impact would not be feasible because there would be no mechanism for enforcement. Additionally, the drivers of construction vehicles for cumulative projects would not be under the management of the project applicant or its construction contractors. While designation of a Community Affairs Liaison would address vibration impacts with regard to human annoyance, the impact would not be reduced to a less-than-significant level. Therefore, no feasible mitigation is available to mitigate cumulative on-road construction vibration impacts with regard to human annoyance and impacts would be **significant and unavoidable**.

Impact 3.11-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could expose people residing or working in the region surrounding the Project Site to excessive noise levels from airport noise. (Less than Significant)

The Proposed Project along with all other past, present, or reasonably foreseeable future projects located within the County's ALUP Planning Area/AIA are required to be consistent with the ALUP policies. In addition to the Proposed Project, a total of 35 projects on the Cumulative Project List in Section 3.0, Introduction to the Analysis, Table 3.0-2, would be located within the LAX Planning Boundary/AIA. The ALUP noise contour shown in Figure 3.11-3 shows that the AIA falls within the CNEL 65 dB Contour for LAX. The 14 CFR Part 150 contours shown in Figure 2-4 show the 65 dB – 70 dB and 70 dB – 75 dB Contours.

As discussed in Section 3.8, Hazards and Hazardous Materials, the ALUP Land Use Compatibility Table identifies land use by category, including residential, commercial, and industrial land use. The elements of the Proposed Project generally fall within the commercial and recreational land use compatibility categories. Almost all the cumulative projects are residential or commercial in nature. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for residential, commercial, and recreational land uses in areas exposed to CNEL 65 dB–70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 dB–75 dB within the ALUP CNEL Contour. While the ALUP advises avoiding development of residential uses, reduction of interior noise levels to acceptable levels is typically achieved through standard residential and commercial building construction practices, and thus is reasonably foreseeable that no significant noise impacts would occur within the cumulative projects. As such, people residing or working in the cumulative projects that would occur within the LAX Planning Boundary/AIA would not be exposed to excessive noise from airport operations. Impacts would be **less than significant**.

Mitigation Measures

None required.

3.12 Population, Employment, and Housing

This section identifies and describes existing levels of and trends in population, employment, and housing in the City of Inglewood and analyzes the effects that would be caused by development of the Proposed Project. The section contains: (1) a description of the City's existing population, employment data, and housing stock as well as a description of the Adjusted Baseline; (2) a summary of the regulations related to population, employment, and housing; and (3) an analysis of the potential impacts associated with the implementation of the Proposed Project.

Comments received in response to the NOP for the EIR regarding population, employment, and housing can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to population, employment, and housing as a result of implementation of the Proposed Project are analyzed within this section.

The analysis included in this section was developed based on Project-specific construction and operational information, along with City population, employment, and housing characteristics under the Adjusted Baseline. Sources of information for population-, employment-, and housing-related estimates include the City of Inglewood General Plan and Housing Element, the U.S. Census American Fact Finder, the California Department of Finance, and the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) and the 2013–2020 Regional Housing Needs Assessment (RHNA).

3.12.1 Environmental Setting

Population

The Project Site is located in the City of Inglewood. The City's population has varied over the years, reflecting a decrease during the economic downturn in the late 2000s (and the job loss that took place throughout the United States and California) and a more recent increase. In 2000, the City had a population of 112,580, having grown by an average of nearly 0.3 percent per year in the decade from 1990 to 2000.[1] Between 2000 and 2010, the population of the City dropped by an average of nearly 0.3 percent per year, which was followed by an increase of equal amount from 2010 to 2019. According to the California Department of Finance, the City of Inglewood's 2019 population is approximately 112,549, essentially the same as its pre-recession population.[2] According to SCAG's 2016 RTP/SCS growth forecast, the City is expected to see its population grow to 129,000 people in 2040; this would represent a nearly 0.7 percent annual growth rate from 2019. **Table 3.12-1** summarizes the population trends for the City of Inglewood from 1990 to 2019, and growth forecasts to 2040.

1 State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991–2000, with 1990 and 2000 Census Counts. Sacramento, California, August 2007. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/E-4/1991-2000/.

2 State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

TABLE 3.12-1
TRENDS IN POPULATION GROWTH FOR THE CITY OF INGLEWOOD AND SCAG REGION (1990–2040)

	City of Inglewood			SCAG Region		
Year	Population	Population Growth[a]	Avg. Annual Percent Growth[b]	Population	Population Growth[a]	Avg. Annual Percent Growth[b]
1990[c]	109,602	—	—	14,640,832	—	—
2000[c]	112,580	2,978	0.27%	16,516,703	1,875,871	1.28%
2010[d]	109,673	-2,907	-0.29%	18,051,534	1,534,831	1.03%
2019[d]	112,549	2,876	0.26%	19,155,405	1,103,871	0.61%
2040	129,000	16,451	0.70%	22,138,000[e]	2,982,595	0.74%

NOTES:
a "Population Growth" considers the delta between the population associated with listed "Year" row and population of that that under the prior "Year" row.
b "Average Annual Percent Growth" is calculated by dividing the population growth value by the population of the prior comparison year to obtain the overall percent change. The overall percent change is then divided by the number of years this growth represents in order to present a comparable annual change (i.e., 1990–2000 = 10 years, 2010–2018 = 8 years, and 2018–2040 = 22 years). For example, population growth from 1990 to 2000 was 26,005. (26,005 population growth / 372,242 population) x 100 = 7% growth over a 10-year period. 7% overall growth/10 years = 0.70% growth per year.
c 1990 and 2000 data is provided by State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991–2000, with 1990 and 2000 Census Counts.
d 2010 and 2019 data are sourced from State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019.
e 2040 projected data for the SCAG Region is sourced from SCAG, *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*. p. 51.

SOURCES:

State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991–2000, with 1990 and 2000 Census Counts. Sacramento, California, August 2007. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/E-4/1991-2000/.

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

SCAG, 2016. 2016 RTP/SCS Growth Forecast by Jurisdiction. Available: www.scag.ca.gov/Documents/2016 Draft Growth Forecast ByJurisdiction.pdf. p. 1; and

SCAG, 2016. *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*. p. 51.

The City of Inglewood is one of eighty communities that form the greater Los Angeles metropolitan area. The City is located within the planning area of SCAG, the Southern California region's federally designated metropolitan planning organization.[3] The SCAG region includes six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Region-wide, the population grew from 14.64 million people in 1990 to 16.52 million in 2000, a growth rate of nearly 1.28 percent per year. From 2000 to 2010, while the population of Inglewood dropped at an average rate of 0.3 percent per year, the region grew at an average rate of 1.03 percent per year. From 2010 to 2019, region-wide population growth slowed to an average of 0.61 percent per year, reaching a total of 19.16 million people in 2019.[4] As discussed in Section 3.0, Introduction to the Analysis, the RTP/SCS forecasts region-wide growth to nearly 22.14 million as of 2040, which would represent an average growth rate of 0.73 percent per year from 2019,

3 Southern California Association of Governments, 2019. *About SCAG*. Available: www.scag.ca.gov/about/Pages/Home.aspx. Accessed February 10, 2019.
4 State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

similar to potential citywide growth. Table 3.12-1 summarizes the existing population trends for the SCAG region from 1990 to 2019 and estimated population forecasts to 2040.

Housing

From 1990 to 2019, similar to the population of Inglewood, occupied housing units (or households) within the City reached a peak in 2000 before dropping to 1990 levels in 2010.[5,6] By 2019, occupied units reached a nearly 30-year high with 36,808 households, in 38,691 units. The total supply of housing units decreased by approximately 22 units over this time. **Table 3.12-2** shows total housing, vacancy rates, households and persons per household within the City of Inglewood and the surrounding SCAG region. As shown in the table, while the number of housing units in the City of Inglewood generally remained stagnant from 1990 to 2019, region-wide housing supply increased from 5.33 million to 6.59 million units.[7]

Employment

According to the U.S. Census, in 2017, there were approximately 51,474 employees in the City.[8] Of these employees, approximately 24 percent were made up of the management, business, science and arts occupations, 25 percent consisted of the service industry (healthcare support, food preparation, building and grounds cleaning), 30 percent consisted of sales and office jobs, 8 percent were made up of natural resources, construction, and maintenance jobs, and 13 percent consisted of production, transportation, and material moving jobs.[9]

Table 3.12-3 shows existing and forecasted employment in the City and region. Similar to the changes related to the City's households and population, the City's employment decreased in the late 2000s due to the nation-wide economic downturn. As Table 3.12-3 shows, the employment forecast for the City for 2040 is significantly lower than existing employment in the City as of 2017. The reason is that SCAG's employment forecast for the City was prepared in 2012, at a time when employment levels were depressed during the downturn in the economy. Since that date, City employment has recovered at a rate that exceeds SCAG's forecast. From 2013 to 2017, the City has increased jobs by an estimated 2.13 percent per year. Similar to the City, regional employment decreased in the late 2000s due to the economic downturn, and has increased in the years since then. According to SCAG's RTP/SCS, regional employment is expected to increase over time to an

5 1990 and 2000 data is provided by State of California, Department of Finance, E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990–2000. Sacramento, California, August 2007. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/E-8/. 2010 and 2019 data are sourced from State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

6 Households are defined as an occupied residential unit.

7 1990 and 2000 data is provided by State of California, Department of Finance, E-8 Historical Population and Housing Estimates for Cities, Counties, and the State, 1990–2000. Sacramento, California, August 2007. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/E-8/.
2010 and 2019 data are sourced from State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

8 U.S. Census, 2017. *2013–2017 American Community Survey (5-year estimates)*.

9 U.S. Census, American Community Survey (ACS), "Table S2401: Occupation by Sex for the Civilian Employed Population 16 Years and Over," 2017 American Community Survey 1-Year Estimates; and ALH Urban & Regional Economics.

estimated 9,872,000 jobs by 2040, equating to an average annual growth of about 0.59 percent per year from 2017.

TABLE 3.12-2
HOUSING UNITS, HOUSEHOLDS, AND HOUSEHOLD SIZE IN INGLEWOOD AND SCAG REGION (1990–2040)

	Inglewood				SCAG Region			
Year	Total Housing Units[a]	Vacancy Rate[b]	Households[c]	Persons per Household	Total Housing Units[a]	Vacancy Rate[b]	Households[c]	Persons per Household
1990[d]	38,713	6.74%	36,102	2.92	5,329,631	7.43%	4,933,562	2.91
2000[d]	38,648	4.77%	36,805	3.02	5,722,035	5.86%	5,386,488	3.01
2010[e]	38,429	5.31%	36,389	2.97	6,327,311	7.65%	5,843,223	3.03
2019[e]	38,691	4.87%	36,808	3.02	6,592,345	7.68%	6,086,263	3.09
2040	—	—	43,300f	2.98g	—	—	7,17,200h	3.09

NOTES:
[a] Total housing units are provided in in this column in order to provide a comparative context with vacancy rates and the total number of households.
[b] "Vacancy Rates" are provided by the California Department of Finance; this rate (VR) refers to the difference between total housing units (HU) and households (H) in order to identify vacant units, which are then divided by the number of housing units HU); as an equation, this is VR = (HU-H) / HU.
[c] Households are defined as an occupied residential unit; Note 2040 data is not available for total housing units.
[d] 1990 and 2000 data is provided by State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991–2000, with 1990 and 2000 Census Counts.
[e] 2010 and 2019 data are sourced from State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019.
[f] 2040 projected data for the City of Inglewood is sourced from the SCAG 2016 RTP/SCS Growth Forecast by Jurisdiction. p. 1.
[g] 2040 Persons Per Household is based on 2040 population, 129,000 identified in Table 3.12-1; (129,000 Persons / 43,300 Households = 2.98 Persons Per Household).
[h] 2040 projected data for the SCAG Region is sourced from SCAG, *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*. p. 51.

SOURCES:
State of California, Department of Finance, E-4 Historical Population Estimates for City, County and the State, 1991–2000, with 1990 and 2000 Census Counts. Sacramento, California, August 2007. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/E-4/1991-2000/;

State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State—January 1, 2011–2019. Sacramento, California, May 2019. Available: www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/;

SCAG, 2016. 2016 RTP/SCS Growth Forecast by Jurisdiction. Available: www.scag.ca.gov/Documents/2016 Draft Growth Forecast ByJurisdiction.pdf. p. 1; SCAG, 2016. *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*. p. 51.; and ESA 2019.

As employment has increased and is expected to continue to increase, in turn, unemployment in the region is expected to decrease. Unemployment in the County of Los Angeles was 10.2 percent in 2012, and decreased to 4.7 percent in 2017.[10,11] Similar to this trend, unemployment in the state was 9.8 percent in 2012 and decreased to 4.8 percent in 2017.

[10] City of Inglewood, 2013. *City of Inglewood General Plan Housing Element 2013–2021*. p. 2-4.
[11] California Employment Development Department, 2017. *Unemployment Rate and Labor Force: Annual Averages Unemployment Rate and Labor Force Data Table*. Available: https://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html. Accessed February 12, 2019.

TABLE 3.12-3
TRENDS IN EMPLOYMENT GROWTH IN THE INGLEWOOD AND SCAG REGION

	Inglewood			SCAG Region		
Year	Employment	Employment Growth From Prior Year Listed	Average Annual Percent Growth[a]	Employment	Employment Growth From Prior Year Listed	Average Annual Percent Growth
2000	42,375	—	—	6,948,811	—	—
2010	49,000	6,625	1.56%	8,096,617	1,147,806	1.65%
2013	47,436	-1,564	-1.06%	8,070,271	-26,346	-0.11%
2017	51,474	4,038	2.13%	8,685,134	614,863	1.90%
2040	37,400[b]	-14,074	-1.19%	9,872,000[c]	1,186,866	0.59%

NOTES:
[a] "Average Annual Percent Growth" considers the growth in population value, and divides it by the number of years this growth represents in order to present a comparable annual change; i.e., 1990–2000 = 10 years, 2010–2017 = 7 years, and 2017–2040 = 23 years.
[b] 2040 data for the City of Inglewood is sourced from 2016 RTP/SCS Growth Forecast by Jurisdiction, p. 1.
[c] 2040 data for the SCAG region is sourced from SCAG, 2016. *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*. p. 51.

SOURCES:

2000 data is provided by U.S. Census, 2000, DP-3-Population Group-Total population: Profile of Selected Economic Characteristics: 2000, Census 2000 Summary File 4 (SF 4) – Sample Data. Available: https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk;

2010 data provided by 2006–2010 American Community Survey Selected Population Tables; 2013 data provided by 2009–2013 American Community Survey (5-year estimates); 2017 data is provided by U.S. Census, 2017;

2016 RTP/SCS Growth Forecast by Jurisdiction. Available: http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf; and

SCAG, 2016. *Regional Transportation Plan Sustainable Communities Strategy 2016–2040*.

The City has an unemployment rate exceeding that of Los Angeles County and California. According to the California Employment Development Department, the City's unemployment rate in 2017 was 5.4 percent, higher than the State's unemployment rate (4.8 percent) and Los Angeles County (4.7 percent).

Existing Project Site and LA Clippers Employment

The Project Site is mostly vacant, and is partially developed with a fast-food restaurant, a motel, a light manufacturing/warehouse facility, a warehouse, a commercial catering business, and a groundwater well. The Project Site does not contain any residential or dwelling units within the site's boundaries, and therefore has no permanent resident population. Existing employment at the Project Site is estimated to be approximately 119 people, as estimated below in **Table 3.12-4**.

As detailed in Chapter 2, Project Description, the LA Clippers currently maintain approximately 254 full-time equivalent employees, which includes approximately 54 basketball operations employees such as players, coaches, and staff, and other employees associated with the practice facilities, and approximately 200 employees in executive management, business operations and various support capacities. These employees currently work at the Clippers team offices in downtown Los Angeles and at their athletic training facilities located in the Playa Vista neighborhood within Los Angeles.

TABLE 3.12-4
ESTIMATED EXISTING PROJECT SITE EMPLOYMENT

Land Use[a]	Size	Generation Rate (Employees per Square Foot [sf])	Total
Commercial (Fast-Food Restaurant)	1,118 sf	2.24/1,000	**2.5**
Commercial (Motel)	16,806 sf	1.13/1,000	**19.0**
Light Manufacturing/Warehouse	28,809 sf	2.69/1,000	**77.5**
Warehouse	6,231 sf	2.69/1,000	**16.8**
Commercial (Catering)	1,134 sf	2.24/1,000	**2.5**
Total			**119**

NOTES:
[a] Other Project Site uses include a City water well and vacant land, which do not generate employment.

SOURCE: Inglewood Unified School District, 2018. Commercial/Industrial Development School Fee Justification Study Employment Impacts per sf. p. ES-3.

3.12.2 Adjusted Baseline Environmental Setting

Section 3.12, Population, Employment, and Housing, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. The residential, office, retail, and entertainment uses associated with the Hollywood Park Specific Plan (HPSP) Adjusted Baseline projects would result in changes to the City's population, employment, and housing stock. **Table 3.12-5** details the land uses and associated residential and employment generation for the HPSP Adjusted Baseline projects. Overall, the HPSP Adjusted Baseline projects would generate an increase of approximately 9,470 jobs and 314 residential units. By using the City's average household size of 3.04 persons per household,[12] the addition of 314 residential units would generate an estimated 955 people. Overall, as shown in **Table 3.12-6**, under Adjusted Baseline conditions, the City has a residential population of 113,491 persons, employment of 60,944 jobs, and a housing stock of 39,005 units.

[12] U.S. Census, American Community Survey (ACS), 2017 American Community Survey 1-Year Estimates, Table B25032: Tenure by Units in Structure, Table B25038: Tenure by Year Householder Moved into Unit, and Table B25039: Median Year Householder Moved into Unit by Tenure; and ALH Urban & Regional Economics.

TABLE 3.12-5
HPSP ADJUSTED BASELINE PROJECTS POPULATION, EMPLOYMENT, AND HOUSING CHARACTERISTICS

Land Use	Size	Generation Rate	Employee Population	Residential Population
Stadium[a]	70,000 seats	—	6,000[d]	—
Performance Venue[b]	6,000 seats	2.24 employee /1,000 sf	683	—
Retail[c]	518,077 sf	2.24 employee/1,000 sf	1,161	—
Office[c]	466,000 sf	3.49/1,000 sf	1,626	—
Housing Unit	314 units	3.04 persons/unit	—	955
Total			**9,470**	**955**

NOTE:
[a] "Stadiums" are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for this use. Therefore, the employment total for the stadium was based on that provided in the San Francisco 49ers Stadium, which had a similar seat count (68,500 seats). See City of Santa Clara, 2009. *The 49ers Stadium Project EIR*. p. 176.
[b] "Performance Venues" are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for these uses. Consistent with the City's Hollywood Park Redevelopment Draft Environmental Impact Report, and to be conservative, the "Performance" land use is assumed to use the "Retail Use" for the City generation rates. The square footage for this Performance Venue was based off of the Proposed Project, which has approximately triple the seat count of the HPSP performance venue (18,000 seats or 915,000 sf). Thus, this analysis assumes square footage for Performance Venue is that of the Proposed Project divided in by three, to become 305,000 sf.
[c] Based on employment generation factors from Inglewood Unified School District, 2018 Developer Fee Justification Study. Table 4. Assumes employee generation rate of 2.24 employee per square foot for Retail and Service uses, and 3.49 employee per square foot for Office uses.
[d] Anticipated Peak Stadium employment under HPSP is provided by Appendix K, Transportation Data. It is assumed that the vast majority of these jobs are event-related employment and were estimated for the purposes of transportation analysis. Although details are not available to the City, an assessment of full-time-equivalent employment at the Stadium would be materially less than the total of 6,000.

SOURCES:
City of Santa Clara, 2009. *49ers Santa Clara Stadium Project EIR*. Available: http://santaclaraca.gov/home/showdocument?id=12770. Accessed February 12, 2019;
City of Inglewood, 2008, Hollywood Park Redevelopment Draft Environmental Impact Report; and Inglewood Unified School District, 2018. Commercial/Industrial Development School Fee Justification Study Employment Impacts Per Sf. P. ES-1.

TABLE 3.12-6
HPSP ADJUSTED BASELINE CONDITIONS

Use	Existing Setting[a]	HPSP Adjusted Baseline Projects	Total
Population	112,549	955	**113,504**
Housing	38,691	314	**39,005**
Employment	51,474	9,470	**60,944**

NOTE:
[a] Population and Housing are incorporated from Table 4.12-1 and Table 4.12-2, and Employment uses data from Table 4.12-3.

SOURCE: ESA, 2019

3.12.3 Regulatory Setting

Federal

There are no federal laws, regulations, plans, or policies related to population, employment, and housing issues that are applicable to the Proposed Project.

State

California Housing Element Requirement

California law (Government Code Section 65580, et seq.) requires cities and counties to include as part of their General Plans a housing element to address housing conditions and needs in the community. Housing elements are prepared approximately every 5 years (eight following implementation of SB 375), following timetables set forth in the law. The housing element must identify and analyze existing and projected housing needs and "make adequate provision for the existing and projected needs of all economic segments of the community," among other requirements. The City's Housing Element was updated in 2013 (adopted in January of 2014), and is detailed below.

Regional Housing Needs Assessment

The RHNA is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current planning period, 2013 to 2021, is considered the 5th RHNA Planning Cycle. As of fall 2017, SCAG initiated planning for the 6th RHNA Planning Cycle began; this cycle covering the 2021 to 2029 period is expected to be adopted in October 2020.[13] Communities use the RHNA in land use planning, prioritizing local allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and housing growth. The RHNA does not necessarily encourage or promote growth, but rather is designed to enable communities to anticipate growth, so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity and fair share housing needs.

The RHNA determines the "fair share" allocation required of each jurisdiction; that is, the number of housing units for each household income level that should be provided in each jurisdiction to meet both current needs and projected needs. **Table 3.12-7** shows the City of Inglewood's 2013–2021 RHNA by income level. The RHNA determined that the City currently needs to provide a total of 1,013 new housing units, and of these 400 need to be affordable units for low and very low income households in order to satisfy the City's share of regional housing needs for the current planning period.[14]

[13] Southern California Association of Governments, 2017. Regional Housing Needs Assessment Frequently Asked Questions. November 20, 2017. Available: www.scag.ca.gov/Documents/RHNA-2017factsheet.pdf.
[14] City of Inglewood, 2013. *City of Inglewood General Plan Housing Element 2013–2021*. p. 2-29.

TABLE 3.12-7
INGLEWOOD REGIONAL HOUSING NEEDS ASSESSMENT (2013–2021)

Income Group	Units	Percent of Total
Very Low (0–50% AMI)[a]	250	25
Low (51–80% AMI)	150	15
Moderate (81–120% AMI)	167	17
Above Moderate (Over 120% AMI)	446	44
Total	**1,013**	**100**

NOTES:
[a] AMI = Area Medium Income.

SOURCE: City of Inglewood, 2013. *City of Inglewood General Plan Housing Element 2013–2021*. p. 2-29.

SCAG Regional Comprehensive Plan

As part of its past planning obligations, SCAG prepared the Regional Comprehensive Plan (RCP), the most recent of which was the 2008 RCP released on February 9, 2009. The RCP was an advisory plan prepared by SCAG that addressed significant regional issues such as traffic/ transportation, housing, water, and air quality. The RCP served as an advisory document to local agencies within the Southern California region for information and voluntary use for the preparation of local plans and handling local issues of regional significance. The RCP presented a vision of how Southern California could balance resource conservation, economic vitality, and quality of life. The plan identified voluntary best practices to approach growth and infrastructure challenged in an integrated and comprehensive way. The RCP further included goals and outcomes to measure progress toward a more sustainable region.[15] Because the RCP served as an advisory document for local jurisdictions on their planning-level efforts and not for project-level analysis, it would not be applicable to the Proposed Project and is not evaluated further in this EIR.

SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

As previously detailed, the City is located within the planning area of SCAG, the Southern California region's federally designated metropolitan planning organization. On April 7, 2016, SCAG's Regional Council adopted the 2016–2040 RTP/SCS. The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The RTP/SCS includes land use policies to guide the region's development, including planning for additional housing and jobs near transit, and planning for changing demand in types of housing. One goal of the 2016 RTP/SCS is to encourage land use and growth patterns that facilitate transit and active transportation.

[15] Southern California Association of Governments, Regional Comprehensive Plan. Available: http://scag.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx. Accessed May 2019.

Local

City of Inglewood General Plan

The City of Inglewood General Plan sets forth goals, objectives, and policies for the future development of the City and designates the location of desired future land uses within the City and therefore the Project Site. A summary of the General Plan Elements is provided under Section 3.10, Land Use and Planning. Specific elements that apply to population, employment and housing relevant to the Proposed Project are descripted below.

Housing Element

The City of Inglewood General Plan Housing Element 2013–2021, adopted on January 28, 2014, presents a framework upon which the City can implement a comprehensive housing program from 2013 to 2021 to provide its residents with decent and affordable housing. The program established policies to create or preserve quality residential neighborhoods. The Housing Element identifies current and future housing needs and established policies and programs to mitigate or correct housing deficiencies.

The Project Site currently does not include any housing, nor is it zoned for residential, or identified as a site for housing within the Housing Element. Because of this setting and because the Proposed Project would not construct any housing, goals or policies identified in the General Plan Housing Element are not applicable to the Proposed Project.

Land Use Element

A. General:

Goal: Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.

Goal: Develop a land use element that facilities the efficient use of land for conservation, development and redevelopment.

Goal: Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

C. Commercial:

Goal: Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.

Goal: Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.

Goal: Continue to promote the development of high quality commercial/office space at appropriate locations within the City through the redevelopment process.

Goal: Promote the development of commercial/recreational uses which will complement those which already are located in Inglewood.

D. Industrial:

Goal: 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.

Goal: 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.

Goal: Increase the industrial employment opportunities for the city's residents.

3.12.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to population, employment, and housing. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. 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); or
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Methodology and Assumptions

The following analysis is based on Project-specific construction and operational information along with City population, employment, and housing characteristics under the Adjusted Baseline. Sources of information for population-, employment-, and housing-related estimates include the City of Inglewood General Plan and Housing Element, U.S. Census American Fact Finder, the California Department of Finance, SCAG RTP/SCS,[16] and the RHNA.

The information contained in this chapter is used as a basis for analysis of project and cumulative impacts in the technical sections in Chapter 3 of this EIR. However, changes in population and housing, in and of themselves, are social and economic effects and under CEQA are not physical effects on the environment. CEQA provides that economic or social effects are not considered significant effects on the environment unless the social and/or economic effects are connected to physical environmental effects. A social or economic change related to a physical change may serve as a linkage between the Proposed Project and a physical environmental effect, or may be considered in determining whether the physical change is significant (CEQA Guidelines section 15382). The direction for treatment of economic and social effects is stated in section 15131(a) of the CEQA Guidelines:

> "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a

[16] Note that, because the SCAG RTP/SCS is a regional tool to plan for possible future growth, it does not represent a growth ceiling, or limit.

> proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes."

Impacts and Mitigation Measures

Impact 3.12-1: Construction and operation of the Proposed Project could 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). (Less than Significant)

Construction Impacts

The Proposed Project would generate temporary employment opportunities during the Project-construction phase. Construction-related jobs generated by the Proposed Project would likely be filled by employees within the construction industry within the City of Inglewood and the greater Los Angeles County region. In 2017, approximately 5 percent of the City's employed population was based in the construction industry.[17] Construction industry jobs generally have no regular place of business and many construction workers are highly specialized (i.e., crane operators, steel workers, masons, etc.). Thus, construction workers commute to job sites throughout the region that may change several times a year dictated by the demand for their specific skills. The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process. For these reasons, employment opportunities associated with construction of the Proposed Project would not likely result in any measurable relocation of construction worker households to the vicinity of the Project Site. Therefore, impacts related to unplanned population growth due to construction of the Proposed Project would be **less than significant**.

Operational Impacts – Employment Growth

Construction and operation of the Proposed Project would eliminate the current uses at the Project Site, which are estimated to provide approximately 119 jobs. The Proposed Project would generate approximately 768 non-event jobs at the Project Site, a net increase of 649 jobs. Specifically, as detailed in Chapter 2, Project Description, the LA Clippers currently maintain approximately 254 permanent full-time equivalent employees, which includes approximately 54 basketball operations employees such as players, coaches, and staff, and approximately 200 employees in executive management, business operations and various support capacities. These employees currently work at the Clippers team offices in downtown Los Angeles, and at the practice and training facility in Playa Vista, and would relocate to the Project Site. The Proposed Project would also result in an estimated increase of 75 permanent employees to provide operations and management services for the Arena and 439 permanent employees in other uses

[17] U.S. Census, American Community Survey (ACS), "Table S2401: Occupation by Sex for the Civilian Employed Population 16 Years and Over," 2017 American Community Survey 1-Year Estimates; and ALH Urban & Regional Economics.

within the Proposed Project. A complete breakdown of Proposed Project permanent employment is provided in Table 2-4.

In addition to the increase in permanent employment, there would be part time employment for employees to support an average of approximately 143 arena and/or plaza events throughout the year; depending on the type of event, such event employment could range from 25 to 1,320 persons (see description of events and event-related employment in Table 2-3). As described in **Table 3.12-8**, based upon the anticipated number of events and assuming 4 hours of employment for each event, total event employment would be equal to an additional 319 full-time-equivalent jobs. Combined with the 768 non-event jobs, the Proposed Project would result in a total of 1,087 jobs, a net increase of 968 jobs over Adjusted Baseline conditions.[18]

TABLE 3.12-8
PROPOSED IBEC EVENT EMPLOYMENT FULL-TIME EQUIVALENCY

Event Type	Number of Events	Employees/Event	Total Employee Days
NBA	49	1,200	**58,800**
Concerts – Large	5	1,120	**5,600**
Concerts – Medium	8	795	**6,360**
Concerts – Small	10	530	**5,300**
Family Shows	20	530	**10,600**
Other Events	35	480	**16,800**
Corporate/Civic	100	25	**2,500**
Plaza Events	16	25	**400**
Total PT Employee Days			**106,360**
Estimated FT Employee Days[a]			**79,770**
Estimated FT Employee Equivalent[b]			**319**

NOTES:
[a] Assumes 6 hours per event
[b] Assumes 250 work days per year

SOURCE: ESA, 2019

When accounting for the removal of existing uses, the Proposed Project would result in an increase of approximately 968 jobs within the City. The Proposed Project net new employment would increase employment in the City from 60,944 under the Adjusted Baseline to approximately 62,912 with the Proposed Project.[19]

18 This net increase accounts for loss of estimated 119 existing on-site jobs.

19 The employment increase is based on the Adjusted Baseline Environmental Setting of 9,470 more jobs (see Table 3.12-5) plus the existing setting of 51,474 jobs, for a total of 60,944 jobs (see Table 3.12-6). The Adjusted Baseline employment includes approximately 6,000 jobs associated with the operation of the NFL Stadium. It is assumed that the vast majority of these jobs are event-related employment estimated for the purposes of transportation analysis. Although details are not available to the City, an assessment of full time equivalent employment at the Stadium would be materially less than the total of 6,000.

As is discussed above under Environmental Setting, in 2017 total employment in the City of Inglewood exceeded that projected by SCAG RTP/SCS for 2020, as well as employment projections through 2040,[20] due in large part to the SCAG projection taking place during the economic downturn of the Great Recession. Thus, the 968 net new jobs added as a result of the Proposed Project would represent employment growth beyond that forecast for the City.[21] Nevertheless, the evaluation of physical environmental effects presented in this Draft EIR is based on existing conditions adjusted by actual projects that have been proposed in the vicinity, considered in light of baseline service and infrastructure capacity, as described throughout sections of Chapter 3 of this Draft EIR (in particular, see discussions of impacts in Sections 3.13, Public Services; 3.14, Transportation and Circulation; and 3.15, Utilities and Service Systems; and related Sections 3.2, Air Quality; 3.5, Energy Demand and Conservation; 3.7, Greenhouse Gas Emissions; and 3.11, Noise and Vibration). Therefore, the increase in employment in the City over past projections would not result in any significant physical environmental impacts not otherwise disclosed in this Draft EIR.

The City of Inglewood General Plan has several goals and policies to foster redevelopment of infill sites that would support healthy economic development. In particular, the following General Goal appears in the Land Use Element:

> Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.[22]

As addressed under Section 2.4, Project Site Existing Conditions and Section 3.10, Land Use and Planning, the Project Site is intended to support employment uses and the Proposed Project would add a net new total of 968 jobs, consistent with the economic development and employment goals of the City of Inglewood General Plan.

As described above, and in analyses in Sections 3.2, Air Quality; 3.7, Greenhouse Gas Emissions; 3.10, Land Use and Planning; and 3.14, Transportation, the Proposed Project, an infill project proposed to be constructed and operated on the Project Site in an area that is served by existing infrastructure, including transit, would be consistent with the goals and policies of the SCAG 2016 RTP/SCS. Those goals and policies were informed by SCAG's projections of demographic characteristics of the region. Further, although the employment in the Proposed Project would add to the City's employment base that has grown beyond that projected by SCAG in light of past economic conditions, such employment growth would not result in any significant physical environmental impacts not otherwise disclosed in this Draft EIR. For the reasons discussed above, the impact of the Proposed Project on employment would be considered **less than significant**.

[20] 2016 RTP/SCS Growth Forecast by Jurisdiction, p. 1. See also, Table 3.12-3.
[21] Although not an environmental issue, the unemployment rate in the City suggests that the new jobs can be accommodated by existing workers in the City and region.
[22] City of Inglewood, *City of Inglewood General Plan*, Land Use Element, Section II, Statement of Objectives, p. 6.

Operational Impacts – Housing and Residential Population Growth

The Project Site is currently developed with a fast-food restaurant, a motel, a light manufacturing/ warehouse facility, a warehouse, a commercial catering business, and a groundwater well and related facilities. The Project Site does not contain any housing units within the site's boundaries, and therefore has no existing permanent resident population. The Proposed Project would not include housing uses, and thus would not directly increase the residential population of the City beyond that projected based on the existing and future housing stock. Therefore, the Proposed Project would not directly induce substantial unplanned population growth in the City, and **no impact** would occur.

The RHNA concludes that the City must provide a total of 1,013 new housing units, and of these 400 need to be affordable units for low and very low income households in order to satisfy the City's share of regional housing needs for the current planning period. None of these units, however, are expected to be provided at the site of the Proposed Project. For this reason, the Proposed Project would not interfere with the City's ability to meet its RHNA obligations, and **no impact** would occur.

Mitigation Measures

None required.

Impact 3.12-2: Construction and operation of the Proposed Project could displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere. (Less than Significant)

Direct Displacement

The Project Site is currently developed with a fast-food restaurant, a motel, a light manufacturing/ warehouse facility, a warehouse, a commercial catering business, and a groundwater well and related facilities. The Project Site does not contain any residential or dwelling units, and therefore has no existing permanent resident population. For this reason, no residents would be directly displaced as a result of the Proposed Project.

Existing businesses would be displaced. The up to 119 employees associated with existing businesses are reasonably assumed to have housing in the City or region. Based on the availability of land suitable for relocation, these businesses should be able to locate elsewhere in the region. For this reason, there is no evidence that employees at these existing businesses would have to move, or that the displaced businesses would generate the need for new housing. The Proposed Project would therefore not displace substantial numbers of existing people or housing

units necessitating the construction of replacement housing elsewhere.[23] Therefore, this impact is considered **less than significant**.

Indirect Displacement

Several comments on the Notice of Preparation requested that the City consider the potential for the Proposed Project to indirectly cause displacement of housing and residents as a result of it causing the process of gentrification. The City undertook a study to determine if there is evidence to suggest that gentrification and indirect housing displacement are foreseeable socioeconomic effects pursuant to development of the Proposed Project (see Appendix S).[24]

As described above, in general CEQA does not require analysis of socioeconomic issues such as gentrification, displacement, environmental justice, or effects on "community character." The CEQA Guidelines state, however, that while the economic or social effects of a project are not appropriately treated as significant effects on the environment, it is proper for an EIR to examine potential links from a Proposed Project to physical effects as a result of anticipated economic or social changes.

Gentrification is a widely studied and discussed process. Although there is no single definition for the term, the process of gentrification is commonly perceived to be an influx of new, higher-income residents, into a traditionally low-income neighborhood. Displacement has been defined as the process that occurs "when any household is forced to move from its residence by conditions that affect the dwelling or immediate surroundings, and which:

1. Are beyond the household's reasonable ability to control or prevent;
2. Occur despite the household's having met all previously-imposed conditions of occupancy; and
3. Make continued occupancy by that household impossible, hazardous or unaffordable."[25]

Academic studies conclude that the process of gentrification frequently has both positive and negative effects depending on specific neighborhood characteristics. These studies also show that the link between the process of gentrification and the displacement of existing residents is tenuous and difficult to demonstrate.

In considering the potential for gentrification and displacement effects associated with the Proposed Project, it is notable that a series of land use changes have been occurring in Inglewood, set in motion as many as 10 years ago in 2009. Some of these changes, especially the HPSP and Transit Oriented Development plans, are indicative of City expectations and desires for growth and new development. These plans and investments have been pursued because they are perceived as having an overall benefit on the City. There is a concern that such plans and investments may result in

[23] For additional discussion related to growth-inducing effects or urban decay, refer to Chapter 4, Other CEQA Required Considerations.
[24] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019.
[25] Miriam Zuk, Ariel H. Bierbaum, Karen Chapple, Karolina Gorska, and Anastasia Loukaitou-Sideris, "Gentrification, Displacement, and the Role of Public Investment." Available: https://journals.sagepub.com/doi/abs/10.1177/0885412217716439. Published in Journal of Planning Literature, 2018, 33(I).

higher property costs or rents, which in turn could displace existing, lower-income residents. Predicting the extent to which such displacement may occur is, however, extremely difficult.

The City's report acknowledged that when looking at residential pricing data since the end of the Great Recession, both median rents and sales prices have been increasing in Los Angeles County's cities and places. These increases coincide with the strengthening economy countywide and increasing housing demand resulting from the inability of regional housing supply to keep pace with demand. As an example of the strengthening economy, in 2011 Los Angeles County added 42,700 jobs. By 2013 the annual increase was 117,000 jobs, and over the 4-year period 2013 through 2016, nearly 400,000 jobs were added in Los Angeles County, for a 9 percent increase over the 2012 job base of 4.38 million jobs. Over the same period, the unemployment rate in Los Angeles County declined from a high of 12.5 percent in 2010 to 4.7 percent in 2018.[26]

The level of economic activity has resulted in increased demand for housing and associated increases in housing costs in Inglewood, as well as throughout Los Angeles County. Inglewood has long been one of the more affordable places to live in Los Angeles County. In 2015, rental housing in 79 percent of the cities and places in Los Angeles County were more expensive than Inglewood. Between 2015 and 2019, Inglewood experienced one of the fastest rates of increased rents in the County, with a 39 percent increase in rents, similar to the rates of increase of rents in Long Beach, Hawthorne, Bellflower, and Burbank. Despite the rate of increase, in 2019 Inglewood remains more affordable than 69 percent of the cities and places in Los Angeles County.[27]In tracking the price increases, there were no discernable spikes in housing costs (rents or sales prices) in the time periods following the announcement of the NFL Stadium or the Proposed Project; instead, around the periods when the NFL Stadium and the Proposed Project became public knowledge, rents and prices in Inglewood increased at more or less the same rate they have increased throughout the last decade.[28]

The City's report examined numerous studies of the effects of sports facilities on property values and other effects that can be part of gentrification. The report concludes that neither the gentrification literature nor an analysis of housing cost changes over time provide evidence that development of a professional sports stadium or arena like the Proposed Project causes or contributes to gentrification that could result in physical displacement of existing residents. As a result of a lack of evidence to connect the Proposed Project to gentrification and related displacement that could result in the need for the construction of replacement housing, this impact is **less than significant**.

Mitigation Measures

None required.

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[26] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 35.
[27] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 32.
[28] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 37.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to population, employment, and housing includes those past, present, and reasonably foreseeable cumulative projects within the boundaries of the City of Inglewood. Future cumulative increases in employment and population as a result of development included in the cumulative project list is presented in **Table 3.12-9**.

TABLE 3.12-9
CUMULATIVE INCREASES IN POPULATION AND EMPLOYMENT

Place/Land Use	Square Footage/Units	Employees per KSF/ Population/Unit	Total Employment/ Population
Cumulative List			
Retail/Commercial	1,903,815 sf	2.24/1,000 sf	4,265 employees
Office	8,675,487 sf	3.49/1,000 sf	30,277 employees
Industrial/Warehouse/Data Center	2,070,210 sf	2.7/1,000 sf	5,590 employees
Hotel	2,430 rooms	1/1,000 sf	2,430 employees
Schools	6,401 students	1/10 students	640 employees
Total Employment			**43,202 employees**
Residential	9,315 units/beds	2.97/unit	27,666 persons
City of Inglewood			
Retail/Commercial	653,871 sf	2.24/1,000 sf	1,465 employees
Office	3,567,314	3.49/1,000 sf	12,450 employees
Industrial/Warehouse/Data Center	241,111 sf	2/.71,000 sf	651 employees
Hotel	424 rooms	1/1,000 sf	424 employees
Schools	0	1/10 students	0 employees
Total Employment			**14,990 employees**
Residential	3,091	2.97/unit	9,180 persons

SOURCE: ESA, 2019

Impact 3.12-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative 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 and other infrastructure). (Less than Significant)

Employment Growth

The Proposed Project would generate an estimated operational employment of approximately 968 employees. Future growth from projected employment generating uses identified by the cumulative project list (see Table 3.0-2, Cumulative Projects List) would result in approximately 14,990 jobs within Inglewood. Together, the Proposed Project, HPSP Adjusted Baseline, and cumulative project list employment is estimated to be 25,428 jobs (968 + 9,470 + 14,990 =

25,428).[29] Added to existing 2017 employment conditions of 51,474 jobs, the City would have estimated employment of 76,902 jobs under cumulative conditions.

With or without the Proposed Project, the City of Inglewood's cumulative employment would exceed SCAG RTP/SCS employment projections through 2040. As noted above, the exceedance is largely attributable to the fact that SCAG's RTP/SCS employment projections were prepared in 2012, in the wake of severe economic downturn that commenced in 2008. Since then, employment in the City has largely recovered to its pre-recession levels. As described above, the difference in future estimated employment does not represent an inconsistency with the goals and policies of the 2016 RTP/SCS physical effects of additional employment are described in other sections of this Draft EIR. In and of itself, exceedance of regional employment projections does not represent a significant cumulative impact.

Housing and Residential Population Growth

The Proposed Project would not include housing units and would, thus, not directly increase the residential population or number of households of the City. The Proposed Project would, therefore, not contribute to cumulative housing and residential population growth within the City. While cumulative population and housing growth would result in increased demand for public services and utilities and service systems, the physical effects of these future conditions are addressed in other sections of this EIR. Further, Chapter 4 of the EIR includes further discussion of the potential for growth inducement as a result of the Proposed Project.

For all of these reasons, there would be no significant cumulative impact. This impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.12-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could displace substantial numbers of existing people or housing units necessitating the construction of replacement housing elsewhere. (Less than Significant)

Direct Displacement

Because the Proposed Project would not directly displace any people or housing units, it could not contribute to cumulative displacement of a substantial number of existing people or housing units necessitating the construction of replacement housing elsewhere. Therefore, the Proposed Project would not contribute to a cumulative impact.

[29] The Adjusted Baseline employment includes approximately 6,000 jobs associated with the operation of the NFL Stadium. It is assumed that the vast majority of these jobs are event-related employment estimated for the purposes of transportation analysis. Although details are not available to the City, an assessment of full time equivalent employment at the Stadium would be materially less than the total of 6,000.

Indirect Displacement

As discussed under Impact 3.12-2, above, a significant indirect displacement impact would occur if the Proposed Project, in conjunction with Adjusted Baseline projects and other cumulative development, would cause the process of gentrification and result in displacement of substantial existing population or housing units resulting in the need for construction of new residential units.

In addition to the Proposed Project and the HPSP Adjusted Baseline projects, cumulative development presented in Section 3.0, Table 3.0-2, Cumulative Projects List, would include 145 cumulative projects that would add 9,315 housing units/beds, 8,675,487 sf of office space, 1,903,815 sf of retail and other commercial space, 2,070,210 sf of industrial/warehouse/data center space, 2,430 hotel rooms, and schools with a capacity of 6,401 students, as well as the Inglewood Transit Connector. Of this total, only 33 projects are located in the City of Inglewood, representing a total development of approximately 3,091 residential units, 443,059 sf of commercial and industrial uses, 451,923 sf of retail uses, 3,567,314 sf of office uses, 424 hotel rooms, 30,000 sf of civic center uses, and approximately 13 acres of open space. Of these 33 cumulative projects, five (Cumulative Projects 53, 54, 65, 67, and 73) are located within South Inglewood (District 4), and would result in the construction of approximately 2,192 residential units, 371,923 sf of retail uses, 3,567,314 sf of office uses, 424 hotel rooms, 30,000 sf of miscellaneous uses, and approximately 13 acres of open space.

This combination of the Proposed Project, Adjusted Baseline projects, and cumulative development would add housing units and employment in the City and surrounding areas, could increase demand for housing in the City of Inglewood, and would expand both public services and transit opportunities. Taken together, this development and related investments could contribute to increased housing costs at existing residences. The Proposed Project would increase employment opportunities in the City and, as such, could contribute to this larger trend.

The City's report acknowledged that when looking at residential pricing data since the end of the Great Recession, both median rents and sales prices have been increasing in Los Angeles County's cities and places. These increases coincide with the strengthening economy countywide and increasing housing demand resulting from the lack of housing supply region-wide. As an example of the strengthening economy, in 2011 Los Angeles County added 42,700 jobs. By 2013 the annual increase was 117,000 jobs, and over the four-year period 2013 through 2016, nearly 400,000 jobs were added in Los Angeles County, for a 9 percent increase over the 2012 job base of 4.38 million jobs. Over the same time period, the unemployment rate in Los Angeles County declined from a high of 12.5 percent in 2010 down to 4.7 percent in 2018.[30]

As described above, the residential pricing data indicate that both median rents and sales prices have been increasing in Los Angeles County's cities and communities, including the City of Inglewood. In 2015, Inglewood was the fourth most affordable city in Los Angeles County, out of a total of 19 reported by Zillow. By 2019, Inglewood was the 17th most affordable city, out of a

[30] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 35.

total of 55 cities and places reported. While the absolute affordability rank decreased, relative to the larger set of cities and communities, the proportional increase is more muted. In 2015, 79 percent of the cities and communities were more expensive than Inglewood. In 2019, this percentage had decreased to 69 percent.[31] In other words, in terms of affordability, in 2015 Inglewood was in the 21st percentile, and in 2019 Inglewood was in the 31st percentile. Thus, the general trend is that Inglewood is, compared to other cities and communities in the region, becoming somewhat less affordable, although it remains significantly more affordable than the average city or community.

These increases coincide with the strengthening economy and increasing housing demand resulting from the general perception of a lack of housing supply region-wide. Although the City is unable to estimate with precision, the consequences of the regional lack of housing supply and increases in housing costs, these consequences could include displacement of current rental housing tenants, especially those that are low income households. Such displacement, if it were to occur, could result in such households looking for housing in lower cost parts of the Los Angeles region, and could further result in the construction of new housing units in these areas. Although it would be speculative to estimate the quantity or location of new housing that could be constructed to meet the needs of displaced households, it is reasonable to conclude that such effects, if they occur, could result in physical environmental impacts. Thus, this cumulative impact is considered **potentially significant**.

Where a potentially significant cumulative impact is identified, CEQA requires a determination of whether the Proposed Project contribution to the cumulative impact is "considerable." In evaluating the contribution of the Proposed Project to this potentially significant cumulative impact, a relevant question is whether the prospect of the future NFL Stadium or the Proposed Project has heretofore contributed to these increases in housing costs. Looking back to early 2015 when the NFL Stadium was approved indicates that Inglewood's median rents and median home prices did not exhibit a measurable spike relative to neighboring cities. Especially in the year after the announcement of the NFL Stadium project, the change in median rents and median home prices were in the range of those in nearby cities.[32] This evidence suggests that the change in median rents is attributable to the broader region and economy, rather than to a specific project – even a project as large in scope as the NFL Stadium project.

Further, Inglewood did not experience a spike in median rents or sales prices immediately after the June 2017 IBEC proposal announcement. Nevertheless, rents did trend upwards in 2018 compared to neighboring areas, and this increase has continued in 2019 at the same level as in early 2018.[33]

The lack of market effect as a result of the announcement of the NFL Stadium in 2015 and the Proposed Project in 2017 support the conclusion that factors other than the presence of sports

[31] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 30.
[32] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, pp. 33–39.
[33] ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 32.

venues has driven recent increases in housing prices in Inglewood. Rather, while the Proposed Project could have some minor, indistinguishable contribution to increased land values and related housing prices in the vicinity of the Project Site, the evidence suggests that increases in housing costs in Inglewood are instead more attributable to the strong economy in Los Angeles County. In fact, over the four-year period 2013 through 2016, nearly 400,000 jobs were added in Los Angeles County, for a 9 percent increase over the 2012 job base of 4.38 million jobs. Over this time period, the unemployment rate in Los Angeles County declined from a high of 12.5 percent in 2010 down to 4.7 percent in 2018.[34] During this time housing costs in higher cost cities and places have become even more costly, shifting demand to well-located close-in cities and places with relatively lower housing costs, such as Inglewood, as well as to more far-flung locations.[35]

In summary, a number of local and regional factors appear to affect housing prices in Inglewood. However, there is no evidence directly connecting such increases to substantial housing displacement that would result in the need for construction of new housing. In addition, as discussed in Impact 3.12-2, no evidence in the record supports a conclusion that a new sports venue would indirectly contribute to such effects that would result in displacement of existing housing units or residents in such substantial numbers that the construction of new housing elsewhere would be necessitated. For the reasons described above, the contribution of the Proposed Project is less than cumulatively considerable and thus is considered **less than significant**.

Mitigation Measures

None required.

34 ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, p. 36.
35 ALH Urban & Regional Economics, *Inglewood Sports and Entertainment Venue Displacement Study*, July 2019, pp. 36–39.

3.13 Public Services

This section describes and evaluates potential adverse physical environmental impacts related to public services that could result from implementation of the Proposed Project. Public services analyzed within this section include fire protection and emergency medical services, police protection, parks or recreational services, and public schools. This section contains: (1) a description of the existing environmental setting for public services; (2) a description of the Adjusted Baseline Environmental Setting that serves as the basis for impact analysis; (3) a summary of the regulations related to public services; and (4) an analysis that addresses whether potential impacts to public services would require the need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives. This section also includes an analysis of whether the Proposed Project would result in significant environmental impacts related to parks and recreational resources.

Comments received in response to the NOP for the EIR regarding public services can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to public services as a result of implementation of the Proposed Project are analyzed within this section.

The analysis in this section was developed based on information provided in correspondence with the Los Angeles County Fire Department (LACFD), the City of Inglewood Police Department (Inglewood PD or Police Department), the City of Inglewood Parks, Recreation, and Library Services (Parks Department), and the Inglewood Unified School District (IUSD).

Fire Protection and Emergency Medical Services

3.13.1 Environmental Setting

Regional and Local Setting

Fire Protection, Facilities, and Emergency Medical Services

Los Angeles County Fire Department Resources

In the City of Inglewood, fire protection and emergency medical services are provided by the LACFD. The LACFD provides 24-hour, all-risk emergency services to a population of over 4 million residents living and working in 59 cities and all unincorporated communities within Los Angeles County. The LACFD provides emergency services and response to a wide range of incidents including structure fires, wildfires, commercial fires, hazardous materials incidents, urban search and rescue, and swift water rescue. There are three major geographic regions (the North Regional Operations Bureau, the Central Regional Operations Bureau, and the East Regional Operations Bureau), nine emergency operation divisions, and 22 battalions within the LACFD service area. The LACFD is comprised of 173 fire stations, 9 wildland fire camps, and 159 lifeguard towers and includes 109 paramedic squads/units and 8 helicopters of which three would be designated as paramedic air squads. LACFD staff consists of 4,696 total emergency responders and business professionals, including 3,157 firefighters, who are also trained in

infectious disease response, and 681 paramedics. There are approximately 1,100 emergency responders on duty each day.[1]

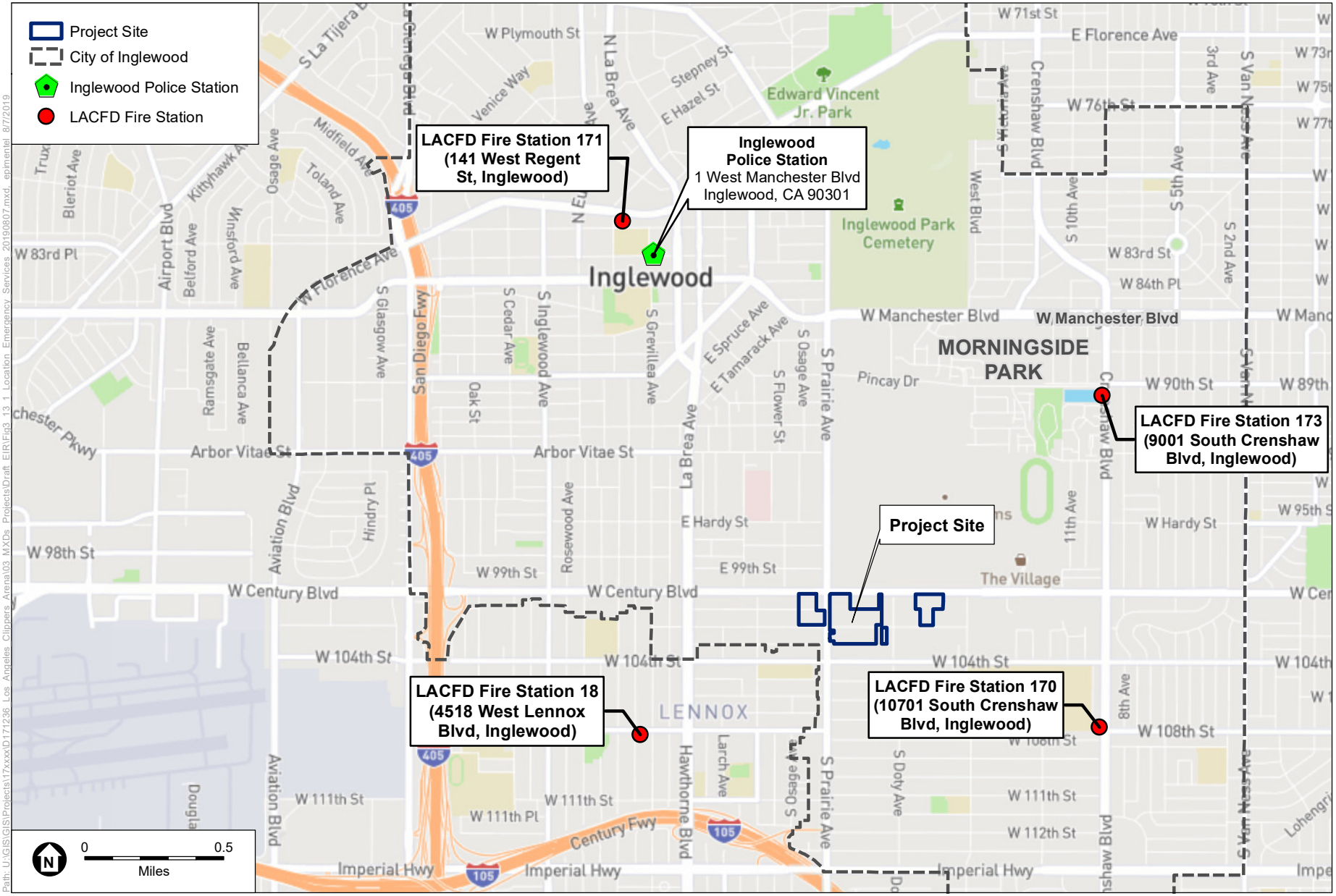
The Project Site is located within Division VI, Battalion 20, of LACFD's Central Regional Operations Bureau.[2] Division VI consists of Battalions 13 and 20 with 14 fire stations, which serve six cities including Cudahy, Huntington Park, Inglewood, Lynwood, Maywood, and South Gate. Battalion 20 operates six fire stations; five of which have first due-in jurisdiction within the City, and four of which are located within the City. These fire stations have primary responsibility for the City.[3] In addition, 10 fire stations are located within a 3-mile radius of the City and are located within the cities of Hawthorne and Lawndale, and within the unincorporated communities of Lennox, Westmont, Baldwin Hills, and Ladera Heights. The Battalion 20 Headquarters is located within Fire Station 171 at 141 W. Regent Street, Inglewood.[4]

LAFCD Stations Serving the Project Site

The LACFD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the Division's service territory based on distance and availability without regard to jurisdictional or municipal boundaries. Specifically, calls received by the dispatch center are dispatched to the jurisdictional engine company for the incident location. If the jurisdictional engine company is not available, the next nearest available unit will respond. Depending on the incident type, several units may be dispatched to an incident in accordance with the level of service required. For instance, an emergency medical service incident will require the nearest available basic life support unit (i.e., engine), the nearest advance life support unit (i.e., paramedic squad) and an ambulance.[5]

There are three fire stations that provide primary fire protection and emergency medical services to the Project Site (i.e., the Arena Site, the West Parking Garage Site, the East Parking and Hotel Site, and the Well Relocation Site), the locations of which are shown in **Figure 3.13-1**. **Table 3.13-1** includes the fire station number and location, approximate drive distance/direction from the Project Site, staffing, and equipment.

1 Los Angeles County Fire Department, 2016. *Strategic Plan, Annual Report 2013–2015*, 2016.
2 Los Angeles County Fire Department, *Regional Inspection Offices, Central Region Offices*, http://www.fire.lacounty.gov/fire-prevention-division/regional-inspection-offices-c/. Accessed October 11, 2018.
3 Los Angeles County Fire Department, 2016. *Strategic Plan, Annual Report, 2013–2015*, 2016.
4 Los Angeles County Fire Department, *Los Angeles County Fire Department – Station 171 (Battalion 20 Headquarter)*, https://locator.lacounty.gov/fire/Location/3056898/los-angeles-county-fire-department---station-171-battalion-20-headquarters. Accessed August 2018.
5 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.



SOURCE: Open Street Map, 2018;
Los Angeles County Fire Department Fire Station Locator:
Website https://locator.lacounty.gov/fire/Search; Accessed October 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.13-1
Locations of Emergency Services

ESA

Path: U:\GIS\GIS\Projects\17xxxx\D171236 Los Angeles Clippers Arena\03 MXDs Projects\Draft EIR\Fig3 13 1 Location Emergency Services 20190807.mxd epimentel 8/7/2019

TABLE 3.13-1
LACFD FIRE STATIONS LOCATED IN THE PROJECT VICINITY

Station No. and Location	Approximate Drive Distance/ Direction From Project Site[a]	Staffing (24-hour duty)	Equipment
LACFD Fire Station 170 10701 South Crenshaw Boulevard, Inglewood	1.3 miles southeast	Quint[b]: 1 captain, 1 firefighter specialist, 1 firefighter paramedic, 1 firefighter. Engine: 1 firefighter specialist, 1 firefighter.	4-person assessment quint and a 2-person engine.
LACFD Fire Station 18 4518 West Lennox Boulevard, Inglewood	1.3 miles southwest	Engine: 1 captain, 1 firefighter specialist, 2 firefighter paramedics.	4-person paramedic engine company.
LACFD Fire Station 173 9001 South Crenshaw Boulevard, Inglewood	1.5 miles northeast	Engine: 1 captain, 1 firefighter specialist, 1 firefighter paramedic Squad: 2 firefighter paramedics.	3-person engine company and a 2-person paramedic squad.

NOTES:

[a] Approximate drive distance was measured from the approximate center of the Arena Site.

[b] A quintuple combination pumper or "quint" is a fire apparatus that serves the dual purpose of an engine and a ladder truck.

SOURCE: Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018; Los Angeles County Fire Department, Fire Station Locater, https://locator.lacounty.gov/fire/Search?find=&near=3900+W+Century+Blvd+Inglewood%2C+CA+90303&cat=&tag=&loc=&lat=33.94496350549288 6&lon=-118.34210286941102. Accessed October 2018.

As shown in Table 3.13-1 and Figure 3.13-1, there are three fire stations located within 1.5 miles of the Project Site. These three fire stations would be the first stations to respond to an incident at the Project Site. Fire Station 170, located at 10701 S. Crenshaw Boulevard, is the jurisdictional station and first due-in fire station,[6] which is the fire station with primary responsibility, for the portions of the Project Site east of South Prairie Avenue, including the Arena Site, the East Parking and Hotel Site, and the Well Relocation Site. Fire Station 170 is the second due-in fire station for the West Parking Garage Site. Fire Station 18 at 4518 W. Lennox Boulevard, is the jurisdictional station and first due-in fire station for the West Parking Garage Site and is the second due-in fire station for the Arena Site, the East Parking and Hotel Site, and the Well Relocation Site. Fire Station 173 at 9001 S. Crenshaw Boulevard, is the third due-in fire station for all portions of the Project Site.

Fire Station 173 is the jurisdictional station and the first due-in fire station for the Hollywood Park Specific Plan (HPSP) area, including the NFL Stadium, as well as for The Forum. If needed and available, Fire Station 170 could be dispatched to provide backup service to an incident in Fire Station 173's jurisdiction. Additionally, Fire Stations 162, 171, 161, and 172, all located

[6] The term "due-in" is used to establish the order of response. So the first due-in station would respond first, the second due-in station would respond next, and so on depending on the magnitude of the incident and corresponding need for LACFD response.

within approximately 2.5 miles of the Project Site, would provide further backup in the event of a major fire at the Arena Site.[7,8]

In the event that Fire Station 170 could not meet the immediate needs of a call for services independently or does not have the capability to address the full extent of a larger incident, the nearest available LACFD resources would respond to provide support.[9] The LACFD dispatches multiple units from multiple fire stations in the event of a large incident. An acceptable equipment level is maintained throughout the Department's jurisdictional boundaries to enable the appropriate response to all incidents. For similar venues, the LACFD's first response to a fire incident would be 5 engines, 2 quints (combination engine/ladder truck apparatus), 1 squad, and 2 battalion chiefs. Additional resources would be deployed as needed.[10]

LAFCD Response Times

The LACFD uses the national guidelines of a 5-minute response time for the first arriving unit for fire and emergency medical service responses and an 8-minute response time for the advanced life support (paramedic) unit in urban areas.[11] According to the LACFD, Fire Station 170, the first due-in station for the Project Site east of South Prairie Avenue, is estimated to have an emergency average response time of 5 minutes to the Arena Site, the East Parking and Hotel Site, and the Well Relocation Site. Fire Station 18, the first due-in station for the Project Site west of South Prairie Avenue, is estimated to have an emergency average response time of 5 minutes to the West Parking Garage Site. Therefore, both Fire Stations 170 and 18, the first due-in stations for the entirety of the Project Site, are currently meeting the response time guidelines of the LACFD.[12,13]

Average response times are not necessarily representative of the actual time required to reach a site from a fire station, but are an indication of the average time needed to reach any given destination within each station's respective service area. Actual response time to a given location depends on individual factors such as distance between a fire station and a location, traffic volumes, roadway characteristics, and topography.

7 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.
8 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.
9 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.
10 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.
11 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.
12 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.
13 Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.

Emergency Access

The Project Site is generally accessible by LAFCD emergency vehicles from a number of major roadways (i.e., West Century Boulevard, South Doty Avenue, West 102nd Street, and South Prairie Avenue), as described below.

- Fire Station 170 has access to the Project Site from South Crenshaw Boulevard to West Century Boulevard, from South Crenshaw Boulevard to West 104th Street to South Prairie Avenue, or from South Crenshaw Boulevard to West 104th Street to South Doty Avenue to West 102nd Street.
- Fire Station 18 has access to both the Project Site from West Lennox Boulevard to Hawthorne Boulevard to West Century Boulevard, or from West Lennox Boulevard to South Prairie Avenue.
- Fire Station 173 has access to the Project Site from South Crenshaw Boulevard to West Century Boulevard, from South Crenshaw Boulevard to West Century Boulevard to South Doty Avenue to West 102nd Street, or from South Crenshaw Boulevard to West Century Boulevard to South Prairie Avenue.

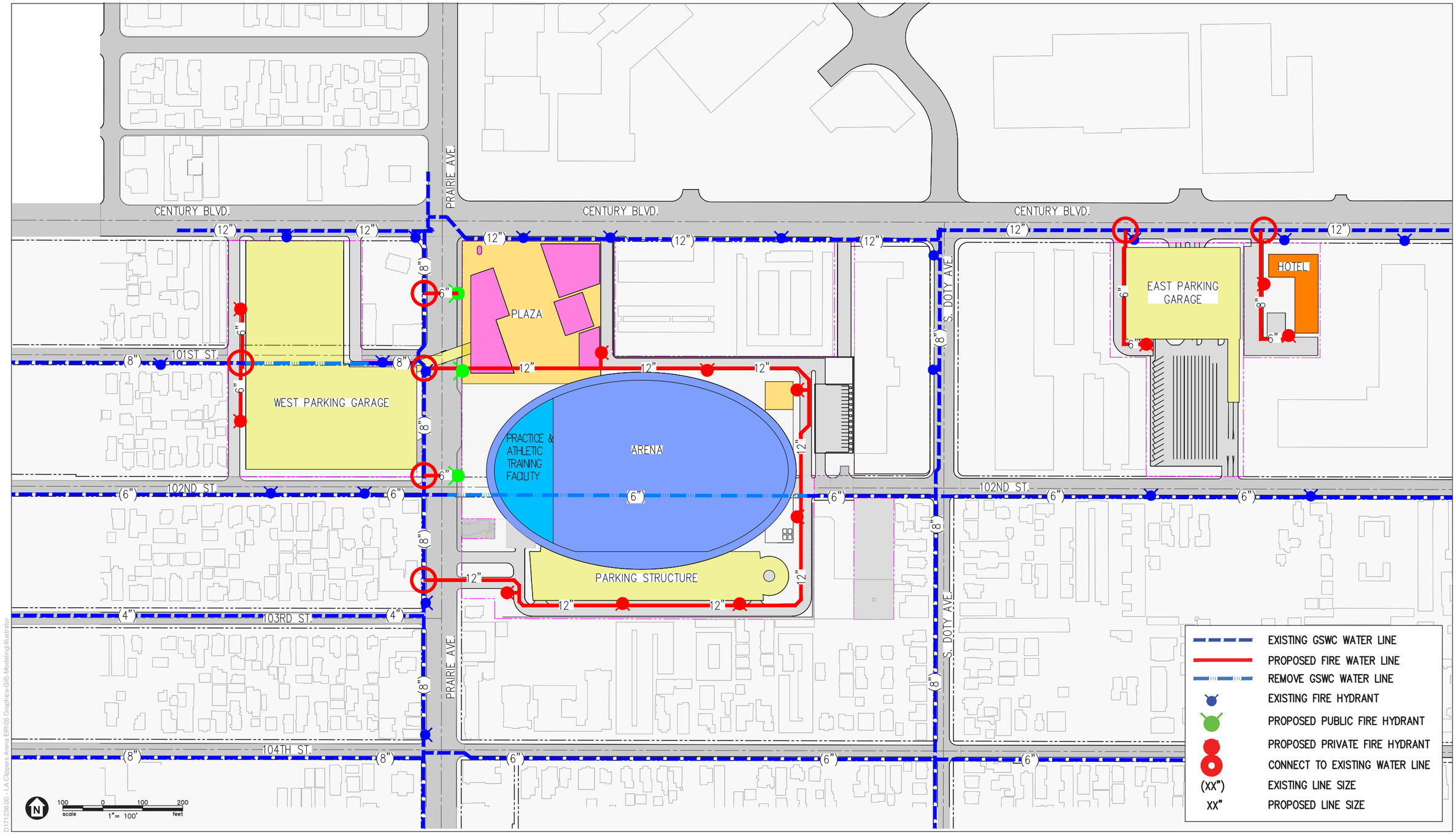
Water Infrastructure/Fire Flow for Firefighting Services

All but six of the parcels that make up the Project Site are currently vacant. The six developed parcels include a fast food restaurant, a motel, a light manufacturing/warehouse facility, a commercial catering business, and a groundwater well and related facilities, all of which are currently operational and in use. The existing water infrastructure serving the Project Site is shown in **Figure 3.13-2**, and consists of potable water mains located within West Century Boulevard, West 101st Street, West 102nd Street, West 103rd Street, South Prairie Avenue, and South Doty Avenue. Specifically, 12-inch mains are located within West Century Boulevard north of the Project Site; 8-inch mains run down South Prairie Avenue and South Doty Avenue, and within West 101st and West 104th Street west of South Prairie Avenue; 6-inch mains within West 102nd Street and West 104th Street east of South Prairie Avenue; and 4-inch main within West 102nd Street west of South Prairie Avenue. The Project Site is currently protected by existing public fire hydrants located in the nearby vicinity, the locations of which are shown in Figure 3.13-2.

Water for firefighting purposes is supplied to the Project Site by the Golden State Water Company (GSWC) Southwest District water system located in Los Angeles County. In general, fire flow requirements are closely related to land use as the quantity of water necessary for fire protection varies with the type of development, life hazard, type of occupancy, and degree of fire hazard.

3.13.2 Adjusted Baseline Environmental Setting

Section 3.13, Public Services, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to Fire Protection, the changes associated with the HPSP Adjusted Baseline projects include provision of fire protection infrastructure to serve the HPSP development (water mains, fire hydrants, code-required sprinkler systems, etc.). No other changes to the existing environmental setting related to fire protection would occur under the Adjusted Baseline.



SOURCE: D & D Engineering, Inc., 2019

Inglewood Basketball and Entertainment Center

Figure 3.13-2
Existing and Proposed Water Infrastructure

ESA

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3.13.3 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to fire protection and emergency medical services relevant to the Proposed Project.

State

California Code of Regulations, Title 24, Part 2, 2016 California Building Code; Part 9, 2016 California Fire Code

The California Code of Regulations (CCR), Title 24, Part 2, 2016 California Building Code (2016 CBC) is a compilation of building and fire safety standards.[14] The 2016 CBC standards comprise a combination of building standards that have been adopted by State agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature, not covered by the national model code.

The CCR, Title 24, Part 9, 2016 California Fire Code (2016 CFC) is part of the 2016 CBC.[15] The purpose of the 2016 CFC is to establish the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety and general welfare from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Typical fire safety requirements of the 2016 CFC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction. The 2016 CFC applies to all occupancies in California, except where more stringent standards have been adopted by local agencies. Specific 2016 CFC regulations have been incorporated by reference with amendments in the Los Angeles County Fire Code, which has been adopted by the City of Inglewood and discussed further below.

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8, sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose size requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

[14] California Building Standards Commission, 2016. *California Building Code, California Code of Regulations, Title 24, Part 2, Volumes 1 and 2*. Available: http://www.bsc.ca.gov/Codes.aspx. Accessed August 2018.
[15] California Building Standards Commission, 2016. *California Fire Code, California Code of Regulations, Title 24, Part 9*, July 2017.

Local

Los Angeles County Fire Department Strategic Plan 2017–2021

The 2017–2021 LACFD Strategic Plan (Strategic Plan)[16,17] serves as a roadmap to communicate the LACFD's goals and actions needed to achieve the goals. The Strategic Plan is designed to address short and long term challenges and to carry out the County's public safety mission in meeting the current and future needs of over four million residents living and working in communities throughout the County.

Los Angeles County Developer Fee Detailed Fire Station Plan

The 2017 LACFD Developer Fee Detailed Fire Station Plan (Plan)[18] reflects the Consolidated Fire Protection District's (Fire District) fire service requirements as of September 2017 based upon growth projections and contacts with cities and developers who have shared their development plans with the Fire District. The Plan identifies 18 additional fire stations, one replacement station, one station expansion, two helispots, and the necessary capital equipment that will be required in the areas of benefit. The Plan also identifies the anticipated costs and time frames of development. The anticipated costs identified in the Plan will be funded by developer fee revenues or funds that the Fire District has advanced from Fire District general revenues or certificates of participation. These advances will be repaid to the Fire District when sufficient developer fee revenue is generated. If no amount is budgeted, the development of the fire stations may be delayed until developer fee revenues are sufficient to fund the site acquisition and/or construction of the fire station.

Los Angeles County, Code of Ordinances, Title 32, Fire Code

The Los Angeles County, Title 32, Fire Code,[19] establishes regulations affecting or relating to structures, processes, premises, and safeguards regarding: conditions affecting the safety of the firefighters and emergency responders during emergency operations; and fire hydrant systems, water supply, fire equipment access, posting of fire equipment access, parking, lot identification, weed abatement, abatement of combustible brush and vegetation that represents an imminent fire hazard, debris abatement, combustible storage abatement including flammable liquid storage, hazardous material storage and use, open-flame and open-burning, and burglar bars at State-regulated mobile home and special occupancy parks within the jurisdiction of the LACFD.

16 Los Angeles County Fire Department, 2016. *Strategic Plan, 2015–2017*, March 2016.
17 Los Angeles County Fire Department, 2017. *Strategic Plan Accomplishments 2015–2017,* September 2017.
18 Los Angeles County Fire Department, 2017. *Developer Fee Detailed Fire Station Plan for the County of Los Angeles Developer Fee Program for the Benefit of the Consolidated Fire Protection District of Los Angeles County*, November 28, 2017.
19 Los Angeles County. *Los Angeles County Code, A Codification of the General Ordinances of Los Angeles County, California, Title 32, Fire Code*. Available: https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT32FICO. Accessed August 2018.

City of Inglewood Municipal Code, Chapter 6, Fire Prevention

Per Chapter 6, Fire Prevention, Article 1, Fire Code and Amendments, Section 6-1, Los Angeles County Fire Code Adopted,[20] of the City of Inglewood Municipal Code (Municipal Code), the City has adopted by reference and incorporated the Los Angeles County, Title 32, Fire Code, as the City's Fire Code. Section 6-2 of the City's Fire Code includes additions to the Los Angeles County Fire Code.

City of Inglewood General Plan

The City of Inglewood General Plan, Land Use Element, adopted in 1980 and amended in 1986, 2009, and 2016, presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based.[21]

The City of Inglewood General Plan, Safety Element, adopted in July 1995, is designed to ensure that the citizens of Inglewood can be protected from unreasonable risks caused by natural and manmade disasters. The City's goals are to minimize the dangers associated with natural and manmade hazards by implementing standards, regulations and laws that will reduce loss of life, injuries and property damage resulting from disasters, and to provide for the continuity of governmental operations and civilian life during and after a major disaster.[22]

The following goals and objectives from the City of Inglewood General Plan Land Use Element and the Safety Element are applicable to the Proposed Project:

Land Use Element

Goal: Maintain the present high level of police and fire services to the extent it is fiscally prudent.

Safety Element

Goal 6: Public safety personnel provide improved response and services to the community.

Policy: Provide sufficient manpower and equipment to respond adequately to fire emergencies and civil disturbances.

As further discussed below in Impact 3.13-1, three fire stations are located within 1.5 miles of the Project Site and four additional fire stations are located within 2.5 miles of the Project Site. According to the LACFD, the estimated average response time to the Project Site from Fire Station 170, the first due-in station, is 5 minutes, which meets the response time guidelines of the LACFD. Further, the Proposed Project would generate revenue for both the Los Angeles County Developer Fee Detailed Fire Station Plan and the City's general fund that could be used to fund LACFD expenditures as necessary to offset incremental Proposed Project effects on fire

[20] City of Inglewood. *Municipal Code, Chapter 6, Fire Prevention*. Available: https://www.qcode.us/codes/inglewood/. Accessed August 2018.
[21] City of Inglewood, 2016. *City of Inglewood General Plan, Land Use Element*, September 14, 2016.
[22] City of Inglewood, 1995. *City of Inglewood General Plan, Safety Element*, July 1995.

protection manpower or equipment. The Proposed Project has no potential inconsistencies with the above-referenced goals and policies of the City of Inglewood General Plan Land Use and Safety Elements. Ultimately, it is within the authority of the City Council to determine if the Proposed Project is consistent with the City of Inglewood General Plan.

3.13.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to fire protection and emergency services. The following threshold of significance is consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.

Consistent with the requirements of CEQA as articulated in California First District Court of Appeal decision in *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833,[23] significant impacts under CEQA involve adverse physical changes in the environment as a result of implementation of a project. Pursuant to this case, "the city has a constitutional obligation to provide adequate fire protection services," and potential effects on public safety services are not in and of themselves an environmental impact that CEQA requires a project applicant to mitigate. The Court stated that "the obligation to provide adequate fire and emergency medical services is the responsibility of the city." (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) Thus, the focus of analysis in this section is not on whether the Proposed Project would result in the need for additional fire protection and emergency medical services (i.e., personnel, equipment), per se, but rather is on the question of whether provision of any required resources (e.g., construction of a new fire station) would result in significant physical adverse impacts on the environment.

Methodology and Assumptions

Fire protection and emergency medical service needs relate to the size of the population and geographic area served, the number and types of calls for service, and the physical characteristics of the City's built environment and infrastructure. Changes in these factors resulting from construction and operation of the Proposed Project may increase demand for or delivery of public services. The LACFD evaluates the demand for fire protection and emergency medical services on a project-by-project basis, including review of a project's emergency features and/or design

[23] Court of Appeal of the State of California, First Appellate District, Division Three, 2015. *City of Hayward v. Board of Trustees (Alameda County Superior Court No. RG09480852); Hayward Planning Association et al., v. Board of Trustees of the California State University*, Filed November 30, 2015.

features, to determine if a project would require additional equipment, personnel, new facilities, or alterations to existing facilities. Beyond the standards included in the City's Fire Code, consideration is given to the size (height and physical configuration) of a project, uses proposed, fire flow necessary to accommodate a project, distance to the site for engine and truck companies, response time, fire hydrant sizing and placement standards, access, and the project's potential to use or store hazardous materials. The proposed closure of portions of West 101st and West 102nd Streets is also considered in the analysis.

The LACFD was consulted for this analysis and the responses provided regarding the Proposed Project were incorporated. In addition, the LACFD website and applicable provisions of the City of Inglewood's Fire Code were reviewed. Based on this information and consultation with the LACFD, a determination was made as to whether the LACFD would require new or physically altered facilities for the provision of fire protection and emergency medical services in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. If such facilities would be required, the analysis considers whether the LAFCD's construction of such facilities would reasonably be expected to cause significant environmental impacts. The potential impacts associated with use or storage of hazardous materials are discussed in Section 3.8, Hazards and Hazardous Materials. For a discussion of the effects of projected future traffic and transportation conditions on emergency access, please refer to Section 3.14, Transportation and Circulation.

Impacts and Mitigation Measures

Impact 3.13-1: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the provision of new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. (Less than Significant)

Construction

There are a number of ways in which construction of the Proposed Project could result in increased demand for fire protection and emergency medical services as discussed further below.

Response to Construction Accidents

Construction of the Proposed Project would occur over approximately 39 months starting in 2021 and concluding in 2024. The estimated number of construction workers is described in Chapter 2, Project Description (see Section 2.5 Project Elements), and would vary on a day-to-day basis, depending on the specific construction activities being performed and the overlap between construction phases.

The risks associated with construction activities would vary depending on the nature of the activity that is occurring. Construction activities associated with the demolition of the existing on-site structures, excavation, and construction of the Proposed Project could result in accidents that could require fire protection and emergency medical services response. Construction accidents could result from occasional exposure of workers to combustible materials, such as wood,

plastics, sawdust, coverings and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. Construction accidents could also occur in the use of construction equipment, or as a result of falls or other mishaps. Although the Proposed Project is relatively large in size and scope, the construction activities, methods, and equipment that would be employed are typical for the construction of large projects.

In compliance with the Cal OSHA and fire and building requirements of the City's Fire Code, all of which are regularly enforced through the City's Building Safety Division building inspection services, construction personnel for the Proposed Project would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction vehicles would be maintained on site. Additionally, construction of the Proposed Project would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials.

Through compliance with City and State regulations, which would be enforced and monitored by City building inspectors, the Proposed Project would avoid creating a new material demand for fire protection and emergency medical services that could require construction of new facilities that could adversely affect the environment. Further, according to the LACFD, an acceptable equipment level is maintained throughout the Department's jurisdictional boundaries to enable the appropriate response to all incidents.[24] It should be noted that the LAFCD has provided emergency response through the construction of the NFL Stadium at the Los Angeles Entertainment and Sports District, without need for augmented services. The Proposed Project is a smaller structure with a smaller construction staff and shorter construction period than the NFL Stadium. This suggests that existing LAFCD capacity is sufficient to meet the needs of construction accidents that could occur during construction of the Proposed Project. Additionally, further discussion of the effects of construction-related traffic on emergency access is provided in Section 3.14, Transportation and Circulation.

Operation

Demand for Fire Protection, Facilities, and Emergency Medical Services

The adequacy of fire protection and emergency medical services for a given area is based on the size of a project, the uses proposed, operational-related traffic congestion, the number of people who intermittently or permanently occupy the project site, the fire flow necessary to accommodate a project, the distance to the site for engine and truck companies, the response time, fire hydrant sizing and placement standards, access, and the project's potential to use or store hazardous materials. According to the LACFD, there are no planned improvements to fire

[24] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.

stations or expansion of existing facilities in the immediate area of the Project Site or area surrounding the Project Site.[25]

Patron, Employee, Customer, and Visitor Effects on Demand

The Proposed Project would result in an increased number of people at and in the vicinity of the Project Site, including patrons attending LA Clippers homes games and other events such as concerts, conventions, family shows, corporate/community events, plaza events and other events; employees of the LA Clippers; temporary event-related employees; LA Clippers employees, as well as customers and employees of the restaurant, retail, sports medicine clinic, and hotel uses; and visitors to the community uses and plaza. Because the Proposed Project would not include residential uses, there would be no permanent increase in residential population at the Project Site.

The average attendance at LA Clippers home basketball games is anticipated to be 16,000 with a maximum attendance of 18,000 attendees and up to 1,320 event-related employees. Other events such as concerts, family shows, conventions and corporate or civic events, and non-LA Clippers sporting events would take place in the Proposed Project arena throughout the year, with attendance ranging from small events up to 2,000 attendees (average of 300 attendees) to large center-stage concert capacity of 18,500 attendees. Intermittent increases in pedestrian activity and the number of people at and in the vicinity of the Project Site, as well as the potential increase in vehicle/pedestrian conflicts and accidents before, during and after events, would likely result in periodic increases in demand for fire protection and emergency medical services from the LACFD compared to baseline conditions. Based on discussions with the LAFCD, because of the LAFCD's regional approach to service delivery, which allows for the response from any number of available fire stations in the vicinity of the Project Site (the closest are Stations 170, 18, and 173), the periodic increase in demand would be accommodated by the LAFCD without causing the need for new or physically altered facilities.[26]

Project Design

The Proposed Project would be designed and operated in compliance with the City's Fire Code. New construction would also be subject to other requirements of the City's Fire Code, the City's Building Code, and the LACFD that address structure and plaza design and building materials. The Proposed Project design would include fire resistant doors and materials, as well as walkways, stairwells, and elevator systems (including emergency and fire control elevators) that meet code requirements. The Proposed Project's fire safety features would include the installation of automatic fire sprinkler systems, smoke detectors, fire extinguishers, a fire alarm system, building emergency communication system and smoke control system, and appropriate signage and internal exit routes to facilitate a building evacuation if necessary.

[25] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.
[26] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.

Arena operations would include procedures that would be in place to assist the LACFD during an emergency incident. These procedures would include (1) a drill procedure to prepare for emergency incidents; and (2) an on-site emergency assistance center/first aid station with emergency equipment and on-site medical personnel to provide first aid to game/event patrons or employees that may require medical assistance. Further, ambulance services would be on site and available during all large sporting events and other large events, as may be determined appropriate by the LACFD.

The arena design would include two locations within the Arena Structure that would be used by the LACFD, Inglewood PD, and/or the arena operator's private security and emergency medical personnel for security/command center functions, including coordination of incident response, communication and surveillance, and deployment of traffic control officers and/or City public works personnel prior to, during, and after events. The two security and command center spaces would include:

- An approximately 3,000 square-foot security space included on the event level (below grade), which would be designed to serve as the command center and primary security area for staging, vehicle and equipment storage, and performing security checks for entry at the event level; and
- A second approximately 4,000 square-foot security space included on the plaza level (at grade) which would be designed to serve as the secondary staging area for security personnel, along with providing employee and press check-in.

The Proposed Project would provide access for LACFD apparatus and personnel to the Project Site in accordance with LACFD requirements, inclusive of standards regarding fire lane widths, driveways and turning radii and with capacities needed to support fire fighting vehicles, and markings and on-site vehicle restrictions to ensure safe access. All water systems and driveways would be completed to the satisfaction of the LACFD prior to issuance of building permits.

Implementation of the Proposed Project would include the vacation of portions of two existing City streets:

- An approximately 900-foot linear section of West 102nd Street from South Prairie Avenue to a line approximately 335 feet west of South Doty Avenue, to be developed as part of the Arena Site; and
- An approximately 350-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue to be developed with a portion of the parking garage building within the West Parking Garage Site.

As discussed above, the estimated response time to the Project Site from the first due-in Fire Stations 170 and 18 meet the 5-minute response time guidelines of the LACFD. According to the

LACFD, the street vacations would not change the response times from Fire Stations 170, 18, and other responding fire stations to the Project Site.[27]

Due to the building design, fire safety features, emergency safety provisions, LACFD access, construction measures, water system improvements, and hydrant spacing,[28] the design of the Proposed Project would not result in a substantial increase in demand for additional fire protection and emergency medical services that would exceed the capability of the LACFD to serve the Proposed Project such that it would require construction of new fire facilities.

As discussed in Section 3.0, Introduction to the Analysis, because of current and anticipated construction schedules, the City is reasonably assured that the HPSP Adjusted Baseline projects will be built and operational by 2024 when the Proposed Project is expected to be opened. Thus, the analysis of the Proposed Project's effects assumes construction and operation of the portions of the HPSP identified as part of the Adjusted Baseline, including the NFL Stadium. Based on review of submitted plans and discussions with the LAFCD, it is anticipated that the HPSP Adjusted Baseline projects would include safety features similar to those described for the Proposed Project. Input provided by the LAFCD indicates that no additional fire protection or emergency service facilities would be necessary to serve both the Proposed Project and the HPSP Adjusted Baseline projects.[29]

As such, under the Adjusted Baseline conditions, it is not anticipated that the Proposed Project would result in a substantial increase in demand for additional fire protection and emergency medical services that would exceed the capability of the LACFD such that it would require construction of new fire protection or emergency service facilities.

Traffic Effects on Emergency Response

An analysis of the effects of projected future traffic and transportation conditions on emergency access, including a discussion of the Event Transportation Management Plan (TMP), is provided in Section 3.14, Transportation and Circulation. For informational purposes, the TMP is discussed summarily here, and in further detail in Section 3.14, Transportation and Circulation, and is included in Appendix K.4 in this Draft EIR.

The arena operator would coordinate with the LACFD, the Inglewood PD, and the City of Inglewood Public Works Department to implement the traffic control measures included in the Event Transportation Management Plan (TMP). The Event TMP is a management and operating plan designed to facilitate multi-modal travel to and from events at the Project Site in a safe and efficient manner during event days. Pursuant to approvals by the City Public Works and Police Departments, the arena operator would provide traffic control personnel and services on public

[27] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.
[28] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated October 25, 2018.
[29] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, letter correspondence dated January 24, 2019.

streets in the vicinity of the Project Site, as necessary to facilitate safe movement of pedestrians, bicycles, and vehicles. The Event TMP would be designed to ensure access to/from the Project Site and vicinity of the Project Site through techniques potentially including, but not limited to, traffic signal controls and timing, traffic control officers positioned in key locations around the Project Site, temporary lane or street closures, and/or changeable message signs. The Event TMP would be a working document that could be adaptively managed and refined over time by the arena operator, the LACFD, the Inglewood PD, and the City of Inglewood Public Works Department. The Event TMP is further described in Section 3.14, Transportation and Circulation.

Water Infrastructure/Fire Flow for Firefighting Services

As discussed above under Environmental Setting, the local water distribution network includes water mains beneath West Century Boulevard, West 101st Street, West 102nd Street, West 103rd Street, South Prairie Avenue, and South Doty Avenue. There are 19 existing public fire hydrants located in public rights-of-way adjacent to the Project Site. Under the Adjusted Baseline, in addition to existing public fire hydrants, proposed public and private fire hydrants would be located within the HPSP area. The fire flows and location/spacing of the proposed private and public fire hydrants of the HPSP Adjusted Baseline projects would meet the requirements of the City's Fire Code and the LACFD.

Dedicated fire water infrastructure for the Proposed Project would involve a combination of tying into existing water lines, removing and relocating water lines, construction of new water mains and lines, and new fire hydrants. A total of 12 private and 3 public fire hydrants would be installed, as described below. Proposed fire-related water infrastructure is shown in Figure 3.13-2. A new 12-inch dedicated fire water line would wrap around the perimeter of the Arena Site within a new access road, connecting with the existing 8-inch water line within South Prairie Avenue. This fire pipeline would connect to 7 private fire hydrants within the Arena Site. Three 6-inch fire hydrant connections to the existing 8-inch water line within South Prairie Avenue to the east side of the street, would connect to the three proposed new public fire hydrants. On the West Parking Garage Site, approximately 340 linear feet of water main line within West 101st Street would be removed. An existing water line in the section of West 102nd Street within the Arena Site to be vacated would be removed and relocated. Two new private fire hydrants would be installed and connected via 6-inch dedicated fire water lines on the west side of the West Parking Garage Site. At the East Transportation and Hotel Site, a 6-inch dedicated fire line would connect to a private fire hydrant at the parking garage, and a dedicated 8-inch fire line would connect to two private fire hydrants at the proposed hotel location. Impacts associated with the construction of these water facilities are analyzed in Section 3.15, Utilities and Service Systems.

The required flow demand of the Proposed Project is 4,000 gpm. Through the 19 existing fire hydrants, the three proposed new public fire hydrants, and 12 proposed private fire hydrants, there would be adequate capacity to the meet the estimated fire flow demand of the Proposed Project. Further, fire flow would be in compliance with the requirements of the City's Fire Code and subject to the review and approval of the LACFD. Because the Proposed Project would include fire flows and additional private and public fire hydrants that would meet the

requirements of the City's Fire Code and the LACFD, there would be no need for new or physically altered facilities beyond those included in the Proposed Project.

As discussed above, the HPSP Adjusted Baseline projects include, in addition to existing public fire hydrants, proposed public and private fire hydrants. The fire flows and location/spacing of the proposed private and public fire hydrants of the HPSP Adjusted Baseline projects would meet the requirements of the City's Fire Code and the LACFD. Thus, operation of the Proposed Project under Adjusted Baseline conditions would not require the need for new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which would result in substantial adverse physical environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency medical services. Therefore, the Proposed Project's operational impacts on fire protection, facilities, and emergency medical services would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to fire protection and emergency medical services includes those past, present, and reasonably foreseeable cumulative projects located within the LACFD service area, with a focus on the areas served by the same three LACFD fire stations that would primarily serve the Proposed Project (e.g., Fire Station 170, Fire Station 18, and Fire Station 173). As described further below, Fire Stations 170, 18, and 173 would serve a total of 108 cumulative projects, in addition to the Proposed Project. The development of the 108 cumulative projects consists of approximately 7,266 residential units, 1,260,863 square feet (sf) of commercial uses, 679,683 sf of retail uses, 9,353 sf of restaurant uses, 4,316,866 sf of office uses, 657,704 sf of industrial/warehouse uses, 128,402 sf of hotel uses which would include 1,705 hotel rooms, 1,234,725 sf of miscellaneous uses (i.e., athletic training facility, recreation center, conference center, ice skating rink, civic site, bus facility, and a church), and 13 acres of open space.

Impact 3.13-2: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for the provision of fire protection and emergency medical services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. (Less than Significant)

Construction

Because the LACFD operates under a regional concept in its approach to providing fire protection and emergency medical services, it is conservatively assumed the LACFD would provide either first due-in or backup services to all 145 cumulative projects included in Table 3.0-2, Cumulative

Projects List (see Section 3.0, Introduction to the Analysis). Of these 145 cumulative projects, 108 projects would be located within the LACFD service areas of the same three LACFD fire stations that would primarily serve the Proposed Project (e.g., Fire Station 170, Fire Station 18, and Fire Station 173). **Table 3.13-2** provides the list of those cumulative projects located in the City of Inglewood within the LACFD service area of Fire Stations 170, 18, and 173 and the distances from the cumulative projects to the respective servicing fire stations.

TABLE 3.13-2
CUMULATIVE PROJECTS WITHIN THE LACFD SERVICE AREA OF FIRE STATIONS 170, 18, AND 173

Cumulative Project Number	Location	Jurisdiction	Project Development Characteristics	LACFD Fire Station Providing Service[a] (Distance in Miles from LACFD Fire Station)
5	888, 892, and 898 N. Sepulveda Boulevard	El Segundo	190-room hotel	FS 18 (2.4)
9	400 Duley Road	El Segundo	73,000 sf office	FS 18 (2.0)
10	2275 Mariposa Avenue	El Segundo	52,000 sf corporate office, 68,300 athletic training facility	FS 18 (1.0)
11	201 N. Douglas	El Segundo	High school (-90,000 sf) (1,200 students)	FS 18 (2.1)
12	2125 Campus Drive	El Segundo	121,450 sf hotel, 63,550 sf office	FS 18 (2.0)
14	1700 E. Imperial Avenue	El Segundo	96,898 sf office	FS 18 (2.5)
15	710 N. Nash Street	El Segundo	611,545 sf office, 13,660 sf retail	FS 18 (2.0)
17	445 N. Douglas Street	El Segundo	106,000 sf office, 117,000 sf warehouse industrial data center	FS 18 (2.0)
19	444 N. Nash Street	El Segundo	180,422 sf data center	FS 18 (2.1)
20	SE Aviation Boulevard	El Segundo	525 condominiums, -835,000 sf office	FS 18 (2.5)
25	525 N. Sepulveda Boulevard	El Segundo	6,952 sf hotel expansion	FS 18 (2.6)
26	900, 950 Sepulveda Boulevard	El Segundo	20,819 sf warehouse, 139,558 sf office, 14,025 sf manufacturing	FS 18 (2.4)
27	600-630 N. Sepulveda Boulevard	El Segundo	3,714 sf fast food restaurant with drive-through	FS 18 (2.5)
28	2130 E. Maple Avenue	El Segundo	20,955 sf office	FS 18 (2.1)
29	555 N. Nash Street	El Segundo	17,315 sf ice skating rink	FS 18 (2.2)
30	14321 Van Ness Avenue	Gardena	40 townhomes	FS 170 (2.6)
31	1720 West 135th Street	Gardena	100,438 sf industrial	FS 170 (2.4)
32	13919 Normandie Avenue	Gardena	20 dwelling units	FS 170 (2.7)
34	Aviation Boulevard/El Segundo Boulevard	Hawthorne	610 condominiums	FS 18 (2.0)
35	4500 West 116th Street	Hawthorne	116 condominiums	FS 18 (0.6), FS 170 (1.7), FS 173 (2.4)
36	13806 Hawthorne Boulevard	Hawthorne	171 apartments, 32,500 sf office	FS 18 (2.2), FS 170 (2.6)
37	Crenshaw Boulevard/ Jack Northrop Avenue	Hawthorne	230 dwelling units, 3,700 sf restaurant	FS 18 (2.1), FS 170 (1.3), FS 2.5)
38	14000 Yukon Avenue	Hawthorne	6 apartments	FS 18 (2.6), FS 170 (2.4)

TABLE 3.13-2
CUMULATIVE PROJECTS WITHIN THE LACFD SERVICE AREA OF FIRE STATIONS 170, 18, AND 173

Cumulative Project Number	Location	Jurisdiction	Project Development Characteristics	LACFD Fire Station Providing Service[a] (Distance in Miles from LACFD Fire Station)
39	4427 El Segundo Boulevard	Hawthorne	350-room hotel	FS 18 (1.5), FS 170 (2.1)
40	11519 Acacia Avenue	Hawthorne	119-room hotel	FS 18 (0.6), FS 170 (1.6), FS 173 (2.3)
41	14135 Cersie Avenue	Hawthorne	241 apartments	FS 170 (2.5), FS 18 (2.8)
42	664 E. Manchester Terrace	Inglewood	4 condominiums	FS 173 (1.1), FS 18 (1.8), FS 170 (1.9)
43	844 N. Centinela Avenue	Inglewood	4 apartments	FS 173 (2.1)
44	501 E. 99th Street	Inglewood	12 condominiums	FS 18 (0.7), FS 170 (1.4), FS 173 (1.4)
45	921 N. Edgewood Street	Inglewood	38 apartments	FS 173 (2.1)
46	222 W. Spruce Avenue	Inglewood	10 apartments	FS 18 (1.2), FS 173 (1.8), FS 170 (2.2)
47	961 E. 68th Street	Inglewood	3 condominiums	FS 173 (1.5)
48	417 N. Market Street	Inglewood	12 condominiums	FS 173 (1.8), FS 18 (2.1)
49	819 E. La Palma Drive	Inglewood	5 apartments	FS 18 (1.3), FS 173 (1.3), FS 170 (1.8)
50	814 N. Market Street	Inglewood	18 bed congregate living facility	FS 173 (2.1), FS 18 (2.5)
51	411 E. Hazel Street	Inglewood	18 apartments	FS 173 (1.8), FS 18 (2.4)
52	329 E. Hazel Street	Inglewood	4 condominiums	FS 173 (1.8), FS 18 (2.3)
53	11111 S. Prairie Avenue	Inglewood	120-room hotel	FS 18 (1.0), FS 173 (1.1), FS 170 (1.2)
54	3920 W. 108th Street	Inglewood	3 apartments	FS 18 (0.8), FS 170 (0.9), FS 173 (1.5)
55	125 E. Spruce Avenue	Inglewood	7 apartments	FS 18 (1.2), FS 173 (1.6), FS 170 (2.0)
56	704 N. Market Street	Inglewood	12 apartments	FS 173 (2.0), FS 18 (2.4)
57	408 E. Warren Lane	Inglewood	2,542 sf commercial	FS 173 (1.7), FS 18 (2.3)
58	508 S. Eucalyptus Avenue	Inglewood	40-unit senior affordable housing development	FS 18 (1.3), FS 173 (1.9), FS 170 (2.3)
59	417-433 Centinela Avenue	Inglewood	116 apartments	FS 173 (1.7), FS 18 (2.4)
60	721 N. La Brea Avenue	Inglewood	1,312 sf commercial, -1,210 sf commercial	FS 173 (2.1), FS 18 (2.4),
61	101, 125, 139, 140, 150 Market Street	Inglewood	40,000 sf retail	FS 18 (1.7), FS 173 (1.5), FS 170 (2.2)
62	113–133 Plymouth Street	Inglewood	20 townhomes	FS 173 (2.3), FS 18 (2.5)
63	333 N. Prairie Avenue	Inglewood	310 townhomes	FS 173 (1.3), FS 18 (2.1), FS 170 (2.2)
64	705-715 N. Centinela Avenue	Inglewood	81,613 sf self-storage	FS 173 (2.0), FS 18 (2.5)
65	3660 W. 107th Street	Inglewood	3 dwelling units	FS 170 (0.6), FS 18 (1.1), FS 173 (1.3)

TABLE 3.13-2
CUMULATIVE PROJECTS WITHIN THE LACFD SERVICE AREA OF FIRE STATIONS 170, 18, AND 173

Cumulative Project Number	Location	Jurisdiction	Project Development Characteristics	LACFD Fire Station Providing Service[a] (Distance in Miles from LACFD Fire Station)
66	614 E. Hyde Park Boulevard	Inglewood	18-bed congregate living facility	FS 173 (1.8)
67[b]	1050 S. Prairie Avenue	Inglewood	371,923 sf retail; 3,567,314 sf office; 2,186 residential units; 300-room hotel; 13.06 acres open space/park; and 4 acres of civic site.	FS 173 (1.0), FS 18 (1.1), FS 170 (1.3)
68	D3 Site (La Brea Avenue/Florence Avenue)	Inglewood	243 apartments, 40,000 sf retail	FS 173 (1.7), FS 18 (1.8), FS 170 (2.4)
69	101 S. La Brea	Inglewood	Philharmonic Association 25,500 sf	FS 173 (1.6), FS 18 (1.7), FS 170 (2.3)
70	316 Hardy Street	Inglewood	5 condominiums	FS 18 (0.8), FS 173 (2.0), FS 170 (2.0)
71	943–959 W. Hyde Park Boulevard	Inglewood	159,498 sf 5-story self-storage facility	FS 173 (1.8)
72	8911 Aviation Boulevard	Inglewood	173,804 sf car rental	FS 18 (1.8)
73	3900 W. Century Boulevard	Inglewood	4 hotel rooms	FS 18 (0.9), FS 170 (1.0), FS 173 (1.2)
75	5206 W. Thornburn Street	Los Angeles	Elementary to Middle Private School (50 Students)	FS 18 (2.3), FS 173 (2.7)
76	9800 S. Sepulveda Boulevard	Los Angeles	178-room hotel	FS 18 (2.4),
77	10701 S. La Cienega Boulevard	Los Angeles	1,006,236 sf bus facility	FS 18 (0.8), FS 170 (2.5),
78	7407 S. La Tijera Boulevard	Los Angeles	140 apartments, 2,600 sf retail	FS 18 (2.6)
79	8740 S. La Tijera Boulevard	Los Angeles	137 apartments	FS 18 (2.6)
80	8521 S. Sepulveda Boulevard	Los Angeles	3,399 sf fast food restaurant with drive-through	FS 18 (2.8)
82	1 World Way	Los Angeles	Land Access Modernization Program	FS 18 (2.5)
83	8721 S. Broadway	Los Angeles	108-unit senior housing, 4,000 sf retail	FS 173 (2.8), FS 170 (3.1)
84	5975 S. Western Avenue	Los Angeles	225,000 sf industrial	FS 173 (2.3)
85	1636 W. Manchester Avenue	Los Angeles	68,250 sf office	FS 173 (1.2), FS 170 (1.9)
86	8540 S. La Tijera Boulevard	Los Angeles	Middle School (525 students)	FS 18 (2.5)
87	8705 S. Western Avenue	Los Angeles	Middle School (616 students)	FS 173 (1.0), FS 170 (1.7)
88	8400 S. Vermont Avenue	Los Angeles	740,000 sf shopping center	FS 173 (2.1), FS 170 (2.6)
89	9402 S. Broadway	Los Angeles	49-unit senior housing	FS 173 (2.8), FS 170 (2.9)

TABLE 3.13-2
CUMULATIVE PROJECTS WITHIN THE LACFD SERVICE AREA OF FIRE STATIONS 170, 18, AND 173

Cumulative Project Number	Location	Jurisdiction	Project Development Characteristics	LACFD Fire Station Providing Service[a] (Distance in Miles from LACFD Fire Station)
90	8415 S. Hoover Street	Los Angeles	142 condominiums, 57 apartments, 11,550 sf recreational center, 7,500 sf retail, 1,500 sf bank, 15,400 sf office	FS 173 (2.8), FS 170 (2.9)
91	5816 S. Western Avenue	Los Angeles	4 fueling positions, 1,835 sf convenience store	FS 173 (2.5)
92	505 W. Century Boulevard	Los Angeles	6 fueling positions	FS 170 (2.6), FS 173 (2.6)
96	6855 S. La Cienega Boulevard	Los Angeles	22,590 sf supermarket	FS 18 (2.7), FS 173 (2.9)
97	11604 Aviation Boulevard	Los Angeles	281 condominiums, 26,500 sf retail/commercial, 112 apartments	FS 18 (1.4)
98	1248 W. 105th Street	Los Angeles	74 apartments	FS 170 (1.7), FS 173 (2.0)
99	3816 W. 54th Street	Los Angeles	1,196 sf office expansions	FS 173 (2.7)
100	1252 W. 105th Street	Los Angeles	74 apartments	FS 170 (1.7), FS 173 (2.0)
101	11814 Aviation Boulevard	Los Angeles	128-room hotel	FS 18 (1.5)
102	11034 S. Western Avenue	Los Angeles	4,983 sf laundromat	FS 18 (1.5)
104	12000 S. Western Avenue	Los Angeles	44-room hotel	FS 170 (1.4), FS 173 (2.4), FS 18 (2.9)
105	1743 Imperial Highway	Los Angeles	39 apartments	FS 170 (1.2), FS 173 (2.0), FS 18 (2.8)
106	10601 S. Vermont Street	Los Angeles	4,500 laundromat	FS 170 (2.0), FS 173 (2.6)
107	1423 W. 120th Street	Los Angeles	57 condominiums	FS 170 (1.8), FS 173 (2.6)
108	1509 W. 102nd Street	Los Angeles	12 apartments	FS 18 (3.1), FS 170 (1.4), FS 173 (1.6)
109	1539 W. 102nd Street	Los Angeles	10 apartments	FS 170 (1.4), FS 173 (1.5), FS 18 (3.0)
110	10501 S. Buford Avenue	Los Angeles	11 townhomes	FS 18 (0.5), FS 170 (2.1), FS 173 (2.3)
111	11824 Aviation Boulevard	Los Angeles	36 apartments	FS 18 (1.5)
112	10505 Hawthorne Boulevard	Los Angeles	32 apartments	FS 18 (0.2), FS 170 (1.5), FS 173 (1.8)
113	10609 S. Inglewood Avenue	Los Angeles	9 apartments	FS 18 (0.4), FS 170 (2.0), FS 173 (2.3)
114	10907 S. Inglewood Avenue	Los Angeles	4 apartments	FS 18 (0.3), FS 170 (2.0), FS 173 (2.4)
115	8910 S. Normandie Avenue	Los Angeles	6 apartments	FS 173 (1.5), FS 170 (2.0)
116	10136 Felton Avenue	Los Angeles	19 apartments	FS 18 (0.7), FS 170 (2.3), FS 173 (2.4)
117	5053 E. 109 Street	Los Angeles	17 condominiums	FS 18 (0.7), FS 170 (2.3)

TABLE 3.13-2
CUMULATIVE PROJECTS WITHIN THE LACFD SERVICE AREA OF FIRE STATIONS 170, 18, AND 173

Cumulative Project Number	Location	Jurisdiction	Project Development Characteristics	LACFD Fire Station Providing Service[a] (Distance in Miles from LACFD Fire Station)
118	9223 S. Vermont Avenue	Los Angeles	2,858 sf auto repair	FS 173 (2.0), FS 170 (2.)
119	5301 W. Centinela Avenue	Los Angeles	1,640 sf restaurant	FS 18 (2.9), FS 173 (3.0)
120	3838 W. Slauson Avenue	Los Angeles	1,060 sf convenience store	FS 173 (2.4)
122	1240 W. 105th Street	Los Angeles	42 apartments	FS 170 (1.7), FS 173 (2.0), FS 18 (3.3)
123	6109 Overhill Drive	Los Angeles	2 duplex units	FS 173 (2.6)
124	1034 W. 109th Place	Los Angeles	9 apartments	FS 170 (1.9), FS 173 (2.4)
125	11408–11412 S. New Hampshire Avenue	Los Angeles	2,900 sf gas station with convenience store	FS 170 (2.0), FS 173 (2.6)
126	10335 S. Vermont Avenue	Los Angeles	1,342 sf church	FS 170 (2.0), FS 173 (2.2)
127	10401 S. Vermont Avenue	Los Angeles	250 sf commercial, 1 apartment	FS 170 (2.0), FS 173 (2.2)
128	1023 W. 107th Street	Los Angeles	8 apartments	FS 170 (2.0), FS 173 (2.3)
130	Bounded by Century Boulevard, La Cienega Boulevard, Arbor Vitae Street, and Vicksburg Avenue	Los Angeles	300,000 sf office, 400-room hotel, 200,000 sf retail, 100,000 conference center	FS 18 (1.1), FS 170 (2.6)
139	6100 S. Hoover Street	Los Angeles	2,328 sf self-service car wash	FS 173 (3.0)

NOTES:
FS = fire station
[a] Fire stations located within 2.5 miles of the cumulative project were included.
[b] Portion of the HPSP not included within the Adjusted Baseline Environmental Setting.

SOURCE: County of Los Angeles Fire Department Website, *Fire Station Locater*. Available: https://locator.lacounty.gov/fire. Accessed November 2018; ESA.

In compliance with the requirements of Cal OSHA and the City's Fire Code, all construction personnel working on cumulative projects would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction vehicles would be maintained within individual project sites of the cumulative projects. Construction of the cumulative projects would comply with applicable existing codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Similar to the Proposed Project, when a building or grading permit is required, the City's Department of Public Works and the LACFD review construction plans and determine appropriate requirements to ensure that construction avoids creating major traffic congestion or adverse effects on adjacent properties. Truck routes for material and equipment deliveries, as well as for soil export and disposal, would require approval by the City prior to construction activities of cumulative development. Construction of the Proposed Project, in combination with the

construction of other cumulative development, would not increase demand for fire protection and emergency medical services that could require construction of new or expanded facilities.

There are multiple routes from multiple fire stations to the cumulative development of which LACFD can use in the event of heavy roadway congestion. All road closures and detours should be approved by the LACFD so as not to adversely impact emergency responses.[30] Further, emergency response to a site is routinely facilitated, particularly for high priority calls, through use of sirens to clear a path of travel, driving in the lanes of opposing traffic, use of alternative routes, and multiple emergency vehicle response. According to the LACFD, there are no planned improvements to fire stations in the immediate area of the Project Site or area surrounding the Project Site.[31] The LACFD dispatches multiple units from multiple fire stations in the event of a large fire. An acceptable equipment level is maintained throughout the Department's jurisdictional boundaries to enable the appropriate response to all incidents.[32]

Based on the above considerations, construction of the Proposed Project, in conjunction with construction of the HPSP Adjusted Baseline projects and cumulative development within the LACFD service area, would not result in the need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, the cumulative impact would be **less than significant**.

Operations

As discussed above, the LACFD provides services to a population of over four million residents living and working in 59 cities and all unincorporated communities within Los Angeles County. It is conservatively assumed the LACFD would provide either first due-in or backup services to all 145 cumulative projects. Of these 145 cumulative projects, 108 projects are located within the service areas of the same three LACFD fire stations that would the primary responders to emergencies at the Proposed Project (e.g., Fire Station 170, Fire Station 18, and Fire Station 173); refer to Table 3.13-2.

Fire Station 170 would provide fire protection and emergency medical services to 57 cumulative projects; Fire Station 18 would provide service 76 cumulative projects; and Fire Station 173 would service 70 cumulative projects. Operation of the Proposed Project, along with the operations of past, present, and reasonably foreseeable future projects, including the HPSP Adjusted Baseline projects and projects on the cumulative list, would increase the demand for fire protection and emergency medical services.

Although the cumulative demand on LACFD services would increase, cumulative impacts on fire protection and emergency medical services would be less than significant because each

[30] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, *letter correspondence* dated January 24, 2019.
[31] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, *letter correspondence* dated October 25, 2018.
[32] Michael Y. Takeshita, Acting Chief, Forestry Division, Prevention Services Bureau, *letter correspondence* dated January 24, 2019.

cumulative project would be required to comply with the City and State Fire Codes and LAFCD design review, and include site-specific design and safety features. It is reasonable to assume such compliance because these codes are fully enforced through the City of Inglewood's and other local communities plan check and building inspection functions. Each cumulative project would be subject to the required review by the LACFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety. Implementation of the Fire Code and Building Code requirements, along with any other LAFCD requirements, combined with the LAFCD's regional multiple fire station response approach, and the fact that each cumulative project within the LACFD service area, including the Proposed Project and the HPSP Adjusted Baseline projects, would be required to comply with regulatory requirements related to fire protection and emergency medical services would reduce potential impacts to fire protection and emergency services.

As discussed above for the Proposed Project, the LACFD has indicated that additional staffing of one fire captain post position in the City is anticipated to be required in order to offset the cumulative effect on fire protection services due to substantial growth in the project area but that it does not anticipate the need to expand fire or emergency response facilities within the vicinity of the Project Site, even in consideration of cumulative development within the LACFD service area.[33] The LACFD's 2017–2021 Strategic Plan is designed to address short and long term challenges and to carry out the County's public safety mission in meeting the current and future needs. Similar to the Proposed Project, cumulative projects would generate revenue (e.g., developer fees, property and sales tax revenue) that could be used to offset LACFD expenditures necessary to meet increased demand for fire protection and emergency medical services consistent with its Strategic Plan.

Based on the above considerations and according to the LAFCD, the Proposed Project, in conjunction with cumulative development within the LAFCD service area, would not result in the need for the construction of new or expanded fire facilities in order to maintain acceptable service ratios, response times or other performance objectives.[34] Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

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[33] Lorraine Buck, Supervising Planning Analyst, Planning Division, LACFD, letter correspondence dated April 15, 2019.

[34] Lorraine Buck, Supervising Planning Analyst, Planning Division, LACFD, letter correspondence dated April 15, 2019.

Police Protection

3.13.5 Environmental Setting

Regional and Local Setting

Police protection for the City, including the Project Site, is provided by the Inglewood PD, which serves the entire population of the City (estimated at 110,598 persons in 2017).[35] The Police Department employs 191 sworn personnel and 92 civilian support personnel. Of the 191 sworn personnel, approximately 56 officers are available in the field throughout the day and another 35 officers are available from the Inglewood Police Station.[36] The Inglewood PD also has the ability to call upon mutual assistance from surrounding law enforcement agencies.[37] The Inglewood PD operates from a single police station (the Inglewood Police Station) located at 1 West Manchester Boulevard, approximately 1.5 miles northwest of the Project Site. The location of the Inglewood Police Station is shown on Figure 3.13-1.

The Inglewood PD is comprised of multiple resources and special service teams including the special weapons and tactics (SWAT) team, specialty trained canine teams including vapor wake dogs, the crisis negotiation team, the special enforcement team, directed enforcement units, the narcotics unit, scientific service investigators, traffic division, bike teams, community affairs, and fiscal services and recruitment. All of these units have assigned emergency vehicles to them for immediate response capabilities.[38,39]

The Inglewood PD provides traffic control for all large-scale events within the City. Specifically, the Inglewood PD coordinates with Serco, a private traffic control company, to provide traffic control for all large-scale events at The Forum. For all large-scale public and private events at the new NFL Stadium the Inglewood PD will have specific responsibilities for traffic control that will be outlined in a Transportation Management and Operations Plan (TMOP), currently under development by the City.[40]

The Inglewood PD consists of four bureaus: the administrative services bureau, the support services bureau, the detective bureau, and the patrol bureau. The administrative services bureau is the support branch of the Inglewood PD tasked with operating the administrative services, the background unit, grants, fiscal services, the training unit, personnel/recruitment, and the records division. The support services bureau consists of vice/intelligence, emergency services, property, narcotics, policy, and training. The detective bureau includes two divisions, crimes against property and crimes against persons. The detective bureau includes economic crimes, burglary/

35 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
36 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
37 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
38 City of Inglewood Police Department, *About the Police Department*. Available: https://www.cityofinglewood.org/658/About-the-Police-Department. Accessed August 2018.
39 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
40 Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

theft, missing persons, digital forensic, crime analysis, and court liaison. The patrol bureau includes the communications division, the K–9 unit, traffic control, and parking enforcement.[41]

The Inglewood PD includes four geographic patrol beats.[42] The Project Site is located within portions of both Beat 2 and reporting district (RD) 25 and Beat 4 and RD 30. Beat 2 consists of the portion of Inglewood north of West 104th Street and west of South Prairie and Beat 4 consists of the portion of Inglewood south of West Century Boulevard and east of South Prairie Avenue.[43,44]

The Police Department provides a 24-hour telephone service to the public for information and for routine or emergency assistance. The Inglewood PD uses two-way radio capability, for official use only, which provides continuous communication between the dispatchers and Police Department members in the field.[45] According to the Inglewood PD, the current average response time citywide is 5 minutes and 12 seconds for emergency calls. A service call is considered an emergency call when there is an immediate or potential threat to life or the infliction of serious injury. A service call is considered a non-emergency call when it involves a crime against property or other types of crimes that do not meet the criterion for emergency. The Inglewood PD's goal is to maintain or improve upon the 5-minute-12-second response time for emergencies for the City of Inglewood as a whole.[46,47]

Table 3.13-3 presents the types and number of crimes reported in the City of Inglewood for 2017 (the latest whole year for which detailed annual crime data is available). As shown, a total of 7,140 crimes were reported in the City, with the crimes most prevalent crimes being property crimes and larceny (theft). In 2018, the City of Inglewood experienced a 2.9 percent decrease in crimes compared to 2017, including an 8 percent decrease in violent crimes. Within the immediate area surrounding the Project Site,[48] the Inglewood PD reports a 7 percent decrease in crimes from 2017 to 2018.[49]

The Los Angeles County Sheriff's Department (LASD) and the 47 local police departments within Los Angeles County provide each other mutual aid in the event of a major unplanned event which impacts law enforcement resources. To best utilize mutual aid resources, Los Angeles County is divided into eight geographic areas "A" through "H" which are currently based on disaster management area configurations which were redefined in the mid-1990s. LASD

41 City of Inglewood Police Department, *Divisions*. Available: https://www.cityofinglewood.org/540/Divisions. Accessed August 2018.
42 City of Inglewood Police Department, 2007. *Beat Map*, February 6, 2007.
43 City of Inglewood Police Department, *Beat 4 Map*, February 21, 2007.
44 Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.
45 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
46 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
47 Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.
48 Per the letter correspondence from Inglewood PD dated January 10, 2019, the project area is described as being located on West Century Boulevard to the north, 355 feet east of South Doty Avenue on the east, 462 feet west of South Prairie Avenue on the west and West 103rd Street on the south between South Prairie Avenue and South Doty Avenue.
49 Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

maintains "contact" stations within each disaster management area. These contact stations are typically the nearest located station to a particular local police department. The Inglewood PD is located in Area "G" and the following local law enforcement agencies would provide immediate assistance to the Inglewood PD: El Camino College PD, El Segundo PD, Gardena PD, Hawthorne PD, Hermosa Beach PD, Manhattan Beach PD, Palos Verdes Estates PD, Redondo Beach PD, Torrance PD, and California Highway Patrol (CHP) West LA. The LASD contact station would be LASD-South LA station.[50]

TABLE 3.13-3
INGLEWOOD POLICE DEPARTMENT ANNUAL CRIME STATISTICS (2017)

Crime	Number	Percent of Inglewood Crime
Violent Crimes	791	11%
Homicide	13	0%
Rape	45	1%
Robbery	390	5%
Aggravated Assault	343	5%
Property Crimes	2,779	39%
Burglary	492	7%
Larceny (Theft)	1,469	21%
Auto Theft	802	11%
Arson	16	0%
Total	**7,140**	**100%**

NOTE:
Crime data for 2017 (the latest whole year for which annual crime data was available).

SOURCE: City of Inglewood Police Department, *Annual Crime Statistics 1978–2017*, revised July 3, 2018.

3.13.6 Adjusted Baseline Environmental Setting

Section 3.13, Public Services, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Related to police protection, the changes associated with the HPSP Adjusted Baseline projects include construction of an Inglewood PD substation to be located inside one of the HPSP parking structures. The substation will be equipped with offices, an interview room, and work area for use by Inglewood PD officers and personnel. No other changes from the existing setting related to police protection are anticipated under the Adjusted Baseline.

3.13.7 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to police protection relevant to the Proposed Project.

[50] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

State

There are no state regulations, plans, or policies applicable to police protection relevant to the Proposed Project.

Local

City of Inglewood General Plan

The following goals and objectives from the City of Inglewood General Plan Land Use Element and the Safety Element are applicable to the Proposed Project:

Land Use Element

Goal: Maintain the present high level of police and fire services to the extent it is fiscally prudent.

Safety Element

Goal 6: Public safety personnel provide improved response and services to the community.

Policy: Provide sufficient manpower and equipment to respond adequately to fire emergencies and civil disturbances.

As further discussed below in Impact 3.13-3, due to the Project Site's close proximity to the Inglewood Police Station, approximately 1.5 miles northwest of the Project Site, emergency responses are not expected to be substantially affected. Further, the Proposed Project would generate revenue for the City's general fund that could be used to fund Inglewood PD expenditures as necessary to offset any incremental impact from the Proposed Project on police services. It is the opinion of City staff that the Proposed Project has no potential inconsistencies with the above-referenced goals and policies of the City of Inglewood General Plan Land Use and Safety Elements. Ultimately, it is within the authority of the City Council to determine if the Proposed Project is consistent with the City of Inglewood General Plan.

3.13.8 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to police protection. The following threshold of significance is consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for police protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.

Consistent with the requirements of CEQA as articulated in the California First District Court of Appeal decision in *City of Hayward v. Trustees of California State University* (2015) 242

Cal.App.4th 833,[51] significant impacts under CEQA involve adverse physical changes in the environment as a result of implementation of a project. Pursuant to this case, "the city has a constitutional obligation to provide adequate fire protection services," and potential effects on public safety services are not in and of themselves an environmental impact that CEQA requires a project applicant to mitigate. The Court stated that "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city." (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) Although the case focused on fire protection and emergency medical services, its reasoning applies to police protection services. Thus, the focus of analysis in this section is not on whether the Proposed Project would result in the need for additional police protection, per se, but rather is on the question of whether provision of any required resources (e.g., construction of a new police station) would result in significant physical adverse impacts on the environment.

Methodology and Assumptions

Police protection needs relate to the size of the population and geographic area served, the number and types of calls for service, and the physical characteristics of the City. Changes in these factors resulting from construction and operation of the Proposed Project may increase the demand for police protection services. The Inglewood PD evaluates the demand for police protection on a project-by-project basis, including review of a project's security and/or design features, to determine if a project would require additional equipment, personnel, new facilities, or alterations to existing facilities.

The Inglewood PD was consulted for this analysis and the responses provided regarding the Proposed Project were incorporated. According to the Inglewood PD, the Police Department does not maintain service ratios such as an officer-to-resident ratio. The Inglewood PD is a data driven law enforcement agency and deploys according to the study of crime and crime trends.[52] The Police Department does not currently have a strategic plan or long-term master plan. Due to the rapid evolution and expansion entertainment segment of the City, the planning process for the Inglewood PD is ongoing. The Inglewood PD remains engaged with the City's CEQA consultants in regard to traffic forecasting and analysis processes.[53]

Based on this information and in consultation with the Inglewood PD, a determination was made as to whether the Inglewood PD would require new or physically altered facilities for the provision of police protection in order to maintain acceptable response times or other performance objectives for police protection services. If such facilities would be required, the

[51] Court of Appeal of the State of California, First Appellate District, Division Three, 12015.15; *City of Hayward v. Board of Trustees* (Alameda County Superior Court No. RG09480852); *Hayward Planning Association et al., v. Board of Trustees of the California State University*, November 30, 2015.
[52] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.
[53] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

analysis considers whether the Inglewood PD's construction of such facilities would reasonably be expected to cause significant environmental impacts.

Impacts and Mitigation Measures

Impact 3.13-3: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for police protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times or other performance objectives for police protection. (Less than Significant)

Construction

The Proposed Project could result in increased demand for police protection during project construction phases as a result of theft or vandalism at the construction site, as discussed further below.

Theft or Vandalism of Construction Site

During construction of the Proposed Project, equipment, building materials, vehicles, and temporary offices would be temporarily located on the Project Site. As such, the Project Site, if not properly secured, could be subject to theft or vandalism, potentially requiring Inglewood PD involvement. The Proposed Project would incorporate a number of temporary security measures, including security barriers and fencing, security lighting, and locked entry to limit access by the general public, secure construction equipment, and minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. Regular daily and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) will also be provided to minimize trespassing, vandalism, and short-cut and other attractions. Due to the on-site security measures, construction of the Proposed Project would not result in an increased demand for police protection that could require the construction or expansion of police facilities.

As discussed above, construction of the Proposed Project would not create a demand for increased police protection services that would result in the need for new or physically altered police protection facilities, in order to maintain acceptable response times, or other performance objectives. Therefore, potential impacts on police protection services due to construction activities would be **less than significant**.

Operation

Operation of the Proposed Project could result in increased demand for police protection as a result of increases in pedestrian activity and population density at the Project Site, as discussed further below.

Demand for Police Protection, Facilities, Equipment, and Officers

Patron, Employee, Customer, and Visitor Effects on Demand

The Proposed Project would result in an increase in the level of activity on the Project Site. The increased population at the Project Site would be comprised of patrons attending games/events; employees of the LA Clippers and/or arena operator; temporary event-related employees;

customers and employees of the restaurant, retail, sports medicine clinic, and hotel uses; and visitors to the community uses and outdoor plaza. The increase in pedestrian activity and the number of people in and around the Project Site, as well as the potential increase in vehicle/pedestrian conflicts and accidents before, during and after events at the Proposed Project arena, would result in periodic increases in demand for police protection from the Inglewood PD compared to baseline conditions.

During non-event periods, the Proposed Project would require typical Inglewood PD police protection services, similar to other entertainment, office, commercial, hotel, and parking uses in the City. The arena operator would provide private security personnel to regularly patrol the buildings and grounds. The 3,000 square-foot command center located within the event level of the Arena Structure would be staffed and provide communication resources seven days per week, 24 hours a day. Additionally, private security personnel and/or security equipment (e.g., security lighting, video surveillance, and security gates/locks) would be provided for the office, commercial, hotel, and parking uses.

During LA Clipper games and other large events at the arena, an increased level of Inglewood PD police protection personnel would be required on and/or off site for patrolling and potential response to incidences associated with the large crowds and increase in pedestrian activity. As it does with The Forum, the City would require the provision of traffic control for large-scale events at the arena. The Inglewood PD and Public Works Department would determine in advance if additional staff would be required based upon attendance at the arena during games and large events.[54] It is anticipated that for games/events at the arena, typical police responses would be associated with actions such as public intoxication, theft from vehicles, low-level assaults, or ejections of fans from the arena and any related arrests.

During games and other large events at the arena, the arena operator would provide private security to assist in on-site crowd management and public safety. The arena operator would coordinate with the Inglewood PD and the City of Inglewood Public Works Department to implement the traffic control measures included in the Event TMP. The arena operator and/or event sponsor would contract with the Inglewood PD to provide traffic control personnel and services on public streets in the City as necessary to facilitate safe movement of, and minimize potential conflicts among pedestrians, bicycles, and vehicles. Further, the Proposed Project would generate revenue (e.g., developer fees, property and sales tax revenue) for the City's general fund that could be used to fund Inglewood PD expenditures as necessary to offset increased demand for police services. Through the use of private security and traffic control personnel, installation of proper security equipment, and implementation of the Event TMP, the Proposed Project would avoid creating new demand for police protection services that could require construction of new facilities.

Based on review of submitted plans and discussions with the Inglewood PD, HPSP Adjusted Baseline projects would include construction of a police substation that will be used as a base for police services in the vicinity of the NFL Stadium equipped with offices, an interview room, and

[54] Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.

work area for use by Inglewood PD officers and personnel. The HPSP police substation would also have numerous security features similar to those described for the Proposed Project. Input provided by the Inglewood PD indicates that no additional police protection facilities would be necessary to serve both the Proposed Project and the HPSP Adjusted Baseline projects.

Street Vacations and Response Routes

Implementation of the Proposed Project would include the vacation of an approximately 900-foot linear section of West 102nd Street between South Prairie Avenue and approximately 335 feet west of South Doty Avenue to be developed with portions of the Arena Structure and related uses. Similarly, implementation of the Proposed Project also would include the vacation of an approximately 350-foot linear section of West 101st Street between South Prairie Avenue and South Freeman Avenue to be developed with a portion of the parking garage within the West Parking Garage Site.

As discussed above, the Inglewood PD goal is to maintain or improve upon the 5 minutes and 12 seconds response time for emergencies for the City of Inglewood as whole, even after the opening of the Proposed Project.[55] The proposed street vacations could alter police response routes to the Arena Site, the West Parking Garage Site, the East Parking and Hotel Site, and the Well Relocation Site, and/or nearby neighborhoods. Despite the changes to the street network, according to the Inglewood PD, sufficient field resources are maintained in all areas of the City to respond to calls for services, and the impact to response times, if any, is not expected to be substantial.[56]

Please also see Section 3.14, Impact 3.14-14, for a discussion of effects of the Proposed Project on emergency response.

Project Design

The Proposed Project would include space within the Arena Structure for Inglewood PD personnel to use during games/events for police administrative and operational functions, and could include police-related facilities such as temporary detention. Two main areas proposed for security/command center functions in the Arena Structure would be used prior to, during, and after games/events by the Inglewood PD, LACFD, and/or other private security and emergency medical personnel to coordinate incident response, facilitate communication and surveillance, implement the Event TMP, and deploy traffic control officers.

The Proposed Project would include a 24-hour security camera network throughout the arena, including concourses, loading and access areas, elevators, common and amenity spaces, and plaza areas, as well as in and around parking garages. All security camera footage would be maintained for at least 30 days, and such footage would be provided to the Inglewood PD, upon request. The Proposed Project landscaping would be designed so as to not impede visibility. Overall, the safety features within the Arena Structure, including the command center and temporary detention

[55] Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
[56] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

facilities, would help ensure that the increased demand for police service would be met without the construction of new or expanded police protection facilities.

As discussed above, while the Proposed Project may result in the need for additional sworn officers and related equipment, it would not require the construction of a new or expanded police station or other physical facilities other than those included in the Arena Structure.[57,58] Because operation of the Proposed Project would not create a demand for increased police protection services that would result in the need for new or physically altered police protection facilities in order to maintain acceptable response times, or other performance objectives, there is no potential that construction of new facilities for the delivery of police protection services would result in substantial adverse environmental impacts. Therefore, potential impacts related to demand for police protection services due to operation of the Proposed Project would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to police protection includes those past, present, and reasonably foreseeable cumulative projects located in the City of Inglewood within area served by the Inglewood PD. This would include Cumulative Projects 42 through 74 as presented in Table 3.0-2, Cumulative Projects List (see Section 3.0, Introduction to the Analysis). Projects located in other jurisdictions would be primarily served by their respective city police departments, the LASD, and/or the California Highway Patrol. The LASD and the 47 local police departments within Los Angeles County provide mutual aid in the event of a major unplanned event which would affect the provision of appropriate law enforcement resources.[59]

Impact 3.13-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for police protection services, the construction of which could cause significant environmental impacts, in order to maintain acceptable response times or other performance objectives for police protection. (Less than Significant)

Construction

The Inglewood PD would provide police protection services to 33 of the 145 cumulative projects listed in Table 3.0-2, Cumulative Projects List (see Section 3.0, Introduction to the Analysis) which would be constructed within the City of Inglewood and within the service areas of the Inglewood PD. Similar to the Proposed Project, each of the cumulative projects developed in Inglewood, particularly those of a larger nature, would be subject to review by the Inglewood PD

57 Mark Fronterotta, Chief of Police, letter correspondence dated October 11, 2018.
58 Mark Fronterotta, Chief of Police, letter correspondence dated April 10, 2019.
59 Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

on a project-by-project basis to ensure that appropriate temporary security measures are implemented to reduce potential impacts to police protection during construction. As appropriate based on this review and in order to avoid adverse effects on adjacent or nearby properties, the City's Department of Public Works and the Inglewood PD impose construction management requirements on construction projects.

As a result of project-level review of construction plans for cumulative projects, as well as review of construction plans for the Proposed Project and the HPSP Adjusted Baseline projects, construction of the Proposed Project, in combination with the construction of the HPSP Adjusted Baseline projects and cumulative development within the City of Inglewood, would not create a new material demand for police protection that could require construction of new facilities. Please also see Section 3.14, Transportation and Circulation, Impact 3.14-14, for a discussion of effects of construction impacts to emergency services access. Therefore, this cumulative impact would be **less than significant**.

Operation

As described above, of the 145 projects included on the Cumulative Project List, 33 are located within the City of Inglewood and within the service areas of the Inglewood PD. The development of these 33 cumulative projects located within the service area of the Inglewood PD would result in approximately 3,091 residential units, 443,059 sf of commercial and industrial uses, 451,923 sf of retail uses, 3,567,314 sf of office uses, 424 hotel rooms, 30,000 sf of miscellaneous uses, and 13 acres of open space. Operation of the Proposed Project, along with the operations of past, present, and reasonable future projects, would increase the demand for police protection.

Plans for all large-scale cumulative projects proposed in the City of Inglewood would be reviewed by the Inglewood PD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Some of the cumulative projects would also be expected to provide on-site security, personnel and/or design features for their residents and patrons per standard development practices for the given uses.

The Inglewood PD has indicated that it does not plan for staffing, equipment, or facilities based on any specific population-based or demographic standard. Rather, it undertakes analysis of crime activity and statistics in the City and allocates resources in response. The Inglewood PD has confirmed that it maintains sufficient field resources in all areas of the City to respond to calls for services anticipated in the future with the Proposed Project and cumulative development.[60] Police services are typically funded through the City's General Fund. Cumulative projects would generate revenue through developer fees and property and sales tax revenue, for example, that could provide revenue to the City's General Fund which could be used at the City's discretion to augment police resources as determined necessary by the Inglewood PD. Further, the Inglewood PD has indicated that new or expanded facilities would be not necessary to meet cumulative demand.[61]

[60] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.
[61] Mark Fronterotta, Chief of Police, letter correspondence dated January 10, 2019.

Based on the above considerations, the Proposed Project, in conjunction with other cumulative development within the Inglewood PD service area, would not result in need for the construction of new or expanded police facilities in order to maintain acceptable response times or other performance objectives.[62] Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Parks and Recreational Services

3.13.9 Environmental Setting

Regional and Local Setting

Park and recreational services and facilities in the City are managed by the City of Inglewood Parks Department. The Parks Department manages approximately 89.6 acres of parkland with 11 recreation and open space areas which include: Ashwood Park, Center Park, Centinela Adobe Park, Circle Park, Darby Park, Edward Vincent Park, Grevillea Park, North Park, Queen Park, Rogers Park, and Siminski Park. Facilities include 8 softball fields, 7 basketball courts, 1 volleyball court, 8 play fields, 18 tennis courts, 16 playgrounds, 12 picnic areas, 2 skate parks, and 8 community/cultural centers.[63]

As discussed below, the 1995 Open Space Element is the most recently adopted Open Space Element by the City, and it sets a City goal of 1 acre of parkland per 1,000 residents.[64] This ratio is used to determine the Proposed Project's impacts on parks and recreational services.[65] The City's existing ratio is 0.81 acres of parkland per 1,000 residents.[66] Thus, the City currently does not meet its goal for park and recreation facilities. The Project Site is located within South Inglewood (District 4), which is considered "park poor."[67] Center Park, which is classified as a neighborhood park, is the only park located within District 4 and does not fully address the needs of the community. See **Table 3.13-4** for quantification of the current parkland per 1,000 residents in the City of Inglewood and in the South Inglewood subarea.

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62 Mark Fronterotta, Chief of Police, letter correspondence dated April 10, 2019.
63 City of Inglewood, *Facilities*. Available: https://www.cityofinglewood.org/Facilities. Accessed August 2018.
64 City of Inglewood, 1995. *City of Inglewood General Plan, Open Space Element*, p 7, December 1995.
65 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.
66 Per the United States Census (https://www.census.gov/quickfacts/inglewoodcitycalifornia, accessed January 2019), the City of Inglewood population as of July 1, 2017 was 110,598 persons. 110,598 persons/1,000 = 110.598. 89.6 acres of existing parkland/110.598 = 0.81 acres of parkland per 1,000 persons.
67 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.

TABLE 3.13-4
IBEC PARKLAND ANALYSIS

	City of Inglewood			South Inglewood (District 4)		
	Population	Park Acres	Park Acres/ 1,000 Residents	Population	Park Acres	Park Acres/ 1,000 Residents
Existing (2017)	110,598	89.60	0.81	6,510	1.8	0.28
Adjusted Baseline Development	955	11.89	12.45	955	11.89	12.45
Adjusted Baseline Subtotal	*111,553*	*101.49*	*0.91*	*7,465*	*13.69*	*1.83*
Cumulative Projects	9,073	13.06	1.44	6,510	13.06	2.01
Cumulative Total	**120,626**	**11.55**	**0.95**	**13,975**	**26.76**	**1.91**

SOURCE: ESA, 2019.

The nearest park to the south of the Project Site is Center Park, located at 3660 West 111 Street, approximately 1 mile southeast of the Project Site. Center Park is approximately 1.8 acres in size and includes two playgrounds, an open space play area, two gazebos, and one restroom. This neighborhood park is heavily used primarily by families and elementary school-aged children living nearby, or children who attend the Worthington Elementary School adjacent to the park. The park is classified as a neighborhood park, and is the only park located within South Inglewood (District 4). Center Park had a grand-reopening in April 2018. The recent renovation of Center Park included the acquisition of 0.6 acres from the IUSD. There are no further plans for expansion of Center Park at this time. Any future expansion of the park would require acquisition of abutting residential properties and/or the neighboring elementary school which, through a joint use agreement, currently utilizes the park site as a school playground.[68]

Accounting for Center Park, South Inglewood has a ratio of parkland per 1,000 residents of 0.28 acres and is considered "park poor."[69]

3.13.10 Adjusted Baseline Environmental Setting

Section 3.13, Public Services, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Under the HPSP Adjusted Baseline, Lake Park will be located within the HPSP area approximately 0.25 miles north of the Project Site. Lake Park will be approximately 11.89 acres in size and will be the central public open space area of the HPSP. Lake Park will provide multi-use programming, shade structures, a restroom, terrace seating along the lake edge, barbeque pavilions, open lawns for picnic and play, multipurpose paths including a lake edge walking path, and an active wetland. Lake Park will be privately owned, but publicly accessible for use from dawn until dusk through the conveyance of public

68 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.
69 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.

use easements, and therefore available as a recreational facility that can be used by those working at the Proposed Project.

As described in Table 3.13-4, with the inclusion of 955 residents and 11.89 acres of park under the Adjusted Baseline, the ratio of parkland per 1,000 residents would increase from 0.81 acres under existing conditions to 0.91 acres under Adjusted Baseline. While the ratio of parkland per 1,000 residents would increase, it would remain below the City's goal of 1 acre of parkland per 1,000 residents.

Under existing conditions, in South Inglewood (District 4) with only Center Park available as parkland, the ratio of parkland per 1,000 residents is 0.28 acres. With the added residents and parkland that would be added to South Inglewood under the Adjusted Baseline, the parkland per 1,000 residents in District 4 would increase to 1.84, well above the Citywide average and in excess of the General Plan goal.

No other changes from the existing setting related to Parks and Recreation are anticipated under the Adjusted Baseline.

3.13.11 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to parks or recreational services relevant to the Proposed Project.

State

State Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act (California Public Resources Code sections 5400–5409). Under the Public Park Preservation Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides for no net loss of parkland and facilities.

Quimby Act

California Government Code section 66477, referred to as the Quimby Act, which is part of the Subdivision Map Act (Government Code sections 66410–66499.58) permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedications and/or fees are based upon the residential density and housing type, land cost, and other factors. Land dedicated and fees collected pursuant to the Quimby Act may be used for developing new, or rehabilitating existing park or recreational facilities.

Local

City of Inglewood General Plan

The City of Inglewood General Plan, Open Space Element,[70] was designed to address the current and future needs of the community for park land and recreational facilities. This element serves as a plan for the conservation or creation of open space to mitigate the effects of the increasing urbanization of the City. The City's 1995 Open Space Element provides standards for the provision of recreational facilities through the City, including local recreation standards. The 1995 Open Space Element explained that the City's 1973 Open Space and Parks Element recommended a standard ratio of 4 acres of recreational park land per 1,000 residents, and that the City's more ambitious Community Review Program prepared in 1972 recommended a standard of 7 acres per 1,000 residents which was recommended by the 1972 Community Review Program. Due to the lack of undeveloped and underutilized land in the City, and due to the increased cost of acquiring and clearing land that is already developed and inhabited, the 1995 Element determined that the City may never achieve the standards advocated in 1972 and 1973. Instead, the 1995 Element recommended that the City strive for a more realistic and achievable standard: a minimum threshold of 1 acre per 1,000 residents.[71] As the 1995 Open Space Element is the most recently adopted Element by the City, the recommended standard of 1 acre per 1,000 residents is used to determine the Proposed Project's impacts on parks or recreational services.[72] The following goals and objectives from the City of Inglewood General Plan Land Use Element and Open Space Element are applicable to the Proposed Project:

Land Use Element

Goal: Pursue the continued acquisition and development of parks and recreation facilities to the extent feasible within the City's budgetary capability.

Open Space Element

Goal: The primary goal of the Open Space Element is to provide recreational park facilities for all residents in Inglewood.

Goal: The second goal of the Open Space Element, after providing recreational park facilities, is to provide additional types of open space and to preserve existing open space resources.

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

The Proposed Project would not include residential uses, and thus would not increase the residential population of the City nor impact the City's standard ratio of 1 acre of parkland per 1,000 residents. The Proposed Project would not be inconsistent with each of the goals and policies listed above.

70 City of Inglewood, 1995. *City of Inglewood General Plan, Open Space Element*, December 1995.
71 City of Inglewood, 1995. *City of Inglewood General Plan Open Space Element*, December 1995.
72 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.

As further discussed below in the discussion of Impacts 3.13-5, 3.13-6, and 3.13-7, the Proposed Project would include an outdoor plaza, new pedestrian networks, landscaping and edge treatment, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities. The plaza would include outdoor gathering spaces, and an outdoor stage on the east side of the plaza that could be used for community performances, small musical shows, or supplemental events related to arena activities. However, because the Proposed Project would not provide on-site park space to meet the park requirements of the City, the Proposed Project would be required to pay the applicable park development fees to offset potential impacts on parks or recreational facilities in the City. The Proposed Project has no potential inconsistencies with the above-referenced goals and policies of the City of Inglewood General Plan Open Space Element. Ultimately, it is within the authority of the City Council to determine consistency of the Proposed Project with the City of Inglewood General Plan.

3.13.12 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to parks or recreational services. The following thresholds of significance have been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in substantial adverse physical impacts associated with the need for or provision of new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks or recreational facilities;
2. 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; or
3. Include recreational facilities or require the construction or expansion of recreation facilities which might have an adverse physical effect on the environment.

Methodology and Assumptions

Analysis of parks or recreational impacts is typically based on an estimate of a project's resident population size, given the number of proposed residential units, and a description of a project's park, recreation and open space features and their effects in serving a project's residents and thereby reducing potential impacts on local park facilities. The Proposed Project does not propose residential uses. However, the Proposed Project would increase the number of people at the Project Site and in the vicinity of the Project Site, which includes visitors, customers, and employees which could use park and recreational facilities. The analysis also addresses potential impacts on park facilities that might occur due to construction activities.

The Parks Department was consulted on this analysis and the responses provided regarding the Proposed Project were incorporated. Based on this information and consultation with the Parks Department, a determination was made as to whether the City would require new or physically altered facilities for the provision of parks or recreational services in order to maintain acceptable service ratios or other performance objectives for parks or recreational services. If such facilities

would be required, the analysis considers whether the construction of such facilities would reasonably be expected to cause significant environmental impacts. A determination was also made as to whether the Proposed Project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated; or if the Proposed Project would include recreational facilities or require the construction or expansion of recreation facilities which might have an adverse physical effect on the environment.

Impacts and Mitigation Measures

Impact 3.13-5: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the need for or provision of new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks or recreational facilities. (Less than Significant)

The demand for parks and recreation facilities is created by both residents who live in the City of Inglewood, as well as by people who work, do business, and attend events or other activities within the City. The potential effects of all of these sources of demand during construction and operation of the Proposed Project are addressed below.

Construction

Construction of the Proposed Project would result in a temporary increase in the number of construction workers at the Project Site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, the likelihood that construction workers would relocate their households to become residents of Inglewood as a consequence of working on the Proposed Project is negligible.

Because the nearest publicly accessible park, Lake Park, which is part of the Adjusted Baseline, and which would be operational when the Proposed Project is operational, is located approximately 0.25 miles north of the Project Site, it is possible that a small number of construction workers may visit the park to eat lunch or for recreation. Construction workers are temporary employees with high turnover rates associated with the various phases of construction, and are unlikely to frequently use park facilities such as Lake Park; it is much more likely that construction workers take lunch breaks on the Project Site and travel home after the work day. As such, use of Lake Park or other City parks by Project-associated construction workers would be infrequent and intermittent. Therefore, the construction workers associated with the Proposed Project would not result in an increase in the residential population of the City, or an increase in demand for parks or recreational facilities in the vicinity of the Project Site.

Based on the above, construction of the Proposed Project would not generate a demand for park or recreational facilities that would not be adequately accommodated by existing facilities and services, nor would construction of the Proposed Project interfere with existing park usage in the vicinity of the Project Site. Construction of the Proposed Project would not necessitate the provision of new or physically altered parks or recreational facilities, the construction of which

would cause significant adverse physical impacts in order to maintain acceptable service ratios or other performance objectives. Therefore, impacts on parks and recreational facilities during construction of the Proposed Project would be **less than significant**.

Operation

The Proposed Project would include a privately owned outdoor plaza, new pedestrian networks, landscaping and edge treatment, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities; refer to Figure 2-18 in Chapter 2, Project Description. An integral element of the Proposed Project would be the privately owned outdoor plaza, an approximately 80,000 square-foot (1.8-acre) large outdoor space designed to accommodate crowds associated with arena events, and also serve as an activity center and outdoor space for everyday use by visitors and employees. The plaza would include outdoor gathering spaces, and an outdoor stage on the east side of the plaza that could be used for community performances, small musical shows, or supplemental events related to arena activities.

The Proposed Project would not include residential uses, and thus would not increase the residential population of the City nor impact the City's standard ratio of 1 acre of parkland per 1,000 residents.

The Proposed Project would result in an increased number of people at the Project Site and project vicinity comprised of patrons attending LA Clippers homes games and other events such as concerts, conventions, family shows, corporate/community events, plaza events and other events at the proposed arena; customers visiting the proposed retail and restaurant uses; visitors to the proposed community uses; hotel guests; and employees of the arena, the LA Clippers, and the various retail, restaurant, community, and hotel uses that would be developed as part of the Proposed Project. The increased daily population at the Project Site could increase the demand for parks and recreational facilities.

Retail customers, hotel patrons, and employees of the Proposed Project could be users of local parks, either as part of trips to the City, or daytime work breaks. However, these uses would be expected to be limited and would not place a material demand on park or recreation facilities. Most people utilize parks in the vicinity of their homes for weekend family recreation, or use by children for organized sports or non-organized play. As such, the relatively small number of employees and patrons associated with the Proposed Project are not expected to place a substantial demand on local parks and recreation resources.

Most of the events with the largest anticipated attendance in the arena, and thus the majority of arena attendees, would occur primarily during evening hours when most City and other publicly accessible parks, including Lake Park and Center Park, are closed for operation. All City parks operate from 8:00 AM to 8:00 PM except for Siminski Park, which closes at dusk. Athletic field usage at Rogers Park, Darby Park, and Edward Vincent Park is allowed until 10:00 PM.[73] Based

[73] Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, email correspondence dated January 2, 2019.

on the hours of operation, use of City parks in post-event hours would not occur. It is possible that daytime customers and event attendees, and evening attendees during pre-event hours, could use City parks. Based on the City's long experience with The Forum, there is no pattern of regular or frequent use of City parks by event attendees who typically travel to the vicinity of the venue in the hour prior to the event (see Section 3.14, Transportation and Circulation, for information on arrival patterns). Thus, the City considers the potential use of public parks by event attendees to be limited and infrequent.

For the above reasons, event attendees, customers, hotel patrons, and/or employees associated with the Proposed Project would not create a substantial demand on local parks or recreation facilities such that a need for new or physically altered facilities for the provision of park or recreation facilities is created. Therefore, potential impacts on parks and recreation facilities due to operation of the Proposed Project would be **less than significant**.

Mitigation Measures

None required.

Impact 3.13-6: Construction and operation of the Proposed Project could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated. (Less than Significant)

As is explained above under Impact 3.13-5, the Project Site is located within South Inglewood, District 4. Under the Adjusted Baseline, District 4 includes the 11.89-acre Lake Park and 1.8-acre Center Park, and maintains a ratio of parkland per 1,000 residents of 1.84 acres.

As also discussed above under Impact 3.13-5, it is unlikely that there would be a material use of City and other publicly accessible parks and recreational facilities in the City of Inglewood by attendees to events at the proposed arena, nor is it reasonably expected that retail customers, restaurant patrons, hotel patrons, or employees associated with the Proposed Project would substantially use existing parks or recreational facilities in the City.

The Adjusted Baseline includes Lake Park, just 0.25 miles north of the Project Site. Lake Park would be designed and constructed to withstand substantial use and is capable of serving large numbers of visitors. Pursuant to the development agreement approved as part of the City of Champions Initiative, Lake Park would be operated and regularly maintained at levels consistent with the City's requirements for City parks, to ensure substantial deterioration from use does not occur. Similarly, Center Park and other City-owned parks are regularly maintained by the City. Lake Park would serve the HPSP demand and by adding to the total publicly accessible park acreage in the City is anticipated to serve the Proposed Project's demand for parks and recreational facilities. The addition of nearly 12 acres of publicly accessible park just 0.25 miles from the Project Site would satisfy any limited incremental demand for use of parks or

recreational facilities. Because of the magnitude of publicly accessible parks and recreation facilities in vicinity of the Project Site, it is unlikely that the incremental use of parks in the City of Inglewood would cause physical deterioration of these facilities.

Because any potential use of City parks by event attendees, customers, and/or employees associated with the Proposed Project would be very limited, and given the availability of the approximately 12-acre Lake Park to accommodate any demand for parks or recreational facilities created by the Proposed Project, it is not foreseeable that such use could result in substantial physical deterioration of such facilities. Thus, the Proposed Project would not 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, and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.13-7: Construction and operation of the Proposed Project could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Less than Significant)

The Proposed Project would include a privately owned outdoor plaza, new pedestrian networks, landscaping and edge treatment, sidewalk and pavement improvements and other open spaces that would be designed to facilitate pedestrian movement and activities. These amenities and open space areas would be developed within the Project Site, and no new or expanded off-site parks or recreational facilities are proposed. The construction and operation of the Proposed Project's plaza and pedestrian facilities could have adverse physical environment effects, which are analyzed and disclosed in other sections of Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of this EIR. In large part, the Proposed Project is analyzed as a singular set of proposed development components. There are some effects that are specific to the plaza, such as the noise effects of amplified sound emanating from the stage that is proposed to be included in the plaza (see Section 3.11, Noise and Vibration, Impact 3.11-X). For most other issues, such as potential effects on cultural resources, aesthetic effects of plaza lighting and signage, effects of runoff from the plaza and pedestrian facilities, and the like, the impacts of construction of the plaza and pedestrian facilities are not distinguishable from the effects of the overall Proposed Project. The construction of the plaza and pedestrian facilities included in the Proposed Project would have no additional environmental impacts that are not already analyzed and disclosed in the other resource sections of this EIR (e.g., Section 3.3, Biological Resources, Section 3.4, Cultural and Tribal Cultural Resources, and Section 3.9, Hydrology and Water Quality). Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic context for analysis of cumulative impacts related to parks or recreational facilities includes the City of Inglewood because it is the City that operates and maintains neighborhood and City parks in the City. The geographic context is further defined as those cumulative projects located within South Inglewood (District 4), since the Parks Department addresses the needs for parks or recreational services by each of the four City Council Districts.[74,75] Cumulative development located in other jurisdictions would typically be served by local parks or recreational facilities located in the cities or county where the development is located.

Based on evaluation of the cumulative projects list presented in Table 3.0-2, 33 of the 145 cumulative projects are located within the City of Inglewood (Cumulative Projects numbers 42 through 74). The development of these 33 cumulative projects is anticipated to result in construction of approximately 3,091 residential units, 443,059 sf of commercial and industrial uses, 451,923 sf of retail uses, 3,567,314 sf of office uses, 424 hotel rooms, 30,000 sf of civic center uses, and approximately 13 acres of open space.

Of these 33 cumulative projects, five (Cumulative Projects 53, 54, 65, 67, and 73) are located within South Inglewood (District 4), and would result in the construction of approximately 2,192 residential units, 371,923 sf of retail uses, 3,567,314 sf of office uses, 424 hotel rooms, 30,000 sf of miscellaneous uses, and approximately 13 acres of open space.

Impact 3.13-8: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the need for or provision of new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks or recreational facilities. (Less than Significant)

Construction

As discussed above under Impact 3.13-5, use of City and other publicly accessible parks and recreation facilities by construction workers, if any, would be infrequent and intermittent and could be dispersed throughout the Adjusted Baseline of 101.49 acres of parkland and 11 recreation open space areas within the City. Use of parks is more determined by location of residence rather than place of employment. Because construction workers do not tend to choose a place of residence based on the location of an individual construction project, the construction

74 Sabrina Barnes, Director, Parks, Recreation, and Library Services, City of Inglewood, letter correspondence dated October 2, 2018.
75 City of Inglewood, *Council Districts 2006 Map*. January 2006.

workers who work on the Proposed Project and the 33 cumulative projects located within the City of Inglewood would not result in a substantial increase of residential population within the City.

Based on the above considerations, construction of the Proposed Project, in conjunction with cumulative development in the City of Inglewood, would not necessitate the provision of new or physically altered parks or recreational facilities, the construction of which would cause significant adverse physical impacts in order to maintain acceptable service ratios or other performance objectives. Therefore, this would be **less than significant**.

Operation

According to the Open Space Element, the northern and northeastern parts of the City are adequately served by parks having recreational facilities, while the southern portions of the City are not adequately served for such parks. The cumulative development of 3,091 residential units within the City would increase park demand in the City by 9.07 acres under the City's standard ratio of 1 acre of parkland per 1,000 residents, but would add over 13 acres of parks and open space land.[76] The development of the five cumulative projects located within District 4, i.e., South Inglewood (Cumulative Projects 53, 54, 65, 67, and 73) would include approximately 2,192 residential units, which would increase park demand in District 4 by 6.51 acres while adding over 13 acres of parks and open space.[77] Therefore, operation of the Proposed Project, along with other reasonably foreseeable cumulative development would increase the demand for parks or recreational services, but would add parks and open space in excess of the demand created by cumulative residential development.

As described above under Regulatory Setting, the City maintains a minimum threshold of 1 acre per 1,000 residents to determine the need for parks and recreational facilities. Under the Adjusted Baseline, including the City's existing 89.6 acres of parkland plus the development of the 11.89-acre Lake Park within the HPSP Adjusted Baseline projects, there are a total of 101.49 acres of parkland in Inglewood, approximately 0.91 acres of parkland per 1,000 residents.[78] Under the Adjusted Baseline the parkland per 1,000 residents ratio would increase from 0.81 under existing conditions to 0.91. Nevertheless, under the Adjusted Baseline, the City would not meet its goal for provision of parkland.

The HPSP area is located immediately north of the Proposed Project and within South Inglewood (District 4). Cumulative Project 67, which includes the remainder of the HPSP not included in the

[76] 3,055 residential units x 2.97 persons per household (per the City of Inglewood General Plan 2014 Housing Element) = 9,073 residents. 9,073 residents/1,000 persons = 9.07 acres (per the City of Inglewood General Plan 1995 Open Space Element recommendation of 1 acre per 1,000 residents which is used to determine a project's impacts on parks or recreational services).

[77] 2,192 residential units x 2.97 persons per household (per the City of Inglewood General Plan 2014 Housing Element) = 6,510 residents. 6,510 residents/1,000 persons = 6.51 acres (per the City of Inglewood General Plan 1995 Open Space Element recommendation of 1 acre per 1,000 residents which is used to determine a project's impacts on parks or recreational services).

[78] Per the US Census (https://www.census.gov/quickfacts/inglewoodcitycalifornia, accessed January 2019), the City of Inglewood population as of July 1, 2017 was 110,598 persons. 110,598 persons + 955 residents (total residents from the HPSP Adjusted Baseline projects) = 111,531 persons. 111,553 persons/1,000 = 111.553. 89.6 acres of existing parkland + 11.89 acres of parks/open space from the HPSP (Lake Park) = 101.49 acres of parkland for the Adjusted Baseline. 101.49/111.553 = 0.91 acres/1,000 people.

Adjusted Baseline, would include the development of the approximately 2.5-acre Arroyo Park, the approximately 10.57-acre Bluff Park, and the Champion Plaza. Like Lake Park, the Arroyo Park and Bluff Park would both be privately owned, but publicly accessible for use from dawn until dusk through the conveyance of public use easements. Arroyo Park would be a naturalistic park organized around shallow, vegetated swales that would also provide stormwater management with park amenities. Bluff Park would be an active recreation park, that would include a venue for outdoor activity and recreation, open fields for informal sports, a tot-lot, picnic space, dog park, a restroom, and parking. Champion Plaza would be a large open plaza providing a variety of program amenities such as a central gathering area for events, outdoor steps and terraced seating, and an interactive water feature.

If all 33 cumulative projects located within the City of Inglewood are constructed, including the proposed 2.5-acre Arroyo Park and 10.57-acre Bluff Park of the HPSP, excluding the Adjusted Baseline projects, the City's ratio of parkland per 1,000 residents would rise from 0.91 acres to 0.96 acres,[79] which would still not meet the City's goal of 1 acre per 1,000 residents. Cumulative development would improve the City's parkland ratio. Additionally, cumulative projects with a residential component would be required to comply with the City's Municipal Code, Article 30, Park Land Dedication, In-Lieu Fees and Park Development Fees, which require the provision of on-site open space and park facilities and/or payment of in-lieu fees to offset a project's impact to off-site park and recreational facilities.

As described above, the Proposed Project would not include residential uses, and thus, would not increase the residential population of the City, although the Proposed Project would increase the number of visitors, customers, and employees at the Project Site. Most major events with the anticipated largest attendance in the arena would occur primarily during evening hours when most City parks, including Lake Park and Center Park, are closed for operation. However, although negligible, event attendees could use these parks during the pre-event hours. Retail customers and employees associated with the Proposed Project are more likely to continue the use of existing parks or recreational facilities near their homes during non-work hours. Event attendees, customers, or employees associated with the Proposed Project would not be expected to increase the demand on local parks resulting in a need for new or physically altered facilities for the provision of park or recreation facilities.

For the reasons described above, operation of the Proposed Project, in conjunction with cumulative development in the City of Inglewood, would not necessitate the provision of new or physically altered parks or recreational facilities, the construction of which would cause

[79] Per the US Census (https://www.census.gov/quickfacts/inglewoodcitycalifornia, accessed January 2019), the City of Inglewood population as of July 1, 2017 was 110,598 persons. 110,598 persons + 9,073 persons (total population from the 33 cumulative projects located within the City of Inglewood) = 119,671 persons. 119,671 persons/1,000 = 119.67. 101.49 acres of parkland under the Adjusted Baseline + 13 acres of parks/open space from the cumulative projects = 114.56 acres of Adjusted Baseline and future cumulative parkland. 114.56 acres of parks/open space/ 119.67 persons = 0.96 acres/1,000 persons.

significant adverse physical impacts in order to maintain acceptable service ratios or other performance objectives. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.13-9: Construction and operation of the Proposed Project, in conjunction with related cumulative development, could contribute to the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant)

As described under Impact 3.13-8 and in Table 3.13-4, under cumulative conditions in the City of Inglewood the ratio of parkland per 1,000 residents would rise to 0.96 acres, but would remain below the goal of 1 acre per 1,000 residents. In South Inglewood (District 4), the ratio of parkland per 1,000 residents would rise to 1.91 acres, nearly double the City's goal.

Despite the fact that the citywide ratio of parkland per 1,000 residents would remain below the City's goal, cumulative development including the Proposed Project would improve conditions as compared to the Adjusted Baseline conditions. The Proposed Project would contribute neither residents nor parkland to the City, but would add private open space in the form of an approximately 1.8-acre private plaza that would serve as the primary entry to the Proposed Project Arena. In addition to adding parkland and improving the ratio of residents to parkland in the city, cumulative projects with residential uses would be required to comply with the City's Municipal Code, Article 30, Park Land Dedication, In-Lieu Fees and Park Development Fees, which require the provision of on-site open space and park facilities and/or payment of in-lieu fees to offset a project's impact to off-site park and recreational facilities.

Based on the above considerations, the Proposed Project in conjunction with cumulative development in the City of Inglewood, would result in improved conditions related to the availability of parks and recreation facilities in the City and in South Inglewood, and any potential use of City parks by event attendees, customers, and/or employees associated with the Proposed Project would be very limited, it is not foreseeable that cumulative development would result in substantial physical deterioration of such facilities. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.13-10: Construction and operation of the Proposed Project, in conjunction with related cumulative projects, could include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Less than Significant)

As described above, cumulative development within the City of Inglewood would include approximately 13 acres of parks which will be publicly accessible (see Cumulative Project 67). Therefore, implementation of the Proposed Project in conjunction with the HPSP Adjusted Baseline projects, along with the operations of cumulative projects, would include recreational facilities, or could require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Development of the approximately 13 acres of park and open space within cumulative project 67 could have an adverse physical effect on the environment, but these effects are addressed in the discussions of potential cumulative impacts analyzed under other environmental topics in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of this EIR (e.g., Section 3.3, Biological Resources, Section 3.4, Cultural and Tribal Cultural Resources, and Section 3.9, Hydrology and Water Quality). The parks and open space included within the cumulative projects would not have any environmental impacts, cumulative or otherwise, that are not already analyzed in the other resource sections. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Public Schools

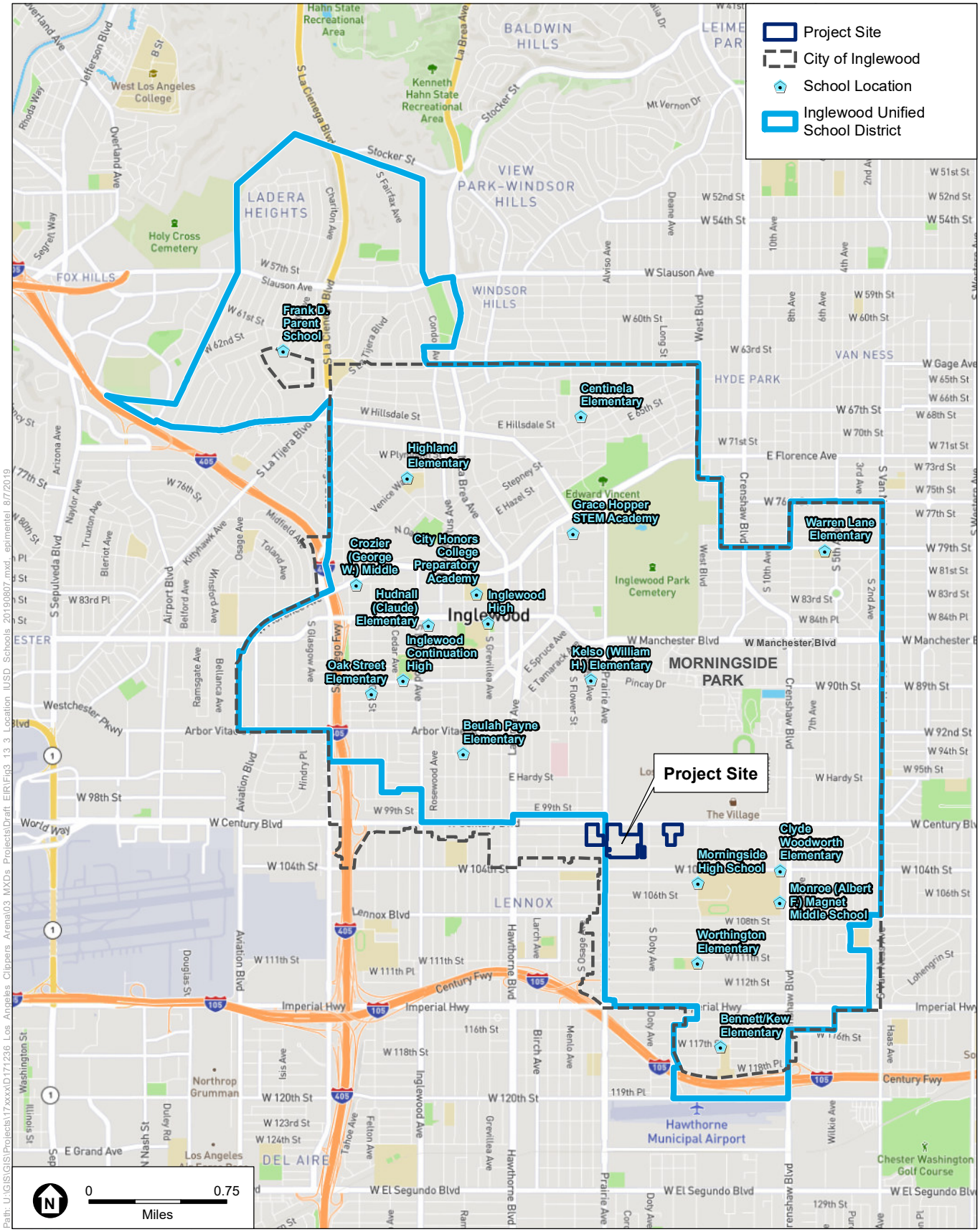
3.13.13 Environmental Setting

Regional and Local Setting

The IUSD provides education to students in grades kindergarten through 12 residing within the City, portions of the cities of Culver City, Hawthorne, and Los Angeles, and a portion of the unincorporated County of Los Angeles. IUSD rules also provide that people employed within the IUSD boundaries may enroll their children in IUSD schools.

During the 2017–2018 school year, the IUSD operated 18 schools which consisted of 10 elementary schools, one transitional K–8 school, three middle schools, three high schools, and one continuation school;[80] refer to **Figure 3.13-3** for the locations of the schools within the IUSD. Also located within the school boundaries of the IUSD are 8 charter schools which include

[80] California Department of Education website, *2017–2018 data*. Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.



SOURCE: Open Street Map, 2018; Inglewood USD, 2018, City of Inglewood, 2018; ESA, 2019.

Inglewood Basketball and Entertainment Center

Figure 3.13-3
Location of IUSD Schools

ESA

one elementary school, four transitional K–8 schools, two middle schools, and one high school.[81] Further, nonpublic, nonsectarian schools[82] are also located within the school boundaries of the IUSD.[83] The IUSD employed approximately 450 teachers, 60 administrators, 40 pupil-services personnel, and 470 support staff during the 2017–2018 school year.[84]

Collectively, the IUSD's school facilities in school year 2017–2018 had a capacity of 10,199 student seats based on classroom utilization information provided by the IUSD; refer to **Table 3.13-5**. Of these 10,199 seats, 5,247 seats were at the elementary school level, 2,873 seats were at the middle school level, and 2,079 seats were at the high school level.[85] This capacity includes all permanent facilities in the IUSD except those at the Clyde Woodworth Elementary School since this campus was closed in school year 2018–2019 and combined with the Albert F. Monroe Magnet Middle School. Portable classrooms are excluded because the existing leased portable classrooms are being returned, and the owned portable classrooms are being removed due to their current conditions and to reduce operational inefficiencies.[86] The total enrollment of the IUSD in school year 2017–2018, excluding charter schools and nonpublic, nonsectarian schools located within the school boundaries of the IUSD, was 8,499 students. As shown in Table 3.13-5, the IUSD's facilities capacity exceeded student enrollment for all school levels in school year 2017–2018. The IUSD had a surplus of 597 elementary school seats, a surplus of 1,016 middle school seats, and a surplus of 87 high school seats.[87]

81 California Department of Education website, *2017–2018 data*. Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.

82 California Education Code section 56034 states "'Nonpublic, nonsectarian school' means a private, nonsectarian school that enrolls individuals with exceptional needs pursuant to an individualized education program and is certified by the department. It does not include an organization or agency that operates as a public agency or offers public service, including, but not limited to, a state or local agency, an affiliate of a state or local agency, including a private, nonprofit corporation established or operated by a state or local agency, or a public university or college. A nonpublic, nonsectarian school also shall meet standards as prescribed by the Superintendent and board."

83 California Department of Education website, *2017–2018 data*. Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.

84 Inglewood Unified School District, *2018–2023 Strategic Plan, The Inglewood Graduate: Read from Day One!* updated November 2018.

85 Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, dated May 17, 2018.

86 Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, dated May 17, 2018.

87 Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, dated May 17, 2018.

TABLE 3.13-5
SCHOOL FACILITIES CAPACITY AND STUDENT ENROLLMENT 2017–2018

School Level	2017–2018 Facilities Capacity[a]	2017–2018 Student Enrollment[b]	Excess/(Shortage) Capacity
Elementary School (Grades K–5)	5,247	4,650	597
Middle School (Grades 6–8)	2,873	1,857	1,016
High School (Grades 9–12)	2,079	1,992	87
Existing Total	**10,199**	**8,499**	**1,700**

NOTES:
2017–2018 is the most recent school year information available.
[a] Capacity based on classroom utilization information provided by the IUSD in the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study.
[b] 2017–2018 student enrollment provided by the California Department of Education.

SOURCE: Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018, and California Department of Education website, 2017–2018 data, https://www.cde.ca.gov/ds/sd/sd/filesenr.asp, accessed March 2019.

In recent years, the IUSD has experienced declining student enrollment, changing demographics, challenging socioeconomic conditions for families, a drop in school funding, and the expansion of charter schools. Overall, year-to-year annual student enrollment in the IUSD has steadily declined while enrollment in area charter schools has slightly increased.[88] During the 2017–2018 school year, charter schools located within the school boundaries of the IUSD included 1,644 elementary students, 776 middle school students, and 634 high school students for a total enrollment of 3,054 students.[89] During the 2017–2018 school year nonpublic, nonsectarian schools located within the school boundaries of the IUSD included 356 elementary students, 100 middle school students, 77 high school students for a total enrollment of 533 students.[90] Specifically, enrollment in the IUSD has decreased approximately 47 percent, or more than 8,300 students since 2003. Since the 2014–2015 school year, enrollment in the IUSD has decreased by nearly 1,700 students. Enrollment in the IUSD decreased by approximately 700 students in the 2016–2017 school year and by another 486 students in the 2017–2018 school year. The enrollment decline is expected to continue with enrollment dropping by approximately 500 students in the 2017–2018 school year and another 950 students expected to depart in the next two years.[91]

3.13.14 Adjusted Baseline Environmental Setting

Section 3.13, Public Services, assumes the Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Accordingly, the changes to schools associated with these developments within the HPSP area are considered as part of the Adjusted Baseline.

88 Inglewood Unified School District, *2018–2023 Strategic Plan, The Inglewood Graduate: Read from Day One!* updated November 2018.
89 California Department of Education website, *2017–2018 data*, Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.
90 California Department of Education website, *2017–2018 data*. Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.
91 California School Information Services, Fiscal Crisis and Management Assistance Team, 2018. *Inglewood Unified School District Progress Report* page 361, July 2018.

As shown in **Table 3.13-6**, development associated with the HPSP Adjusted Baseline projects would generate approximately 125 elementary school students, 50 middle school students, and 50 high school students for a total increase of 225 additional students that would be attending schools within the IUSD. **Table 3.13-7** describes school facilities capacity and student enrollment under the Adjusted Baseline. The IUSD would have available capacity of 486 elementary school seats, 971 middle school seats, and 43 high school seats under Adjusted Baseline conditions.

TABLE 3.13-6
STUDENT GENERATION IN HPSP ADJUSTED BASELINE PROJECTS

Land Use	Development	Units	Elementary School[a,b]	Middle School[a,b]	High School[a,b]	Total[c]
Proposed Uses						
70,000 Seat NFL Stadium[d]	2,700,000[e]	sq. ft.	55	22	22	99
6,000 Seat Performance Venue[d]	153,913[f]	sq. ft.	3	1	1	5
Retail and Restaurant[d]	518,077	sq. ft.	11	4	4	19
Office[g]	466,000	sq. ft.	15	6	6	27
Residential[h]	314	Units	41	17	17	75
Total Students			125	50	50	225

NOTES:

[a] Calculated by multiplying each of the proposed uses by its respective student generation rates. Student generation rates are taken from the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study, Table 10, Average Student Generation Impacts per 1,000 Square Feet CID, page 21, prepared by Cooperative Strategies, dated May 17, 2018. Retail and Services per 1,000 sq. ft. = 0.0203 for elementary school; 0.0083 for middle school; and 0.0082 for high school. Office per 1,000 sq. ft. = 0.0317 for elementary school; 0.0129 for middle school; and 0.0128 for high school. Hospital per 1,000 sq. ft. = 0.0252 for elementary school; 0.0102 for middle school; 0.0102 for high school. Hotel/Motel per 1,000 square feet = 0.0103 for elementary; 0.0042 for middle school; and 0.0041 for high school.

[b] Calculated by multiplying each of the proposed uses by its respective student generation rates. Student generation rates are taken from the Inglewood Unified School District Residential Development School Fee Justification Study, Table 5, Adjusted Student Generation Factors, page 11, prepared by Cooperative Strategies, dated May 17, 2018. Multi-family attached units = 0.1316 for elementary school; 0.0540 for middle school; and 0.0534 for high school.

[c] Rounded to the nearest whole number.

[f] Retail and services generation rates were used.

[d] To find the square footage of a 70,000-seat NFL Stadium, comparable stadiums were researched. The Mercedes Benz Stadium in Atlanta, Georgia has a capacity of 71,000 seats and is 2,000,000 square feet.

[e] To find the square footage of a 6,000 seat performance venue, comparable performance venues were researched. The Novo by Microsoft in Los Angeles, California has a capacity of 2,300 seats and is 59,000 square feet. 59,000 square feet/2,300 seats = approximately 25 square feet per seat. 6,000 seats X 25 square feet = 153,913 square feet. Source: https://www.discoverlosangeles.com/la-concert-venues-that-double-as-event-space.

[g] Office generation rates were used.

[h] Multi-family attached generation rates were used.

SOURCES: Inglewood Unified School District, *Residential Development School Fee Justification Study*, May 17, 2018; and Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018; and ESA 2019.

No other changes from the existing setting for Public Schools are anticipated under the Adjusted Baseline.

TABLE 3.13-7
SCHOOL FACILITIES CAPACITY AND STUDENT ENROLLMENT – ADJUSTED BASELINE

School Level	2017–2018 Facilities Capacity[a]	2017–2018 Adjusted Baseline Student Enrollment[b]	Excess Capacity (Shortage)
Elementary School (Grades K–5)	5,247	4,775	472
Middle School (Grades 6–8)	2,873	1,907	966
High School (Grades 9–12)	2,079	2,042	37
Adjusted Baseline Total	**10,199**	**8,724**	**1,475**

NOTES:
2017–2018 is the most recent school year information available.
[a] Capacity based on classroom utilization information provided by the IUSD in the Inglewood Unified School District Commercial/ Industrial Development School Fee Justification Study.
[b] 2017–2018 student enrollment provided by the California Department of Education.

SOURCES: Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018, and California Department of Education website, 2017–2018 data, https://www.cde.ca.gov/ds/sd/sd/filesenr.asp, accessed March 2019.

3.13.15 Regulatory Setting

Federal

While public education is generally regulated at the State and local levels, the federal government is involved in providing funding for specialized programs (e.g., school meals, Title 1, Special Education, School to Work, and Goals 2000). However, these monies are not used for general educational purposes and are not applicable to the discussion herein.

State

California Education Code

Education services are subject to the rules and regulations of the California Education Code and governance of the State Board of Education. The State also provides funding through a combination of sales and income taxes. In addition, pursuant to Proposition 98, the State is also responsible for the allocation of educational funds that are acquired from property taxes. Further, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.[92]

The California Education Code authorizes the California Department of Education ("Department") to develop site selection standards for school districts. These standards are found in the California Code of Regulations and require that districts select a site that conforms to certain net acreage requirements established in the Department's 2000 "School Site Analysis and Development" guidebook. The Guide includes the assumption that the land purchased for school sites would be in a ratio of approximately 2 to 1 between the developed grounds and the building

[92] California Education Code Section 17620(a)(1).

area. For example, for a school that houses kindergarten through sixth grade and has an enrollment of 600 children, the recommended acreage is 9.2 acres.

The Department's 2000 Guide includes exceptions to its recommended site size that allow smaller school sites. Additionally, the Department has the policy that if the "availability of land is scarce and real estate prices are exorbitant" the site size may be reduced. It is the Department's policy that if a school site is less than the recommended acreage required, the district shall demonstrate how the students would be provided an adequate educational program including physical education as described in the district's adopted course of study. Through careful planning, a reduced project area school site could follow the recent trend of school downsizing and meet the Department's criteria.

California School Facility Program

The Leroy F. Greene School Facilities Act of 1998 (known as Senate Bill 50 or SB 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. Proposition 1A was a school construction funding measure that was approved by the voters on the November 3, 1998 ballot. SB 50 created the School Facility Program enabling eligible school districts to obtain state bond funds. State funding requires matching local funds that generally come from developer fees. The passage of SB 50 eliminated the ability of cities and counties to require other forms of mitigation of school overcrowding impacts and provided for school districts to assess fees in specified amounts to offset the costs associated with increasing school capacity as a result of new development. The old "Stirling" fees were incorporated into SB 50 and are referred to as Level 1 fees. SB 50 permits the IUSD to levy a fee, charge, dedication, or other requirement against any development (i.e., residential and commercial/industrial) within its boundaries, for the purpose of funding the construction or reconstruction of school facilities.

The new construction grant provides funding on a 50/50 State and local match basis. The modernization grant provides funding on a 60/40 basis. Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding.[93]

SB 50 also set a maximum level of fees a developer may be required to pay. As of January 2012, the State Allocation Board (SAB) authorized an adjustment in the Statutory School Fee amounts (Level 1 fees) for unified school districts pursuant to Government Code section 65995(b)(3) to $3.20 per square foot for new residential development and $0.51 per square foot for commercial and industrial (non-residential) development. Districts meeting certain criteria may collect Level 2 fees as an alternative to Level 1 fees. Level 2 fees are calculated under a formula in SB 50. Level 3 fees are approximately double Level 2 fees and are implemented only when the State Allocation Board is not apportioning state bond funds. The passage of Proposition 51 on November 8, 2016 authorized an additional $9 billion in general obligation bonds for the construction and modernization of schools across California. Although for purposes of CEQA SB 50 states that

[93] State of California, Office of Public School Construction, 2012. *School Facility Program Guide*, October 24, 2012.

payment of developer fees is "deemed to be complete and full mitigation" of the impacts of new development on school overcrowding, fees and state funding do not fully fund new school facilities. The IUSD receives Level 1 and Level 2 fees.[94] Pursuant to Government Code section 65996, the payment of these fees by a developer serves to mitigate potential impacts of increased enrollment that may result from implementation of a project to a less-than-significant level.[95]

Local

City of Inglewood General Plan

The City of Inglewood General Plan, Land Use Element, adopted in 1980 and amended in 1986, 2009, and 2016, presents a long-range plan for the distribution and future use of land within the City. The Land Use Element analyzes population, existing and future land use requirements, and proposed implementation techniques. It provides a framework upon which the development of public and privately owned land can be based.[96]

Neither the City of Inglewood General Plan Land Use Element, nor any of the other elements of the General Plan, contain goals, objectives, or policies regarding public schools.

Inglewood Unified School District

The IUSD serves students in 18 schools which consist of 10 elementary schools, one transitional K–8 school, three middle schools, three high schools, and one continuation school.[97] Numerous independent charter schools are also located in the district.[98]

The IUSD provides education to enrolled students who live within the City, portions of the cities of Culver City, Hawthorne, and Los Angeles, and a portion of the unincorporated County of Los Angeles. IUSD rules also provide that people employed within the IUSD boundaries may request enrollment of their children in IUSD schools.

On September 14, 2012, the governor approved Senate Bill (SB) 533, Chapter 325, bringing the district under state receivership. Under state receivership, the State Superintendent of Public Instruction appoints a state administrator to act as both the governing board and superintendent of the IUSD. The IUSD's five-member elected governing board serves in an advisory role. State receivership will continue until the IUSD shows adequate progress in the five operational areas, including finance, human resources, community relations and governance, facilities, and pupil achievement, and the State Superintendent of Public Instruction determines that the district has

94 GAMUT online, *Inglewood USD, Developer Fees*. Available: http://www.gamutonline.net/district/inglewoodusd/displayPolicy/945279/7. Accessed March 2019.
95 Calif. Government Code § 65996.
96 City of Inglewood General Plan, 2016. Land Use Element, September 14, 2016.
97 California Department of Education website, *2017–2018 data*. Available: https://www.cde.ca.gov/ds/sd/sd/filesenr.asp. Accessed March 2019.
98 California School Information Services, Fiscal Crisis and Management Assistance Team, 2018. *Inglewood Unified School District Progress Report*, page 1, July 2018.

built sufficient capacity to self-govern. The Los Angeles County Superintendent of Schools role during state receivership is no different than its role during normal times of self-governance.[99]

Pursuant to SB 50, the IUSD collects developer fees for all new residential and non-residential construction within its boundaries (see **Table 3.13-8**).

TABLE 3.13-8
IUSD DEVELOPER FEES (2018)

Land Use	School Facilities Cost Impacts per Square Foot
Single Family Detached	$3.10
Multi-family Attached	$6.14
Retail and Services	$0.407
Office	$0.610
Research and Development	$0.548
Industrial/Warehouse/Manufacturing	$0.490
Hospital	$0.507
Hotel/Motel	$0.206
Self-Storage	$0.008

SOURCES:
Inglewood Unified School District, *Residential Development School Fee Justification Study*, May 17, 2018, Table 13, School Facilities Cost Impacts per Residential Square Foot (2018);
Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, Table 18, Maximum School Fee per Square Foot of CID, May 17, 2018; and
ESA 2019.

AR 5117 Students – Inter-District Attendance Permits

In accordance with an agreement between the Board of Education and the board of another school district, a permit authorizing a student's attendance outside his/her district of residence may be issued upon approval of both the district of residence and the district of proposed attendance. The Superintendent or designee may approve an inter-district attendance permit for a student for parent employment reasons.[100,101] The IUSD accepts outgoing inter-district permit applications beginning April 1 and ending September 30 for the subsequent school year. Applicants are only allowed to apply for one school district per school year. If the outgoing inter-district permit is denied by the requested school, the project applicant will have used their one-time option for that school year and must wait until the next outgoing inter-district permit period to re-apply. Applications for incoming inter-district permits are due by February 1 for the subsequent school year. For the present school year, incoming permits are accepted until March 30. Parents submitting an incoming inter-district

99 California School Information Services, Fiscal Crisis and Management Assistance Team, 2018. *Inglewood Unified School District Progress Report*, page 2, July 2018.
100 Yadallitle Preciado, IUSD staff within the ADA Attendance Clerk's Office, phone correspondence, January 7, 2018, at 3:45 PM.
101 Inglewood USD, *AR 5117 Students, Inter-District Attendance Permits*. Available: http://www.gamutonline.net/district/inglewoodusd/displayPolicy/1079451/1. Accessed January 2019.

permit application for a student in any grade must have a minimum of a 2.0 grade point average (GPA) along with excellent attendance and appropriate behavior.

A student's inter-district agreement may be denied or revoked because of poor scholastic achievement, unsatisfactory effort, absences, excessive tardiness, truancy, continued disruption of the education program, impacted programs, or falsification and/or omission of any enrollment documents. Once a student's permit is revoked, the family may not reapply for 12 months for that student. If a parent wants to appeal revocation of the permit, the appealing party must submit a written request to the Superintendent or designee specifying the reasons why the decision should be overruled. This written appeal must be received by the designee within 10 days from the last day of the school year.

The Superintendent or designee may deny initial requests for inter-district attendance permits due to limited district resources, overcrowding of school facilities at the relevant grade level, or other considerations that are not arbitrary. However, once a student is admitted, the district may transfer the student to another school in the district due to overcrowded facilities at the relevant grade level.

Within 30 days of a request for an inter-district permit, the Superintendent or designee shall notify the parents/guardians of a student who is denied inter-district attendance regarding the process for appeal to the County Board of Education as specified in Education Code 46601. An appeal process at the District level shall be utilized. Students who are under consideration for expulsion or who have been expelled may not appeal inter-district attendance denials for decisions while expulsion proceedings are pending, or during the term of the expulsion. Pending a decision by the two districts for an appeal by the County Board, the Superintendent or designee may provisionally admit a student who resides in another district for a period not to exceed two months.

Once a student is admitted to a school on a basis of an inter-district permit, he/she shall not be required to re-apply for an inter-district transfer and shall be allowed to continue to attend the school in which he/she is enrolled, unless reapplication standards are otherwise specified in the inter-district attendance agreement. Existing inter-district attendance permits shall not be rescinded for students entering grade 11 or 12 in the subsequent school year.[102]

3.13.16 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of impacts to public schools. The following threshold of significance has been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in substantial adverse physical impacts associated with the provision of or need for new or physically altered facilities for schools, the construction of which could cause

[102] Inglewood USD, *AR 5117 Students, Inter-District Attendance Permits*. Available: http://www.gamutonline.net/district/inglewoodusd/displayPolicy/1079451/1. Accessed January 2019.

significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

Methodology and Assumptions

The analysis of enrollment effects on schools is based on the ability of the IUSD school facilities and services to accommodate the potential increase in students generated from development of the Proposed Project and other cumulative development. The analysis estimates the number of students that would be generated by the Proposed Project and other cumulative development by using IUSD student generation factors, and focuses on whether IUSD school facilities expected to serve the Proposed Project and other cumulative development would have sufficient available capacity to accommodate these students.

The IUSD student generation factors were provided by the Inglewood Unified School District Residential Development School Fee Justification Study, Table 5, Adjusted Student Generation Factors, dated May 17, 2018, prepared by Cooperative Strategies, and the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study, Table 10, Average Student Generation Impacts per 1,000 Square Feet CID, dated May 17, 2018, prepared by Cooperative Strategies.

Current and projected enrollment/capacities use the 2017–2018 school year as representative of existing conditions. The student enrollments were obtained from the California Department of Education. As described above, projected student enrollment from the HPSP Adjusted Baseline projects is added to existing conditions to create the Adjusted Baseline, which is used as the baseline for impact analysis.

The analysis addresses all levels of education facilities operated by the IUSD (i.e., elementary schools, middle schools, and high schools), and focuses on the schools that would serve the Project Site and other cumulative development. It also addresses state regulations, e.g., SB 50, and cumulative development fees as a mechanism for providing new school facilities and addressing school impacts of the Proposed Project and other cumulative development. A determination is then made as to whether the IUSD would require new or physically altered facilities for schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools.

Impacts and Mitigation Measures

Impact 3.13-11: Construction and operation of the Proposed Project could result in substantial adverse physical impacts associated with the need for or provision of new or physically altered schools, the construction of which could cause significant environmental impacts. (Less than Significant)

Construction

The nearest schools to the Proposed Project are the Worthington Elementary School at 11101 Yukon Avenue, located approximately 0.80 miles southeast of the Project Site; Woodworth (Clyde) Elementary School at 3200 West 104th Street, located approximately 0.83 miles southeast of

Project Site; Monroe (Albert F.) Middle School at 10711 10th Avenue, located 0.90 miles southwest of the Project Site; and Morningside High School at 10500 South Yukon Avenue, located 0.50 miles southeast of Project Site.[103] Project-related construction vehicles would primarily use designated truck routes in the vicinity of the Project Site including, but not limited to, Manchester Avenue, West Century Boulevard, Hawthorne Boulevard, South Prairie Avenue, West 102nd Street between South Prairie and Yukon Avenues, and Crenshaw Boulevard. None of the nearby schools are located on these designated truck routes, and thus any construction truck use of streets adjacent to these schools would be intermittent and infrequent. Project-related construction traffic, lane closures, and construction-related activities, including delivery of construction materials, would not affect school access or student pick-up/drop-off. As such, construction of the Proposed Project would not adversely affect the schools resulting in physical effects.

Construction of the Proposed Project would require the participation of a large number of construction employees who would be hired from a mobile regional construction work force that moves from project to project. Proposed Project construction workers with various skills work on the Proposed Project on an intermittent basis as their particular trades are required. As described in Chapter 2, Project Description, Table 2-5, construction phases at the Project Site would range from a few weeks to approximately 18 months, and would involve construction worker teams ranging from a couple dozen to several hundred depending on phase (see Chapter 2, Project Description, Section 2.5 Project Elements).

Given the mobility and limited durations of work on the Project Site, and a large construction labor pool that can be drawn upon from throughout the Los Angeles region, it is not reasonably expected that construction employees would relocate their place of residence or the schools in which their children are enrolled within this region or from other regions as a result of their work on the Proposed Project. Accordingly, construction of the Proposed Project would not result in an increase in the resident population or generate new students needing to attend local schools. Thus, construction of the Proposed Project would not create a need for new or physically altered schools, the construction of which would result in substantial adverse environmental impacts. Therefore, the impact of the construction of the Proposed Project on schools would be **less than significant**.

Operation

The Proposed Project would not involve the development of residential uses that could generate new student enrollment. Also, the Proposed Project would not remove existing residential uses or a school site, and therefore would not reduce the student population or availability of school facilities.

The Proposed Project would employ a total of 1087 existing and future permanent employees. The number of event-related employees required, and the types of services provided, for an event hosted at the Arena Structure would vary depending on the type and size of event. The highest number of event-related employees would be required to support an LA Clippers home basketball

[103] Distances are measured from the center of the Arena Site.

game, approximately 1,320 employees, which includes approximately 120 LA Clippers business operations support employees who would also work at LA Clippers games.

It is possible that a small number of permanent or event-related employees associated with the Proposed Project would request that their children be enrolled into an IUSD school near the Project Site. As discussed above, the Superintendent or designee may approve an inter-district attendance permit for a student for parent employment reasons.

Table 3.13-9 presents the estimated number of students generated by the Proposed Project. As shown in Table 3.13-9, the Proposed Project is expected to generate approximately 27 elementary school students, 10 middle school students, and 13 high school students for a total net increase of 50 students attending schools within IUSD service boundaries over existing conditions. Furthermore, a portion of the Proposed Project's generated school-aged children may attend private, charter, or magnet schools, which would reduce attendance at IUSD schools. For these reasons, the above analysis is considered conservative and likely overestimates the Proposed Project's actual potential to generate new students.

As described above in Table 3.13-7, under the Adjusted Baseline the IUSD has capacity to accommodate up to 472 elementary students, 966 middle school students, and 37 high school students. As shown below in **Table 3.13-10**, under the Adjusted Baseline, there is sufficient capacity to accommodate all students within existing capacities at each school level. As such, implementation of the Proposed Project would not result in overcrowding at any school level, and thus there would be no need for the construction of new school facilities to meet the demands of enrollment associated with the Proposed Project.

The Proposed Project would be required to pay fees in accordance with SB 50 (California Government Code section 65995 et seq.). Payment of such fees is intended for the general purpose of addressing the construction of new or improved school facilities, irrespective of whether schools serving the Proposed Project in question are at capacity. Pursuant to sections 65995(h) and 65996(b), payment of such fees is deemed to be full mitigation of a project's impacts related to overcrowding and enrollments at school facilities under CEQA.[104]

[104] Government Code section 65995(h) states in part: "The payment or satisfaction of a fee … in the amount specified in section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property … on the provision of adequate school facilities." Government Code section 65996(b) states that "[t]he provisions of [SB 50] are hereby deemed to provide full and complete school facilities mitigation and, notwithstanding … Division 13 (commencing with section 21000) of the Public Resources Code, or any other provision of state or local law, a state or local agency may not deny or refuse to approve a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property … on the basis that school facilities are inadequate."

TABLE 3.13-9
ESTIMATED NUMBER OF STUDENTS GENERATED BY THE PROPOSED PROJECT

Land Use	Development	Units	Generation Factors[a]	Elementary School	Middle School	High School	Total[b]
Proposed Uses							
Arena[c]	915,000	sq. ft.	0.0203/1,000sf	19			
			0.0083/1,000sf		8		
			0.0082/1,000sf			8	
							Total: 35
LA Clippers Office Space[d]	71,000	sq. ft.	0.0317/1,000sf	2			
			0.0129/1,000sf		1		
			0.0128/1,000sf			1	
							Total: 4
LA Clippers Team Practice and Training Facility[d]	85,000	sq. ft.	0.0317/1,000sf	3			
			0.0129/1,000sf		1		
			0.0128/1,000sf			1	
							Total: 5
Sports Medicine Clinic[e]	25,000	sq. ft.	0.0252/1,000sf	1			
			0.0102/1,000sf		0		
			0.0102/1,000sf			1	
							Total: 2
Commercial Uses[c]	48,000	sq. ft.	0.0203/1,000sf	1			
			0.0083/1,000sf		0		
			0.0082/1,000sf			2	
							Total: 3
Hotel Uses[f]	49,500[g]	sq. ft.	0.0103/1,000sf	1			
			0.0042/1,000sf		0		
			0.0041/1,000sf			0	
							Total: 1
Total Proposed Project				**27**	**10**	**13**	**50**

NOTES:

[a] Calculated by multiplying each of the proposed uses by its respective student generation rates. Student generation rates are taken from the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study, Table 10, Average Student Generation Impacts per 1,000 Square Feet CID, page 21, prepared by Cooperative Strategies, dated May 17, 2018. Retail and Services per 1,000 sq. ft. = 0.0203 for elementary school; 0.0083 for middle school; and 0.0082 for high school. Office per 1,000 sq. ft. = 0.0317 for elementary school; 0.0129 for middle school; and 0.0128 for high school. Hospital per 1,000 sq. ft. = 0.0252 for elementary school; 0.0102 for middle school; 0.0102 for high school. Hotel/Motel per 1,000 square feet = 0.0103 for elementary; 0.0042 for middle school; and 0.0041 for high school.

[b] Rounded to the nearest whole number.

[c] Retail and services generation rates were used.

[d] Office generation rates were used.

[e] Hospital generation rates were used.

[f] Hotel/motel generation rates were used.

[g] The Proposed Project would include a hotel with up to 150 guest rooms. According to *USA Today*, the average hotel room is approximately 330 square feet including a full bathroom. Source: https://www.usatoday.com/story/travel/roadwarriorvoices/2015/11/04/hotel-rooms-20-years-ago-were-twice-as-large-as-some-of-todays-offerings/83847338/, accessed January 2019. 150 hotel rooms X 330 square feet = 49,500 square feet of hotel uses.

SOURCES: Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018; and ESA, 2019.

TABLE 3.13-10
ADJUSTED BASELINE ENVIRONMENTAL SETTING SCHOOL FACILITIES CAPACITY AND STUDENT ENROLLMENT WITH PROJECT

IUSD School Level	2017–2018 Facilities Capacity[a,b]	2017–2018 Adjusted Baseline Student Enrollment[c]	2017–2018 Adjusted Baseline Capacity (Shortage)	Project-Generated Students	Projected Student Enrollment for 2017–2018 Adjusted Baseline With Project	Projected Capacity/ (Shortage) for 2017–2018 Adjusted Baseline With Project
Elementary School (Grades K–5)	5,247	4,761	472	27	4,788	445
Middle School (Grades 6–8)	2,873	1,902	966	10	1,912	951
High School (Grades 9–12)	2,079	2,036	37	13	2,049	24

NOTES:

[a] 2017–2018 is the most recent school year information available.

[b] Capacity based on classroom utilization information provided by the IUSD in the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study.

[c] 2017–2018 student enrollment provided by the California Department of Education.

SOURCES: Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018; and California Department of Education, 2017–2018 data, https://www.cde.ca.gov/ds/sd/sd/filesenr.asp, accessed March 2019.

Overall, operation of the Proposed Project would not create a demand for schools that would result in the need for new or physically altered school facilities, the construction of which would result in substantial adverse environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Therefore, impact of the operation of the Proposed Project on schools would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic context for analysis for cumulative impacts related to schools includes those past, present, and reasonably foreseeable cumulative projects located within the boundaries of the IUSD. Of the 145 cumulative projects on the cumulative projects list presented in Section 3.0, Introduction to the Analysis, Table 3.0-2, Cumulative Projects List, a total of 33 (Cumulative Projects 42-52, 54-74, and 118) are located within the attendance boundaries of the IUSD. The development of these 33 cumulative projects is anticipated to result in construction of 3,091 residential units, 443,059 sf of commercial and industrial uses, 451,923 sf of retail uses, 1,640 sf of restaurant uses, 3,567,314 sf of office uses, 304 hotel rooms, 30,000 sf of civic center uses, and approximately 13 acres of open space.

These cumulative projects located within the IUSD boundaries are included in **Table 3.13-11**.

TABLE 3.13-11
ESTIMATED NUMBER OF STUDENTS GENERATED BY CUMULATIVE DEVELOPMENT

Map No.[a]	Address	Project Development Characteristics	Elementary School[b,c]	Middle School[b,c]	High School[b,c]
42	664 E. Manchester Terrace	4 condominiums	0.5	0.2	0.2
43	844 N. Centinela Avenue	4 apartments	0.5	0.2	0.2
44	501 E. 99th Street	12 condominiums	1.6	0.6	0.6
45	921 N. Edgewood Street	38 apartments	5.0	2.1	2.0
46	222 W. Spruce Avenue	10 apartments	1.3	0.5	0.5
47	961 E. 68th Street	3 condominiums	0.4	0.2	0.2
48	417 N. Market Street	12 condominiums	1.6	0.6	0.6
49	819 E. La Palma Drive	5 apartments	0.7	0.3	0.3
50	814 N. Market Street	18 bed congregate living facility	0.0	0.0	0.0
51	411 E. Hazel Street	18 apartments	2.4	1.0	1.0
52	329 E. Hazel Street	4 condominiums	0.5	0.2	0.2
54	3920 W. 108th Street	3 apartments	0.4	0.2	0.2
55	125 E. Spruce Avenue	7 apartments	0.9	0.4	0.4
56	704 N. Market Street	12 apartments	1.6	0.6	0.6
57	408 E. Warren Lane	2,542 sf commercial	0.1	0.0	0.0
58	508 S. Eucalyptus Avenue	40-unit senior affordable housing development	0.1	0.0	0.0
59	417–433 Centinela Avenue	116 apartments	15.3	6.3	6.2
60	721 N. La Brea Avenue	1,312 sf commercial, -1,210 sf commercial	0.0	0.0	0.0
61	101, 125, 139, 140, 150 Market Street	40,000 sf retail	0.8	0.3	0.3
62	113–133 Plymouth Street	20 townhomes	2.6	1.1	1.1
63	333 N. Prairie Avenue	310 townhomes	40.8	16.7	16.6
64	705–715 N. Centinela Avenue	81,613 sf self-storage	0.0	0.0	0.0
65	3660 W. 107th Street	3 dwelling units	0.4	0.2	0.2
66	614 E. Hyde Park Boulevard	18-bed congregate living facility	0.0	0.0	0.0
67	1050 S. Prairie Avenue	371,923 sf retail; 3,567,314 sf office; 2,186 residential units; 300-room hotel; 13 acres open space/park.	409.3	167.6	165.8
68	D3 Site (La Brea Avenue/Florence Avenue)	243 apartments, 40,000 sf retail	32.8	13.5	13.3
69	101 S. La Brea	Philharmonic Association 25,500 sf	0.5	0.2	0.2

TABLE 3.13-11
ESTIMATED NUMBER OF STUDENTS GENERATED BY CUMULATIVE DEVELOPMENT

Map No.[a]	Address	Project Development Characteristics	Elementary School[b,c]	Middle School[b,c]	High School[b,c]
70	316 Hardy Street	5 condominiums	0.7	0.3	0.3
71	943–959 W. Hyde Park Boulevard	159,498 sf, 5-story self-storage facility	0.1	0.0	0.0
72	8911 Aviation Boulevard	173,804 sf car rental	3.5	1.4	1.4
73	3900 W. Century Boulevard	4-hotel rooms	0.0	0.0	0.0
74	Inglewood Transit Connector Project	1.8-mile electric train system, 5 stations, 1 maintenance storage facility site, and 1 potential intermodal transit facility site	0.0	0.0	0.0
119	5301 W. Centinela Avenue	1,640 sf restaurant	0.1	0.0	0.0
	Subtotal Cumulative Projects[d]		*525*	*215*	*213*
	Proposed Project		27	10	13
	Total[d]		**552**	**225**	**226**

NOTES:

[a] Corresponds with Map Nos. on Figure 3.0-2 of this EIR.

[b] Calculated by multiplying each of the proposed uses by its respective student generation rates. Student generation rates are taken from the Inglewood Unified School District Residential Development School Fee Justification Study, Table 5, Adjusted Student Generation Factors, page 11, prepared by Cooperative Strategies, dated May 17, 2018. Multi-family attached units = 0.1316 for elementary school; 0.0540 for middle school; and 0.0534 for high school.

[c] Calculated by multiplying each of the proposed uses by its respective student generation rates. Student generation rates are taken from the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study, Table 10, Average Student Generation Impacts per 1,000 Square Feet CID, page 21, prepared by Cooperative Strategies, dated May 17, 2018. Retail and Services per 1,000 sq. ft. = 0.0203 for elementary school; 0.0083 for middle school; and 0.0082 for high school. Office per 1,000 sq. ft. = 0.0317 for elementary school; 0.0129 for middle school; and 0.0128 for high school. Hotel/Motel per 1,000 square feet = 0.0103 for elementary; 0.0042 for middle school; and 0.0041 for high school. Self-Storage per 1,000 square feet = 0.0006 for elementary; 0.0002 for middle school; and 0.0002 for high school.

[d] Rounded to the nearest whole number.

SOURCES:

Inglewood Unified School District, *Residential Development School Fee Justification Study*, May 17, 2018; and

Inglewood Unified School District, *Commercial/Industrial Development School Fee Justification Study*, May 17, 2018; and ESA 2019.

Impact 3.13-12: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could contribute to cumulative substantial adverse physical impacts associated with the need for or provision of new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. (Less than Significant)

Construction

As described under Impact 3.13-11, schools in the vicinity of the Project Site are not located on City of Inglewood designated truck routes. As with the Proposed Project, construction vehicles for cumulative projects would primarily use designated truck routes including, but not limited to, Manchester Avenue, West Century Boulevard, Hawthorne Boulevard, South Prairie Avenue, West 102nd Street between South Prairie and Yukon Avenues, and Crenshaw Boulevard. None of the nearby schools are located on these designated truck routes, and thus any construction truck use of streets adjacent to these schools would be intermittent and infrequent. Construction

activities associated with the 33 cumulative projects located within the IUSD boundaries would not adversely affect IUSD schools resulting in physical effects. Project-related construction traffic, lane closures, and construction-related activities, including delivery of construction materials, would not affect school access or student pick-up/drop-off.

As described above under Impact 3.13-11, construction activities are not expected to result in an increase in the resident population or generate students needing to attend local schools. The construction of the Proposed Project in conjunction with construction of the HPSP Adjusted Baseline projects and the 33 related cumulative development projects located within the IUSD boundaries would not generate a new material demand for schools that could require construction of new facilities that could adversely affect the environment. Therefore, this cumulative impact would be **less than significant**.

Operation

Operation of the Proposed Project, combined with the operations of past, present, and reasonable future projects, could increase the number of students seeking to enroll in IUSD schools. Of the 145 cumulative projects, 33 are located within the attendance boundaries of the IUSD. Table 3.13-11 presents the estimated students that would be generated by the cumulative projects located within the IUSD. Similar to the Proposed Project, the number of students anticipated to be generated by the cumulative projects was estimated based on the type of development proposed.

As shown in **Table 3.13-12**, the cumulative projects are expected to generate approximately 525 elementary school students, 215 middle school students, and 213 high school students. With the addition of student enrollment that could be generated by the Proposed Project, cumulative student enrollment could therefore increase by 552 elementary school students, 225 middle school students, and 226 high school students. This analysis is conservative, as a portion of the Proposed Project's and cumulative projects' generated school-age children may attend public schools in other districts, charter, or private schools, which would reduce attendance at IUSD schools.

As shown in Table 3.13-12, under cumulative conditions, the IUSD would have sufficient capacity for middle school students, but would have a small shortfall in capacity for elementary school students (66) and a more material shortfall in spaces for high school students (183). In the event that these shortfalls materialize, they are relatively small in comparison to the design capacity of either an elementary or high school, and would most likely be addressed through school class size adjustments or the addition of portable classrooms on existing school properties, and would not involve significant environmental impacts that can be associated with new school construction.

As discussed above, in recent years the IUSD has experienced declining student enrollment, changing demographics, challenging socioeconomic conditions for families, a drop in school funding, and the expansion of charter schools. Overall, year-to-year annual student enrollment in the IUSD has steadily declined while enrollment in area charter schools has slightly increased. Over the last 4 school years, IUSD enrollment has decreased by nearly 1,700 students, and is projected to decline by another 950 students over the next two years. Should those expected

TABLE 3.13-12
SCHOOL FACILITIES CAPACITY AND STUDENT ENROLLMENT WITH PROJECT PLUS CUMULATIVE DEVELOPMENT

IUSD School Level	2017–2018 Facilities Capacity[a,b]	Adjusted Baseline Student Enrollment[c]	Adjusted Baseline Capacity (Shortage)	Project + Cumulative Generated Students	Projected Student Enrollment for Adjusted Baseline + Project + Cumulative	Projected Seating Capacity (Shortage) for Adjusted Baseline + Project + Cumulative
Elementary School (Grades K–5)	5,247	4,761	486	**552**	5,313	(66)
Middle School (Grades 6–8)	2,873	1,902	971	**225**	2,127	746
High School (Grades 9–12)	2,079	2,036	43	**226**	2,262	(183)

NOTES:

[a] 2017–2018 is the most recent school year information available.

[b] Capacity based on classroom utilization information provided by the IUSD in the Inglewood Unified School District Commercial/Industrial Development School Fee Justification Study.

[c] 2017–2018 student enrollment provided by the California Department of Education.

SOURCES:

Inglewood Unified School District, Commercial/Industrial Development School Fee Justification Study, May 17, 2018; and California Department of Education website, 2017–2018 data, https://www.cde.ca.gov/ds/sd/sd/filesenr.asp, accessed March 2019.

decreases in enrollment occur, there would be sufficient space available for all students that would be generated by the Proposed Project plus cumulative development.

As described previously, the Proposed Project and all cumulative projects would be required to pay IUSD fees in accordance with SB 50 (California Government Code section 65995 et seq.). Based on current fees, the cumulative development of 3,091 residential units, 443,059 sf of commercial uses, 451,923 sf of retail uses, 1,640 sf of restaurant uses, 3,567,314 sf of office uses, 304 hotel rooms would generate approximately $2.6 million in fees to the IUSD. Payment of such fees is intended for the general purpose of addressing the construction of new school facilities, or expansion and/or improvement of existing schools. Pursuant to sections 65995(h) and 65996(b), payment of such fees is deemed to be full mitigation of a project's impacts related to school facilities under CEQA.

For the reasons described above, operation of the Proposed Project, in conjunction with cumulative development within the boundaries of the IUSD would not result in the need for the construction of new, or expanded school facilities, the construction of which could cause significant environmental impacts, in order to maintain performance objectives. Therefore, this cumulative impact would be **less than significant**.

Mitigation Measures

None required.

3.14 Transportation and Circulation

This section describes and evaluates potential impacts related to transportation and circulation that could result from implementation of the Proposed Project. The section includes relevant adjusted baseline information, including a description of the anticipated project travel characteristics and relevant local, regional, state, and federal regulations. Project impacts to the roadway, bicycle, pedestrian, and transit systems in the study area are analyzed for adjusted baseline and cumulative conditions. Potentially feasible mitigation measures (where applicable) are then identified to avoid or lessen the impacts.

Comments received in response to the NOP for the EIR regarding transportation and circulation can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to transportation and circulation as a result of implementation of the Proposed Project are analyzed within this section.

This section relies on a variety of data sources and/or publicly available information to support the technical analysis. This information includes, but is not limited, to:

- Data from the Cities of Inglewood, Hawthorne and Los Angeles, and the County of Los Angeles.
- Data from California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (Metro).
- Online survey of NBA Los Angeles Clippers fans.

This section describes the information that was used to determine the days and hours that were included in the traffic analysis. Because the Proposed Project includes an arena, the analysis necessarily considered traffic levels that would occur before and after events, and on various days of the week. The analysis also considered the days and times when surrounding traffic would be at its peak, such that project-related traffic would be added to the road network at its most congested level. The analysis also considered impacts that would occur on days when no event occurred at the arena.

Section Overview

The analysis of Transportation and Circulation describes the Proposed Project's anticipated travel characteristics and presents the impacts of the Proposed Project on the roadway, bicycle, pedestrian and transit systems in the study area under Adjusted Baseline and Cumulative conditions. This Section Overview provides a summary of the topics addressed in Section 3.14. Please see Chapter S, Summary, for a summary of the Proposed Project and its impacts, including impacts pertaining to Transportation and Circulation.

Study Area: The Transportation and Circulation analysis evaluates a total of 114 study intersections and 28 neighborhood street segments within an approximately 20-square-mile study area, including the corridors connecting to the major freeways that would provide regional access

to the Proposed Project. The study area extends generally westerly to the Interstate 405 (I-405), southerly to the I-105, easterly to the I-110, and northerly to Centinela Avenue and Florence Avenue and several outlying intersections further north. The transportation analysis also evaluates 53 discrete freeway components, including mainline and collector/distributor segments, weave areas, and ramp merge/diverge areas. The analysis also included vehicular queuing at the ten freeway off-ramps anticipated to be used to a significant degree by project trips.

Time Periods Evaluated: The analysis includes comprehensive modeling designed to characterize traffic conditions during those periods when the Proposed Project would have the maximum impact on transportation and circulation, based on both existing and projected traffic levels, and on the characteristics of the Proposed Project, including the nature, timing, frequency and size of events that will occur there. The analysis evaluates transportation and circulation impacts during the following time periods:

- Weekday AM peak (7:00 – 9:00 AM)
- Weekday PM peak (4:00 – 6:00 PM)
- Weekday pre-event hour
- Weekday post-event hour
- Weekend pre-event hour

The analysis uses a conservative approach to identify the appropriate time periods for analysis. To provide one example, LA Clippers' weekday regular season home games typically start at 7:30 PM. The analysis assumes, however, a start time of 7:00 PM for such games. This approach is conservative because it means that more traffic will be generated close to the weekday PM peak hour and will thus occur against a backdrop of more congested traffic levels than would occur later in the evening.

The complete definitions of the time periods used in the transportation impact analysis are presented in **Table 3.14-1** below. For purposes of clarity, the analysis uses the terminology set forth in Table 3.14-1 when referring to a time of day or day of the week.

Scenarios Evaluated: The Transportation and Circulation analysis evaluated 65 different permutations of the type of event and non-event conditions that would occur at the Proposed Project, including 5 existing conditions. The following events and activities are evaluated:

- Ancillary Uses (daily operation of the Proposed Project without an event at the Arena)
- Daytime Events (corporate or other sporting/gathering events)
- Major Events (LA Clippers basketball games and highly attended concerts at the Arena)
- Concurrent Events (overlapping or concurrent events occurring at The Forum and/or the Hollywood Park NFL Stadium)

Details regarding the assumptions underlying these event and non-event conditions are presented in Table 2-3 of Chapter 2, Project Description. The analysis of each scenario focuses on the day of the week and the time period when the largest potential impacts could occur. The event or use scenarios are:

- *Ancillary uses*: Ancillary uses include the daily operation of the Proposed Project without an event in the Arena. Ancillary uses include office, medical clinic, community space, restaurant and retail uses at the Proposed Project. Traffic from these uses would occur daily and represent the most frequent traffic scenario generated by the Proposed Project.

- *Daytime events*: Daytime weekday events represent the next most frequent traffic scenario generated by the Proposed Project and could involve corporate/civic events and other sports or gathering events at the Proposed Project. The analysis assumes that corporate/civic events could be attended by up to 2,000 persons and could occur up to 100 times per year. Other sports or gathering events could be attended by up to 7,500 persons and are anticipated to occur up to 35 times per year.

- *Major events*: Major events at the Proposed Project would include LA Clippers basketball games and highly attended concerts. This analysis assumes that up to 62 major events would take place at the Proposed Project per year. Maximum attendance would be for a sold-out NBA basketball game (18,000 persons), and for a sold-out concert (18,500 persons).

- *Concurrent/overlapping events*: Given the Proposed Project's proximity to The Forum and the NFL Stadium located in the Hollywood Park area, it is possible that certain events at the Proposed Project may occur simultaneously or concurrently with events at The Forum and/or the NFL Stadium. Accordingly, the transportation analysis studies five concurrent or overlapping event scenarios, as follows:

  Scenario 1 (Major Events at Proposed Project and The Forum) consists of sold-out evening concert at The Forum (17,500 attendees), overlapping with an evening Major Event at the Proposed Project. The analysis looks at both weekdays and weekends.

  Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium) consists of sold-out NFL afternoon football game at the NFL Stadium (70,240 attendees), overlapping with an evening Major Event at the Proposed Project. The analysis focuses on the weekend.

  Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium) consists of a mid-size evening event at the NFL Stadium (25,000 attendees), overlapping with an evening Major Event at the Proposed Project. The analysis focuses on a weeknight.

  Scenario 4 (Major Events at Proposed Project and The Forum; Midsize Event at NFL Stadium) consists of the following concurrent events occurring on a weekday evening: a 25,000-person event at the NFL Stadium, a 17,500-person concert at The Forum, and a Major Event at the Proposed Project.

  Scenario 5 (Major Events at Proposed Project and The Forum; Football Game at NFL Stadium) consists of a 70,240-person NFL afternoon football game at the NFL Stadium, a 17,500-person evening concert at The Forum, and an evening Major Event at the Proposed Project. The analysis focuses on the weekend.

Table 3.14-2 below provides an overview of event types, frequency and timing at the Proposed Project, at the NFL stadium, and at The Forum. Table 3.14-3 lists the specific scenarios analyzed.

Adjusted Baseline: The Transportation and Circulation analysis evaluates the Proposed Project's impacts using an "Adjusted Baseline." Ordinarily, under CEQA, the baseline condition against which a project's potential impacts are measured consists of the environmental setting at the time the lead agency commences the environmental review process. In this instance, however, the City has determined that using such a baseline would be misleading. The Proposed Project is expected to be complete and operational in mid-2024, in time for the 2024-2025 NBA season. By that time, the environmental setting, as it exists today, will have changed in specific and predictable ways. In particular, the City has issued building permits for, and construction has commenced on, portions of the Hollywood Park Specific Plan (HPSP) located immediately north of the Project Site. In addition, the Metro Crenshaw/LAX light rail line is currently under construction and is scheduled to commence operations in 2020. Finally, certain road improvements in the vicinity are approved, funded, under construction, and scheduled for completion prior to 2024. The analysis assumes that this development, and these improvements to transit and roadways, will be completed by the time the Proposed Project commences operations. Additional information regarding the Adjusted Baseline transportation assumptions is provided in Section 3.14.2.

Cumulative Conditions: The City has consulted with surrounding jurisdictions and has assembled a list of past, present, and reasonably foreseeable cumulative land use development projects in the vicinity of the Project Site. The City has also identified improvements to the road and transit networks that have been proposed, and that are considered reasonably foreseeable. The development and transportation improvements are described below. The analysis considers whether the Proposed Project's impacts are considerable against the backdrop of these cumulative conditions.

Organization of Chapter 3.14: The Transportation and Circulation analysis presented in Chapter 3.14 is organized into the following five (5) subsections:

Section 3.14.1 describes the environmental setting, including the existing condition of the roadway network, bicycle facilities, pedestrian facilities, and public transit networks.

Section 3.14.2 describes the Adjusted Baseline Environmental Setting that was developed to evaluate the Proposed Project's impacts against the baseline environmental conditions (including land use and transportation systems assumptions) anticipated to exist when the Proposed Project would be constructed and opened for operations.

Section 3.14.3 provides a discussion of the relevant federal, state and local regulations pertaining to transportation and circulation that may be applicable to the Proposed Project.

Section 3.14.4 discusses the transportation and circulation impacts of the Proposed Project under the Adjusted Baseline conditions followed by Cumulative conditions for

each of the following scenarios: Ancillary Uses; Daytime Events; and Major Events. Under each of these three scenarios (and under both Adjusted Baseline and Cumulative conditions), the following impacts are evaluated: intersections; neighborhood streets; freeway facilities; vehicle miles traveled (VMT); public transit operations; existing or planned bicycle facilities; existing or planned pedestrian facilities; emergency access; and circulation during construction.

Section 3.14.5 discusses the Proposed Project under Adjusted Baseline and Cumulative conditions assuming one or more concurrent or overlapping events at The Forum and/or NFL Stadium. As described above, the analysis studies five concurrent or overlapping event scenarios under both Adjusted Baseline conditions followed by Cumulative conditions.

Identification of Analysis Scenarios and Study Periods

Although it is atypical for a Transportation and Circulation section to present project activities and travel characteristics prior to the Environmental Setting, the unique nature of the Proposed Project and its surrounding environment necessitated that an overview of its activities be provided here. This is because these conditions directly influence the selection of study days and time periods. Without this background knowledge, readers would not understand why certain peak hours are being studied under existing conditions.

TABLE 3.14-1
DEFINITIONS OF TIME PERIODS USED IN TRANSPORTATION IMPACT ANALYSIS

Term	Definition
Weekday AM Peak Hour	Busiest hour of travel from 7 to 9 AM on a weekday
Weekday PM Peak Hour	Busiest hour of travel from 4 to 6 PM on a weekday
Weekday Pre-Event Peak Hour [a]	Occurs from 6 to 7 PM on a weekday
Weekday Post-Event Peak Hour [a]	Occurs from 9:30 to 10:30 PM on a weekday
Weekend Pre-Event Peak Hour [a]	Occurs from either 5 to 6 PM or 6 to 7 PM on a weekend [b]

NOTE:

[a] In this context, an event is defined as consisting of an 18,000-person NBA Game or an 18,500-person concert. A variety of different event types may occur at Proposed Project, as described in the section below.

[b] As described on the following pages, the types of nearby overlapping events assumed for a given scenario affect which hour is selected for analysis.

SOURCE: Fehr & Peers, 2019.

A variety of different types of events would be expected to occur at the Proposed Project. These events may occur simultaneously with events at the new NFL Stadium and The Forum, both of which are located within 1 mile of the project. This section discusses the extent to which events at the NFL Stadium and The Forum may occur concurrently with events at the Proposed Project. The potential for these events to overlap, and the temporal characteristics of these events, drive the selection of peak hours of study and development of analysis scenarios to cover such overlapping events.

Table 3.14-2 provides an overview of common event types including their general frequency and timing, and expected attendance. This does not represent a comprehensive list of all activities and events that would occur, but rather a selected list of the larger, more common events that would warrant detailed analysis. Refer to Table 2-3 in Chapter 2, Project Description, for a complete list of all annual activities anticipated for the Proposed Project.

As shown, programming for the Proposed Project would allow for up to 131 events per year (not including potential NBA playoff games) with attendance levels of at least 7,500 persons. Up to an additional 100 smaller events (2,000 persons or less) may also occur. The most frequent large event (18,000 persons) would be NBA Clippers regular season basketball games, which occur from late October through April. During that time, the Clippers would play 41 regular season home games (along with five lesser attended pre-season games and potentially playoff games in April, May, and June). Of the 23 total concerts expected during a typical year, 5 would be anticipated to attract up to 18,500 guests.

Table 3.14-3 presents the scenarios studied in the transportation analysis. The following discussion describes how these scenarios were selected.

NFL Stadium. The NFL Stadium would host the home games for the NFL Rams and Chargers. They would each play eight home games and two preseason games. Playoff games could also occur. In addition to football games, this facility would also host other events, such as concerts or non-football sporting events. Data from other outdoor stadiums in the Los Angeles region indicates that other events at such facilities are relatively infrequent. This analysis assumes that the NFL Stadium would host up to eight mid-sized events (25,000 persons) each year, which is consistent with analysis of the Hollywood Park Stadium Alternative Project prepared in 2015. The NFL Stadium also includes a performance venue that can accommodate up to 6,000 persons. As shown in Table 3.14-3, the analysis is conservatively analyzing a concurrent weekday evening condition in which a major event (i.e., NBA Basketball Game or Large Concert) would occur at the Proposed Project and a 25,000-person event occurs at the NFL Stadium. This is a more conservative scenario than alternatively assuming a 6,000-attendee event at the NFL Stadium performance venue. Thus, the impacts associated with a 25,000-person mid-sized event at the NFL Stadium operating concurrently with a major event at the Proposed Project also covers a less-crowded scenario in which the 6,000-seat performance venue is used instead of the NFL Stadium. A scenario in which both events at the NFL Stadium (resulting in 31,000 total persons on that site) also coincided with a major event at the Proposed Project was also considered but would not warrant a separate model run. Such a scenario would not alter the Proposed Project's relative impacts because its travel characteristics would not materially change. Thus, Proposed Project impacts under this scenario would be similar and the same mitigation measures would apply. This analysis is conservative, in that it assumes a greater level of activity at the NFL Stadium than has occurred at other, large outdoor stadiums in the Los Angeles region in recent years.[1]

[1] ESA Memorandum, Weekday Events at Southern California Stadiums, February 19, 2019.

TABLE 3.14-2
OVERVIEW OF COMMON EVENT TYPES, FREQUENCY, AND TIMING AT PROJECT, NFL STADIUM, AND THE FORUM

Location	Common Event Types[a]	Event Characteristics				
		Time of Year	Day of Week	Frequency (per Year)	Approx. Start/ End Time	Attendance[b]
Project	Clippers NBA Basketball Games (Regular)	Oct–April	Any	41 Regular Season	Typically Evening[c]	18,000
	Clippers NBA Basketball Games (Pre & Post)	Oct & May/ June	Any	Approx. 5 Pre-Season & 3 Post-Season	Typically Evening[c]	18,000[d]
	Concerts (Large)	Throughout	Fri/Sat more likely	Approx. 5	Evening	18,500
	Concerts (Medium)	Throughout	Fri/Sat more likely	Approx. 8	Evening	14,500
	Concerts (Small)	Throughout	Fri/Sat more likely	Approx. 10	Evening	9,500
	Family Shows[e]	Throughout	Any	Approx. 20	Varies	8,500
	Corporate/ Community Events[f]	Throughout	Any	Approx. 100	8 AM–5 PM	2,000
	Other Event[g]	Throughout	Any	Approx. 35	Varies	7,500
	Plaza Events[h]	Throughout	Any	Approx. 16	Varies	4,000
NFL Stadium	NFL Football Games (Regular)	Sept–Dec	Mon, Thurs, Sat, and Sun	16 Regular Season	Mon & Thurs: 5:20 PM Sat: 5:20 PM Sun: 1:05, 1:25, or 5:20 PM	70,240
	NFL Football Games (Pre & Post)	Aug & Jan	Sat & Sun	4 Pre-Season & up to 4 Post-Season	Varies	70,240[d]
	Midsize Event	Throughout	Any	Up to 8	Typically Evening	25,000[i]
	Performance Venue	Throughout	Any	Approx. 75	Typically Evening	6,000
The Forum	Concerts	Throughout	Any	75[j]	Evening	17,500

NOTES:

[a] Refer to Table 2-3 in Chapter 2, Project Description, for a complete list of project activities.

[b] Attendance values shown represent maximum unless specified otherwise.

[c] Weekend games (especially Sunday) may start at 12:30 PM, 3 PM, 6 PM or 7 PM.

[d] Pre-season games typically do not reach maximum attendance.

[e] Examples of event types include Disney on Ice, Harlem Globetrotters, etc.

[f] Examples of event types include small conventions, conferences, cultural/civic events.

[g] Could include college basketball, boxing, professional wrestling, graduations, speaking events, etc.

[h] Examples of plaza events include outdoor exhibitions or festivals, fan appreciation days, holiday celebrations, etc.

[i] Because analysis of the Hollywood Park Stadium Alternative Project (February 2015) projected that the stadium would hold "events with attendance between 10,000 and 25,000 patrons, the upper end of this range was selected to provide a reasonably conservative basis for analysis of concurrent events that are no professional football games.

[j] Based on events at The Forum in 2016–2018 (source: https://www.songkick.com/venues/16272-forum/gigography?page=1).

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-3
PROPOSED PROJECT TRANSPORTATION IMPACT ANALYSIS SCENARIOS

		Weekday				Weekend
Scenario	**Specific Condition[a]**	**AM Peak Hour[b]**	**PM Peak Hour[c]**	**Pre-Event Peak Hour (6–7 PM)**	**Post-Event Peak Hour (9:30–10:30 PM)**	**5–6 PM (Unless Otherwise Noted)**
Existing	No Event at NFL Stadium or Forum	x	x	x	x	x
Adjusted Baseline	No Project (No Event at NFL Stadium or Forum)	x	x	x	x	x
	Plus Project (Non-Event Day)[d]	x	x			
	Plus Project (Day-Time Corporate/Community Event w/ 2,000 persons)	x				
	Plus Project (Other Sporting Event or Gathering w/ 7,500 persons)		x			
	Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 PM and on a weekend at 6 PM; post-event peak hour is an 18,500-person concert)			x	x	x
	No Project with NFL game (1:25 PM start time with 70,240 persons)					x
	with NFL game (1:25 PM start time with 70,240 persons) Plus Project Major Event (18,500-person concert starting on a weekend at 7 PM)					x (6–7 PM)
	No Project with Midsize Event at NFL Stadium (25,000 persons starting at 7 PM)			x	x	
	with Midsize Event (25,000 persons starting on a weekday at 7 PM) at NFL Stadium Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 PM; post-event peak hour is an 18,500-person concert)			x	x	
	No Project with Concert at Forum (17,500 persons starting at 7 PM)			x	x	x
	with Concert at Forum (17,500 persons starting at 7 PM) Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 PM and on a weekend at 6 PM; post-event peak hour is an 18,500-person concert)			x	x	x
	No Project with Midsize Event (25,000 persons starting at 7 PM) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 PM)			x	x	
	with Midsize Event (25,000 persons starting at 7 PM) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 PM) Plus Project Major Event (18,000-person NBA Game starting on a weekday at 7 PM; post-event peak hour is an 18,500-person concert)			x	x	
	No Project with NFL game (1:25 PM start time with 70,240 persons) and with Concert at Forum (17,500 persons that starts at 7 PM)					x
	with NFL game (1:25 PM start time with 70,240 persons) and with Concert at Forum (17,500 persons that starts at 7 PM) Plus Project Major Event (18,500-person concert starting at 7 PM)					x (6–7 PM)
Cumulative	Same scenarios as Adjusted Baseline					

NOTES:
[a] All project special events scenarios also consider trips generated by project ancillary land uses.
[b] Busiest hour of adjacent street travel from 7–9 AM.
[c] Busiest hour of adjacent street travel from 4–6 PM.
[d] Non-event day includes ancillary land uses only (team practice and training facility, team offices, sports medicine clinic, restaurant, retail and community space, outdoor civic plaza, hotel).

SOURCE: Fehr & Peers, 2019.

The degree of overlap of NFL Rams/Chargers and NBA Clippers games was studied for three seasons from 2016/17 through 2018/19. This study was performed in order to determine the frequency with which traffic from these two events would overlap. The analysis also considered when "peak" traffic occurs before or after such events. An NBA Clippers game overlapped with an NFL Rams/Chargers game once per season in 2016 and 2017, twice during the 2018 season. However, those overlapping events occurred at different venues that were not adjacent to one another. The following presents the degree of overlap of NFL Rams/Chargers and NBA Clippers games during the 2016-2018 seasons:

- In 2018/19, the NFL Rams/Chargers played a combined 12 home games on Sundays, one home game on a Saturday, one home game on a Monday, and one home game on a Thursday (one of the Chargers assigned home games was played at a neutral location). Two instances occurred where there were NFL and Clippers games on the same day: October 28th with a Rams game (NFL start time at 1:25 PM and Clippers start time at 6:30 PM), and Saturday, December 22nd Chargers game (NFL start time at 5:20 PM and Clippers start time at 2:00 PM). No other overlaps were identified.
- In 2017/18, the NFL Rams/Chargers played all 16 home games on Sundays. On Sunday, December 31st, both teams played home games starting at 1:25 PM (at different sites) while the Clippers had a home game at 4:00 PM. No other overlaps were identified.
- In 2016/17, the NFL Rams/Chargers played a combined 14 home games on Sundays, one home game on a Saturday, and one home game on a Thursday. The Sunday, December 4th Chargers game (played in San Diego at 1:25 PM) occurred on the same day as a home Clippers game, which started at 6:30 PM. No other overlaps were identified.

Furthermore, on May 16, 2019, NBA Game Schedule Management personnel submitted a letter to the LA Clippers organization regarding the NBA scheduling process. The letter provided an overview of the process NBA franchises can take to identify unavailable home dates (due to commitments for other events) or priority requests for certain dates. The letter states that three NBA franchises (Golden State Warriors, Philadelphia 76ers, and New Orleans Pelicans) currently play their home games in arenas close to NFL stadiums. The letter states that there have been no regular season NBA games scheduled on the same day as an NFL game played in these three markets over the last ten years. The letter concludes by stating that the NBA intends to continue using this scheduling process moving forward.

Based on this information, analysis of an NFL football game and Clippers game occurring on the same day is not warranted. Instead, the following realistic, overlapping scenarios would be analyzed:

- A 25,000-person event on a weeknight with the same start and end times as a major event at the Proposed Project.
- An NFL game that begins at 1:25 PM on a weekend followed by an 18,500-person concert that begins at 7 PM. The peak hour of travel associated with these overlapping events would occur from 6 to 7 PM.

The Forum. In order to determine whether, and to what extent, events at The Forum have the potential to overlap with those at the Proposed Project, the following information was obtained. Between 2016 and 2018, The Forum hosted an average of approximately 75 concerts per year. During peak concert season, there may be as many as 9 to 10 concerts a month. Therefore, a scenario in which both venues are hosting large events is included in Table 3.14-3. As shown, conditions are analyzed for weekday pre-event and post-event conditions with The Forum and Proposed Project hosting large events.

NFL Stadium Plus The Forum. The analysis also considered the extent to which an event at the Proposed Project may overlap with simultaneous events also being held at both the NFL Stadium and The Forum. The analysis serves to determine whether such events should be included as analysis scenarios in the transportation impact analysis. Based on this analysis, it is reasonable to expect that a Proposed Project major event could overlap on the same weekday with a mid-sized, 25,000-person (non-football) event at the NFL Stadium and with a concert hosting 17,500 persons at The Forum. Therefore, this scenario is also included in Table 3.14-3.

Based on review of the scheduling for all three venues during which there would be an NFL Rams/Chargers football game and considering the letter from NBA Game Schedule Management personnel cited previously, it is concluded that such an overlapping event would be extremely rare. However, to ensure that all potential Proposed Project impacts are identified, the following analysis scenarios are included in Table 3.14-3 and analyzed in this section:

- A 25,000-person event at the NFL Stadium, a concert at The Forum, and a major event at the Proposed Project starting and ending at the same times on a weeknight.

- An NFL game begins on a Sunday at 1:25 PM. A concert is held at the Proposed Project and at The Forum that same evening, both starting at 7 PM. Based on this, the peak hour of analysis is 6 to 7 PM. This hour would capture remaining outbound NFL Stadium football trips and inbound concert trips to both venues.

This latter scenario is highly conservative because it would occur very infrequently.

3.14.1 Environmental Setting

This section describes the environmental setting, including the existing condition of the roadway, bicycle, pedestrian, and transit networks.

Roadway Network

The roadway network includes local streets and intersections, plus State and federal highways and freeways.

Study Area

Given the magnitude of vehicle trips that could be generated under various concurrent event scenarios, a substantial study area was chosen. The study area, which is shown in **Figure 3.14-1**, includes 114 total study intersections within an approximate 20-square-mile area. The study area

extends westerly to I-405, southerly to I-105, and easterly to I-110. Its northern limits are generally at Centinela Avenue and Florence Avenue, but with several outlying intersections even further north. The study area includes the corridors connecting to the major freeways that would provide regional access to the Proposed Project and segments along these freeways. This study area was also used to analyze the various concurrent event scenarios set forth in Table 3.14-3.

The study area was scaled down to 43 study intersections for those scenarios that did not involve major events at the Arena Site or concurrent events at the NFL Stadium or The Forum. That is because significantly less traffic would be generated and, therefore, the geographic area in which potential impacts could occur would be smaller. These scenarios consist of ancillary project land uses and weekday daytime events (i.e., Corporate/Community Event with 2,000 persons and Other Sporting Event/Gathering with 7,500 persons) at the arena.

Freeway System

The following freeways would provide access to the Project Site:

- San Diego Freeway (I-405) – The San Diego Freeway runs north/south approximately 1.5 miles west of the Project Site. Access to the Project Site from I-405 is provided by interchanges at La Cienega Boulevard, West Century Boulevard, Manchester Boulevard, and Imperial Highway.
- Glenn Anderson (I-105) – The Glenn Anderson Freeway (also known as the West Century Freeway) runs east/west approximately 1 mile south of the Project Site. Access to the Project Site from I-105 is provided by interchanges at South Prairie Avenue and Crenshaw Boulevard.
- Harbor Freeway (I-110) – The Harbor Freeway runs north/south approximately 4 miles east of the Project Site. Access to the Project Site from the Harbor Freeway is provided by interchanges at West Century Boulevard and Manchester Boulevard.

Surface Street System

Figure 3.14-2 displays the existing roadway network in the study area (including number of travel lanes). The primary roadways that would provide access to the Project Site (and its parking facilities) are described below. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* in Appendix K.1 for a full list and description of study roadways.

- South Prairie Avenue is designated as a major arterial in the City of Inglewood General Plan that runs north/south along the project frontages. The street provides two travel lanes in each direction north of Manchester Boulevard, and three travel lanes in each direction to the south of Manchester Boulevard. Raised medians are present in some locations between Arbor Vitae Street and West Century Boulevard (but would be removed as part of the South Prairie Avenue Resurfacing Project expected to be completed by 2020). On-street parking is prohibited on both sides of the street in the project vicinity (though on-street parking is permitted on certain segments south of 106th Street). The posted speed limit is 40 miles per hour (mph).
- West Century Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs east/west adjacent to the Project Site, providing three travel lanes in each direction with a center turn lane in the study area. Various segments of the street were under construction (both east and west of South Prairie Avenue) in 2019, which limited capacity to

two lanes in each direction. On-street parking is prohibited on both sides of the street in the project vicinity. The posted speed limit is 40 mph.

- La Brea Avenue is designated as a major arterial in the City of Inglewood General Plan that runs north/south to the west of the Project Site. The street provides two travel lanes in each direction north of Spruce Avenue and three travel lanes in each direction with a raised median south of Spruce Avenue. La Brea Avenue also provides left turn pockets at major intersections. Parking is available on most blocks within the study area for both sides of the street. The posted speed limit is 35 mph. South of West Century Boulevard, La Brea Avenue continues as Hawthorne Boulevard.

- Hawthorne Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs north/south to the west of the Project Site and provides three travel lanes in each direction with a raised median, extending into the City of Hawthorne. Left turn pockets are provided at major intersections. Parallel parking is available on both sides of the street. The posted speed limit is 35 mph.

- Crenshaw Boulevard is designated as a major arterial in the City of Inglewood General Plan that runs north/south east of the Project Site and provides three travel lanes in each direction with left turn pockets at major intersections. Portions of Crenshaw Boulevard have raised medians. On street parking is provided both on frontage streets and on the main arterial. The posted speed limit is 40 mph.

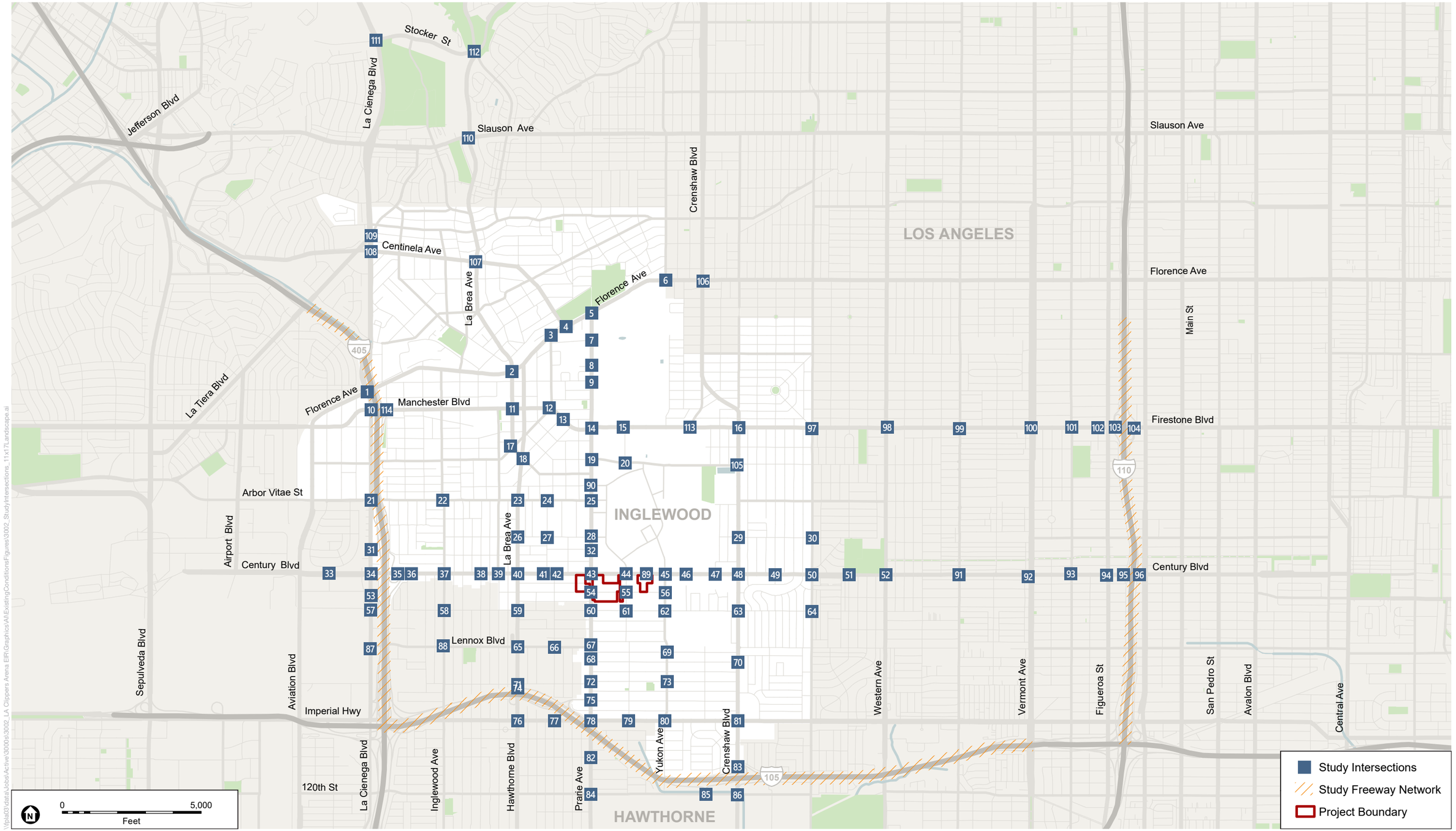
- Manchester Boulevard is designated as a major arterial in the City of Inglewood General Plan. The street runs east/west north of the Project Site and provides two travel lanes in each direction west of South Prairie Avenue and three lanes in each direction east of South Prairie Avenue. There is a raised median on portions of the roadway. Parking is available on either side of the street west of Tamarack Avenue in the study area. The posted speed limit is 40 mph.

Several collector/local streets situated in the immediate project vicinity are also important to local circulation in the area and project access:

- West 101st Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from South Prairie Avenue to Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences. Parallel parking is available on both sides of the street.

- West 102nd Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from Yukon Avenue to just west of Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences west of South Prairie Avenue. Parallel parking is available on both sides of the street. The posted speed limit is 25 mph.

- West 103rd Street is designated as a local street in the City of Inglewood General Plan that runs east/west through the Project Site from South Prairie Avenue to Hawthorne Boulevard. It consists of one travel lane in each direction, and has fronting residences. Parallel parking is available on both sides of the street.



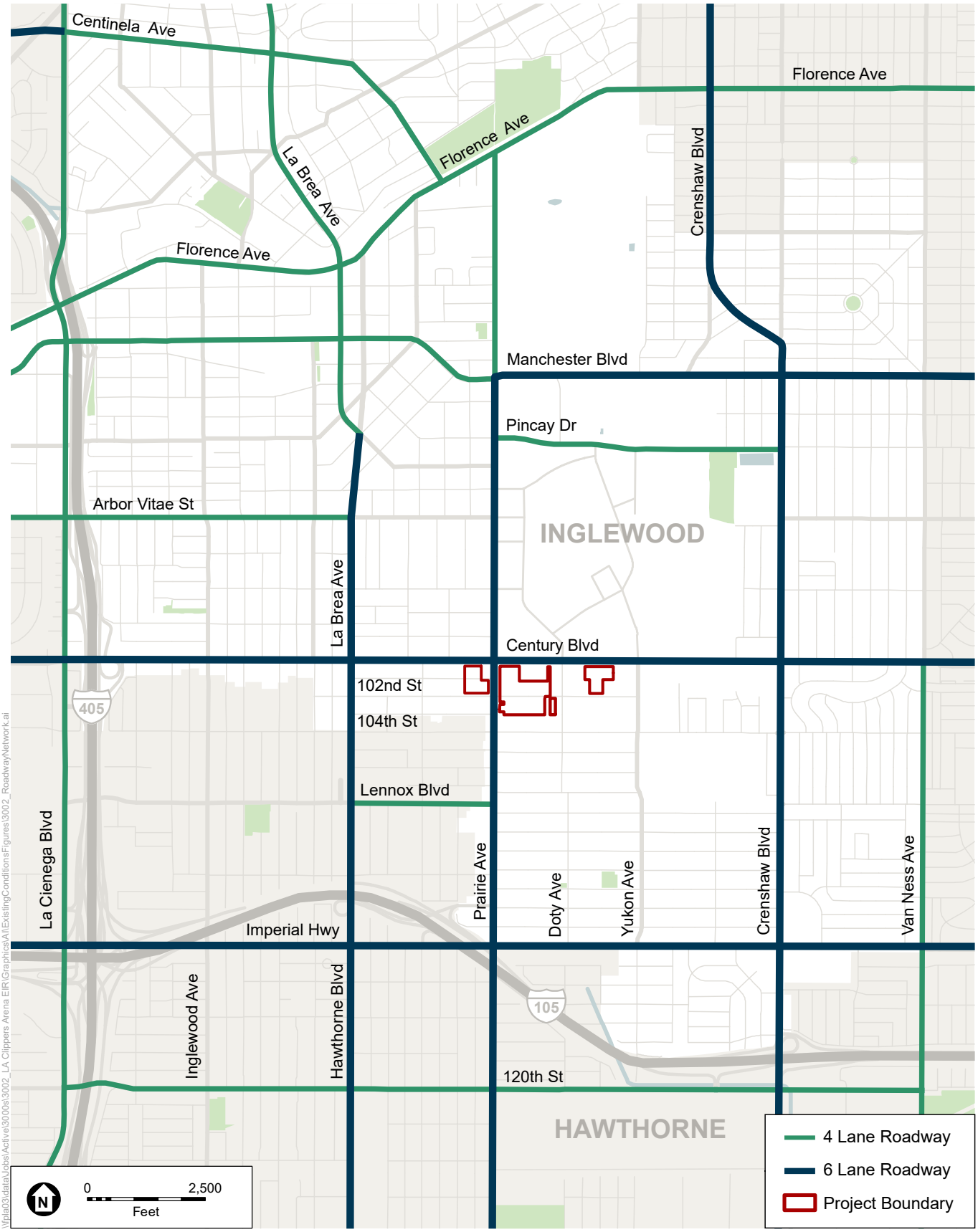
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-1
Study Intersections and Freeway Network

ESA

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SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-2
Existing Roadway Network

Note: Represents total number of travel lanes in both directions (excluding any medians or turn lanes). Surface streets shown in gray are two-lane facilities.

ESA

- West 104th Street is designated as a collector in the City of Inglewood General Plan that runs east/west south of the Project Site and provides one travel lane in each direction. It extends for nearly 5 miles between the I-405 and I-110 freeways. Residences front along the majority of this roadway, which also provides access to Morningside High School (located east of Yukon Avenue) and Dolores Huerta Elementary School (located west of South Prairie Avenue). Parallel parking is available on both sides of the street. The posted speed limit is 25 mph.
- Doty Avenue is designated as a collector in the City of Inglewood General Plan that runs north/south east of the Project Site. It consists of one lane in each direction and has fronting residences along it with a posted speed limit of 30 mph. It extends for about 1.2 miles, terminating just north of I-105. Parallel parking is available on both sides of the street. North of the West Century Boulevard, Doty Avenue becomes an entry/exit to the Hollywood Park Specific Plan area.
- Yukon Avenue is designated as a collector in the City of Inglewood General Plan that runs north/south east of the Project Site. It consists of two lanes in each direction between West Century Boulevard and West 102nd Street, one lane southbound and two lanes northbound between West 102nd Street and West 104th Street, and one lane in each direction south of West 104th Street and has a variety of adjacent land uses ranging from street-facing residential, a high school, and big box retail. It has a posted speed limit is 30 mph. It extends for about 1.4 miles, terminating just north of I-105. Parallel parking is available on portions, but not all of the street. North of the West Century Boulevard, Yukon Avenue becomes an entry/exit to the Hollywood Park Specific Plan area.

Data Collection

Existing peak hour turning movement counts, bicycle counts, and pedestrian counts were collected at the majority of study intersections in April and May of 2018 during five peak periods. Additional counts were obtained in November 2018 due to an expanded list of study intersections.

- Weekday AM peak period (7–9 AM)
- Weekday PM peak period (4–6 PM)
- Weekday pre-event peak hour (6–7 PM)
- Weekday post-event hour (9:30–10:30 PM)
- Weekend pre-event hour (5–6 PM)

Weekday AM and PM counts were conducted on a Thursday, weekday pre- and post-event counts were conducted on a Friday, and weekend pre-event counts were conducted on a Saturday. Before intersection counts were taken, spot counts between weekdays (Thursday and Friday) and weekend days (Saturday and Sunday) were collected. These spot counts were collected so that the appropriate days and hours could be selected for complete counts. The spot counts showed that the Friday pre-event and post-event volumes were busier than Thursday and that the Saturday volumes were busier than Sunday. Hence, use of Friday counts to represent the weekday pre-event and post-event study periods and use of Saturday counts from 5 to 6 PM to represent the weekend pre-event study period are considered conservative.

All existing conditions traffic counts were performed on days in which an event was not being held at The Forum. Counts were conducted when adjacent schools were in session, and during dry weather conditions. Thus, the counts were timed to capture normal, background traffic levels, during periods when traffic would not be artificially low due to school closures, weather conditions, or the like. The counts are therefore considered representative of existing traffic conditions during typical "peak" hours.

Intersection Operations

Study intersections are located within the Cities of Inglewood, Los Angeles, and Hawthorne, as well as within unincorporated Los Angeles County. Additionally, some intersections are located within Caltrans right-of-way. This study applies the intersection analysis methods preferred by each jurisdiction for intersections within that jurisdiction. As is noted later, several intersections are located on the boundary between two agencies. In those instances, multiple analysis methods were used with all sets of results reported. **Table 3.14-4** displays the intersection analysis methods selected for each jurisdiction.

TABLE 3.14-4
INTERSECTION ANALYSIS METHODS

Jurisdiction	Peak Hour of Study	Analysis Method
City of Inglewood [a]	Weekday AM and PM Peak Hours	Intersection Capacity Utilization (ICU) method
	Weekday Pre-Event and Post-Event Peak Hours Weekend Pre-Event Peak Hour	Microsimulation using HCM methods [b]
Los Angeles County and City of Hawthorne	All study periods	ICU method
City of Los Angeles	All study periods	Critical Movement Analysis (CMA) method
Caltrans	All study periods	HCM methods using Synchro software

NOTES:
[a] The Florence Avenue/Centinela Avenue intersection was analyzed using HCM methods for all adjusted baseline and cumulative scenarios due to a new at-grade light rail crossing that would be pass through the intersection under these scenarios.
[b] For intersections located outside of the limits of the microsimulation model area, analyses were performed using ICU method.
SOURCE: Fehr & Peers, 2019.

ICU/CMA Analysis Methodology

The Intersection Capacity Utilization (ICU) and Critical Movement Analysis (CMA) methods are deterministic models that evaluate the critical movements at signalized intersection and then calculate the total 'per lane' critical movement volume, which is compared to the intersection capacity to yield a volume-to-capacity (V/C) ratio. The level of service (LOS) is then determined based on the V/C ratio ranges shown in **Table 3.14-5**. LOS categories range from nearly free-flow traffic at LOS A to overloaded, stop-and-go conditions at LOS F. The ICU and CMA methods differ in certain ways, and so results are typically similar, but not necessarily identical.

TABLE 3.14-5
INTERSECTION LEVEL OF SERVICE DEFINITIONS USING ICU/CMA METHODS

Level of Service	Volume/Capacity (V/C) Ratio
A	< 0.60 V/C
B	0.60–0.70 V/C
C	0.701–0.80 V/C
D	0.801–0.90 V/C
E	0.901–1.00 V/C
F	> 1.00 V/C

NOTES:
Applies only to signalized intersections.
SOURCE: Fehr & Peers, 2019.

HCM Analysis Methodology

The latest edition of the *Highway Capacity Manual (HCM), 6th Edition*[2] provides guidance for analyzing both signalized and unsignalized intersections. Because CMA/ICU methods can only analyze signalized intersections, all unsignalized (stop-control) intersections are analyzed using HCM methods.

The HCM methods calculate average vehicle delay for vehicles traveling through the intersection. Refer to **Table 3.14-6** for the delay range associated with each LOS category for signalized and unsignalized intersections. For signalized intersections and at all-way stop intersections, the reported delay is the weighted average of all vehicles passing through the intersection. At side-street stop-control intersections, the reported delay is the delay at the worst approach.

TABLE 3.14-6
INTERSECTION LEVEL OF SERVICE DEFINITIONS USING HCM METHODS

Level of Service	Signalized Intersections	Unsignalized Intersections
A	0–10.0 secs/veh	0–10.0 secs/veh
B	10.1–20.0 secs/veh	10.1–15.0 secs/veh
C	20.1–35.0 secs/veh	15.1–25.0 secs/veh
D	35.1–55.0 secs/veh	25.1–35.0 secs/veh
E	55.1–80.0 secs/veh	35.1–50.0 secs/veh
F	> 80.0 secs/veh	> 50.0 secs/veh

NOTES:
Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
SOURCE: Transportation Research Board, 6th Edition, 2016.

For signalized intersections, the intersection location and study period determines whether microsimulation (outlined in Chapter 7 of the *HCM 6th Edition*) or the deterministic analysis method (outlined in Chapter 19 of the *HCM 6th Edition*) are used. The deterministic analysis

[2] Transportation Research Board, 2016. *Highway Capacity Manual (HCM), 6th Edition: A Guide for Multimodal Mobility Analysis.* Washington, D.C.

method (conducted using the Synchro software program) is used at all Caltrans ramp terminal intersections per their standard practice. Microsimulation (conducted using the SimTraffic software program) is used for the pre-event and post-event peak hours along the West Century Boulevard and South Prairie Avenue study corridors (with 65 total intersections included within the model during the existing scenario, and 66 intersections during the adjusted baseline and cumulative scenarios, due to the signalization of Buckthorn Street/South Prairie Avenue with the buildout of Hollywood Park). As is described in the following paragraph, microsimulation is particularly appropriate for these peak hours and for this portion of the study area. The geographic scope of the model was determined based on access to the Project Site and regional access using the I-105 and I-405 freeways. The remaining signalized intersections located outside of the SimTraffic model extents were analyzed using the deterministic CMA/ICU methodology or HCM (deterministic method) methods at Caltrans ramp terminal intersections.

Microsimulation models can study the effects of coordinated signal timing plans, closely spaced intersections, queue spillbacks, lane blockages, and other considerations. They also account for the effects of queue spillbacks on upstream intersection operations. Because these types of conditions may be present along portions of study corridors during the pre-event and post-event conditions with a major event at the Proposed Project, those facilities are studied using microsimulation. Inputs into SimTraffic included the volume of traffic traveling through the intersection, the lane geometries, the signal phasing, and pedestrian volumes and interactions at the street crosswalks. Per standard practice, reported results are based on an average of 10 runs.

Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for a more detailed description of these intersection analysis methods. That memorandum also includes an extensive description of the microsimulation model validation process (performed so that the existing conditions model is calibrated to closely match observed conditions, both in terms of recurring vehicle queuing, average travel time, and number of vehicles served per hour).

Appendix K.2 reports the traffic volumes at all study intersections for weekday AM and PM peak hour conditions, as well as for existing weekday pre-event and post-event peak hour traffic conditions.

Table 3.14-7 displays the LOS and average delay or V/C ratio at the 43 intersections selected for analysis under weekday AM and PM peak hour conditions (see Appendix K.3 for technical calculations). As shown in the table, five of the 43 study intersections are currently operating at poor levels of service (i.e., LOS E or F) during at least one of the analyzed peak hours:

14. South Prairie Avenue/Manchester Boulevard
19. South Prairie Avenue/Kelso Street/Pincay Drive
34. La Cienega Boulevard/West Century Boulevard
37. Inglewood Boulevard/West Century Boulevard
78. South Prairie Avenue/Imperial Highway

TABLE 3.14-7
INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
14	South Prairie Ave/Manchester Blvd	ICU	Inglewood	AM	0.923	E
				PM	0.928	E
19	South Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	AM	0.762	C
				PM	1.109	F
25	South Prairie Ave/Arbor Vitae St	ICU	Inglewood	AM	0.525	A
				PM	0.659	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.382	A
				PM	0.388	A
28	South Prairie Ave/Hardy St	ICU	Inglewood	AM	0.446	A
				PM	0.544	A
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	AM	0.572	A
				PM	0.547	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.895	D
				PM	0.774	C
		CMA	City of Los Angeles	AM	0.729	C
				PM	0.585	A
		HCM	Caltrans	AM	18.5	B
				PM	18.7	B
32	South Prairie Ave/97th St	ICU	Inglewood	AM	0.397	A
				PM	0.458	A
34	La Cienega Blvd/West Century Blvd	ICU	Inglewood	AM	1.081	F
				PM	0.728	C
		CMA	City of Los Angeles	AM	1.043	F
				PM	0.714	C
35	NB 405 On/Off-Ramp/West Century Blvd	ICU	Inglewood	AM	0.879	D
				PM	0.719	C
		HCM	Caltrans	AM	28.2	C
				PM	17.9	B
36	Felton Ave/West Century Blvd	ICU	Inglewood	AM	0.554	A
				PM	0.700	B
37	Inglewood Ave/West Century Blvd	ICU	Inglewood	AM	0.854	D
				PM	0.908	E
38	Fir Ave/Firmona Ave/West Century Blvd	ICU	Inglewood	AM	0.563	A
				PM	0.589	A
39	Grevillea Ave/West Century Blvd	ICU	Inglewood	AM	0.608	B
				PM	0.580	A
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	AM	0.860	D
				PM	0.843	D

TABLE 3.14-7
INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
41	Myrtle Ave/West Century Blvd	ICU	Inglewood	AM	0.501	A
				PM	0.523	A
42	Freeman Ave/West Century Blvd	ICU	Inglewood	AM	0.451	A
				PM	0.517	A
43	South Prairie Ave/West Century Blvd	ICU	Inglewood	AM	0.704	C
				PM	0.839	D
44	Doty Ave/West Century Blvd	ICU	Inglewood	AM	0.375	A
				PM	0.459	A
45	Yukon Ave/West Century Blvd	ICU	Inglewood	AM	0.402	A
				PM	0.690	B
46	Club Dr/West Century Blvd	ICU	Inglewood	AM	0.454	A
				PM	0.643	B
47	11th Ave/Village Ave/West Century Blvd	ICU	Inglewood	AM	0.461	A
				PM	0.714	C
48	Crenshaw Blvd/West Century Blvd	ICU	Inglewood	AM	0.559	A
				PM	0.738	C
49	5th Ave/West Century Blvd	ICU	Inglewood	AM	0.766	C
				PM	0.576	A
50	Van Ness Ave/West Century Blvd	ICU	Inglewood	AM	0.700	B
				PM	0.757	C
		CMA	City of Los Angeles	AM	0.640	B
				PM	0.701	C
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	AM	0.516	A
				PM	0.468	A
		ICU	Inglewood	AM	0.648	B
				PM	0.591	A
		HCM	Caltrans	AM	15.4	B
				PM	14.1	B
54	South Prairie Ave/West 102nd St	ICU	Inglewood	AM	0.517	A
				PM	0.546	A
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	AM	9.0	A
				PM	9.3	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	AM	14.5	B
				PM	23.1	C
59	Hawthorne Blvd/West 104th St	ICU	Inglewood/ Los Angeles County	AM	0.590	A
				PM	0.686	B
60	South Prairie Ave/West 104th St	ICU	Inglewood	AM	0.588	A
				PM	0.626	B

TABLE 3.14-7
INTERSECTION OPERATIONS – EXISTING WEEKDAY AM AND PM PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	AM	9.7	A
				PM	10.1	A
62	Yukon Ave/West 104th St	ICU	Inglewood	AM	0.655	B
				PM	0.577	A
63	Crenshaw Blvd/West 104th St	ICU	Inglewood	AM	0.663	B
				PM	0.618	B
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	AM	0.523	A
				PM	0.434	A
67	South Prairie Ave/Lennox Blvd	ICU	Inglewood	AM	0.617	B
				PM	0.695	B
68	South Prairie Ave/108th St	ICU	Inglewood	AM	0.585	A
				PM	0.559	A
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.482	A
				PM	0.513	A
72	South Prairie Ave/111th St	ICU	Inglewood	AM	0.670	B
				PM	0.609	B
75	South Prairie Ave/112th St/105 Off-Ramps	ICU	Inglewood	AM	0.687	B
				PM	0.845	D
		HCM	Caltrans	AM	15.7	B
				PM	26.0	C
77	Freeman Ave/EB 105 On-Ramp/ Imperial Hwy	ICU	Hawthorne	AM	0.628	B
				PM	0.763	C
		HCM	Caltrans	AM	14.8	B
				PM	14.3	B
78	South Prairie Ave/Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	0.910	E
				PM	0.863	D
89	Hollywood Park Casino Driveway/ West Century Blvd	ICU	Inglewood	AM	0.367	A
				PM	0.433	A

NOTES:

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.

SOURCE: Fehr & Peers, 2019.

Table 3.14-8 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under weekday pre-event and post-event peak hour conditions, and weekend pre-event peak hour conditions (see Appendix K.3 for technical calculations). As shown in the table, the following intersections currently operate at LOS E or F during the weekday pre-event peak hour:

3. Hillcrest Boulevard/Florence Avenue
5. South Prairie Avenue/Florence Avenue
6. West Boulevard/Florence Avenue
16. Crenshaw Boulevard/Manchester Boulevard
84. South Prairie Avenue/120th Street
97. Van Ness Avenue/Manchester Boulevard
108. La Cienega Boulevard/Centinela Avenue
111. La Cienega Boulevard/Stocker Street
112. La Brea Avenue/Overhill Drive/Stocker Street

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.758	C
				Weekday Post-Event	0.546	A
				Weekend Pre-Event	0.632	B
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.668	B
				Weekday Post-Event	0.391	A
				Weekend Pre-Event	0.552	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	94.7	F
				Weekday Post-Event	6.5	A
				Weekend Pre-Event	9.0	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	50.0	D
				Weekday Post-Event	11.7	B
				Weekend Pre-Event	17.8	B
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	65.6	E
				Weekday Post-Event	13.8	B
				Weekend Pre-Event	22.5	C
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.929	E
				Weekday Post-Event	0.583	A
				Weekend Pre-Event	0.816	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.785	C
				Weekday Post-Event	0.415	A
				Weekend Pre-Event	0.665	B

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	4.7	A
				Weekday Post-Event	1.7	A
				Weekend Pre-Event	2.7	A
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	4.7	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	4.0	A
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	8.6	A
				Weekday Post-Event	4.4	A
				Weekend Pre-Event	6.0	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.587	A
				Weekday Post-Event	0.462	A
				Weekend Pre-Event	0.532	A
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.708	C
				Weekday Post-Event	0.406	A
				Weekend Pre-Event	0.578	A
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.6	B
				Weekday Post-Event	9.8	A
				Weekend Pre-Event	10.8	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	10.1	B
				Weekday Post-Event	5.3	A
				Weekend Pre-Event	6.3	A
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	43.1	D
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	29.4	C
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A
				Weekday Post-Event	5.1	A
				Weekend Pre-Event	6.6	A
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.939	E
				Weekday Post-Event	0.501	A
				Weekend Pre-Event	0.752	C
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.548	A
				Weekday Post-Event	0.247	A
				Weekend Pre-Event	0.381	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.446	A
				Weekday Post-Event	0.249	A
				Weekend Pre-Event	0.385	A
19	South Prairie Ave/ Kelso St/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	24.6	C
				Weekday Post-Event	10.3	B
				Weekend Pre-Event	13.0	B

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	6.6	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	4.6	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.4	C
				Weekday Post-Event	16.7	B
				Weekend Pre-Event	17.7	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	36.4	D
				Weekday Post-Event	18.3	B
				Weekend Pre-Event	24.5	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.0	C
				Weekday Post-Event	18.2	B
				Weekend Pre-Event	22.9	C
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	10.8	B
				Weekday Post-Event	7.7	A
				Weekend Pre-Event	8.9	A
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	19.6	B
				Weekday Post-Event	12.4	B
				Weekend Pre-Event	13.4	B
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	15.9	B
				Weekday Post-Event	10.6	B
				Weekend Pre-Event	12.8	B
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.7	A
				Weekday Post-Event	6.6	A
				Weekend Pre-Event	8.1	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B
				Weekday Post-Event	11.2	B
				Weekend Pre-Event	10.3	B
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.3	B
				Weekday Post-Event	6.8	A
				Weekend Pre-Event	8.5	A
30	Van Ness Ave/Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.546	A
				Weekday Post-Event	0.326	A
				Weekend Pre-Event	0.455	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.475	A
				Weekday Post-Event	0.240	A
				Weekend Pre-Event	0.379	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	22.6	C
				Weekday Post-Event	15.7	B
				Weekend Pre-Event	14.5	B

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	4.9	A
				Weekday Post-Event	3.8	A
				Weekend Pre-Event	3.8	A
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	11.0	B
				Weekday Post-Event	10.0	B
				Weekend Pre-Event	11.5	B
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	31.3	C
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	25.0	C
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	13.1	B
				Weekday Post-Event	13.3	B
				Weekend Pre-Event	12.7	B
36	Felton Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	13.9	B
				Weekday Post-Event	13.3	B
				Weekend Pre-Event	11.3	B
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	44.0	D
				Weekday Post-Event	14.6	B
				Weekend Pre-Event	23.0	C
38	Fir Ave/Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.1	A
				Weekday Post-Event	6.3	A
				Weekend Pre-Event	6.4	A
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.2	A
				Weekday Post-Event	6.3	A
				Weekend Pre-Event	6.3	A
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	52.9	D
				Weekday Post-Event	25.9	C
				Weekend Pre-Event	31.6	C
41	Myrtle Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.2	B
				Weekday Post-Event	6.4	A
				Weekend Pre-Event	7.9	A
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.3	A
				Weekday Post-Event	6.1	A
				Weekend Pre-Event	7.1	A
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.1	D
				Weekday Post-Event	26.2	C
				Weekend Pre-Event	39.9	D
44	Doty Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	17.7	B
				Weekday Post-Event	13.4	B
				Weekend Pre-Event	15.9	B

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
45	Yukon Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	22.9	C
				Weekday Post-Event	11.2	B
				Weekend Pre-Event	17.3	B
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	36.4	D
				Weekday Post-Event	22.8	C
				Weekend Pre-Event	33.0	C
47	11th Ave/Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	39.5	D
				Weekday Post-Event	20.1	C
				Weekend Pre-Event	33.6	C
48	Crenshaw Blvd/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	43.0	D
				Weekday Post-Event	31.3	C
				Weekend Pre-Event	35.1	D
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.8	B
				Weekday Post-Event	10.0	A
				Weekend Pre-Event	11.0	B
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.708	C
				Weekday Post-Event	0.384	A
				Weekend Pre-Event	0.608	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.648	B
				Weekday Post-Event	0.303	A
				Weekend Pre-Event	0.541	A
51	Gramercy Pl/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.351	A
				Weekday Post-Event	0.230	A
				Weekend Pre-Event	0.324	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.167	A
				Weekday Post-Event	0.070	A
				Weekend Pre-Event	0.139	A
52	Western Ave/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.653	B
				Weekday Post-Event	0.284	A
				Weekend Pre-Event	0.530	A
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekday Pre-Event	9.6	A
				Weekday Post-Event	8.6	A
				Weekend Pre-Event	8.4	A
54	South Prairie Ave/West 102nd St	HCM	Inglewood	Weekday Pre-Event	10.6	B
				Weekday Post-Event	5.9	A
				Weekend Pre-Event	8.5	A
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.7	A
				Weekday Post-Event	5.8	A
				Weekend Pre-Event	6.5	A

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.3	B
				Weekday Post-Event	8.2	A
				Weekend Pre-Event	12.2	B
57	La Cienega Blvd/West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.6	A
				Weekday Post-Event	5.7	A
				Weekend Pre-Event	7.2	A
58	Inglewood Ave/West 104th St	HCM	Los Angeles County	Weekday Pre-Event	17.6	B
				Weekday Post-Event	8.0	A
				Weekend Pre-Event	14.2	B
59	Hawthorne Blvd/West 104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	26.4	C
				Weekday Post-Event	16.3	B
				Weekend Pre-Event	21.3	C
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	22.7	C
				Weekday Post-Event	9.5	A
				Weekend Pre-Event	12.0	B
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.5	A
				Weekday Post-Event	7.0	A
				Weekend Pre-Event	7.3	A
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B
				Weekday Post-Event	8.9	A
				Weekend Pre-Event	13.0	B
63	Crenshaw Blvd/West 104th St	HCM	Inglewood	Weekday Pre-Event	36.6	D
				Weekday Post-Event	14.3	B
				Weekend Pre-Event	18.6	B
64	Van Ness Ave/West 104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.519	A
				Weekday Post-Event	0.299	A
				Weekend Pre-Event	0.423	A
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.689	B
				Weekday Post-Event	0.442	A
				Weekend Pre-Event	0.596	A
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.6	A
				Weekday Post-Event	5.5	A
				Weekend Pre-Event	6.0	A
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.1	C
				Weekday Post-Event	5.7	A
				Weekend Pre-Event	8.1	A
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	13.5	B
				Weekday Post-Event	7.1	A
				Weekend Pre-Event	8.6	A

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	9.9	A
				Weekday Post-Event	6.6	A
				Weekend Pre-Event	8.7	A
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.467	A
				Weekday Post-Event	0.281	A
				Weekend Pre-Event	0.415	A
71	Hawthorne Blvd/111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.691	B
				Weekday Post-Event	0.376	A
				Weekend Pre-Event	0.560	A
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	17.4	B
				Weekday Post-Event	9.8	A
				Weekend Pre-Event	12.5	B
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.1	A
				Weekday Post-Event	7.2	A
				Weekend Pre-Event	8.1	A
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.675	B
				Weekday Post-Event	0.432	A
				Weekend Pre-Event	0.562	A
		HCM	Caltrans	Weekday Pre-Event	20.2	C
				Weekday Post-Event	14.5	B
				Weekend Pre-Event	17.3	B
75	South Prairie Ave/112th St/105 Off-Ramps	HCM	Inglewood/Caltrans	Weekday Pre-Event	34.1	C
				Weekday Post-Event	17.8	B
				Weekend Pre-Event	34.9	C
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.746	C
				Weekday Post-Event	0.390	A
				Weekend Pre-Event	0.555	A
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	HCM	Inglewood/Caltrans	Weekday Pre-Event	26.1	C
				Weekday Post-Event	14.6	B
				Weekend Pre-Event	17.9	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	49.0	D
				Weekday Post-Event	22.2	C
				Weekend Pre-Event	33.6	C
79	Doty Ave/Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	15.0	B
				Weekday Post-Event	9.5	A
				Weekend Pre-Event	11.8	B
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	16.0	B
				Weekday Post-Event	8.4	A
				Weekend Pre-Event	12.0	B

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.788	C
				Weekday Post-Event	0.430	A
				Weekend Pre-Event	0.716	C
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	29.6	C
				Weekday Post-Event	13.9	B
				Weekend Pre-Event	15.6	B
83	Crenshaw Blvd/WB 105 Off-Ramp/118th Pl	ICU	Hawthorne/Caltrans	Weekday Pre-Event	0.706	C
				Weekday Post-Event	0.535	A
				Weekend Pre-Event	0.700	B
		HCM	Caltrans	Weekday Pre-Event	18.7	B
				Weekday Post-Event	10.9	B
				Weekend Pre-Event	15.8	B
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	63.8	E
				Weekday Post-Event	17.8	B
				Weekend Pre-Event	25.9	C
85	EB 105 On/Off-Ramps/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.686	B
				Weekday Post-Event	0.607	B
				Weekend Pre-Event	0.769	C
		HCM	Caltrans	Weekday Pre-Event	17.3	B
				Weekday Post-Event	17.2	B
				Weekend Pre-Event	25.0	C
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Pre-Event	0.728	C
				Weekday Post-Event	0.568	A
				Weekend Pre-Event	0.712	C
87	La Cienega Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A
				Weekday Post-Event	0.248	A
				Weekend Pre-Event	0.284	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.244	A
				Weekday Post-Event	0.079	A
				Weekend Pre-Event	0.098	A
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C
				Weekday Post-Event	0.444	A
				Weekend Pre-Event	0.648	B
89	Hollywood Park Casino Driveway/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	10.5	B
				Weekday Post-Event	8.4	A
				Weekend Pre-Event	11.3	B
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	N/A[c]	
				Weekday Post-Event		
				Weekend Pre-Event		

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
91	Normandie Ave/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.834	D
				Weekday Post-Event	0.470	A
				Weekend Pre-Event	0.706	C
92	Vermont Ave/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.717	C
				Weekday Post-Event	0.416	A
				Weekend Pre-Event	0.606	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.616	B
				Weekday Post-Event	0.267	A
				Weekend Pre-Event	0.488	A
93	Hoover St/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.451	A
				Weekday Post-Event	0.155	A
				Weekend Pre-Event	0.371	A
94	Figueroa St/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.656	B
				Weekday Post-Event	0.291	A
				Weekend Pre-Event	0.523	A
95	Grand Ave/110 SB Off-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.365	A
				Weekday Post-Event	0.209	A
				Weekend Pre-Event	0.300	A
		HCM	Caltrans	Weekday Pre-Event	19.6	B
				Weekday Post-Event	11.8	B
				Weekend Pre-Event	20.3	C
96	Olive St/110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.367	A
				Weekday Post-Event	0.208	A
				Weekend Pre-Event	0.323	A
		HCM	Caltrans	Weekday Pre-Event	8.8	A
				Weekday Post-Event	6.7	A
				Weekend Pre-Event	9.4	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.965	E
				Weekday Post-Event	0.521	A
				Weekend Pre-Event	0.820	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.822	D
				Weekday Post-Event	0.347	A
				Weekend Pre-Event	0.667	B
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.875	D
				Weekday Post-Event	0.404	A
				Weekend Pre-Event	0.736	C
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.639	B
				Weekday Post-Event	0.317	A
				Weekend Pre-Event	0.512	A

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.653	B
				Weekday Post-Event	0.370	A
				Weekend Pre-Event	0.512	A
101	Hoover St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A
				Weekday Post-Event	0.309	A
				Weekend Pre-Event	0.491	A
102	Figueroa St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.790	C
				Weekday Post-Event	0.557	A
				Weekend Pre-Event	0.612	B
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.479	A
				Weekday Post-Event	0.472	A
				Weekend Pre-Event	0.401	A
		HCM	Caltrans	Weekday Pre-Event	9.3	A
				Weekday Post-Event	10.3	B
				Weekend Pre-Event	11.1	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A
				Weekday Post-Event	0.379	A
				Weekend Pre-Event	0.487	A
		HCM	Caltrans	Weekday Pre-Event	14.9	B
				Weekday Post-Event	12.6	B
				Weekend Pre-Event	18.3	B
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.752	C
				Weekday Post-Event	0.332	A
				Weekend Pre-Event	0.609	B
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.699	B
				Weekday Post-Event	0.307	A
				Weekend Pre-Event	0.551	A
107	La Brea Ave/Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.884	D
				Weekday Post-Event	0.431	A
				Weekend Pre-Event	0.755	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.925	E
				Weekday Post-Event	0.652	B
				Weekend Pre-Event	0.950	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.859	D
				Weekday Post-Event	0.542	A
				Weekend Pre-Event	0.889	D

TABLE 3.14-8
INTERSECTION OPERATIONS – EXISTING PRE-EVENT AND POST-EVENT PEAK HOUR CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS
109	La Cienega Blvd/La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.784	C
				Weekday Post-Event	0.511	A
				Weekend Pre-Event	0.768	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.619	B
				Weekday Post-Event	0.333	A
				Weekend Pre-Event	0.605	B
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.867	D
				Weekday Post-Event	0.500	A
				Weekend Pre-Event	0.727	C
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E
				Weekday Post-Event	0.577	A
				Weekend Pre-Event	0.872	D
112	La Brea Ave/Overhill Drive/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.025	F
				Weekday Post-Event	0.549	A
				Weekend Pre-Event	0.798	C
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.571	A
				Weekday Post-Event	0.351	A
				Weekend Pre-Event	0.452	A
114	Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.694	B
				Weekday Post-Event	0.489	A
				Weekend Pre-Event	0.645	B
		HCM	Caltrans	Weekday Pre-Event	17.8	B
				Weekday Post-Event	14.7	B
				Weekend Pre-Event	17.4	B

NOTES:

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.

[c] N/A = Not Applicable because South Prairie Avenue/Buckthorn Street intersection is currently unsignalized (and not analyzed for existing conditions), but included in the adjusted baseline and cumulative scenarios as a signalized intersection because signalization is expected as part of the Hollywood Park Specific Plan and would be constructed prior to the Proposed Project opening.

SOURCE: Fehr & Peers, 2019.

During the weekday post-event peak hour, all study intersections operate at LOS D or better. During the weekend pre-event peak hour, the following intersection operates at LOS E:

108. La Cienega Boulevard/Centinela Avenue

All other study intersections operate at LOS D or better.

It is important to note that some of the intersections listed above as operating at LOS E or F on a weekday from 6–7 PM (i.e., pre-event peak hour) are reported in Table 3.14-7 as operating at

LOS D or better during the weekday PM peak hour, which occurs between 4 and 6 PM This stems from the use of agency-preferred ICU/CMA analysis methods for the weekday PM peak hour, but use of HCM (and in particular microsimulation) during the pre-event peak hour. The two methods (ICU/CMA vs. HCM) are fundamentally different (e.g., ICU/CMA reports LOS on an hourly basis whereas HCM reports LOS for the peak 15 minutes); differences in how LOS is reported are to be expected.

Freeways

Mainline freeway segment analyses were conducted for the locations where the project is expected to add the most substantial traffic volumes. The selection of study locations includes what was requested by Caltrans in its comment letter on the NOP, as well as other locations. The six two-way segments listed below are located within 1 to 4 miles of the Project Site and would be used to a greater degree by project trips than other freeways.

- I-405: Between La Tijera Boulevard and I-105
- I-105: Between Vermont Avenue and I-405
- I-110: Between 76th Street and I-105

Freeway systems are comprised of several distinct parts or components. A freeway on-ramp is known as a merge movement, while a freeway off-ramp is known as a diverge movement. Where an on-ramp is connected to a successive off-ramp by an auxiliary (weave) lane, the entire segment of freeway between the two ramps is known as a weaving section. A stretch of freeway with no on- or off-ramps and no weaving lanes is known as a mainline basic section. Some of the study freeways have more complicated geometric designs due to the presence of collector-distributor roads, from which on/off ramps movements are accommodated (versus occurring directly from the freeway). In summary, the components of a freeway system consist of: ramp merges, ramp diverges, weave sections, and basic mainline sections. In total, the freeway study area consists of 53 such components.

Freeway mainline volume and speed data was obtained from Caltrans' Performance Measurement System (PeMS) archived traffic data for April 2018 for the AM (7–9 AM) and PM (4–6 PM) peak periods for Tuesdays, Wednesdays, and Thursdays, for the weekday pre-event hour (Fridays 5–7 PM), weekday post-event hour (Fridays 9–11 PM) and weekend pre-event hour (Saturdays 5–6 PM). For freeway study locations that did not have quality PeMS data available or PeMS monitoring locations, the Southern California Association of Governments (SCAG) travel demand model was used to identify segment volumes. The model data was normalized with available PeMS data for consistency. Existing counts were used at ramp locations that were analyzed in this study.

The freeway level of service methodology described in the *HCM 6th Edition* (2016) was used to determine the vehicle density on each analyzed segment (passenger cars equivalents per mile per lane per hour) by direction and the corresponding LOS. However, in some instances, the calculated LOS did not match field-observed conditions due to the effect of downstream

bottlenecks causing congestion/slowing in upstream segments. In these instances, average peak hour travel speeds on these segments were collected from PeMS to determine whether speeds were 35 mph or less, which is a definition of recurrent congestion in the HCM. Where such conditions were found to exist, the HCM-derived result was replaced by a LOS F condition.

Table 3.14-9 shows the existing LOS on freeway mainline segments (see Appendix K.3 for technical calculations). As shown, many of the study freeway facilities experience considerable congestion and directional LOS E or F operations during weekday AM and PM peak hours. Congested conditions on certain segments extend to the weekday pre-event and post-event peak hours, and also occur on weekend pre-event peak hour conditions.

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F[b]
				Weekday PM Peak	24.18	C
				Weekday Pre-Event	23.00	C
				Weekday Post-Event	19.76	B
				Weekend Pre-Event	23.04	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.45	A
				Weekday PM Peak	18.94	B
				Weekday Pre-Event	17.66	B
				Weekday Post-Event	15.13	B
				Weekend Pre-Event	18.17	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	14.90	B
				Weekday PM Peak	14.90	B
				Weekday Pre-Event	13.04	B
				Weekday Post-Event	11.18	B
				Weekend Pre-Event	13.04	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	—	F[b]
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	—	F[b]
				Weekend Pre-Event	—	F[b]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	16.37	B
				Weekday PM Peak	16.54	B
				Weekday Pre-Event	15.16	B
				Weekday Post-Event	12.73	B
				Weekend Pre-Event	14.19	B

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.23	B
				Weekday PM Peak	12.76	B
				Weekday Pre-Event	11.13	B
				Weekday Post-Event	8.71	A
				Weekend Pre-Event	10.23	A
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday AM Peak	5.81	A
				Weekday PM Peak	11.42	B
				Weekday Pre-Event	9.97	A
				Weekday Post-Event	5.64	A
				Weekend Pre-Event	9.58	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday AM Peak	7.48	A
				Weekday PM Peak	18.27	C
				Weekday Pre-Event	16.15	B
				Weekday Post-Event	12.22	B
				Weekend Pre-Event	15.08	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	6.83	A
				Weekday PM Peak	18.20	B
				Weekday Pre-Event	16.22	B
				Weekday Post-Event	13.58	B
				Weekend Pre-Event	14.97	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	—	F[b]
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	28.70	D
				Weekend Pre-Event	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	—	F[b]
				Weekday PM Peak	31.53	D
				Weekday Pre-Event	29.50	D
				Weekday Post-Event	19.59	C
				Weekend Pre-Event	24.86	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F[b]
				Weekday PM Peak	33.38	D
				Weekday Pre-Event	31.37	D
				Weekday Post-Event	18.98	B
				Weekend Pre-Event	26.58	C

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	16.65	B
				Weekend Pre-Event	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	17.33	B
				Weekend Pre-Event	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	22.30	C
				Weekend Pre-Event	—	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday AM Peak	9.84	A
				Weekday PM Peak	13.12	B
				Weekday Pre-Event	11.48	B
				Weekday Post-Event	9.84	A
				Weekend Pre-Event	11.48	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday AM Peak	4.79	A
				Weekday PM Peak	5.36	A
				Weekday Pre-Event	4.89	A
				Weekday Post-Event	3.90	A
				Weekend Pre-Event	6.10	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday AM Peak	—	F[b]
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	—	F[b]
				Weekend Pre-Event	—	F[b]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F[b]
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	—	F[b]
				Weekend Pre-Event	—	F[b]

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	7.01	A
				Weekday PM Peak	2.96	A
				Weekday Pre-Event	4.85	A
				Weekday Post-Event	7.68	A
				Weekend Pre-Event	8.59	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	0.04	A
				Weekday PM Peak	—	F
				Weekday Pre-Event	10.92	A
				Weekday Post-Event	15.43	B
				Weekend Pre-Event	17.86	B
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	1.37	A
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	12.77	B
				Weekend Pre-Event	14.29	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	9.70	A
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	14.79	B
				Weekend Pre-Event	14.45	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.06	B
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	15.88	B
				Weekday Post-Event	17.23	B
				Weekend Pre-Event	16.43	B
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	20.66	C
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	23.20	C
				Weekend Pre-Event	23.06	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.73	B
				Weekday PM Peak	14.08	B
				Weekday Pre-Event	13.62	B
				Weekday Post-Event	14.81	B
				Weekend Pre-Event	11.43	B

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.16	C
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	18.80	B
				Weekend Pre-Event	—	F[b]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.44	C
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	—	F[b]
				Weekday Post-Event	17.18	B
				Weekend Pre-Event	—	F[b]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.01	B
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	15.63	B
				Weekday Post-Event	14.59	B
				Weekend Pre-Event	13.60	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	21.61	C
				Weekday PM Peak	—	F[b]
				Weekday Pre-Event	22.62	C
				Weekday Post-Event	20.40	C
				Weekend Pre-Event	20.69	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	17.90	B
				Weekday PM Peak	—	F [2]
				Weekday Pre-Event	18.80	C
				Weekday Post-Event	17.00	B
				Weekend Pre-Event	16.61	B
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F [2]
				Weekday PM Peak	22.27	C
				Weekday Pre-Event	20.37	C
				Weekday Post-Event	17.24	B
				Weekend Pre-Event	21.64	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	23.12	C
				Weekday Pre-Event	21.66	C
				Weekday Post-Event	17.73	B
				Weekend Pre-Event	21.39	C

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F
				Weekday PM Peak	23.12	C
				Weekday Pre-Event	21.66	C
				Weekday Post-Event	17.73	B
				Weekend Pre-Event	21.39	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F
				Weekday PM Peak	20.94	C
				Weekday Pre-Event	21.23	C
				Weekday Post-Event	17.79	B
				Weekend Pre-Event	20.93	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F
				Weekday PM Peak	17.91	B
				Weekday Pre-Event	19.03	C
				Weekday Post-Event	14.64	B
				Weekend Pre-Event	17.60	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	—	F
				Weekday PM Peak	16.71	B
				Weekday Pre-Event	17.14	B
				Weekday Post-Event	13.21	B
				Weekend Pre-Event	16.44	B
38	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.40	B
				Weekday PM Peak	23.46	C
				Weekday Pre-Event	25.29	C
				Weekday Post-Event	18.70	C
				Weekend Pre-Event	24.85	C
39	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	13.61	B
				Weekday PM Peak	22.40	C
				Weekday Pre-Event	25.94	C
				Weekday Post-Event	18.77	C
				Weekend Pre-Event	25.81	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F
				Weekday PM Peak	—	F
				Weekday Pre-Event	—	F
				Weekday Post-Event	—	F
				Weekend Pre-Event	—	F

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C
				Weekday PM Peak	26.01	D
				Weekday Pre-Event	21.67	C
				Weekday Post-Event	18.22	C
				Weekend Pre-Event	22.21	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C
				Weekday PM Peak	26.02	D
				Weekday Pre-Event	28.01	D
				Weekday Post-Event	23.00	C
				Weekend Pre-Event	28.90	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	—	F [2]
				Weekday PM Peak	28.46	D
				Weekday Pre-Event	28.98	D
				Weekday Post-Event	23.31	C
				Weekend Pre-Event	29.65	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F [2]
				Weekday PM Peak	23.91	C
				Weekday Pre-Event	24.84	C
				Weekday Post-Event	19.16	C
				Weekend Pre-Event	25.59	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	—	F [2]
				Weekday PM Peak	25.92	C
				Weekday Pre-Event	25.09	C
				Weekday Post-Event	20.68	C
				Weekend Pre-Event	24.91	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F [2]
				Weekday PM Peak	30.06	D
				Weekday Pre-Event	29.69	C
				Weekday Post-Event	21.47	C
				Weekend Pre-Event	28.05	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	24.22	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	18.92	B
				Weekday Post-Event	23.30	C
				Weekend Pre-Event	23.45	C

TABLE 3.14-9
FREEWAY OPERATIONS – EXISTING CONDITIONS

#	Freeway/Direction	Component	Segment Type	Peak Hour	Density[a]	LOS[a]
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.38	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	17.22	B
				Weekday Post-Event	21.29	C
				Weekend Pre-Event	20.87	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	22.85	C
				Weekday PM Peak	—	F
				Weekday Pre-Event	19.51	B
				Weekday Post-Event	22.11	C
				Weekend Pre-Event	22.70	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	18.28	C
				Weekday PM Peak	26.25	D
				Weekday Pre-Event	21.74	C
				Weekday Post-Event	23.27	C
				Weekend Pre-Event	20.93	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.05	C
				Weekday PM Peak	32.49	D
				Weekday Pre-Event	28.31	D
				Weekday Post-Event	28.71	D
				Weekend Pre-Event	27.74	C
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B
				Weekday PM Peak	19.11	C
				Weekday Pre-Event	16.39	B
				Weekday Post-Event	17.52	B
				Weekend Pre-Event	15.57	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C
				Weekday PM Peak	21.50	C
				Weekday Pre-Event	23.34	C
				Weekday Post-Event	20.04	C
				Weekend Pre-Event	20.54	C

NOTES:

[a] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

[b] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM resulted would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

Table 3.14-10 shows the existing weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps anticipated to be used to a significant degree by project trips. By definition,

the 95th percentile queue represents a queue length value for which the actual queue would have a 5 percent or less probability of exceeding. It is a statistical measure commonly used in the transportation engineering industry. Refer to footnotes in the table for methods applied in the analysis. As shown, the 95th percentile vehicle queues at each off-ramp during each peak hour do not exceed their available storage.

TABLE 3.14-10
FREEWAY OFF-RAMP QUEUING ANALYSIS – EXISTING WEEKDAY AM AND PM PEAK HOURS CONDITIONS

Off-Ramp[a]	Ramp Capacity Threshold[b]	95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Boulevard)	3,085	436	858	No	No
I-405 NB Off-Ramp at West Century Boulevard	3,600	1,862	965	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Boulevard)	1,265	54	236	No	No
I-105 EB/WB Off-Ramp at South Prairie Avenue	8,720	589	1,566	No	No

NOTES:

[a] Auxiliary lanes are present at each of these off-ramps.

[b] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

[c] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

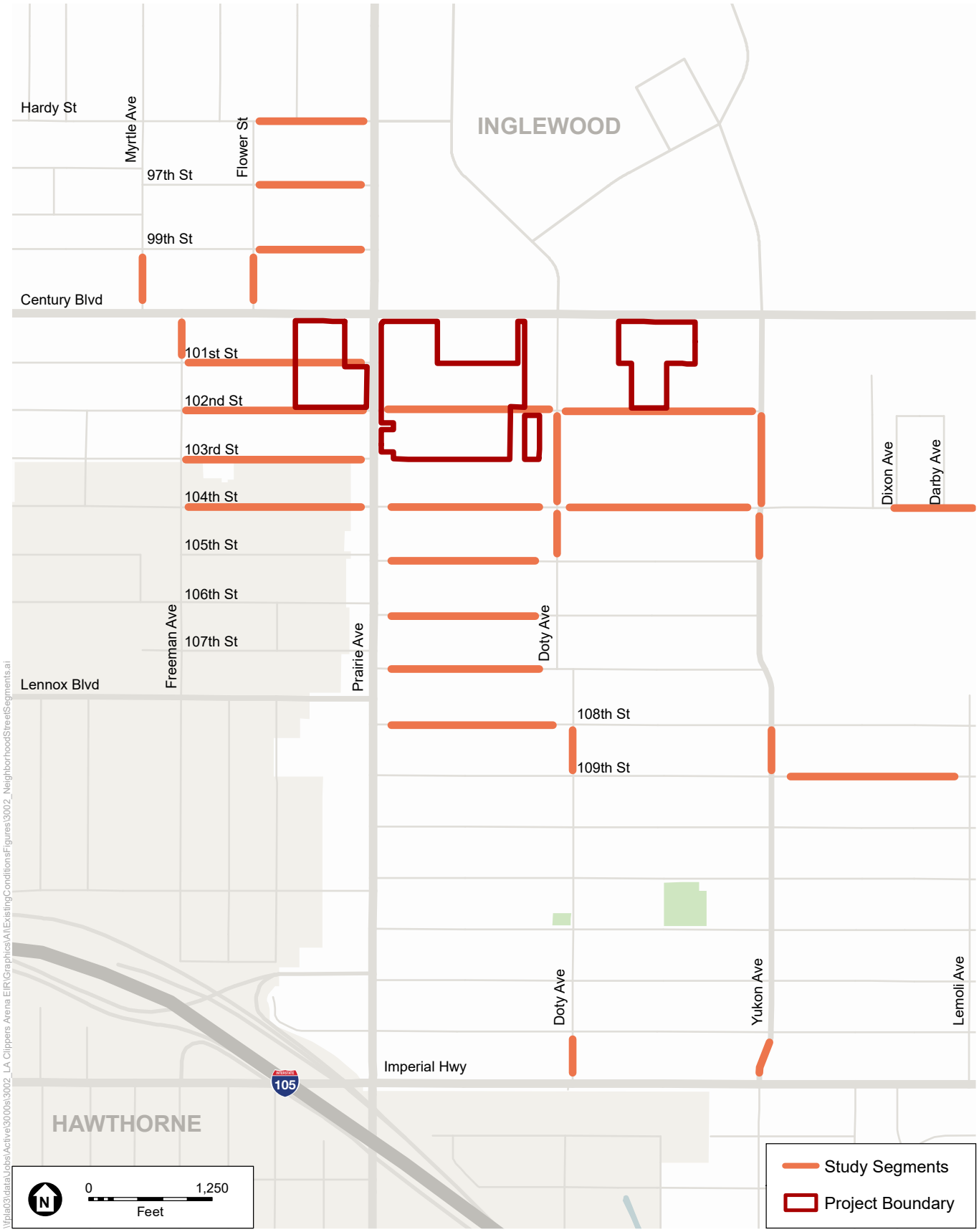
[d] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-11 shows the existing weekday and weekend pre-event peak hour 95th percentile vehicle queues at freeway off-ramps anticipated to be used to a significant degree during major events. This table indicates that a larger set of freeway off-ramps is being studied for major events (versus weekday AM and PM peak hour scenarios) due to the greater number of vehicle trips expected to be generated by such events. Vehicle queuing is not analyzed for weekday post-event conditions because major events would add very little traffic to off-ramps during such periods. As shown, the 95th percentile vehicle queues at each off-ramp during each peak hour do not exceed their available storage.

Neighborhood Streets

The City of Inglewood collected weekday and weekend 24-hour counts on 28 neighborhood street segments near the Project Site. These neighborhood street segments were selected given their proximity to the Project Site and potential for use by Proposed Project trips. The Average Daily Traffic (ADT) volumes reported for these streets are an indication of the degree of neighborhood traffic intrusion that exists or could occur, but do not correspond to a given level of service or street performance measure. The neighborhood street segments are shown on **Figure 3.14-3**. **Table 3.14-12** displays these counts.



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-3
Neighborhood Street Study Segments

ESA

TABLE 3.14-11
FREEWAY OFF-RAMP QUEUING ANALYSIS – EXISTING WEEKDAY AND WEEKEND PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp[a]	Ramp Capacity Threshold[b]	95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]	
		Weekday Pre-Event	Weekend Pre-Event	Weekday Pre-Event	Weekend Pre-Event
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	614	430	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	879	777	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	50	50	No	No
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,111	936	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,488	1,507	No	No
I-105 WB Off-Ramp at Crenshaw Ave	4,065	2,980	2,693	No	No
I-105 EB Off-Ramp at 120th St	3,850	611	952	No	No
I-110 SB Off-Ramp at West Century Blvd	2,430	651	679	No	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	787	1,032	No	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,270	1,319	No	No

NOTES:

[a] Auxiliary lanes are present at each of these off-ramps.

[b] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

[c] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

[d] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-12
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – EXISTING CONDITIONS

Segment	Functional Class	Weekday ADT[a]	Weekend ADT[a]
Hardy Street, west of South Prairie Avenue	Collector	5,065	3,864
97th Street, west of South Prairie Avenue	Local	1,019	959
99th Street, west of South Prairie Avenue	Local	1,146	1,035
Myrtle Avenue, north of West Century Boulevard	Collector	4,355	3,619
Flower Street, north of West Century Boulevard	Local	2,727	2,602
Freeman Avenue, south of West Century Boulevard	Collector	4,010	3,210
West 101st Street, west of South Prairie Avenue	Local	1,137	966
West 102nd Street, west of South Prairie Avenue	Local	1,814	1,250
West 102nd Street, between South Prairie Avenue and Doty Avenue	Local	5,661	4,099
West 102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	3,101
West 103rd Street, west of South Prairie Avenue	Local	1,042	598
Doty Avenue, south of West 102nd Street	Collector	2,244	1,928
Yukon Avenue, south of West 102nd Street	Collector	12,593	11,044
West 104th Street, west of South Prairie Avenue	Collector	3,867	3,598
West 104th Street, between South Prairie Avenue and Doty Avenue	Collector	5,967	5,511
West 104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	5,033
West 104th Street, east of Dixon Avenue	Collector	9,001	7,572
Doty Avenue, south of West 104th Street	Collector	1,945	1,651
Yukon Avenue, south of West 104th Street	Collector	8,758	7,452
105th Street, between South Prairie Avenue and Doty Avenue	Local	1,391	1,142
106th Street, between South Prairie Avenue and Doty Avenue	Local	1,406	1,373
107th Street, between South Prairie Avenue and Doty Avenue	Local	909	1,623
108th Street, between South Prairie Avenue and Doty Avenue	Collector	4,434	3,764
Doty Avenue, south of 109th Street	Collector	2,453	1,996
Yukon Avenue, south of 109th Street	Collector	6,989	5,911
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,169
Doty Avenue, north of Imperial Highway	Collector	4,220	3,645
Yukon Avenue, north of Imperial Highway	Collector	7,110	6,319

NOTES:
[a] ADT represents average daily traffic (total volume in both directions).

SOURCE: City of Inglewood, 2018.

Transit Network

Transit service in the immediate project vicinity consists primarily of fixed-route bus service operated by Metro. Additionally, the Metro Green Line light rail service operates in a generally east-west direction between the Cities of Redondo Beach and Norwalk. The Hawthorne/Lennox Station is the closest station (1.3 miles) to the Arena Site.

Fixed-Route Bus Service

Metro operates the following bus routes that stop at the South Prairie Avenue/West Century Boulevard intersection (see **Figure 3.14-4**):

- Metro Line 117 – is an east/west line that runs along West Century Boulevard between the LAX City Bus Center and Lakewood Boulevard Green Line Rail Station in Downey. The line has approximately 15-20 minute headways (i.e., time between successive buses) on weekdays between 6 AM and 6:30 PM. Bus stops (including shelters) are located in both directions of West Century Boulevard directly east of South Prairie Avenue and directly west of Doty Avenue.

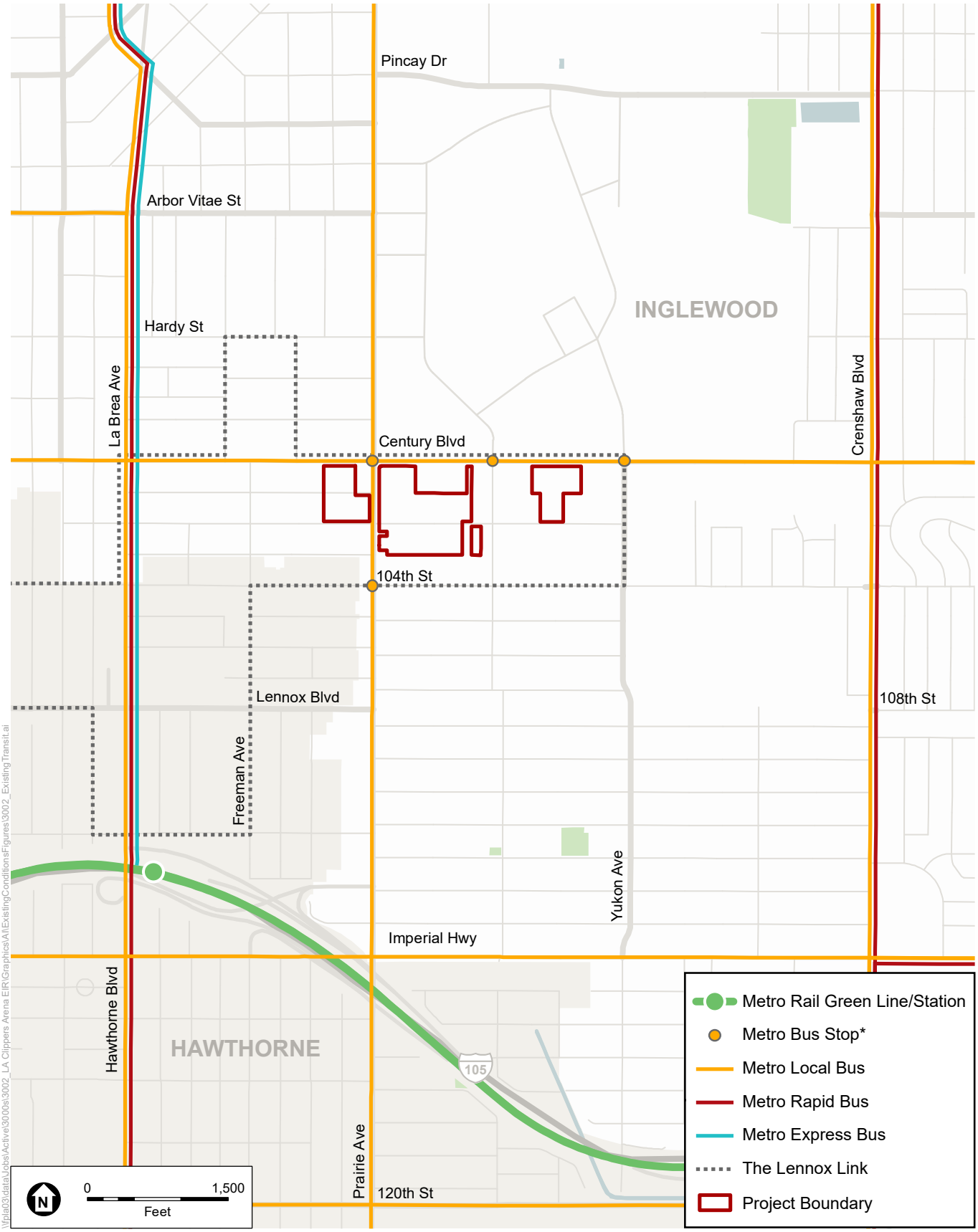
- Metro Line 211– is a north/south line that runs along South Prairie Avenue from the Redondo Beach Green Line Rail Station to downtown Inglewood. The line has 30- to 40-minute headways during the AM peak period, 30- to 35-minute headways during the PM peak period and no midday or weekend service. Bus stops (including shelters) are located in both directions of South Prairie Avenue directly south of West Century Boulevard. The last evening run occurs at 7 PM.

- Metro Line 212/312 – is a north/south line that runs between Hollywood & Vine and the Hawthorne/Lennox Station. The line has 10- to 15-minute headways during the AM peak period, 25- to 30-minute headways during the PM peak period and 25- to 30-minute headways during the evening on weekends. Within the project vicinity, the line operates on South Prairie Avenue and stops directly south of West Century Boulevard. The last evening run occurs at approximately 1 AM.

- The Link Lennox – Lennox Shuttle/Microbus travels a loop route that starts and ends at Lennox/Firmona Station. Lennox Microbus runs primarily along Hawthorne Boulevard, Yukon Avenue, West Century Boulevard and West 104th Street within the study area. The line has 30-minute headways during the AM peak period, 30-minute headways during the PM peak period and 30-minute headways during evening on Saturday. No service is available on Sunday and holidays. The route includes stops on West Century Boulevard at Yukon Avenue, Doty Avenue, and South Prairie Avenue.

A number of other Metro bus routes operate on north-south and east-west parallel arterials to South Prairie Avenue and West Century Boulevard. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for a list and description of those lines. The bus routes along Hawthorne Boulevard (40, 442, and 740) would require a 0.5-mile walk. Lines operating along Crenshaw Boulevard and Manchester Boulevard would require a 1-mile walk.

Metro provided ridership data for Lines 117, 211, and 212, which represent averages for April 2018. Both rail and bus ridership are reflective of the service levels in effect in the first half of 2018. Metro typically makes minor adjustments (“shake ups”) to their bus service in July and December, so the ridership is reflective of the December 2017 “shake up”. Bus data for weekdays includes average daily boardings (i.e., “ons”), alightings (i.e., “offs”), and counted passenger load per bus run approaching each stop.



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-4
Existing Transit Services and Facilities

ESA

** Only bus stops adjacent to the project site are shown*

The peak hour for ridership and bus load is 5–6 PM on a weekday for Lines 117, 211 and 212. Line 117 stops at West Century/South Prairie and averages 373 weekday boardings and alightings and 259 weekend boardings and alightings. The peak hour bi-directional boardings and alightings is 128 with an average bus load of 24 passengers per trip in the eastbound direction. The average weekday boardings and alightings for Line 211 and Line 212 are 43 and 299, respectively. The peak hour bi-directional boarding and alightings is 18 for Line 211 and 79 for Line 212, and an average bus load of 5 passengers for 211 and 14 passengers for 212 in the northbound direction.

Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions (in Appendix K.1) provides tabulated ridership information for these lines as well as estimates for their capacity, and their resultant reserve capacity (to accommodate more riders). In summary, peak hour ridership levels on each of these routes represents less than 50 percent of the directional capacity of each line. Therefore, these routes have reserve capacity to accommodate more riders.

Light-Rail Service

The Metro Green Line light rail line operates in a generally east-west direction between the Cities of Redondo Beach and Norwalk. The Hawthorne/Lennox Station is the closest station (1.3 miles) to the Arena Site. The Green Line Crenshaw Station is 2.3 miles from the Arena Site. Transit riders may transfer from the Green Line to the Blue Line at the Willowbrook/Rosa Parks Station, which is five stops away from the Hawthorne/Lennox Station. The Blue Line extends southerly to the City of Long Beach and northerly into Downtown Los Angeles.

The Metro Green Line operates on weekdays, Saturdays, Sundays, and holidays from approximately 4 AM until midnight. On weekdays, the line has 5- to 10-minute headways in the AM and PM (up until 7:30 PM) peak periods. On weekday late evenings (i.e., from 9 PM to midnight), it operates on 20-minute headways. On weekends, it operates on 15-minute headways most of the day, and 20-minute headways after 8:30 PM.

Metro provided rail ridership for fiscal year 2018 (July 2017 to June 2018), which includes average hourly rail ridership for the Green Line. The data includes average station boardings, alightings, and average train car passenger load. The Hawthorne/Lennox station averages 6,450 weekday combined boardings and alightings, while boardings and alightings decrease to 3,370 on Saturday and 2,700 on Sunday. The peak hour for ridership and train load at the Hawthorne/ Lennox station is 5–6 PM on a weekday, with 660 bi-directional boardings and alightings, and an average train load of 138 passengers eastbound and 13 passengers westbound. In the busier eastbound direction, this transit load corresponds to 58 percent of the total capacity (including both seated and standing) of the line currently being utilized. Refer to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1) for more detailed ridership and capacity data for the Green Line.

The Crenshaw/LAX Line is currently under construction. When completed, it will connect with the Aviation/LAX station on the Green Line and the Expo/Crenshaw Station on the Expo Line. It

will feature a new station in Downtown Inglewood, approximately 2 miles from the Project Site. This new light rail extension represents an important piece of connectivity to rail transit in the region, providing quicker and more direct access into Downtown Los Angeles and cities/ communities to the west such as Santa Monica and Culver City. This light rail project is scheduled to be open and operational in mid-2020, four years prior to the opening of the proposed arena.

Pedestrian Network

The Project Site is served by a robust pedestrian network. All of the streets immediately bordering the Project Site and most streets in the study area include sidewalks, facilitating pedestrian movement. Most sidewalks in the study area are in good condition. Marked crosswalks are present at most intersections in the study area. Pedestrian walk phases at signalized intersections are either automatically provided at the intersections or are actuated by pedestrian push-buttons. Below is a description of the pedestrian facilities on streets near the Project Site. **Figure 3.14-5** displays the pedestrian network near the project site.

- South Prairie Avenue – In the vicinity of the project, the street has continuous sidewalks with widths varying from about 5 to 13 feet. Sidewalks immediately adjacent to the Project Site are less than 5 feet, and adjacent to an 8-foot landscaped area that also contains signage and utilities. Striped crosswalks are provided at signalized intersections, and most curb ramps do not have truncated domes.

- West Century Boulevard – Continuous sidewalks are provided on West Century Boulevard, although widths vary between 5 and 11 feet in the vicinity of the Project Site. Sidewalks immediately adjacent to the Project Site are 5 feet or less, with an 8-foot landscaped area that also contains signage and utilities.

- West 101st Street – The street features five-foot sidewalks on each side of the street adjacent to an eight foot landscaped area that also contains signage and utilities.

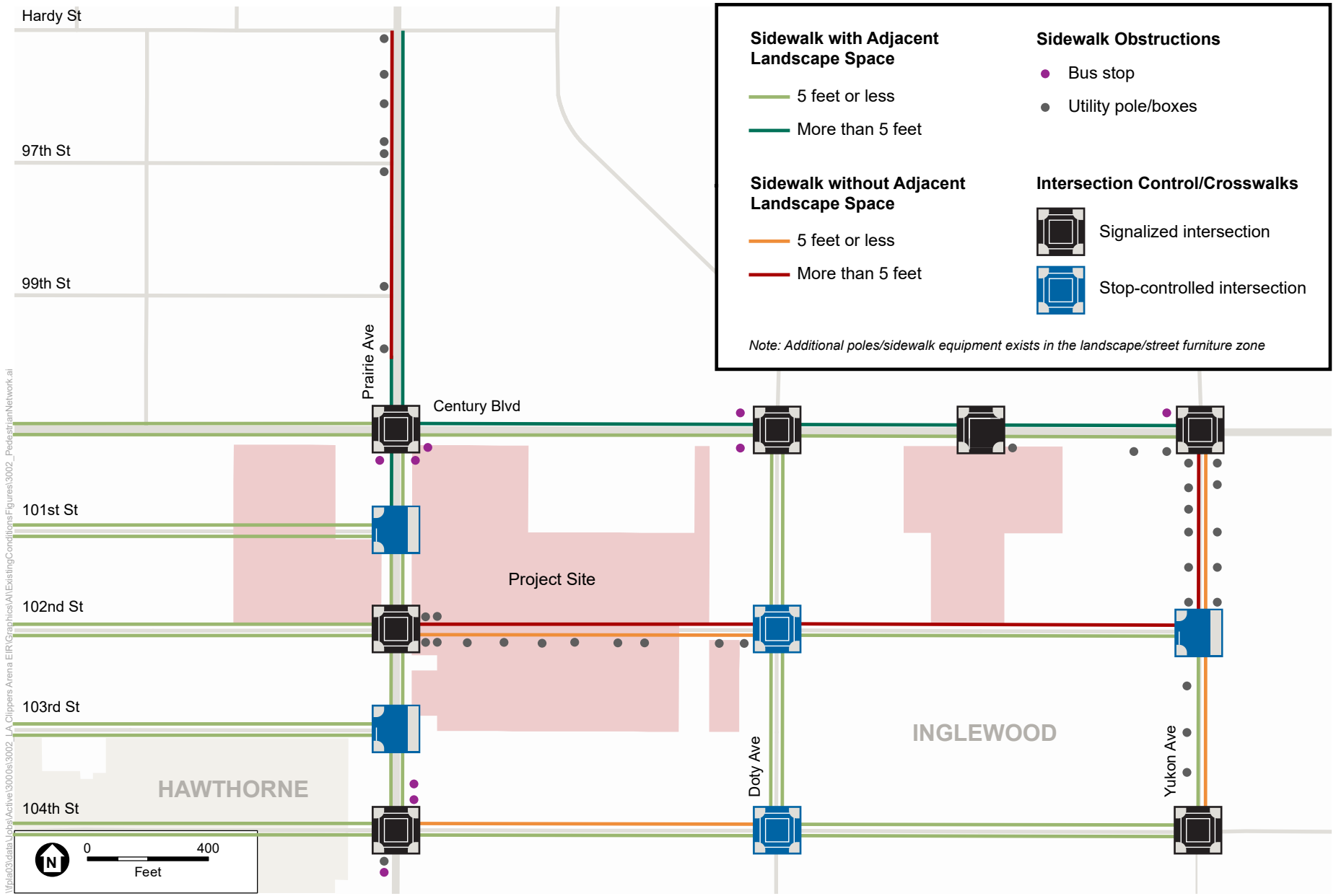
- West 102nd Street – Sidewalks on West 102nd Street near the Project Site range from 5 to 7 feet. Signage and utilities obstruct the pedestrian path of travel in several locations.

Bicycle Network

There is limited dedicated bicycle infrastructure within the study area. Class II bike lanes (on-street lanes with appropriate striping and signage) exist in parts of Downtown Inglewood, and on Hawthorne Boulevard between of West 104th Street and 111th Street. Florence Avenue has Class II and Class III (bike routes) on portions of the street within the study area. Bicycle lanes do not exist on portions of either West Century Boulevard or South Prairie Avenue in the vicinity of the Proposed Project.

Other Travel Modes

In addition to the modes of travel listed above, the study area is served by taxis and transportation network companies (TNCs) such as Uber and Lyft. These services provide point-to-point travel within and outside of the study area. Paratransit, a form of on-demand transportation, is also available. These modes of travel are evaluated under ‘plus project’ conditions.



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-5
Existing Pedestrian Facilities

ESA

On-Street Parking

This section describes current signage and programs in effect to regulate on-street parking in the project vicinity. The following describes on-street parking restrictions on key roadways in the project vicinity based on field reviews of current signage:

- On-street parking is prohibited on West Century Boulevard.
- On-street parking is prohibited on South Prairie Avenue.
- On-street parking is permitted on the west sides of Yukon Avenue and Doty Avenue with no time restrictions, with the exception of on Thursdays (Doty Avenue) and Fridays (Yukon Avenue) from 8 AM to 3 PM for street sweeping and trash collection. Parking is prohibited on the east side of each street.
- On-street parking on West 101st Street west of South Prairie Avenue (along portions with fronting residences) is prohibited every day from noon to 6 PM unless the vehicle has an appropriate permit. Parking is also prohibited on Thursdays (south side) and Fridays (north side) from 8 AM to 3 PM for street sweeping and trash collection.
- On-street parking is permitted on West 102nd Street between South Prairie Avenue and Freeman Avenue with no time restrictions, with the exception of on Thursdays (north side) and Fridays (south side) from 8 AM to 3 PM for street sweeping and trash collection. Between South Prairie Avenue and Yukon Avenue, parking is permitted on the south side of the street with the exception of Thursdays from 8 AM to 3 PM. The north side of the street prohibits on-street parking at all times with the exception of when parking on the south side of prohibited.
- On-street parking is permitted on West 103rd Street west of South Prairie Avenue with no time restrictions, with the exception of on Thursdays (north side) and Fridays (south side) from 8 AM to 3 PM for street sweeping and trash collection.

In summary, on-street parking is permitted on the majority of the residential and collector streets in the project vicinity. Depending on the size and timing of events at the Proposed Project, it is conceivable that some patrons may choose to park along these streets. The demand for this parking would be greatest during a major event, which would typically begin at 7 PM. By that time, much of the on-street parking in the area, which is utilized by residents, would be occupied. Therefore, a limited supply of available on-street parking spaces would be available on these streets to accommodate major events at the Proposed Project.

Parking is not considered a direct environmental impact under CEQA. In other words, providing (or not providing) a certain amount of parking does not directly translate into an impact. However, the indirect effects of providing a given supply of parking could indirectly cause potentially significant impacts, such as vehicles circulating to look for parking, conflicts with other modes of travel, etc. This section examines parking from the perspective of being a potentially significant secondary effect.

3.14.2 Adjusted Baseline Environmental Setting

As discussed in Section 3.0, Introduction to the Analysis, the Proposed Project is not anticipated to be constructed and begin operations until mid-2024 for the 2024-25 NBA basketball season.

Adjusted Baseline Land Use Assumptions

As discussed in Section 3.0, Introduction to the Analysis, the City has issued building permits for, and construction has commenced on, significant portions of the HPSP, including the construction of the 70,240-seat NFL Stadium, a 6,000-seat performance venue, 518,077 square feet of retail and restaurant uses, 466,000 square feet of office space, 314 residential units, and approximately 9,000 parking spaces for the stadium. Due to the certainty of these projects being constructed and in operation prior to opening of the Proposed Project, the City of Inglewood determined that it is appropriate to include these projects in an adjusted environmental setting for the Proposed Project. In addition, a number of mitigation measures or other improvements associated with this development (and located within the City of Inglewood) will be in place prior to the opening of the Proposed Project.

The Adjusted Baseline No Project scenario was developed by first estimating the number of external vehicle trips that would be generated by the retail, restaurant, office space, and residential units based on trip generation rates published in the *Trip Generation Manual*[3] and with reasonable and supported estimates of internalization of trips and pass-by trips to the retail and restaurant uses. As shown in Appendix K.2, these uses are estimated to generate 2,041 new weekday AM peak hour trips, and 2,881 new weekday PM peak hour trips. These trips were assigned to the study intersections based on the projected distribution of trips from the SCAG travel demand model. Access to these uses would be provided via a signalized entrance on West Century Boulevard at Doty Avenue, and multiple access points along South Prairie Avenue. Trips from these uses were then added to existing volumes to yield the Adjusted Baseline No Project scenario. Section 3.14.4 presents the analysis of the Proposed Project (under a variety of time periods and overlapping scenarios) under the adjusted baseline condition.

Adjusted Baseline Transportation System Assumptions

Adjusted Baseline Transit Assumptions

The adjusted baseline conditions transit network would differ considerably from existing conditions due to completion of the Metro Crenshaw/LAX light rail line, which is currently under construction and scheduled to commence operations in mid-2020. With this completion and the potential for a future Green Line South Bay extension, Metro is evaluating multiple operating scenarios, which would affect the routing of the trains, number of train cars, and potential peak and off-peak headways. The Metro board has currently approved Alternative C-3 for a two-year pilot program as opposed to the staff recommended Alternative C-1.[4] Therefore, ridership forecasts for Alternative C-3 for a 2025 condition were used to represent the Adjusted Baseline

[3] Institute of Transportation Engineers, 2017. *Trip Generation Manual, 10th Edition.*
[4] https://boardagendas.metro.net/board-report/2018-0710/.

condition. Alternative C-1 consists of an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw station, and a short line train between Redondo Beach Station (Green Line) and West Century/Aviation Station. Alternative C-3 recommends an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw, and a short line train between Willowbrook/Rosa Parks Station and Redondo Beach Station (Green Line).

Metro is also studying changes to its bus system through the NextGen Bus study. Through this study, Metro could implement changes to bus transit in the study area, such as modifying bus connections to better serve the Crenshaw/LAX transit corridor. Additionally, the City of Inglewood has been in discussions with municipal transit operators such as G Transit and Torrance Transit about the possibility of additional service linking Inglewood with other communities in the South Bay. These changes are not yet defined and so would be speculative to assume that these changes would be implemented as of 2025. Therefore, the adjusted baseline conditions analysis assumes the existing bus routes that serve the Project Site would remain in operation at opening year of the Proposed Project.

The transit system is analyzed in detail in Section 3.14.4 including bus and light rail capacity and expected ridership levels.

Adjusted Baseline Roadway Assumptions

The physical improvements listed in **Table 3.14-13**, which are mitigations and/or conditions of approval of the Hollywood Park Specific Plan, are related to the City's ongoing West Century Boulevard Improvement Plan, or are associated with the Crenshaw/LAX light rail line project. These improvements either are under construction, or are approved and funded and scheduled; the improvements would be in place under all adjusted baseline condition scenarios.

TABLE 3.14-13
BACKGROUND ROADWAY NETWORK IMPROVEMENTS – ADJUSTED BASELINE CONDITIONS

#	Intersection	Description
3	Hillcrest Blvd/ Florence Ave	Eastbound approach: through lane added, resulting in 3 through lanes and 1 right-turn lane
4	Centinela Ave/ Florence Ave	Eastbound approach: through and left-turn lanes added, resulting in 3 through lanes and 2 left-turn lanes Westbound approach: through lane added, resulting in 3 through lanes and 2 right-turn lanes Southbound approach: shared left/right lane added, resulting in 2 left-turn lanes, one right/left-turn lane, one right-turn lane
5	South Prairie Ave/Florence Ave	Eastbound approach: through lane added, resulting in 3 through lanes and 1 right-turn lane Westbound approach: through lane added, resulting in 3 through lanes and 1 left-turn lane
19	South Prairie Ave/Kelso Street/ Pincay Drive	Northbound approach: right-turn lane added, resulting in 1 left-turn lane, 3 through lanes, 1 right-turn lane
20	Kareem Court/ Pincay Drive	Eastbound approach: ongoing construction-related lane closures eliminated, resulting in in 2 through lanes and 1 left-turn lane Westbound approach: ongoing construction-related lane closures eliminated, resulting in 2 through lanes Southbound approach: lanes reassigned, resulting in 1 right-turn lane and 2 left-turn lanes Northbound approach: removed

TABLE 3.14-13
BACKGROUND ROADWAY NETWORK IMPROVEMENTS – ADJUSTED BASELINE CONDITIONS

#	Intersection	Description
25	South Prairie Ave/Arbor Vitae	Westbound approach: reconstructed to consist of one left-turn lane, one through lane, and one right-turn lane
28	South Prairie Ave/Hardy Street	Westbound approach: reconstructed to consist of one left-turn lane, one through/left, and one right-turn lane (eastbound and westbound approaches operated with split phasing)
32	South Prairie Ave/97th Street	Westbound approach: reconstructed to consist of one left-turn lane, and one through/right lane
37	Inglewood Ave/ West Century Blvd	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
38	Fir Ave/Firmona Ave/West Century Blvd	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
39	Grevillea Ave & West Century Blvd	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
40	Hawthorne Blvd/ La Brea Ave/ West Century Blvd	Eastbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes Westbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes
41	Myrtle Ave/West Century Blvd	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
43	South Prairie Ave/West Century Blvd	Eastbound approach: left-turn lane added, resulting in two left-turn lanes, and three through lanes Westbound approach: left-turn lane added, resulting in two left-turn lanes, three through lanes, and one right-turn lane
44	Doty Ave/West Century Blvd	Eastbound approach: one left-turn lane added, resulting in one left-turn lane and three through lanes (east and west approaches operate with protected left-turn phasing) Northbound approach: modified lanes consisting of left-turn lane and one through/right lane Southbound approach: constructed with one left-turn lane, one left/through lane, one right-turn lane (northbound and southbound phases operate with split phasing)
45	Yukon Ave/West Century Blvd	Northbound approach: modified lane assignments consisting of one left turn, one left/through/right, one right-turn lane Southbound approach: widened/reconstructed to consist of one left turn, one through, one right-turn lane (northbound and southbound phases operate with split phasing)
49	5th Ave/West Century Blvd	Eastbound and westbound approaches: converted to include protected/permitted left-turn signal phasing
90	South Prairie Ave/Buckthorn Street	Eastbound approach: lane reassignment to consists of left/through/right shared lane Westbound approach: constructed with one left turn, one through, one right-turn lane (eastbound and westbound approaches operate with split phasing) Northbound approach: right-turn lane added, resulting in one left-turn lane, three through, one right-turn lane Southbound approach: left-turn lane added, resulting in one left-turn lane and three through lanes

NOTES:
In instances where a dedicated right-turn lane is not specified (but movement is permitted), a right turn is assumed to occur from the outside through lane.

SOURCE: Fehr & Peers, 2019.

Section 3.14.4 presents traffic volumes and operations analysis results associated with the Adjusted Baseline No Project scenario, which represents existing conditions plus the addition of

traffic generated by the HPSP projects described above and reflecting the transportation projects described above. This scenario represents the adjusted baseline condition upon which project-specific impacts will be measured. If the Proposed Project is approved and commences operations as scheduled, in fall 2024, then the Adjusted Baseline reflects transportation conditions that are expected to exist at that time. Because the HPSP projects and transportation projects listed above are all approved, funded, and/or under construction, it would be misleading to analyze the Proposed Project's transportation impacts without taking into account these changes.

3.14.3 Regulatory Setting

This section provides a discussion of relevant federal, state, and local regulations pertaining to transportation that may be applicable to the Proposed Project.

Federal

There are no applicable federal regulations that apply directly to the Proposed Project. However, federal regulations relating to the Americans with Disabilities Act, Title VI, and Environmental Justice relate to transit service.

State

Assembly Bill 987 (AB 987)

As discussed in Section 3.0, AB 987 was signed by Governor Jerry Brown on September 30, 2018. The bill added Section 21168.6.8 to the Public Resources Code (PRC Section 21168.6.8) and provides for expedited judicial review in the event that the certification of this EIR or the granting of project approvals are challenged, so long as certain requirements are met. In regards to transportation, in order to qualify for expedited judicial review under AB 987, the Proposed Project must implement a transportation demand management (TDM) program that will achieve a 15 percent reduction in vehicle trips and would not result in any net additional greenhouse gas emissions. Further, the Proposed Project must implement trip reduction measures including the following:

- Implementation of a TDM program that, upon full implementation, will achieve and maintain a 15-percent reduction in the number of vehicle trips, collectively, by attendees, employees, visitors, and customers as compared to operations absent the TDM program;
- To accelerate and maximize vehicle trip reduction, each measure in the TDM program shall be implemented as soon as feasible, so that no less than a 7.5-percent reduction in vehicle trips is achieved and maintained by the end of the first NBA season during which an NBA team has played at the arena;
- A 15-percent reduction in vehicle trips shall be achieved and maintained as soon as possible, but not later than January 1, 2030. The applicant shall verify achievement to the lead agency and the Office of Planning and Research; and
- If the applicant fails to verify achievement of the reduction require by clause (iii), the lead agency shall impose additional feasible measures to reduce vehicle trips by 17 percent, or, if

there is a rail transit line with a stop within 0.25 miles of the arena, 20 percent, by January 1, 2035.

Additional requirements not related to transportation are discussed in Section 3.0.

Senate Bill 743 (SB 743)

Senate Bill (SB) 743, passed in 2013, requires the California Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." In December 2018, OPR published final technical guidance for implementing SB 743.[5] On December 28, 2018, the Resources Agency adopted CEQA Guidelines Section 15064.3. Under this guideline, VMT will be the primary metric used to identify transportation impacts. Using VMT is optional through June 30, 2020. As of July 1, 2020, the provisions of Section 15064.3 will become mandatory.

In response to SB 743, Caltrans issued interim guidance,[6] which refocuses Caltrans Local Development-Intergovernmental Review program attention away from vehicle delay and to local development projects' VMT, appropriate transportation demand measures, and addressing multimodal operational issues. The City of Inglewood has not previously adopted a VMT threshold. Nevertheless, this section contains a comprehensive analysis of the project VMT in addition to LOS, and applies VMT thresholds of significance to analyze transportation impacts.

Regional

Congestion Management Plan for Los Angeles County

Metro administers the Congestion Management Program (CMP). The CMP is a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County.[7] The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP, and includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality

5 State of California, Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. Available: www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed March 7, 2019.

6 California Department of Transportation, Local Development-Intergovernmental Review Program Interim Guidance, Revised November 9, 2016. Available: www.dot.ca.gov/hq/tpp/sb743.html. Accessed March 6, 2019.

7 Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program. Available: www.media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf. Accessed March 6, 2019.

and quality of life for affected communities. CMP guidelines require the evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours and require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either the AM or PM peak hours. The guidelines also require evaluation of the public transit system serving the project area.

The CMP was one of the pioneering efforts to conduct performance-based planning. Because the CMP primarily uses LOS to assess congestion, however, it is inconsistent with the direction of SB 743 which requires use of VMT-related performance measures for determining CEQA impacts. SB 743 and other state laws that have been enacted over the last decade are intended to, among other things, address climate change and support infill development and sustainable transportation. Metro, like other lead agencies, is developing new ways to measure transportation system performance. These are among the reasons that Metro initiated a process that led to Los Angeles County opting out of the CMP, as permitted by Government Code section 65088.3 (part of the original legislation authorizing the preparation of the CMP). Metro initiated this process on June 20, 2018.[8] Opting out required the approval of a majority of local jurisdictions within the County representing a majority of the County population. In response, the City of Inglewood adopted a resolution to opt out of the CMP on November 13, 2018.[9] A majority of local jurisdictions within the County representing a majority of the County population adopted resolutions to opt out as of July 2019, and the Los Angeles County CMP is no longer in force. However, a CMP analysis was conducted for the Proposed Project and is presented in Appendix K.5 for informational purposes.

Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[10] The 2016–2040 RTP/SCS presents a long-term vision for the regional transportation system through the year 2040 and identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Furthermore, it balances the future mobility and housing needs of the region with economic, environmental, and public health goals. As stated in the 2016–2040 RTP/SCS, California SB 375 requires SCAG and other Metropolitan Planning Organizations throughout the state to develop a Sustainable Communities Strategy to reduce per capita GHG emissions through integrated transportation, land use, housing, and environmental planning. Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for High Quality Transit Areas (HQTAs), Livable Corridors, and Neighborhood Mobility Areas as key features of a thoughtfully planned, maturing

8 Congestion Management Program Opt Out. Los Angeles County Metropolitan Transportation Authority, Planning and Programming Committee, Board Report, June 20, 2018. Available: www.media.metro.net/docs/cmp_optOut_2018-0620.pdf. Accessed March 6, 2019.

9 Resolution to Opt-Out of the Los Angeles County Metropolitan Transit Authority, Congestion Management Program, City of Inglewood, Council Staff Report. Available: www.cityofinglewood.org/AgendaCenter/ViewFile/Item/5549?fileID=3011. Accessed March 26, 2019.

10 Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.

region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life. HQTAs are described as areas within 0.5 miles of a fixed guideway transit stop or a bus transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within HQTAs. The Project Site is consistent with the criteria to be located within an HQTA as designated by the 2016–2040 RTP/SCS.[11,12,13]

The 2016-2040 RTP/SCS includes six specific goals that pertain to mobility, accessibility, travel safety, and productivity of the transportation system. These goals, which complement the transportation investments of the state and region, and security of the regional transportation system, are listed below.

Goal 2: Maximize mobility and accessibility for all people and goods in the region.

Goal 3: Ensure travel safety and reliability for all people and goods in the region.

Goal 4: Preserve and ensure a sustainable regional transportation system.

Goal 5: Maximize the productivity of our transportation system.

Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

The project was found to be consistent with Goals 2 and 3 based on its multi-modal approach for special event planning, implementation of an Event Transportation Management Plan (TMP) to address potential modal conflicts, and location within the region that is served by multiple freeways, interchanges, and high-capacity surface streets. The proposed shuttle system that would deliver event attendees between the Project Site and existing/planned light rail stations is an example of how the project is contributing toward sustainable regional transportation solutions (Goal 4). Both project components (including a shuttle system to light rail stations) and mitigations (consisting of traffic signal retiming/optimization, and temporary traffic management to increase capacity where needed) are examples of how the project is maximizing the productivity of the transportation system in its vicinity (Goal 5). The project would provide dedicated on-site bike parking and pedestrian amenities within and along its frontages to encourage travel by active modes (Goal 6). Part of the Event TMP is a set of communications protocols with relevant agencies including public works departments, police, sheriff, and

11 Southern California Association of Governments, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016, Exhibit 5.1: High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.

12 Los Angeles County Metropolitan Transportation Authority, "High Quality Transit Areas—Southwest Quadrant," Available: www.media.metro.net/projects_studies/call_projects/images/Southwest%20Quad%20Map.pdf. Accessed March 6, 2019.

13 Metro Line 117 on Century Boulevard provides 15-minute service frequencies during peak commute hours. Metro Lines 211. 212, and 312 on South Prairie Avenue together provide service frequencies of less than 15 minutes during peak commute hours.

California Highway Patrol to monitor transportation system performance, and implement real-time modifications to the plan as conditions change (Goal 9). In summary, review of the project against applicable mobility policies contained in the 2016–2040 RTP/SCS did not identify any inconsistencies.

Local

City of Inglewood General Plan Circulation Element

The Circulation Element of the City of Inglewood General Plan[14] identifies the system of freeways, major and minor arterials, and collector streets needed to carry traffic within and through the community. The primary purpose of the Circulation Element as stated within 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. The Circulation Element also describes transit services within Inglewood, and designates truck routes and bicycle routes throughout the City.

The San Diego Freeway (I-405) travels through the western portion of the city and the Glenn Anderson/West Century Freeway (I-105) travels along the southern edge of the city. The Circulation Element defines the following classifications of streets:

- Major Arterials – Major arterials are the most important surface streets, functioning as primary intercity routes and collecting and distributing a large portion of local traffic. Major arterials are typically designed to carry over 30,000 vehicles per day with a minimum of two travel lanes in each direction and a separate median lane to accommodate left-turn movement.
- Minor Arterials – Minor arterials, also referred to as secondary arterials, are similar to major arterials except that they may be discontinuous within the City and may carry less traffic volume. Minor arterials are typically designed to carry 15,000 to 30,000 vehicles per day with a minimum of two travel lanes in each direction. A separate median lane to accommodate left-turn movement is desirable if there is sufficient roadway width.
- Collectors – Collectors are transitional streets between arterials and local streets, collecting vehicles from the local street system and transporting them to the arterial system. Collectors may also provide cross-city access. Collectors may be designed to carry up to 15,000 vehicles per day, although 3,000 to 10,000 vehicles is more typical. Collectors will have at least one travel lane in each direction, although two travel lanes may be utilized depending upon volume and function.

The map on page 17 of the Circulation Element and the text on page 21 of the Circulation Element would require amendment to reflect the street vacations proposed as part of the Proposed Project. The Project would not be inconsistent with the Circulation Element as amended.

[14] City of Inglewood,1992. *Circulation Element of the Inglewood General Plan*, adopted December 15, 1992.

City of Inglewood Municipal Code

The City of Inglewood Municipal Code[15] includes a number of sections relevant to the Proposed Project. These include:

- Section 3-2.2/Authority of Officers and Designated Personnel – Section 3-2.2 authorizes peace officers and persons designated by the Chief of Police to direct traffic in conformance with traffic laws after passing a traffic regulation training program. This is relevant to the use of traffic control officers (TCOs) as part of the Proposed Project event transportation management plan.

- Section 3-63/Off-Street Parking – Section 3-63 permits any property within the City to be used for off-street parking purposes and requires that a permit for such purpose be issued by the City Permits and Licenses Committee. The section requires that the permits be issued only when there is an extensive parking need requiring the issuance of such permits to reduce traffic congestion or hazards, when such facilities are made available for public parking and a fee is charged. Section 3-63.1 provides further requirements for the operation of such facilities. This is relevant to the potential use of off-site parking facilities by attendees of events at the Proposed Project.

- Sections 3-80 and 3-81/Permit Parking Districts – Section 3-81 defines the boundaries of various permit parking districts within the City and Section 3-80 describes the restrictions in place within each district. District 3 encompasses the area generally bounded by Arbor Vitae Street from Myrtle Avenue to South Prairie Avenue, South Prairie Avenue from Arbor Vitae Street to West Century Boulevard, West Century Boulevard from South Prairie Avenue to Yukon Avenue, Yukon Avenue from West Century Boulevard to West 104th Street, West 104th Street from Yukon Avenue to Freeman Avenue, Freeman Avenue from West 104th Street to West Century Boulevard, West Century Boulevard from Freeman Avenue to Myrtle Avenue, and Myrtle Avenue from West Century Boulevard to Arbor Vitae Street. As such the district surrounds the Proposed Project Site. Within this district, unless a parking permit has been issued and properly displayed, it is unlawful for any person to park any vehicle during either any period between the hours of 12 noon and 6 PM Monday through Sunday inclusive (seven days) or any period between the hours of 7 PM and 10 PM Monday through Sunday inclusive (seven days). However, although the district is formally defined in the Municipal Code, some of the streets within the district are not currently posted with signs indicating the parking restrictions in accordance with the posting requirements in Section 3-77.

3.14.4 Analysis, Impacts and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for analysis of project-specific and cumulatively considerable impacts to the transportation and circulation system. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. The following describes the significance criteria used to identify project-specific and cumulatively considerable impacts to the transportation and circulation system for the Proposed Project.

[15] City of Inglewood Municipal Code. Available: www.qcode.us/codes/inglewood/. Accessed March 25, 2019.

Intersections

Impacts would be significant if:

- A project would have a significant impact during the weekday AM or PM peak hours on intersection capacity (in the City of Inglewood or City of Los Angeles) at a signalized intersection analyzed using the CMA/ICU methodology operating at LOS C, D, or E/F after the addition of project traffic if the project traffic causes an increase in the V/C ratio as follows:
  - V/C ratio increase >= 0.040 if LOS is C
  - V/C ratio increase >= 0.020 if LOS is D
  - V/C ratio increase >= 0.010 if LOS is E or F
- A project would have a significant impact during the weekday AM or PM peak hours on intersection capacity (in the County of Los Angeles or City of Hawthorne) at a signalized intersection analyzed using the ICU methodology operating at LOS C, D, or E/F prior to the addition of project traffic if the project traffic causes an increase in the V/C ratio as follows:
  - V/C ratio increase >= 0.040 if LOS is C
  - V/C ratio increase >= 0.020 if LOS is D
  - V/C ratio increase >= 0.010 if LOS is E or F
- The traffic generated by the project during the weekday AM or PM peak hours causes an increase in the average delay by more than 5 seconds at a signalized intersection analyzed using the HCM methodology operating at LOS D or worse after the addition of project traffic.
- A project would have a significant impact during the pre-event or post-event peak hours on intersection capacity (in the City of Inglewood or City of Los Angeles) at a signalized intersection analyzed using the CMA/ICU methodology operating at LOS E or F after the addition of project traffic if the project traffic causes an increase in the V/C ratio of 0.01 or greater.
- A project would have a significant impact during the pre-event or post-event peak hours on intersection capacity (in the County of Los Angeles or City of Hawthorne) at a signalized intersection analyzed using the ICU methodology operating at LOS E or F prior to the addition of project traffic if the project traffic causes an increase in the V/C ratio of 0.01 or greater.
- The traffic generated by the project during the pre-event or post-event peak hours causes an increase in the average delay by more than 5 seconds at a signalized intersection analyzed using the HCM methodology operating at an unacceptable LOS (LOS E or F) after the addition of project traffic.
- A project would have a significant impact at an unsignalized intersection if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and peak hour signal warrants would be met, or would cause peak hour signal warrants to be met when the worst approach is already operating at LOS E or LOS F.

Freeway Facilities

Impacts to the freeway system would be significant if:

- Impacts to freeway mainline segments for weekday AM and PM peak hour conditions are considered significant if the traffic generated by a project: (a) causes a freeway mainline segment LOS to worsen from LOS C to D, or worsen from LOS D to E, or worsen from LOS E to F; or (b) when a segment is already at LOS F, causes an increase in volume of greater than 1 percent.
- Impacts to freeway mainline segments for pre-event and post-event (major event) peak hour conditions are considered significant if the traffic generated by a project: (a) causes a freeway mainline segment to worsen from LOS D or better to LOS E, or worsen from LOS E to F; or (b) when a segment is already at LOS F, causes an increase in volume of greater than 1 percent.
- Impacts to off-ramps are considered significant if the traffic generated by a project causes or worsens an off-ramp queue that: (a) exceeds 85 percent of the off-ramp storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of the auxiliary lane or 1,000 feet.

Residential Street Segments

Impacts to residential streets would be significant if:

- A project would have a significant impact if, after the addition of project trips, there is projected to be more than 3,000 vehicles per day on a local street or more than 10,000 vehicles per day on a collector street (unless the project causes a net reduction in trips relative to 'no project' conditions).

Vehicle Miles Traveled

Impacts related to VMT would be considered significant if:

- The office components of the project generate work VMT exceeding (i.e., higher than) a level of 15 percent below existing regional daily work VMT per employee.
- The retail components of the project that are not local serving cause a net increase in daily VMT.
- The hotel component of the project causes a net increase in daily VMT.
- The event component of the project causes a net increase in daily VMT.

Transit

Impacts to the transit system are considered significant if a project would:

- Adversely affect public transit operations; or
- Fail to adequately provide access to transit.

Bicycle Facilities

Impacts to bicycle facilities are considered significant if a project would:

- Adversely affect existing or planned bicycle facilities; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

Impacts to pedestrian circulation are considered significant if a project would:

- Adversely affect existing or planned pedestrian facilities; or
- Fail to adequately provide for access by pedestrians.

Emergency Access

Impacts to emergency access are considered significant if a project would result in inadequate emergency access.

Construction-Related Traffic Impacts

A project would have a significant impact during construction if it were to substantially affect circulation for a substantial duration, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and LOS on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations; and

- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g., bus, train); and
- The length of time that existing parking spaces would be unavailable.

Methodology and Assumptions

This subsection presents the analysis methods and assumptions used to evaluate the significance of project impacts under adjusted baseline and cumulative conditions. Analysis scenarios presented here follow the general ordering of scenarios shown in Table 3.14-3. Specifically, the analysis of project-only scenarios (for both adjusted baseline and cumulative) are presented first followed by various concurrent scenarios involving events at The Forum and NFL Stadium. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for a detailed analysis of the Proposed Project travel characteristics for each of the scenarios/activities described in Table 3.14-3. The discussion that follows presents a summary of those results.

Due to the size of the study area and number of analysis scenarios, all adjusted baseline and cumulative peak hour turning movement volumes are provided in Appendix K.2, rather than in figures contained in this section.

Proposed Project Vacated Streets

The Proposed Project would result in localized changes to the existing traffic patterns due to the following actions:

- Removal of a 1,200-foot section of West 102nd Street between South Prairie Avenue and Doty Avenue to facilitate arena construction.
- Removal of a 340-foot section of West 101st Street between residential uses and retail uses (directly west of South Prairie Avenue) to facilitate the West Parking Garage Site.
- Removal of an existing traffic signal on South Prairie Avenue at West 102nd Street, turn prohibitions (via a raised median, channelization, or signing/striping) from South Prairie Avenue onto westbound West 102nd Street, and restriction of eastbound turns on West 102nd Street at South Prairie Avenue to right-turns only (controlled by a stop sign).
- A new privately-owned but publicly-accessible alley would be constructed to the west of the West Parking Garage Site, connecting West Century Boulevard to West 101st and West 102nd streets.

According to Table 3.14-12, West 101st Street west of South Prairie Avenue currently carries 1,137 and 966 daily trips on weekdays and weekends, respectively, while West 102nd Street east of South Prairie Avenue currently carries 5,661 and 4,099 daily trips on weekdays and weekends, respectively. The above mentioned street closures would cause existing traffic to shift to other

roadways. The traffic analysis assumes that this traffic would shift to the closest convenient alternative route, following the closure of these segments of West 101st and West 102nd streets. Specifically, the analysis assumes that vehicles traveling on West 102nd Street east of South Prairie Avenue would shift to West Century Boulevard and West 104th Street, while vehicles on West 102nd Street west of South Prairie Avenue would shift onto either West Century Boulevard, West 104th Street or Freeman Avenue (depending on their travel routes). Vehicles on West 101st Street west of South Prairie Avenue would shift to West Century Boulevard, West 102nd Street, and West 104th Street. These vehicle volume shifts are applied for all project scenarios.

Proposed Project Land Uses, Parking Supply, and Access Provisions

Chapter 2, Project Description, presents the Proposed Project site plan and detailed land use quantities for the Proposed Project. As described in that chapter, the majority of the ancillary land uses would be located within the Arena Site. The exception is the hotel, which is part of the East Transportation and Hotel Site located on the south side of West Century Boulevard between Doty Avenue and Yukon Avenue.

The Proposed Project would construct the following three parking garages:

- West Parking Garage: 3,110 parking spaces on six floors located west of South Prairie Avenue and south of West Century Boulevard.
- South Parking Garage: 650 parking spaces located east of South Prairie Avenue, immediately south of the arena.
- East Parking Garage: located south of West Century Boulevard between Doty Avenue and Yukon Avenue and consisting of 3 floors. The top two floors would consist of 365 parking spaces, while the bottom floor would serve as a transportation hub, dedicated exclusively to pick-up/drop-offs by TNCs, such as Uber and Lyft, and to parking for charter buses.

In total, these three garages would provide 4,125 parking spaces (excluding TNC pick-up/drop-offs and charter bus parking). Vehicular access provisions to these garages are described below:

Access to West Parking Garage

The West Parking Garage would be accessible from South Prairie Avenue and from West Century Boulevard. Direct access would not be provided from West 102nd Street, the remaining portion of West 101st Street (directly west of South Prairie Avenue), or the new alley/fire lane extending from West 102nd Street to West Century Boulevard. The following describes the two points of access to this structure:

- Signalized Driveway on West Century Boulevard – would be located approximately 475 feet west of South Prairie Avenue (measured from centerline to centerline). This driveway would be operational on event days and closed on non-event days. It would consist of three reversible travel lanes that provide ground floor access and direct ramps to the upper floors. Motorists would not be permitted to turn left into the garage driveway from westbound West Century Boulevard. Motorists would access this driveway by turning right from eastbound West Century Boulevard.

- Signalized Driveway on South Prairie Avenue – would be located approximately 575 feet south of West Century Boulevard. This driveway would be operational at all times. It would consist of four reversible travel lanes that provide access to the first floor and direct ramps to the upper floors. Under non-event conditions, exclusive northbound left-turn and southbound right-turn lanes would be provided on South Prairie Avenue, and exclusive eastbound (outbound) left and right-turn lanes would be provided on the driveway. For major events, special lane assignments would be implemented as described in the Adjusted Baseline Plus Project Conditions subsection.

A pedestrian bridge would connect the West Parking Garage and the Arena plaza. A crosswalk would be constructed on the south leg of the West Parking Garage signalized driveway on South Prairie Avenue.

Access to South Parking Garage

The South Parking Garage would be accessed from a right-turn only driveway on South Prairie Avenue between West 102nd Street and West 103rd Street. The driveway would therefore be accessible by those traveling northbound on South Prairie Avenue. Movements would be restricted to inbound and outbound right-turns at all times. The South Parking Garage would also be accessible from the east via West 102nd Street and Doty Avenue. Persons parking in this structure would have direct access to the Arena.

Access to East Parking Garage/Transportation Hub

Charter buses and TNCs would enter and exit the East Parking Garage via a new fourth (south) leg of the West Century Boulevard/Hollywood Park Casino Driveway signalized intersection. Regular parking would be provided on the second and third floors, which would be accessible exclusively from a full-access driveway on West 102nd Street. Persons parking in this structure would walk along West Century Boulevard to reach the Arena plaza. The driveway on West Century Boulevard would have three outbound lanes and multiple inbound lanes to accommodate buses. The driveway on West 102nd Street would have two reversible lanes.

The first floor would be the Transportation Hub and consist of 28 distinct spaces for TNCs to pick-up or drop-off passengers. It would also include twelve queuing lanes, which could provide storage for 154 vehicles to simultaneously stage to pick-up passengers after events conclude. This system is intended to be operated on a first-in, first-out type design (similar to a taxi stand) versus the more traditional system in which drivers and passengers meet at a defined numbered/lettered location. Assuming an average loading time of two minutes per vehicle, this design could accommodate up to 840 vehicles per hour. The first floor would also provide parking for 20 charter buses and 23 micro-transit vehicles.

Adjusted Baseline Conditions

This subsection presents the impacts of the Proposed Project for the various adjusted baseline scenarios described in Table 3.14-3. Additional information regarding the assumptions underlying these event and non-event conditions are presented in Table 2-3 of Chapter 2, Project Description.

Adjusted Baseline Plus Project (Ancillary Land Uses) Conditions

The vehicle trip generation estimates for most of the ancillary uses (office, medical clinic, community space, restaurant, and retail) are based on the square footage of the proposed site plan using trip generation data from the *Trip Generation Manual*.[16] For the practice facility, trip generation is based on the number of staff, as this land use does not have a comparable land use code in the *Trip Generation Manual* that factors in the unique nature of the project. The medical clinic is expected to specialize in sports medicine and would be open to the public on weekdays during normal business hours. Mode split data, internalization rates, and pass-by adjustments were made to the project gross vehicle trips. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for methods used to estimate internal trips, pass-by trips, and external non-auto trips. Trip generation estimates for the existing restaurant, motel and manufacturing uses now on the Project Site (and to be removed) were also based on their square footage and trip generation data from *Trip Generation Manual*.

All parking for the ancillary land uses would occur in one of the three garages. However, the hotel would be located on a separate site, immediately east of the East Parking Garage, and would provide its own parking in compliance with the City of Inglewood Municipal Code.

Table 3.14-14 displays the AM peak hour, PM peak hour, and daily vehicle trip generation on a typical weekday for the project ancillary land uses. This table applies to a day in which an event is not being held at the project. As shown, the ancillary land uses would generate approximately 4,706 net new daily vehicle trips, with 294 occurring during the AM peak hour and 409 occurring during the PM peak hour.

TABLE 3.14-14
PROJECT ANCILLARY LAND USES TRIP GENERATION

	Vehicle Trips								
	Daily			AM Peak Hour			PM Peak Hour		
Ancillary Land Uses	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Gross Vehicle Trips	3,449	3,449	**6,898**	314	108	**422**	261	349	**610**
Internal Trips	-148	-148	**-296**	-27	-11	**-38**	-35	-38	**-73**
Pass-by Trips	-474	-474	**-948**	-12	-9	**-21**	-31	-24	**-55**
Existing Trips to be Removed	-311	-311	**-622**	-32	-20	**-52**	-23	-26	**-49**
Transit/Bike/Walk	-163	-163	**-326**	-12	-5	**-17**	-11	-13	**-24**
Net New Vehicle Trips	**2,353**	**2,353**	**4,706**	**231**	**63**	**294**	**161**	**248**	**409**

NOTES:
Applies to conditions in which an event is not being held at the Project Site.
Trip generation estimates based on rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, 2017) except as noted in text above.
See *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1 regarding how internal trips, pass-by trips, and external non-auto trips were estimated.

SOURCE: Fehr & Peers, 2019.

16 Institute of Transportation Engineers, 2017. *Trip Generation Manual, 10th Edition.*

Trip distribution for ancillary land uses was developed using data from SCAG travel demand model. Model outputs were adjusted based on observed intersection operational characteristics to develop the project assignment. Project trips were added to the Adjusted Baseline No Project volumes to yield Adjusted Baseline Plus Project Conditions. **Figure 3.14-6** displays the distribution of trips generated by the ancillary land uses.

Table 3.14-15 displays the weekday AM and PM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Ancillary Land Uses) conditions (see Appendix K.3 for technical calculations). As shown in the table, the project would cause significant impacts at several study intersections during one or both peak hours.

Table 3.14-16 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under adjusted baseline Conditions for No Project and Plus Project (Ancillary Land Uses) conditions. As shown in the table, the project would add trips to one facility whose daily volume of traffic would exceed the applicable threshold for the facility type.

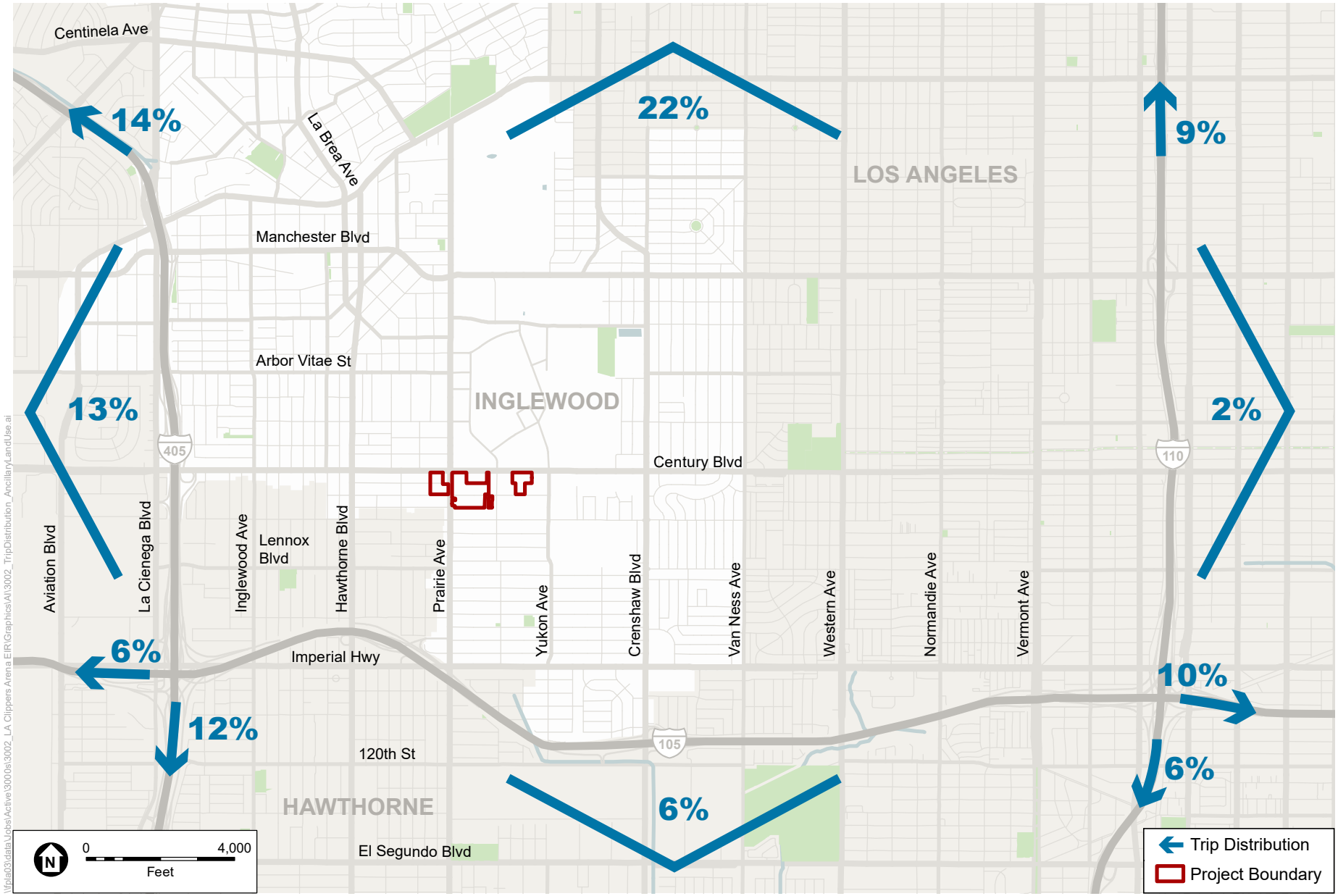
Table 3.14-17 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the ancillary land uses (see Appendix K.2 for additional data supporting the freeway impact conclusions and Appendix K.3 for technical calculations). **Table 3.14-18** shows the existing weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. The Ancillary Land Uses would not cause freeway mainline segment impacts during the AM or PM peak hours. No ramp queues exceed the applicable storage.

Adjusted Baseline Plus Project (Daytime Event) Conditions

The daytime event scenario analyzes the following two different types of events that may occur at the Proposed Project on weekdays:

- Corporate/Community Event with 2,000 people attending, beginning in the weekday AM peak hour.
- Other Sporting Event or Gathering with 7,500 people attending, ending in the weekday PM peak hour.

Technical Memorandum #2 – Project Travel Demand Estimates for IBEC, which is contained in Appendix K.1, describes the expected Proposed Project travel characteristics for daytime events including how mode split was estimated, average vehicle occupancy, peak hours of arriving and departing traffic, employee mode split, and many other important travel behaviors. This section presents a summary of the results of that work. For these event types, shuttle service to nearby light rail stations is not assumed to be provided.



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-6

Trip Distribution - Ancillary Land Uses

ESA

TABLE 3.14-15
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	0.964	E	0.965	E
				PM	1.000	E	1.009	F
19	South Prairie Ave/ Kelso St/Pincay Dr	ICU	Inglewood	AM	0.746	C	0.748	C
				PM	1.031	F	1.040	F
25	South Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.558	A	0.566	A
				PM	0.672	B	0.678	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.401	A	0.401	A
				PM	0.417	A	0.421	A
28	South Prairie Ave/ Hardy St	ICU	Inglewood	AM	0.539	A	0.549	A
				PM	0.647	B	0.652	B
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	AM	0.572	A	0.573	A
				PM	0.547	A	0.548	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.895	D	0.896	D
				PM	0.774	C	0.775	C
		CMA	City of Los Angeles	AM	0.729	C	0.730	C
				PM	0.585	A	0.587	A
		HCM	Caltrans	AM	15.3	B	15.4	B
				PM	19.6	B	19.7	B
32	South Prairie Ave/97th St	ICU	Inglewood	AM	0.478	A	0.479	A
				PM	0.509	A	0.514	A
34	La Cienega Blvd/West Century Blvd	ICU	Inglewood	AM	1.081	F	1.088	F
				PM	0.761	C	0.765	C
		CMA	City of Los Angeles	AM	1.004	F	1.008	F
				PM	0.685	B	0.690	B
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	AM	0.903	E	0.905	E
				PM	0.777	C	0.786	C
		HCM	Caltrans	AM	29.8	C	29.9	C
				PM	19.4	B	19.7	B
36	Felton Ave/West Century Blvd	ICU	Inglewood	AM	0.579	A	0.581	A
				PM	0.733	C	0.738	C
37	Inglewood Ave/West Century Blvd	ICU	Inglewood	AM	0.879	D	0.886	D
				PM	0.941	E	0.948	E
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	AM	0.587	A	0.589	A
				PM	0.622	B	0.627	B
39	Grevillea Ave/West Century Blvd	ICU	Inglewood	AM	0.633	B	0.635	B
				PM	0.613	B	0.618	B
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	AM	0.840	D	0.841	D
				PM	0.858	D	0.863	D

TABLE 3.14-15
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
41	Myrtle Ave/West Century Blvd	ICU	Inglewood	AM	0.532	A	0.539	A
				PM	0.566	A	0.580	A
42	Freeman Ave/West Century Blvd	ICU	Inglewood	AM	0.482	A	0.491	A
				PM	0.560	A	0.591	A
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	AM	0.740	C	0.767	C
				PM	0.894	D	0.913	E
44	Doty Ave/West Century Blvd	ICU	Inglewood	AM	0.552	A	0.537	A
				PM	0.528	A	0.533	A
45	Yukon Ave/West Century Blvd	ICU	Inglewood	AM	0.432	A	0.455	A
				PM	0.715	C	0.728	C
46	Club Dr/West Century Blvd	ICU	Inglewood	AM	0.509	A	0.518	A
				PM	0.699	B	0.707	C
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	AM	0.516	A	0.525	A
				PM	0.770	C	0.778	C
48	Crenshaw Blvd/West Century Blvd	ICU	Inglewood	AM	0.600	A	0.612	B
				PM	0.788	C	0.819	D
49	5th Ave/West Century Blvd	ICU	Inglewood	AM	0.420	A	0.426	A
				PM	0.406	A	0.411	A
50	Van Ness Ave/West Century Blvd	ICU	Inglewood	AM	0.728	C	0.734	C
				PM	0.802	D	0.808	D
		CMA	City of Los Angeles	AM	0.670	B	0.677	B
				PM	0.749	C	0.755	C
		CMA	City of Los Angeles	AM	0.499	A	0.499	A
				PM	0.427	A	0.430	A
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	ICU	Inglewood	AM	0.677	B	0.680	B
				PM	0.628	B	0.630	B
		HCM	Caltrans	AM	16.1	B	16.2	B
				PM	15.8	B	15.9	B
54	South Prairie Ave/ West 102nd St	ICU/HCM[d]	Inglewood	AM	0.549	A	18.0	C
				PM	0.578	A	30.9	D
55	Doty Ave/West 102nd St	HCM (unsign.)	Inglewood	AM	9.0	A	7.3	A
				PM	10.7	B	7.8	A
56	Yukon Ave/West 102nd St	HCM (unsign.)	Inglewood	AM	15.7	C	10.9	B
				PM	23.2	C	13.2	B
59	Hawthorne Blvd/West 104th St	ICU	Inglewood/Los Angeles County	AM	0.599	A	0.600	A
				PM	0.701	C	0.705	C
60	South Prairie Ave/ West 104th St	ICU	Inglewood	AM	0.620	B	0.657	B
				PM	0.657	B	0.705	C
61	Doty Ave/West 104th St	HCM (unsign.)	Inglewood	AM	10.6	B	10.5	B
				PM	10.9	B	11.1	B

TABLE 3.14-15
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	Adjusted Baseline No Project V/C or Delay	Adjusted Baseline No Project LOS	Adjusted Baseline Plus Project[c] V/C or Delay	Adjusted Baseline Plus Project[c] LOS
62	Yukon Ave/West 104th St	ICU	Inglewood	AM	0.664	B	0.685	B
				PM	0.587	A	0.617	B
63	Crenshaw Blvd/West 104th St	ICU	Inglewood	AM	0.677	B	0.682	B
				PM	0.640	B	0.647	B
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	AM	0.523	A	0.523	A
				PM	0.434	A	0.435	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.641	B
				PM	0.726	C	0.741	C
68	South Prairie Ave/ 108th St	ICU	Inglewood	AM	0.618	B	0.635	B
				PM	0.591	A	0.606	B
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.491	A	0.493	A
				PM	0.523	A	0.528	A
72	South Prairie Ave/ 111th St	ICU	Inglewood	AM	0.689	B	0.694	B
				PM	0.641	B	0.655	B
75	South Prairie Ave/ 112th St/105 On-Ramps	ICU	Inglewood	AM	0.706	C	0.710	C
				PM	0.877	D	0.891	D
		HCM	Caltrans	AM	17.7	B	18.5	B
				PM	25.6	C	26.3	C
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.650	B	0.652	B
				PM	0.800	C	0.811	D
		HCM	Caltrans	AM	15.0	B	15.0	B
				PM	14.7	B	15.0	B
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	0.933	E	0.940	E
				PM	0.882	D	0.892	D
89	Hollywood Park Casino Driveway/West Century Blvd	ICU	Inglewood	AM	0.407	A	0.422	A
				PM	0.467	A	0.480	A
115	West Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		Not Open During Time Period	
				PM				
116	South Prairie Ave/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.449	A
				PM			0.516	A

NOTES:
Shaded cells identify significant impacts.

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.

[c] Applies to conditions in which an event is not occurring at the Project Site.

[d] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-16
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions	Adjusted Baseline Plus Project (Ancillary Land Uses) Conditions
		Weekday ADT[a]	Weekday ADT[a]
Hardy Street, west of South Prairie Avenue	Collector	6,555	6,555
97th Street, west of South Prairie Avenue	Local	1,019	1,019
99th Street, west of South Prairie Avenue	Local	1,146	1,146
Myrtle Avenue, north of West Century Boulevard	Collector	4,355	4,423
Flower Street, north of West Century Boulevard	Local	2,727	2,727
Freeman Avenue, south of West Century Boulevard	Collector	4,010	4,459
West 101st Street, west of South Prairie Avenue	Local	1,137	569
West 102nd Street, west of South Prairie Avenue	Local	1,814	907
West 102nd Street, between South Prairie Avenue and Doty Avenue	Local	5,661	1,071
West 102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	2,838
West 103rd Street, west of South Prairie Avenue	Local	1,042	1,142
Doty Avenue, south of West 102nd Street	Collector	2,244	3,568
Yukon Avenue, south of West 102nd Street	Collector	13,059	13,863
West 104th Street, west of South Prairie Avenue	Collector	3,867	4,497
West 104th Street, between South Prairie Avenue and Doty Avenue	Collector	5,967	9,189
West 104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	6,855
West 104th Street, east of Dixon Avenue	Collector	9,001	9,123
Doty Avenue, south of West 104th Street	Collector	1,945	1,965
Yukon Avenue, south of West 104th Street	Collector	9,224	9,242
105th Street, between South Prairie Avenue and Doty Avenue	Local	1,391	1,391
106th Street, between South Prairie Avenue and Doty Avenue	Local	1,406	1,406
107th Street, between South Prairie Avenue and Doty Avenue	Local	909	909
108th Street, between South Prairie Avenue and Doty Avenue	Collector	4,434	4,504
Doty Avenue, south of 109th Street	Collector	2,453	2,465
Yukon Avenue, south of 109th Street	Collector	7,455	7,467
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,968
Doty Avenue, north of Imperial Highway	Collector	4,220	4,232
Yukon Avenue, north of Imperial Highway	Collector	7,576	7,576

NOTES:
Shaded cells identify significant impacts.
[a] ADT represents average daily traffic (total volume in both directions).

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	24.44	C	24.54	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.72	A	8.82	A
				Weekday PM Peak	19.22	B	19.30	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	15.49	B	15.70	B
				Weekday PM Peak	15.54	B	15.69	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	16.71	B	16.83	B
				Weekday PM Peak	16.91	B	17.00	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.62	B	12.76	B
				Weekday PM Peak	13.19	B	13.28	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday AM Peak	5.86	A	5.96	A
				Weekday PM Peak	11.48	B	11.54	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday AM Peak	7.53	A	7.64	A
				Weekday PM Peak	18.33	C	18.40	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	7.08	A	7.18	A
				Weekday PM Peak	18.81	B	19.05	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	31.94	D	32.10	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	34.23	D	34.46	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd)	Diverge	Weekday AM Peak	10.27	A	10.39	A
				Weekday PM Peak	13.58	B	13.64	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday AM Peak	5.22	A	5.31	A
				Weekday PM Peak	5.82	A	5.87	A

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	7.34	A	7.36	A
				Weekday PM Peak	3.62	A	3.71	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	15.88	B	15.89	B
				Weekday PM Peak	—	F	—	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	13.76	B	13.77	B
				Weekday PM Peak	—	F[b]	—	F[b]
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-Ramp)	Merge	Weekday AM Peak	20.94	C	20.95	C
				Weekday PM Peak	—	F[b]	—	F[b]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.23	B	17.36	B
				Weekday PM Peak	—	F[b]	—	F[b]
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	21.03	C	21.28	C
				Weekday PM Peak	—	F[b]	—	F[b]
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.74	B	17.77	B
				Weekday PM Peak	14.10	B	14.12	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.48	C	24.57	C
				Weekday PM Peak	—	F[b]	—	F[b]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.64	C	21.67	C
				Weekday PM Peak	—	F[b]	—	F[b]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.37	B	15.41	B
				Weekday PM Peak	—	F[b]	—	F[b]
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	21.90	C	21.93	C
				Weekday PM Peak	—	F[b]	—	F[b]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	18.26	C	18.30	C
				Weekday PM Peak	—	F[b]	—	F[b]
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	22.27	C	22.36	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	23.12	C	23.24	C

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	23.12	C	23.24	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	20.43	C	20.54	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	17.54	B	17.63	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	16.42	B	16.50	B
38	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.06	B	15.19	B
				Weekday PM Peak	23.07	C	23.17	C
39	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	12.85	B	12.90	B
				Weekday PM Peak	21.54	C	21.59	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C	18.36	C
				Weekday PM Peak	26.01	D	26.02	D
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C	23.17	C
				Weekday PM Peak	26.02	D	26.04	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	29.02	D	29.11	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	24.24	C	24.30	C
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	26.17	C	26.27	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	30.06	D	30.16	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	24.49	C	24.58	C
				Weekday PM Peak	—	F	—	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.64	C	21.70	C
				Weekday PM Peak	—	F	—	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	23.06	C	23.10	C
				Weekday PM Peak	—	F	—	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	18.48	C	18.53	C
				Weekday PM Peak	26.53	D	26.57	D

TABLE 3.14-17
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.58	C	25.67	C
				Weekday PM Peak	33.07	D	33.14	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B	13.37	B
				Weekday PM Peak	19.11	C	19.11	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C	22.02	C
				Weekday PM Peak	21.50	C	21.51	C

NOTES:

[a] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.

[b] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-18
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Off-Ramp[a]	Ramp Capacity Threshold[b]	Adjusted Baseline No Project				Adjusted Baseline Plus Project			
		95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]		95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	436	858	No	No	438	862	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	1,944	1,049	No	No	1,963	1,062	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	94	270	No	No	100	276	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	695	1,692	No	No	740	1,736	No	No

NOTES:

[a] Auxiliary lanes are present at each of these off-ramps.

[b] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

[c] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

[d] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-19 indicates that a Corporate/Community Event with 2,000 people would generate 1,347 vehicle trips during the AM peak hour. **Table 3.14-20** indicates that a Sporting Event or Gathering with 7,500 people would generate 3,616 vehicle trips during the PM peak hour. **Table 3.14-21** displays the average daily vehicle trip generation for each of these event types. On a daily basis, the Corporate/Community Event with 2,000 people would generate 3,406 vehicle trips, while the Sporting Event or Gathering with 7,500 people would generate 8,318 vehicle trips. These trip totals exclude trips generated by the ancillary land uses. Thus, total trips from the Proposed Project would consist of those generated by the ancillary land uses, plus those generated by these events.

Vehicle distribution for these events is based on mobile source data from events at The Forum. For typical daytime events, it is expected that the South parking garage would be open for use by arena staff (office, basketball facilities, medical center employees), and that event attendees would be parked in the West Parking Garage.

Table 3.14-22A displays the weekday AM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS.

Table 3.14-22B displays the weekday PM peak hour LOS and average delay or V/C ratio at the 116 study intersections under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS. Because the Adjusted Baseline Plus Project (Daytime Event) conditions caused degraded LOS at many of the intersections at the edge of the 43-intersection study area, the study was expanded to evaluate LOS at all 116 intersections.

Table 3.14-23 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Adjusted Baseline Conditions for No Project and Plus Project (Daytime Events) conditions. As shown in the table, the project would add trips to two facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-24 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. **Table 3.14-25** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities, some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

TABLE 3.14-19
PROJECT DAYTIME EVENT TRIP GENERATION – WEEKDAY AM PEAK HOUR

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				AM Peak Hour Arrive	AM Peak Hour Vehicle Trips[a]		
		%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	2,000	1%	20	10%	200	2.18	92	89%	1,780	1.20	1,483	80%	1,260	74	1,334
Employees	25	5%	1	2%	1	1.18	1	93%	23	1.18	19	60%	12	1	13
Total	**2,025**		**21**		**201**		**93**		**1,803**		**1,502**		**1,272**	**75**	**1,347**

NOTES:
[a] Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-20
PROJECT DAYTIME EVENT TRIP GENERATION – WEEKDAY PM PEAK HOUR

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				PM Peak Hour Arrive	PM Peak Hour Vehicle Trips[a]		
		%	Persons	%	Persons	AVO	Vehicles	%	%	Persons	%	Persons	AVO	Out	Total
Attendees	7,500	1%	75	10%	750	2.18	344	89%	6,675	2.18	3,062	88%	303	2,997	3,300
Employees	480	5%	24	2%	10	1.18	8	93%	446	1.18	378	80%	6	310	316
Total	**7,980**		**99**		**760**		**352**		**7,121**		**3,440**		**309**	**3,307**	**3,616**

NOTES:
[a] Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-21
PROJECT DAYTIME EVENT TRIP GENERATION – DAILY CONDITIONS

	Vehicle Trips	
	Corporate/Community Event with 2,000 Attendees	**Other Sporting Event or Gathering with 7,500 Attendees**
Attendees	3,334	7,500
Employees	42	788
Miscellaneous[a]	30	30
Total[b]	**3,406**	**8,318**

NOTES:
[a] Includes catering, security, etc.
[b] Does not include trip generation associated with ancillary land uses.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-22A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	**Methodology[a,b]**	**Jurisdiction[a]**	**Peak Hour**	**V/C or Delay**	**LOS**	**V/C or Delay**	**LOS**
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	0.964	E	0.965	E
19	South Prairie Ave/ Kelso St/Pincay Dr	ICU	Inglewood	AM	0.746	C	0.749	C
25	South Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.558	A	0.604	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.401	A	0.401	A
28	South Prairie Ave/ Hardy St	ICU	Inglewood	AM	0.539	A	0.586	A
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	AM	0.572	A	0.573	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.895	D	0.950	E
		CMA	City of Los Angeles	AM	0.729	C	0.782	C
		HCM	Caltrans	AM	15.3	B	18.6	B
32	South Prairie Ave/ 97th St	ICU	Inglewood	AM	0.478	A	0.482	A
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	AM	1.081	F	1.183	F
		CMA	City of Los Angeles	AM	1.004	F	1.064	F
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	AM	0.903	E	0.907	E
		HCM	Caltrans	AM	29.8	C	28.7	C
36	Felton Ave/ West Century Blvd	ICU	Inglewood	AM	0.579	A	0.582	A
37	Inglewood Ave/ West Century Blvd	ICU	Inglewood	AM	0.879	D	0.886	D

TABLE 3.14-22A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	AM	0.587	A	0.591	A
39	Grevillea Ave/ West Century Blvd	ICU	Inglewood	AM	0.633	B	0.637	B
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	AM	0.840	D	0.843	D
41	Myrtle Ave/ West Century Blvd	ICU	Inglewood	AM	0.532	A	0.543	A
42	Freeman Ave/ West Century Blvd	ICU	Inglewood	AM	0.482	A	0.511	A
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	AM	0.740	C	0.822	D
44	Doty Ave/ West Century Blvd	ICU	Inglewood	AM	0.552	A	0.570	A
45	Yukon Ave/ West Century Blvd	ICU	Inglewood	AM	0.432	A	0.490	A
46	Club Dr/ West Century Blvd	ICU	Inglewood	AM	0.509	A	0.552	A
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	AM	0.516	A	0.559	A
48	Crenshaw Blvd/ West Century Blvd	ICU	Inglewood	AM	0.600	A	0.661	B
49	5th Ave/ West Century Blvd	ICU	Inglewood	AM	0.420	A	0.439	A
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood	AM	0.728	C	0.740	C
		CMA	City of Los Angeles	AM	0.670	B	0.683	B
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	AM	0.499	A	0.500	A
		ICU	Inglewood	AM	0.677	B	0.682	B
		HCM	Caltrans	AM	16.1	B	16.3	B
54	South Prairie Ave/ West 102nd St	ICU/HCM[d]	Inglewood	AM	0.549	A	18.3	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	AM	9.0	A	7.4	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	AM	15.7	C	10.9	B
59	Hawthorne Blvd/ West 104th St	ICU	Inglewood/ Los Angeles County	AM	0.599	A	0.654	B
60	South Prairie Ave/ West 104th St	ICU	Inglewood	AM	0.620	B	0.816	D
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	AM	10.6	B	13.2	B
62	Yukon Ave/ West 104th St	ICU	Inglewood	AM	0.664	B	0.758	C

TABLE 3.14-22A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
63	Crenshaw Blvd/ West 104th St	ICU	Inglewood	AM	0.677	B	0.750	C
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	AM	0.523	A	0.523	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.703	C
68	South Prairie Ave/ 108th St	ICU	Inglewood	AM	0.618	B	0.713	C
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.491	A	0.538	A
72	South Prairie Ave/ 111th St	ICU	Inglewood	AM	0.689	B	0.696	B
75	South Prairie Ave/ 112th St/105 On-Ramps	ICU	Inglewood	AM	0.706	C	0.721	C
		HCM	Caltrans	AM	17.7	B	19.1	B
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.650	B	0.653	B
		HCM	Caltrans	AM	15.0	B	15.4	B
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	0.933	E	0.968	E
89	Hollywood Park Casino Driveway/West Century Blvd	ICU	Inglewood	AM	0.407	A	0.458	A
115	West Century Blvd/West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.402	A
116	South Prairie Ave/West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.6626	B

NOTES:
Shaded cells identify significant impacts.

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is at E or F and the peak hour signal warrant is met.

[c] For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

[d] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes) Per the HCM, delay estimates in over-saturated conditions are unreliable.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	PM	0.864	D	0.873	D
2	La Brea Ave/Florence Ave	ICU	Inglewood	PM	0.744	C	0.783	C
3	Hillcrest Blvd/ Florence Ave	ICU	Inglewood	PM	0.434	A	0.443	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	PM	89.5	F	90.3	F
5	South Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.900	D	0.916	E
6	West Blvd/Florence Ave	ICU	Inglewood	PM	1.010	F	1.015	F
		CMA	City of Los Angeles	PM	0.871	D	0.876	D
7	South Prairie Ave/ Grace Ave	ICU	Inglewood	PM	0.486	A	0.499	A
8	South Prairie Ave/ East Carondelet Way	ICU	Inglewood	PM	0.496	A	0.501	A
9	South Prairie Ave/ East Regent Street	ICU	Inglewood	PM	0.690	B	0.700	B
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.690	B	0.760	C
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.812	D	0.838	D
12	Hillcrest Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.742	C	0.774	C
13	Spruce Ave/ Manchester Blvd	ICU	Inglewood	PM	0.553	A	0.565	A
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	PM	1.000	E	1.032	F
15	Kareem Ct/ Manchester Blvd	ICU	Inglewood	PM	0.692	B	0.710	C
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.054	F	1.093	F
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	PM	0.681	B	0.685	B
18	Market St/La Brea Ave	ICU	Inglewood	PM	0.529	A	0.573	A
19	South Prairie Ave/Kelso St/Pincay Dr	ICU	Inglewood	PM	1.031	F	1.054	F
20	Kareem Ct/Pincay Dr	ICU	Inglewood	PM	0.554	A	0.554	A
21	La Cienega Blvd/ Arbor Vitae St	ICU	Inglewood	PM	0.757	C	0.759	C
		CMA	City of Los Angeles	PM	0.701	C	0.703	C
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.836	D	0.883	D

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.722	C	0.775	C
24	Myrtle Ave/Arbor Vitae St	ICU	Inglewood	PM	0.717	C	0.732	C
25	South Prairie Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.672	B	0.692	B
26	La Brea Ave/Hardy St	ICU	Inglewood	PM	0.641	B	0.678	B
27	Myrtle Ave/Hardy St	ICU	Inglewood	PM	0.417	A	0.438	A
28	South Prairie Ave/Hardy St	ICU	Inglewood	PM	0.647	B	0.665	B
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	PM	0.547	A	0.580	A
30	Van Ness Ave/Hardy St/ 96th St	ICU	Inglewood	PM	0.628	B	0.638	B
		CMA	City of Los Angeles	PM	0.563	A	0.574	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	PM	0.774	C	0.775	C
		CMA	City of Los Angeles	PM	0.585	A	0.587	A
		HCM	Caltrans	PM	19.6	B	19.8	B
32	South Prairie Ave/97th St	ICU	Inglewood	PM	0.509	A	0.518	A
33	Concourse Way/ West Century Blvd	CMA	City of Los Angeles	PM	0.387	A	0.400	A
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	PM	0.761	C	0.817	D
		CMA	City of Los Angeles	PM	0.685	B	0.739	C
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	PM	0.777	C	0.800	C
		HCM	Caltrans	PM	19.4	B	20.7	C
36	Felton Ave/ West Century Blvd	ICU	Inglewood	PM	0.733	C	0.751	C
37	Inglewood Ave/ West Century Blvd	ICU	Inglewood	PM	0.941	E	0.967	E
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	PM	0.622	B	0.640	B
39	Grevillea Ave/ West Century Blvd	ICU	Inglewood	PM	0.613	B	0.631	B
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	PM	0.858	D	1.036	F
41	Myrtle Ave/ West Century Blvd	ICU	Inglewood	PM	0.566	A	0.738	C
42	Freeman Ave/ West Century Blvd	ICU	Inglewood	PM	0.560	A	0.653	B
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	PM	0.894	D	1.031	F

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
44	Doty Ave/ West Century Blvd	ICU	Inglewood	PM	0.528	A	0.656	B
45	Yukon Ave/ West Century Blvd	ICU	Inglewood	PM	0.715	C	0.804	D
46	Club Dr/ West Century Blvd	ICU	Inglewood	PM	0.699	B	0.766	C
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	PM	0.770	C	0.838	D
48	Crenshaw Blvd/ West Century Blvd	ICU	Inglewood	PM	0.788	C	0.885	D
49	5th Ave/ West Century Blvd	ICU	Inglewood	PM	0.406	A	0.450	A
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood	PM	0.802	D	0.844	D
		CMA	City of Los Angeles	PM	0.749	C	0.794	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	PM	0.432	A	0.471	A
		CMA	City of Los Angeles	PM	0.254	A	0.295	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	PM	0.822	D	0.882	D
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	PM	0.427	A	0.472	A
		ICU	Inglewood	PM	0.628	B	0.680	B
		HCM	Caltrans	PM	15.8	B	17.5	B
54	South Prairie Ave/West 102nd St	ICU/HCM[d]	Inglewood	PM	0.578	A	***	F
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	PM	10.7	B	9.8	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	PM	23.2	C	28.6	D
57	La Cienega Blvd/ West 104th St	ICU	Los Angeles County	PM	0.448	A	0.448	A
		CMA	City of Los Angeles	PM	0.404	A	0.404	A
58	Inglewood Ave/ West 104th St	ICU	Los Angeles County	PM	0.654	B	0.659	B
59	Hawthorne Blvd/ West 104th St	ICU	Inglewood/Los Angeles County	PM	0.701	C	0.803	D
60	South Prairie Ave/ West 104th St	ICU	Inglewood	PM	0.657	B	0.984	E
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	PM	10.9	B	19.7	C
62	Yukon Ave/West 104th St	ICU	Inglewood	PM	0.587	A	0.818	D
63	Crenshaw Blvd/ West 104th St	ICU	Inglewood	PM	0.640	B	0.859	D
64	Van Ness Ave/ West 104th St	ICU	Los Angeles County	PM	0.569	A	0.585	A

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.786	C	0.887	D
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	PM	0.434	A	0.455	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	PM	0.726	C	1.004	F
68	South Prairie Ave/108th St	ICU	Inglewood	PM	0.591	A	0.811	D
69	Yukon Ave/108th St	ICU	Inglewood	PM	0.523	A	0.682	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	PM	0.592	A	0.724	C
71	Hawthorne Blvd/111th St	ICU	Los Angeles County	PM	0.786	C	0.905	E
72	South Prairie Ave/111th St	ICU	Inglewood	PM	0.641	B	0.853	D
73	Yukon Ave/111th St	ICU	Inglewood	PM	0.381	A	0.414	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	PM	0.745	C	0.851	D
		HCM	Caltrans	PM	22.0	C	34.2	C
75	South Prairie Ave/ 112th St/105 On-Ramps	ICU	Inglewood	PM	0.877	D	1.088	F
		HCM	Caltrans	PM	25.6	C	93.1	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	PM	0.843	D	0.853	D
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	PM	0.800	C	1.111	F
		HCM	Caltrans	PM	14.7	B	38.7	D
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	PM	0.882	D	0.978	E
79	Doty Ave/Imperial Hwy	ICU	Los Angeles County	PM	0.663	B	0.731	C
80	Yukon Ave/Imperial Hwy	ICU	Inglewood	PM	0.639	B	0.716	C
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	0.898	D	0.974	E
82	South Prairie Ave/118th St	ICU	Hawthorne	PM	0.586	A	0.609	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	0.821	D	0.961	E
		HCM	Caltrans	PM	42.9	D	50.5	D
84	South Prairie Ave/120th St	ICU	Hawthorne	PM	0.925	E	0.992	E
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	PM	0.749	C	0.880	D
		HCM	Caltrans	PM	20.0	C	37.3	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.725	C	1.075	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.654	B	0.673	B
		CMA	City of Los Angeles	PM	0.489	A	0.511	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	PM	0.918	E	0.921	E

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
89	Hollywood Park Casino Driveway/ West Century Blvd	ICU	Inglewood	PM	0.467	A	0.665	B
90	South Prairie Ave/ Buckthorn Street	ICU	Inglewood	PM	0.537	A	0.560	A
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	PM	0.915	E	0.968	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	PM	0.756	C	0.791	C
		CMA	City of Los Angeles	PM	0.661	B	0.703	C
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	PM	0.524	A	0.561	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	PM	0.735	C	0.765	C
95	Grand Ave/110 SB Off-Ramp/West Century Blvd	CMA	City of Los Angeles	PM	0.416	A	0.445	A
		HCM	Caltrans	PM	20.0	B	20.4	C
96	Olive St/110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	PM	0.407	A	0.432	A
		HCM	Caltrans	PM	9.1	A	10.2	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	PM	1.040	F	1.103	F
		CMA	City of Los Angeles	PM	0.903	E	0.970	E
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.877	D	0.941	E
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.669	B	0.694	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.661	B	0.688	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.656	B	0.681	B
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.854	D	0.882	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.525	A	0.555	A
		HCM	Caltrans	PM	9.6	A	10.0	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.507	A	0.507	A
		HCM	Caltrans	PM	15.2	B	14.5	B
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	PM	0.942	E	0.949	E
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	PM	0.794	C	0.809	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	PM	0.979	E	0.995	E

TABLE 3.14-22B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	PM	0.931	E	0.932	E
		CMA	City of Los Angeles	PM	0.867	D	0.867	D
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	PM	0.741	C	0.742	C
		CMA	City of Los Angeles	PM	0.571	A	0.573	A
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	PM	0.886	D	0.886	D
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	PM	0.956	E	0.965	E
112	La Brea Ave/ Overhill Drive/Stocker St	ICU	Los Angeles County	PM	0.657	B	0.657	B
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	PM	0.756	C	0.759	C
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	PM	0.814	D	0.817	D
115	West Century Blvd/ West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.676	B
116	South Prairie Ave/ West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.917	E

NOTES:
Shaded cells identify significant impacts.

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is at E or F and the peak hour signal warrant is met.

[c] For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

[d] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes) Per the HCM, delay estimates in over-saturated conditions are unreliable.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-23
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions	Adjusted Baseline Plus Project (Daytime Events) Conditions	
			2,000-Person Corporate/ Community Event	7,500-Person Sports/Gathering Event
		Weekday ADT	Weekday ADT	Weekday ADT
Hardy Street, west of South Prairie Avenue	Collector	6,555	6,587	6,631
97th Street, west of South Prairie Avenue	Local	1,019	1,051	1,095
99th Street, west of South Prairie Avenue	Local	1,146	1,178	1,222
Myrtle Avenue, north of West Century Blvd	Collector	4,355	4,421	4,442
Flower Street, north of West Century Blvd	Local	2,727	2,759	2,803
Freeman Avenue, south of West Century Blvd	Collector	4,010	4,467	4,511
West 101st Street, west of South Prairie Avenue	Local	1,137	601	645
West 102nd Street, west of South Prairie Avenue	Local	1,814	939	983
West 102nd Street, between South Prairie Avenue and Doty Avenue	Local	5,661	1,170	1,408
West 102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	2,840	3,107
West 103rd Street, west of South Prairie Avenue	Local	1,042	1,174	1,218
Doty Avenue, south of West 102nd Street	Collector	2,244	3,568	3,607
Yukon Avenue, south of West 102nd Street	Collector	13,059	13,866	14,171
West 104th Street, west of South Prairie Avenue	Collector	3,867	4,528	4,547
West 104th Street, between South Prairie Avenue and Doty Avenue	Collector	5,967	9,332	9,577
West 104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	6,998	7,243
West 104th Street, east of Dixon Avenue	Collector	9,001	9,268	9,571
Doty Avenue, south of West 104th Street	Collector	1,945	1,977	2,021
Yukon Avenue, south of West 104th Street	Collector	9,224	9,256	9,372
105th Street, between South Prairie Avenue and Doty Avenue	Local	1,391	1,423	1,467
106th Street, between South Prairie Avenue and Doty Avenue	Local	1,406	1,438	1,482
107th Street, between South Prairie Avenue and Doty Avenue	Local	909	941	985
108th Street, between South Prairie Avenue and Doty Avenue	Collector	4,434	4,594	4,745
Doty Avenue, south of 109th Street	Collector	2,453	2,485	2,529
Yukon Avenue, south of 109th Street	Collector	7,455	7,487	7,548

TABLE 3.14-23
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions	Adjusted Baseline Plus Project (Daytime Events) Conditions	
			2,000-Person Corporate/ Community Event	7,500-Person Sports/Gathering Event
		Weekday ADT	Weekday ADT	Weekday ADT
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	3,087	3,128
Doty Avenue, north of Imperial Highway	Collector	4,220	4,252	4,296
Yukon Avenue, north of Imperial Highway	Collector	7,576	7,608	7,652

NOTES:
Shaded cells identify significant impacts.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-24
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	24.44	C	24.56	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	8.72	A	9.28	A
				Weekday PM Peak	19.22	B	19.30	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	15.49	B	16.64	B
				Weekday PM Peak	15.54	B	15.65	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	16.71	B	17.38	B
				Weekday PM Peak	16.91	B	16.98	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	12.62	B	13.39	B
				Weekday PM Peak	13.19	B	13.26	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday AM Peak	5.86	A	5.86	A
				Weekday PM Peak	11.48	B	11.49	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday AM Peak	7.53	A	7.53	A
				Weekday PM Peak	18.33	C	19.09	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	7.08	A	7.15	A
				Weekday PM Peak	18.81	B	21.91	C

TABLE 3.14-24
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	31.94	D	34.15	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	34.23	D	37.33	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd)	Diverge	Weekday AM Peak	10.27	A	12.58	B
				Weekday PM Peak	13.58	B	13.65	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday AM Peak	5.22	A	6.14	A
				Weekday PM Peak	5.82	A	5.88	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	—	F[b]	—	F[b]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	7.34	A	7.39	A
				Weekday PM Peak	3.62	A	4.56	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	15.88	B	15.90	B
				Weekday PM Peak	—	F	—	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	13.76	B	13.81	B
				Weekday PM Peak	—	F[b]	—	F[b]
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	20.94	C	20.96	C
				Weekday PM Peak	—	F[b]	—	F[b]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	17.23	B	17.47	B
				Weekday PM Peak	—	F[b]	—	F[b]

TABLE 3.14-24
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	21.03	C	21.52	C
				Weekday PM Peak	—	F[b]	—	F[b]
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	17.74	B	17.78	B
				Weekday PM Peak	14.10	B	14.10	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	24.48	C	24.76	C
				Weekday PM Peak	—	F[b]	—	F[b]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	21.64	C	21.79	C
				Weekday PM Peak	—	F[b]	—	F[b]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	15.37	B	15.54	B
				Weekday PM Peak	—	F[b]	—	F[b]
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	21.90	C	22.04	C
				Weekday PM Peak	—	F[b]	—	F[b]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	18.26	C	18.43	C
				Weekday PM Peak	—	F[b]	—	F[b]
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	22.27	C	22.77	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	23.12	C	23.78	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	23.12	C	23.78	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	20.43	C	21.06	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	17.54	B	18.43	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	16.42	B	17.30	B
38	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	15.06	B	15.92	B
				Weekday PM Peak	23.07	C	24.12	C
39	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	12.85	B	13.06	B
				Weekday PM Peak	21.54	C	22.33	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	—	F	—	F
				Weekday PM Peak	—	F	—	F

TABLE 3.14-24
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[a]	LOS[a]	Density[a]	LOS[a]
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.35	C	18.38	C
				Weekday PM Peak	26.01	D	28.27	D
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday AM Peak	23.17	C	23.20	C
				Weekday PM Peak	26.02	D	28.96	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	29.02	D	32.47	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	24.24	C	27.42	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	26.17	C	29.36	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	—	F[b]	—	F[b]
				Weekday PM Peak	30.06	D	34.01	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	24.49	C	25.69	C
				Weekday PM Peak	—	F	—	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	21.64	C	22.61	C
				Weekday PM Peak	—	F	—	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	23.06	C	23.83	C
				Weekday PM Peak	—	F	—	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	18.48	C	19.26	C
				Weekday PM Peak	26.53	D	26.82	D
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	25.58	C	26.71	C
				Weekday PM Peak	33.07	D	33.49	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	13.36	B	13.82	B
				Weekday PM Peak	19.11	C	19.20	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	22.00	C	22.66	C
				Weekday PM Peak	21.50	C	21.62	C

NOTES:
Shaded cells identify significant impacts.

[a] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from C to D, from D to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).

[b] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-25
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) CONDITIONS

		Adjusted Baseline No Project				Adjusted Baseline Plus Project			
		95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]		95th Percentile Queue (ft.)[c]		Queue Exceeds Available Storage[d]	
Off-Ramp[a]	Ramp Capacity Threshold[b]	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	436	858	No	No	576	858	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	1,944	1,049	No	No	2,134	1,067	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	94	270	No	No	102	604	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	695	1,692	No	No	780	1,810	No	No

NOTES:

[a] Auxiliary lanes are present at each of these off-ramps.

[b] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.

[c] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.

[d] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Adjusted Baseline Plus Project (Major Event) Conditions

As shown in Table 3.14-3, the Proposed Project is analyzed for weekday and weekend pre-event peak hour conditions assuming a sold-out (18,000 persons) NBA basketball game. The weekday post-event condition is analyzed for a concert attended by 18,500 persons. To estimate the Proposed Project pre-event and post-event peak hour vehicle trip generation for these scenarios, it was necessary to estimate the mode split, average vehicle occupancy (AVO), and percent of arrivals/departures within each peak hour for attendees and employees.

The following summarizes how these estimates were derived. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for a discussion of why the above scenarios were selected (i.e., greatest number of trips generated and potential for impacts) and a comprehensive analysis of their travel behaviors.

Mode Split

The mode split for basketball game attendees was derived (but not applied directly) from a 2018 online survey of Los Angeles Clippers fans who attended basketball games at Staples Center in downtown Los Angeles. The survey found that light rail transit was used by 9 percent of Clippers game attendees on weekdays and 10 percent of Clippers game attendees on weekends to access

the venue, and another 2 percent of Clippers game attendees use bus transit on both weekdays and weekends. Those mode splits cannot be applied directly to the Proposed Project because it would be located in a different geographic setting (including different transit accessibility) when compared to Staples Center. It was necessary to develop a transit mode share logit model using the survey results, the cost of travel, and other factors (e.g., parking cost, transfer times, trip origins/destinations, etc.) to estimate attendee transit use to the Proposed Project. This model predicted 5 percent light rail transit use on weekdays and 6 percent light rail transit use on weekends to the Proposed Project. An additional 1 percent would travel by bus.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. Shuttles are not assumed to operate during daytime events. More information on the survey and the transit mode share model is included in *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1.

Attendee TNC mode share was based on data from the Clippers game attendee survey and the *Final Golden 1 Center Year One Travel Monitoring Report*[17] (the Sacramento Kings' arena in downtown Sacramento). The survey showed only 4 percent of attendees using TNCs to travel to/from Clippers games. In contrast, data from the Golden 1 Center showed 9 percent of attendees attending a Sacramento Kings basketball game using TNCs. The analysis conservatively estimates that TNC use would continue to grow in the Los Angeles region, and would account for 10 percent of attendee trips in 2024 when the Proposed Project would open. This is conservative because each TNC trip creates both an inbound and outbound trip whereas a private vehicle trip generates just one.

In general, NBA games are expected to have slightly higher levels of transit usage than concerts due to the percentage of attendees that are season (or multi-game) ticketholders and therefore more familiar with available travel options. Additionally, concert attendees often consider such events a special occasion (i.e., date night, dress-up, dinner prior, etc.) which could discourage the use of transit by some attendees. Employee mode share would skew more toward private vehicle travel (versus TNCs) than for attendees due to the cost of travel by TNC and the recurring costs that would come from using a TNC for travel to the venue. The mode split for those who bike or walk to the venue is below 1 percent due to attendees' lengthy trip origins/destinations, which are generally not conducive to these shorter trip modes.

Table 3.14-26 displays the Proposed Project weekday and weekend pre-event peak hour mode split for attendees to an NBA game, and the weekday post-event peak hour mode split for attendees leaving a concert.

Average Vehicle Occupancy

Attendee AVO was developed for the pre-event scenarios based on results of the NBA Clippers game attendee survey. Attendee responses were weighted based on their ticket type (season ticket

[17] City of Sacramento, 2017. *Final Golden 1 Center Year One Travel Monitoring Report*. Prepared by Fehr & Peers.

holder, half-season ticket holder, and individual game ticket holder) to match the percentage of each group for the 2017-2018 NBA season and yielded an AVO of 2.27. This value is very similar to the result of 2.32 persons per vehicle from the *Final Golden 1 Center Year One Travel Monitoring* Report.[18] For the post-event concert major event, the attendee AVO of 2.18 was estimated from observations at four concerts at The Forum in December 2018. Employee AVO was estimated at 1.18, based on the 2017 National Household Travel Survey for commute trips. Refer to *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC*, which is contained in Appendix K.1, for technical details.

TABLE 3.14-26
PROPOSED PROJECT MAJOR EVENT ATTENDEE MODE SPLIT

	NBA Game		Concert
Mode of Travel	**Weekday Evening Pre-Event**	**Weekend Evening Pre-Event**	**Weekday Evening Post-Event**
Private Vehicle	84%	83%	85%
TNC (e.g., Uber, Lyft, etc.)	10%	10%	10%
Light rail	5%	6%	4%
Bus	1%	1%	1%
Bicycle	< 1%	< 1%	< 1%
Walk	< 1%	< 1%	< 1%
Total	**100%**	**100%**	**100%**

SOURCE: Fehr & Peers, 2019.

Arrival and Departure Patterns

Attendee arrival and departure patterns for NBA games are based on the NBA Clippers game attendee survey, in which attendees were asked what time they arrived prior to the game start. Approximately 68 percent of attendees indicated they arrived within one hour of the game starting. Attendee arrival and departure patterns for concerts are based on data collected at four concerts at The Forum in December 2018. About 83 percent of attendees departed in the one hour immediately after the concert concluded. Staff arrival and departure patterns are based on data from applicant-provided *Anticipated Annual Event Characteristics* from September 2018.

Trip Generation

Tables 3.14-27, **3.14-28**, and **3.14-29** display the Proposed Project expected trip generation for the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively. As shown, a major event at the Proposed Project would generate 5,777, 8,156, and 5,728 trips during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively.

Table 3.14-30 displays the Proposed Project daily vehicle trip generation for NBA games and concerts held on weekdays and weekends. This table indicates that the daily trip generation of these events is relatively similar, ranging from about 18,840 to 19,960 trips.

[18] City of Sacramento, 2017. *Final Golden 1 Center Year One Travel Monitoring Report*. Prepared by Fehr & Peers.

TABLE 3.14-27
PROJECT WEEKDAY EVENING EVENT TRIP GENERATION – PRE-EVENT PEAK HOUR FOR NBA BASKETBALL GAME

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				Pre-Event Peak Hour Arrive	Pre-Event Peak Hour Vehicle Trips [1]		
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,000	6%	1,080	10%	1,800	2.27	793	84%	15,120	2.27	6,661	68%	5,069	539	5,608
Employees	1,320	5%	66	2%	26	1.18	22	93%	1,228	1.18	1,041	10%	107	30 [2]	137
Shuttle Buses [3]													16	16	32
Total			1,146		1,826		815		16,348		7,702		5,192	585	5,777

NOTES:
[1] Does not include trip generation associated with ancillary land uses.
[2] Data from the project applicant indicated that 30 staff would be departing during the pre-event hour. The mode split for those staff are estimated to be the same as arriving staff.
[3] Calculated as follows: 900 total shuttle riders of which 68 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-28
PROJECT WEEKDAY EVENING EVENT TRIP GENERATION – POST-EVENT PEAK HOUR FOR CONCERT

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				Post-Event Peak Hour Depart	Post-Event Peak Hour Vehicle Trips [1]		
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,500	5%	925	10%	1,850	2.18	849	85%	15,725	2.18	7,213	83%	705	6,691	7,396
Employees	1,120	5%	56	2%	22	1.18	19	93%	1,042	1.18	883	79%	15	713	728
Shuttle Buses [2]													16	16	32
Total			981		1,872		868		16,767		8,096		736	7,420	8,156

NOTES:
[1] Does not include trip generation associated with ancillary land uses.
[2] Calculated as follows: 740 total shuttle riders of which 83 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-29
PROJECT WEEKEND EVENING EVENT TRIP GENERATION – PRE-EVENT PEAK HOUR FOR NBA BASKETBALL GAME

		Transit Mode Share		TNC Mode Share and Vehicles				Private Vehicles Mode Share and Vehicles				Pre-Event Peak Hour Arrive	Pre-Event Peak Hour Vehicle Trips [1]		
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,000	7%	1,260	10%	1,800	2.27	793	83%	14,940	2.27	6,581	68%	5,014	539	5,553
Employees	1,320	5%	66	2%	26	1.18	22	93%	1,228	1.18	1,041	10%	107	30 [2]	137
Shuttle Buses [3]													19	19	38
Total	19,320		1,326		1,826		815		16,168		7,622		5,140	588	5,728

NOTES:
[1] Does not include trip generation associated with ancillary land uses.
[2] Data from the project applicant indicated that 30 staff would be departing during the pre-event hour. The mode split for those staff are estimated to be the same as arriving staff.
[3] Calculated as follows: 1,080 total shuttle riders of which 68 percent are transported during the peak hour (based on 45 passengers per bus). Two shuttles assumed for employees.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-30
PROJECT EVENING EVENT TRIP GENERATION – DAILY CONDITIONS FOR NBA BASKETBALL GAMES AND CONCERTS

	Vehicle Trips			
	Weekday Evening NBA Game	Weekend Evening NBA Game	Weekday Evening Concert	Weekend Evening Concert [4]
Attendees	16,494	16,334	17,822	17,652
Employees	2,170	2,170	1,842	1,842
Shuttle Buses [1]	116	136	100	120
Miscellaneous [2]	200	200	200	200
Total [3]	18,980	18,840	19,964	19,814

NOTES:
[1] Assumes 4 pre-event and 4 post-event employee shuttle drop-offs and pick-ups in addition of shuttling of attendees.
[2] Includes vendors, security, etc.
[3] Does not include trip generation associated with ancillary land uses. Only applies to scenario in which major event does not coincide with our nearby venue events.
[4] Assumes 1 percent shift in driving to transit from weekday to weekend concerts consistent with estimate for weekday versus weekend NBA game.

SOURCE: Fehr & Peers, 2019.

The estimates in these tables do not include trips that would also be generated by the ancillary land uses. While it is expected that much of the travel to/from the retail/restaurant component of the ancillary land uses would be associated with event attendees (based on surveys of Clippers game attendee surveys at Staples Center and observations from other venues), some new trips associated with ancillary land uses are nonetheless expected. *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1 discusses the methods used to estimate the external vehicle trips generated by the proposed ancillary land uses during the pre-event and post-event peak hours.

Parking Demand

Based on Table 3.14-27, a weekday basketball game would generate a parking demand by attendees and employees of approximately 7,700 spaces. Based on Table 3.14-28, a concert would result in a parking demand of approximately 8,100 spaces. These totals exclude additional parking required for players, officials, and charter buses, service/delivery vehicles, etc. For events held at the Proposed Project when there is no overlapping event at the NFL Stadium, vehicles would be expected to be parked at the following off-street locations in the following quantities (based on their proposed supply):

- 3,110 vehicles would be parked in the West Parking Garage.
- 365 vehicles would be parked in the East Parking Garage.
- 650 vehicles would be parked in the South Parking Garage (with 100 of those spaces being reserved for players and key team employees).
- Between 3,700 and 4,100 vehicles would be parked in parking lots or structures within the Hollywood Park Specific Plan including new parking lots or structures to be constructed for the NFL stadium and the Hollywood Park Casino garage (located north of West Century Boulevard and east of South Prairie Avenue).

A modest amount of on-street parking would occur on residential and collector streets in the project vicinity. The City of Inglewood is planning to expand residential parking districts within the City near the Proposed Project and NFL Stadium, in order to prevent attendees from parking on residential streets near these new venues. However, such a program is not assumed under adjusted baseline conditions because it is unknown whether the City would expand such districts or, if they are expanded, what the geographic scope of those districts might be.

Hollywood Park and the Hollywood Park Casino are the most convenient off-site locations to accommodate the parking needs of attendees and employees to the Proposed Project. Hollywood Park and the Hollywood Park Casino would offer the easiest pedestrian connections to the Proposed Project, given their close proximity. Further, the large supply of parking at these locations would ensure that parking is available, as compared to smaller lots which may fill up. Based on information from the Hollywood Park Casino owners and City of Inglewood staff, 575 spaces would be available for use by Proposed Project attendees for a typical major event. About 9,000 spaces at the NFL Stadium within Hollywood Park would be available for use by Proposed Project attendees on typical days when there is not an overlapping event in the stadium.

The majority of off-street parking to be constructed in conjunction with the Proposed Project would be pre-paid during major events, particularly the South Parking Garage, and often the West Parking Garage. The types and size of activities would dictate when parking would be paid versus first-come, first-served. The east parking garage may offer both pre-paid and first-come, first-served parking. All three parking garages are being designed to include entry lanes and associated technologies that minimize the likelihood of inbound traffic spilling back onto public streets. It is anticipated that attendees would arrive consistently to all available parking locations (i.e., versus filling all on-site spaces first and then directing drivers to off-site spaces).

The supply of parking in the three parking garages and at Hollywood Park and the Hollywood Park Casino is more than adequate to accommodate attendee and employee parking demands during major events at the Proposed Project (so long as an overlapping event at the NFL Stadium is not occurring). Parking on adjacent neighborhood streets would primarily be due to attendees searching for free and/or closer parking, and not the result of inadequate overall off-street supply. The overlapping events subsection presented later describes how the Proposed Project parking demands would geographically change when a major event is held concurrently at the NFL Stadium.

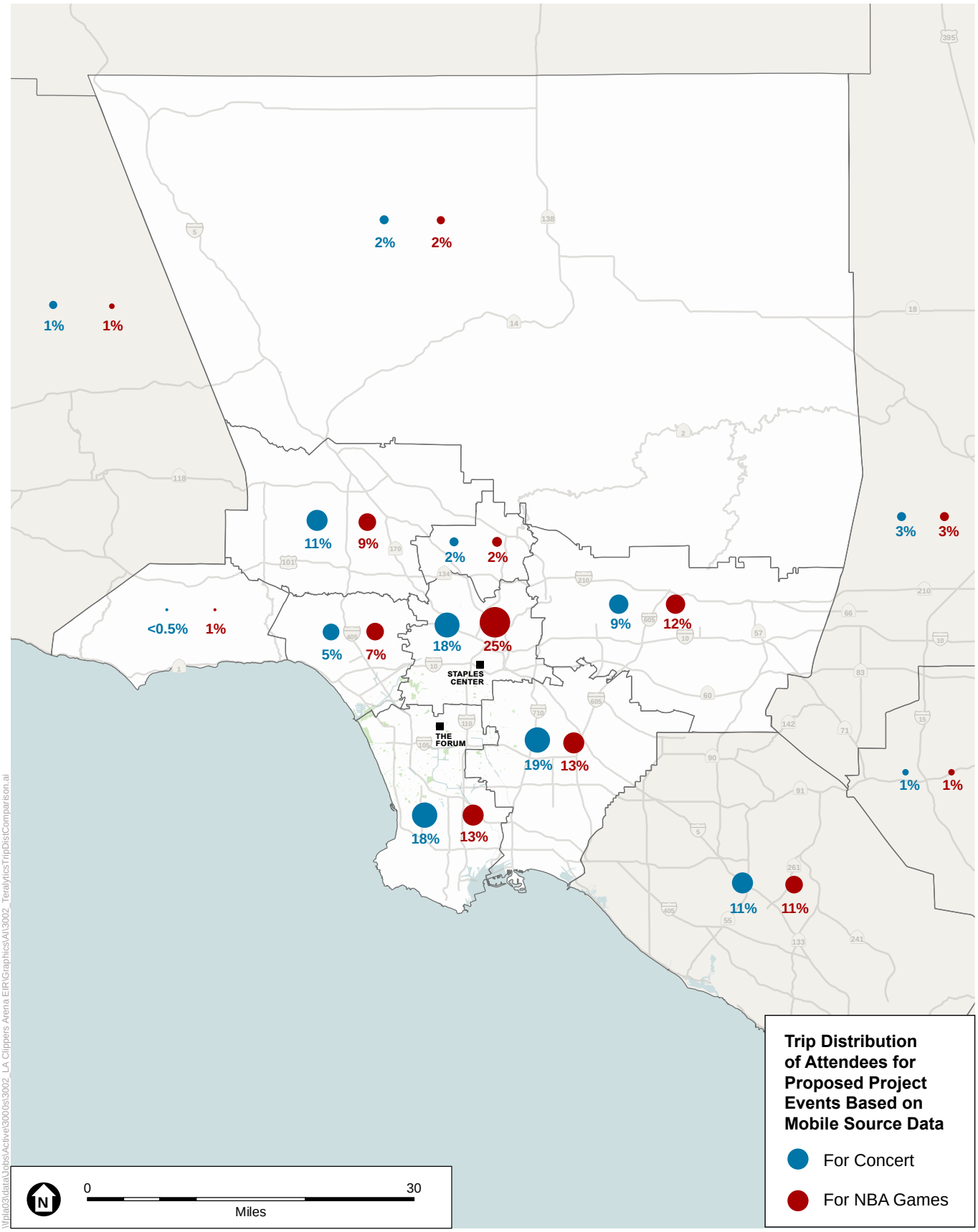
Trip Distribution and Assignment

The trip distribution for NBA games for the pre-event peak hour was developed based on anonymous mobile source data ("big data") records that show origins and destinations of fans attending Clippers games at Staples Center. The data is comprised of approximately 20,000 one-way trips to and from 12 Clippers games during the 2017–2018 NBA season. To avoid capturing travel to the project vicinity associated with non-basketball activities, the data includes only dates when there were no other events happening at the Staples Center, LA Live, or the Convention Center.

The trip distribution for concerts (post-event period analysis) was developed based on anonymous mobile source data from 44 dates when events were held at The Forum between October 2017 and April 2018, along with an additional four events in December 2018. This dataset is comprised of approximately 59,000 one-way trips. Concert trip distribution also considered intersection vehicle counts collected in Fall/Winter 2018 at nine intersections near The Forum during dates that had concerts and dates when The Forum was not in use. The difference in volumes between 'no event' and 'with concert' was used to inform distribution to and from The Forum.

Although Clippers ticket purchase data by zip code was also available, this data was considered less accurate than the mobile source data for various reasons, which are described in *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* contained in Appendix K.1.

Figure 3.14-7 displays the spatial distribution for weekday trips to The Forum and NBA Clippers games across the nine sub-area planning regions in Los Angeles County (as defined by Metro) as well as bordering counties. The percentage of trips originating from each subarea for concerts at The Forum and Clippers games at Staples Center are relatively similar. However, differences do



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-7
Spatial Distribution of Major Event Attendees

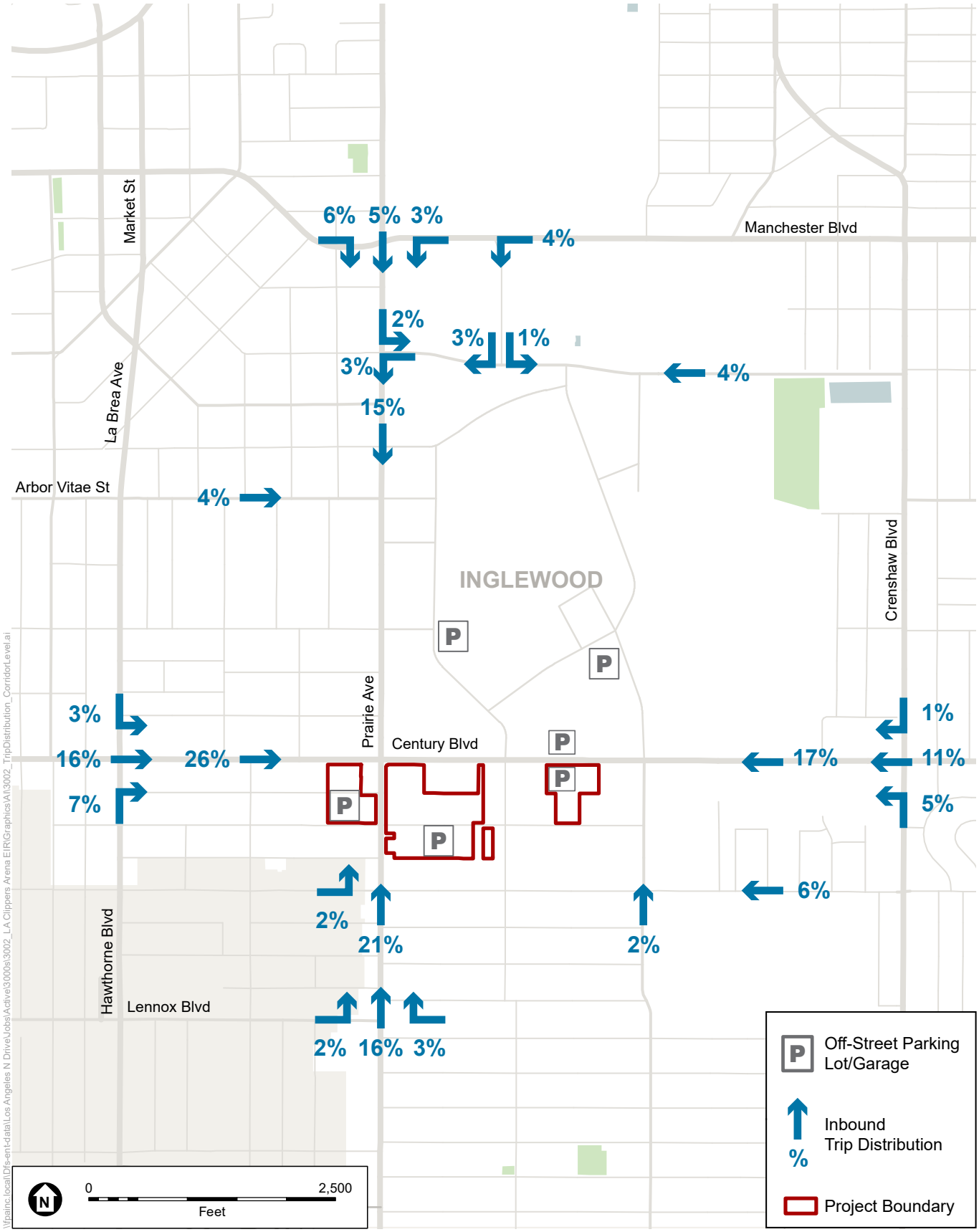
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exist in Central Los Angeles (where NBA attendees make up a greater share of attendees by 7 percent) and the Gateway Cities (where concert attendees make up a greater share of attendees by 6 percent). These differences are likely due to a number of factors such as frequency of attending events (i.e., most NBA game attendees are season ticket holders who attend multiple games each year and would be less likely to travel long distances for frequent games). In contrast, concert attendees are purchasing tickets for individual shows, and may be more willing to travel longer distances to attend a single show for an artist or band.

Figures 3.14-8 and **3.14-9** display expected trip distribution percentages for pre-event inbound and post-event outbound travel, respectively. These percentages consider not only the origin and destination of each trip, but also traffic management techniques (described in the following subsection) for each peak hour and permitted garage ingress/egress movements. Figure 3.14-8 indicates that 35 percent of project trips are expected on northbound South Prairie Avenue approaching the Proposed Project. Another 24 percent originate from west (i.e., travel eastbound) along West Century Boulevard. The direction of outbound travel after events is generally similar.

Trips were assigned to parking lots/garages in a manner that considers that most motorists would park in a location prior to reaching the site, but that some motorists would pass the site en route to either premium parking (i.e., in the south or west garage) or other reserved parking. Additionally, given the relative proportion of arriving traffic in each direction versus parking supply locations, some trips would necessarily have to pass through the West Century Boulevard/South Prairie Avenue intersection to access parking. For instance, the total parking supply in the West and South garages would not be sufficient to accommodate all motorists traveling northbound on South Prairie Avenue. Some of these motorists would travel through the West Century Boulevard/South Prairie Avenue intersection to access parking in Hollywood Park.

For pre-event conditions, it is expected that some attendees traveling to the venue via a TNC would request to be dropped off near the plaza, versus in the designated East Parking Transportation Hub, or would exit their vehicle at other locations along the curb once the vehicle encounters heavy congestion. For analysis purposes, it is assumed that one-third of pre-event peak hour TNC drop-offs occur along a public street curb (i.e., along South Prairie Avenue or West Century Boulevard) while two-thirds (i.e., most traveling from the east) are dropped off in the East Transportation Hub. This approach is consistent with observations from other urban arenas, in which TNC drop-offs tend to occur adjacent to the venue unless precluded by physical barriers and/or enforcement. For post-event conditions, the arena is assumed to be placed within a ‘geofenced area’ in which attendees requesting a TNC are directed to meet the vehicle at the East Parking Garage. Thus, all post-event TNC pick-up activity would occur in this garage (or at a location further from the Proposed Project that would require a longer walk). The use of a geofence has been shown to be an effective means of controlling the location where TNC pick-ups can occur; for example, a geofence is used at the LAX central terminal and at numerous other sporting/entertainment centers (e.g., Seattle Center, Levi’s Stadium, etc.).



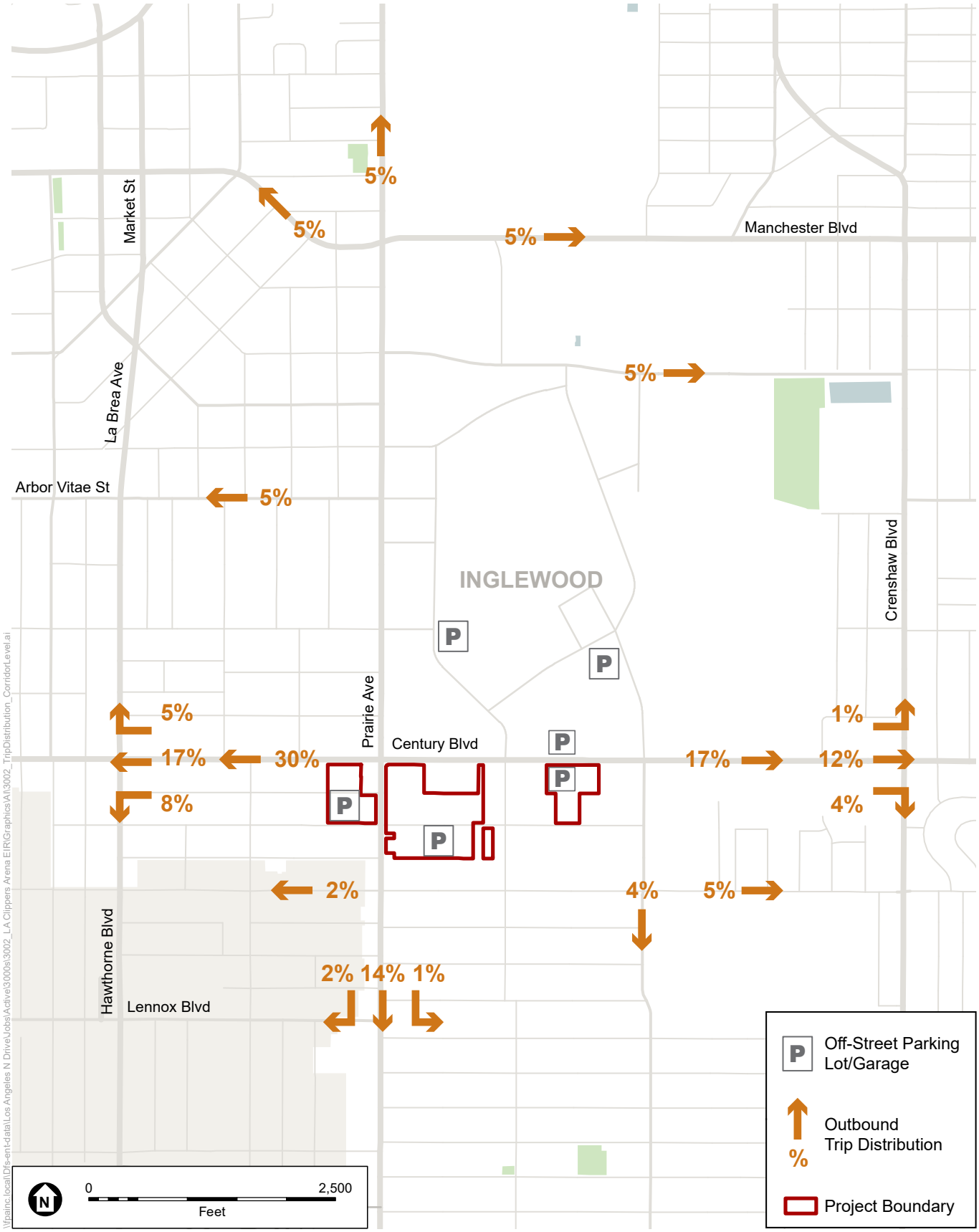
NOTE: Distribution percentages apply for conditions in which there is not an overlapping event at The Forum or NFL Stadium

SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-8
Inbound Trip Distribution for Major Event

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NOTE: Distribution percentages apply for conditions in which there is not an overlapping event at The Forum or NFL Stadium

SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-9
Outbound Trip Distribution for Major Event

ESA

The analysis that follows is based on the premise that the regional distribution of NBA Clippers game attendees traveling to the Proposed Project is the same as the distribution of game attendees observed to currently travel to Staples Center. While it is conceivable that changes in fan base and thus distribution patterns may occur, it would be speculative to estimate the type and magnitude of such a shift. The distribution of trips to the Proposed Project for concerts is based on the distribution from concerts at The Forum, which is reasonable given their proximity.

Parking Garage Access and Traffic Management during Major Events

Figure 3.14-10 shows the permitted movements and lane configurations planned during the pre-event peak hour at the West and South Parking Garages for a major event. This figure also displays other traffic management elements (e.g., lane closures) assumed during the pre-event peak hour. **Figure 3.14-11** shows similar information for the post-event peak hour.

Lanes along South Prairie Avenue would be temporarily modified to enable simultaneous dual left-turns and dual right-turns to enter the West Parking Garage driveway on South Prairie Avenue. Traffic Control Officers (TCOs) would be stationed at specific locations to monitor conditions and in some instances, assign right-of-way.

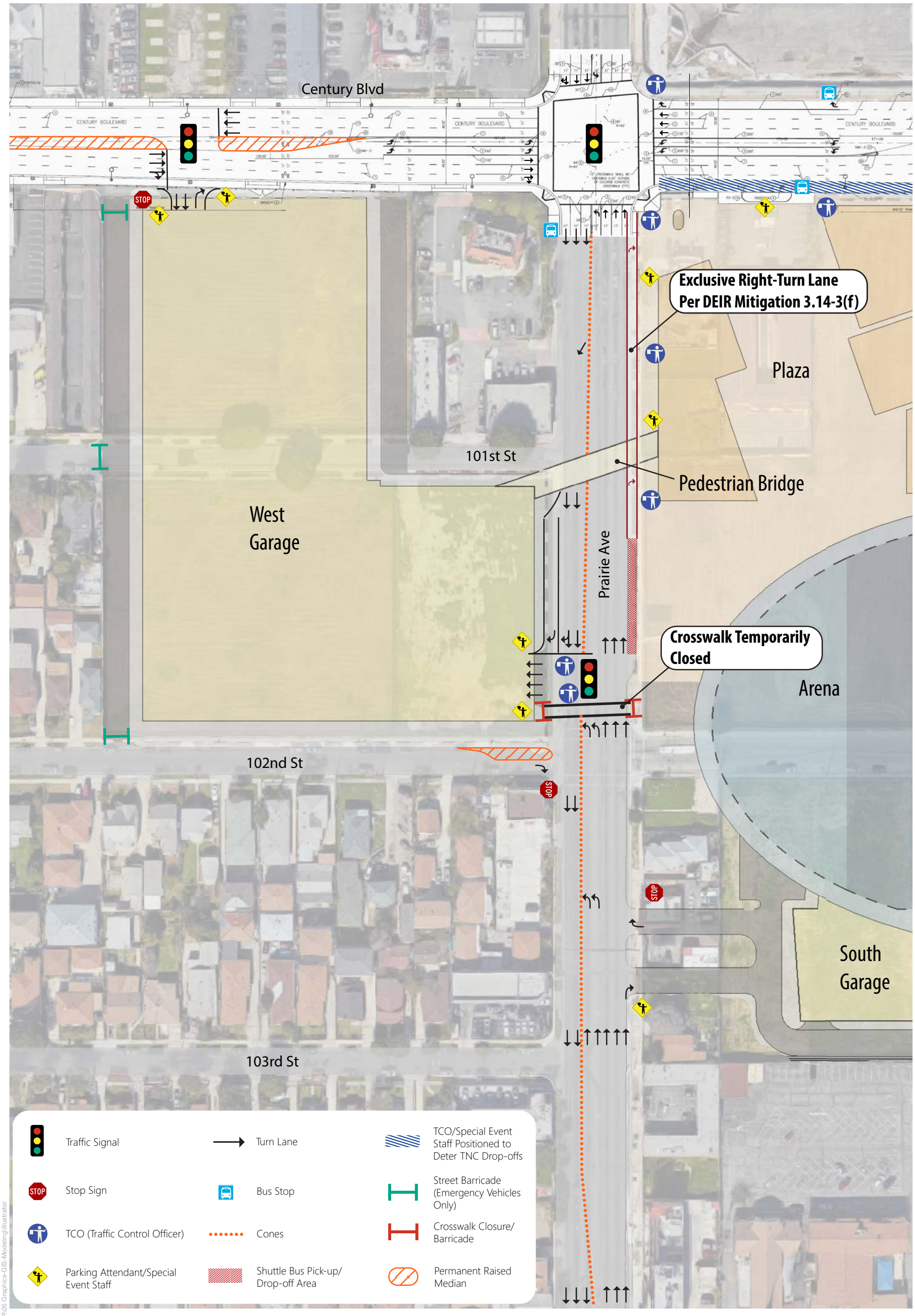
The permitted turning movements at the West Parking Garage driveways are intended to empty that garage as quickly as possible while minimizing cross flows (i.e., motorists are pushed away from the arena toward streets that otherwise have capacity). To accomplish this, the following egress is planned for post-event conditions (see Figure 3.14-11):

- The West Parking Garage driveway on West Century Boulevard would consist of three exiting lanes, all of which would turn left onto westbound West Century Boulevard. This signalized intersection would operate with special traffic signal timings such that operations along West Century Boulevard at South Prairie Avenue and the garage driveway are coordinated.

- The West Parking Garage driveway on South Prairie Avenue would be configured so that two lanes turn right onto southbound South Prairie Avenue. By virtue of lane closures upstream on South Prairie Avenue, these exiting lanes would be fed directly into the outside and middle southbound travel lanes on South Prairie Avenue. One continuous southbound travel lane would be provided from West Century Boulevard through the West Parking Garage driveway intersection.

For analysis purposes, TCOs were assumed to be positioned at several key intersections in the project vicinity including along West Century Boulevard at the west garage entry, South Prairie Avenue, Doty Avenue, the Hollywood Park Casino/east garage entry, and Yukon Avenue. TCOs would be situated on South Prairie Avenue at the west garage entry.

The South Parking Garage would permit right-turns only at its driveway on South Prairie Avenue before and after events. Access onto West 102nd Street via Doty Avenue would also be provided.



Note:
- Exhibit does not display required advance signage to alert motorists of lane closures and transitions.
- This exhibit only depicts placement of equipment and TCOs within immediate vicinity of IBEC. Additional equipment and TCOs are also required at select locations further from site.

N Not to scale

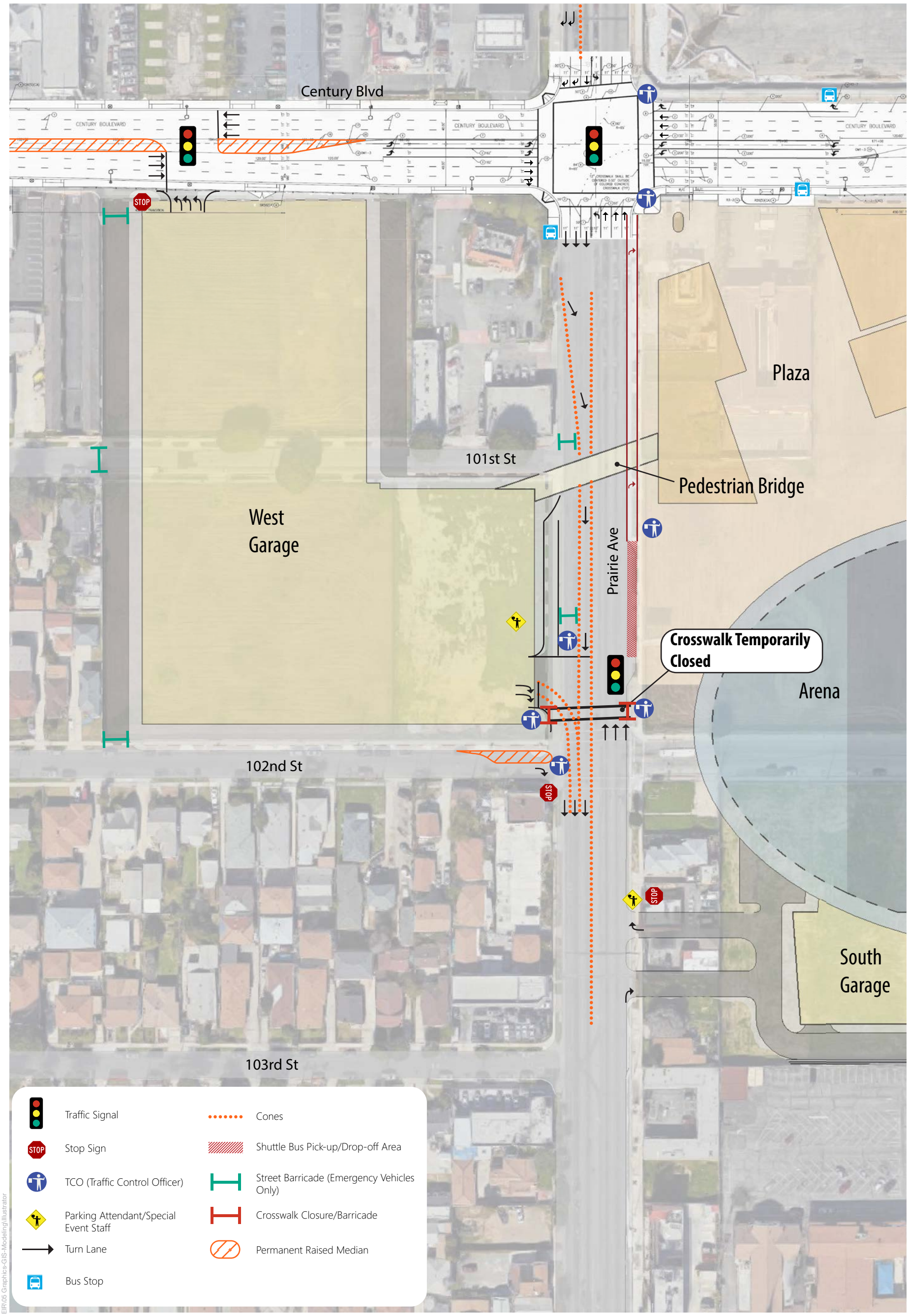
SOURCE: Fehr & Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-10
Pre-Event Peak Hour
Garage Access and Traffic Management in IBEC Vicinity

ESA

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Note:
- Exhibit does not display required advance signage to alert motorists of lane closures and transitions.
- This exhibit only depicts placement of equipment and TCOs within immediate vicinity of IBEC. Additional equipment and TCOs are also required at select locations urther from site.

N Not to scale

SOURCE: Fehr & Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-11
Post-Event Peak Hour
Garage Access and Traffic Management in IBEC Vicinity

ESA

D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

Intersection, Neighborhood Street, and Freeway Evaluation

Table 3.14-31 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline No Project and Adjusted Baseline Plus Project (Major Event) conditions for the three event-related peak hours (see Appendix K.3 for technical calculations). A number of intersections would be significantly impacted during each peak hour. Extensive vehicle queue spillbacks would occur on portions of eastbound West Century Boulevard and northbound South Prairie Avenue heading toward the Project Site. Under this and other intersection LOS tables that display Proposed Project impacts during major events, certain unsignalized intersections may be reported as operating at LOS F with the Proposed Project, but impacts are not identified as significant because the applicable traffic signal warrant (which is part of the significance criteria) is not met.

Table 3.14-32 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Adjusted Baseline Conditions for No Project and Plus Project (Major Event) conditions.

Table 3.14-33 shows the Adjusted Baseline LOS on freeway mainline segments for the three event-related peak hours, without and with trips generated by a major event (see Appendix K.2 for additional data supporting the freeway impact conclusions and Appendix K.3 for technical calculations). **Table 3.14-34** shows the 95th percentile vehicle queues at freeway off-ramps for these scenarios. A major event would cause degraded operations at several facilities, some of which are considered significant. A major event would also cause three freeway off-ramps during the weekday pre-event peak hour and two freeway off-ramps during the weekend pre-event peak hour to experience queuing that exceeds the applicable threshold.

Key findings from the tables referenced above include the following:

- With respect to intersections:
  - Proposed Project impacts on intersections are more frequent during the weekday pre-event peak hour (40 impacted intersections) than during the other two event study periods (11 during the weekday post-event hour and 26 during the weekend pre-event hour).
- With respect to freeway facilities:
  - Proposed Project impacts on freeway segments are generally more extensive during the weekday pre-event peak hour than during the other two event study periods.
- With respect to freeway off-ramp queuing:
  - Proposed Project impacts on freeway off-ramp queuing are significant at three off-ramps during weekday pre-event peak hour two one off-ramp during the weekend pre-event peak hour.

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.766	C	0.864	D
				Weekday Post-Event	0.549	A	0.583	A
				Weekend Pre-Event	0.619	B	0.773	C
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.677	B	0.689	B
				Weekday Post-Event	0.394	A	0.466	A
				Weekend Pre-Event	0.561	A	0.569	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	9.0	A	8.9	A
				Weekday Post-Event	5.3	A	4.9	A
				Weekend Pre-Event	6.7	A	7.2	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	69.2	E	74.4	E
				Weekday Post-Event	29.9	C	33.5	C
				Weekend Pre-Event	24.9	C	25.1	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	28.7	C	66.2	E
				Weekday Post-Event	13.6	B	33.2	C
				Weekend Pre-Event	22.8	C	42.5	D
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.957	E	1.016	F
				Weekday Post-Event	0.590	A	0.626	B
				Weekend Pre-Event	0.849	D	0.908	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.814	D	0.877	D
				Weekday Post-Event	0.423	A	0.461	A
				Weekend Pre-Event	0.699	B	0.761	C
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	5.4	A	6.0	A
				Weekday Post-Event	1.2	A	1.3	A
				Weekend Pre-Event	3.3	A	3.1	A
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.1	A	14.1	B
				Weekday Post-Event	3.8	A	4.4	A
				Weekend Pre-Event	4.7	A	4.4	A
9	South Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.1	B	21.8	C
				Weekday Post-Event	4.0	A	4.8	A
				Weekend Pre-Event	7.9	A	7.8	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.605	B	0.694	B
				Weekday Post-Event	0.468	A	0.566	A
				Weekend Pre-Event	0.553	A	0.642	B
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.743	C	0.865	D
				Weekday Post-Event	0.415	A	0.621	B
				Weekend Pre-Event	0.620	B	0.740	C

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	20.7	C	25.1	C
				Weekday Post-Event	9.6	A	11.4	B
				Weekend Pre-Event	14.3	B	15.3	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	18.5	B
				Weekday Post-Event	5.3	A	5.0	A
				Weekend Pre-Event	6.7	A	10.1	B
14	South Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	75.4	E	116.2	F
				Weekday Post-Event	26.4	C	36.7	D
				Weekend Pre-Event	35.4	D	64.0	E
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.4	B	72.1	E
				Weekday Post-Event	8.4	A	16.5	B
				Weekend Pre-Event	18.7	B	81.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.001	F	1.101	F
				Weekday Post-Event	0.580	A	0.851	D
				Weekend Pre-Event	0.834	D	0.901	E
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.557	A	0.622	B
				Weekday Post-Event	0.249	A	0.365	A
				Weekend Pre-Event	0.391	A	0.454	A
18	Market St/ La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.459	A	0.524	A
				Weekday Post-Event	0.252	A	0.392	A
				Weekend Pre-Event	0.399	A	0.464	A
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.9	C	55.6	E
				Weekday Post-Event	9.2	A	11.5	B
				Weekend Pre-Event	14.2	B	19.0	B
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.2	A	71.1	E
				Weekday Post-Event	4.1	A	5.4	A
				Weekend Pre-Event	7.0	A	7.3	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.9	C	152.7	F
				Weekday Post-Event	17.2	B	17.7	B
				Weekend Pre-Event	20.7	C	20.4	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	40.2	D	42.4	D
				Weekday Post-Event	15.4	B	18.8	B
				Weekend Pre-Event	26.6	C	29.9	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.4	C	118.8	F
				Weekday Post-Event	17.8	B	25.3	C
				Weekend Pre-Event	24.1	C	34.2	C

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.0	B	42.4	D
				Weekday Post-Event	6.0	A	7.5	A
				Weekend Pre-Event	9.4	A	24.1	C
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	26.2	C	38.9	D
				Weekday Post-Event	11.0	B	22.0	C
				Weekend Pre-Event	18.1	B	31.6	C
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	63.1	E
				Weekday Post-Event	9.5	A	8.8	A
				Weekend Pre-Event	13.2	B	76.8	E
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	9.9	A	7.9	A
				Weekday Post-Event	5.9	A	6.2	A
				Weekend Pre-Event	9.0	A	9.5	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	17.6	B	36.4	D
				Weekday Post-Event	12.4	B	30.1	C
				Weekend Pre-Event	16.2	B	32.1	C
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Pre-Event	10.5	B	16.2	B
				Weekday Post-Event	5.2	A	5.7	A
				Weekend Pre-Event	8.1	A	8.3	A
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A
				Weekday Post-Event	0.329	A	0.390	A
				Weekend Pre-Event	0.469	A	0.473	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A
				Weekday Post-Event	0.243	A	0.308	A
				Weekend Pre-Event	0.393	A	0.397	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/City of Los Angeles/ Caltrans	Weekday Pre-Event	21.2	C	242.8	F
				Weekday Post-Event	14.9	B	47.6	D
				Weekend Pre-Event	14.7	B	160.5	F
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	10.2	B	24.5	C
				Weekday Post-Event	6.0	A	12.1	B
				Weekend Pre-Event	9.9	A	19.9	B
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	10.8	B	9.3	A
				Weekday Post-Event	9.3	A	9.7	A
				Weekend Pre-Event	11.5	B	11.3	B
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	36.7	D	57.8	E
				Weekday Post-Event	22.1	C	34.5	C
				Weekend Pre-Event	29.5	C	48.1	D

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	14.9	B	100.9	F
				Weekday Post-Event	11.8	B	19.2	B
				Weekend Pre-Event	12.9	B	93.0	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.0	B	24.0	C
				Weekday Post-Event	12.9	B	46.5	D
				Weekend Pre-Event	13.9	B	13.6	B
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	33.3	C	148.7	F
				Weekday Post-Event	13.5	B	17.8	B
				Weekend Pre-Event	26.8	C	50.2	D
38	Fir Ave/Firmona Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.7	A	137.2	F
				Weekday Post-Event	4.5	A	6.0	A
				Weekend Pre-Event	5.6	A	117.9	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	7.5	A	72.2	E
				Weekday Post-Event	5.7	A	9.0	A
				Weekend Pre-Event	5.5	A	68.3	E
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.5	D	104.8	F
				Weekday Post-Event	24.3	C	104.2	F
				Weekend Pre-Event	38.3	D	117.0	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A	46.6	D
				Weekday Post-Event	5.3	A	22.9	C
				Weekend Pre-Event	8.4	A	13.1	B
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	22.9	C
				Weekday Post-Event	5.5	A	78.2	E
				Weekend Pre-Event	8.5	A	10.8	B
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.2	E	132.0	F
				Weekday Post-Event	27.9	C	162.4	F
				Weekend Pre-Event	43.7	D	110.8	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.9	C	108.2	F
				Weekday Post-Event	11.5	B	135.4	F
				Weekend Pre-Event	28.3	C	66.4	E
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	80.5	F	128.8	F
				Weekday Post-Event	13.9	B	51.0	D
				Weekend Pre-Event	21.5	C	50.4	D
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.7	D	117.8	F
				Weekday Post-Event	19.7	B	36.6	D
				Weekend Pre-Event	37.0	D	63.4	E

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
47	11th Ave/Village Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	81.0	F
				Weekday Post-Event	16.9	B	94.4	F
				Weekend Pre-Event	23.3	C	45.4	D
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.3	E	151.3	F
				Weekday Post-Event	28.9	C	54.2	D
				Weekend Pre-Event	34.2	C	142.4	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.4	B	74.9	E
				Weekday Post-Event	12.6	B	15.4	B
				Weekend Pre-Event	13.4	B	80.3	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.754	C	0.790	C
				Weekday Post-Event	0.401	A	0.642	B
				Weekend Pre-Event	0.656	B	0.740	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.696	B	0.736	C
				Weekday Post-Event	0.321	A	0.578	A
				Weekend Pre-Event	0.593	A	0.683	B
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.384	A	0.421	A
				Weekday Post-Event	0.243	A	0.452	A
				Weekend Pre-Event	0.360	A	0.428	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.203	A	0.243	A
				Weekday Post-Event	0.077	A	0.275	A
				Weekend Pre-Event	0.177	A	0.249	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.831	D
				Weekday Post-Event	0.306	A	0.628	B
				Weekend Pre-Event	0.591	A	0.765	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	10.1	B	13.3	B
				Weekday Post-Event	8.8	A	10.3	B
				Weekend Pre-Event	9.2	A	10.0	A
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	9.4	A	62.5	F
				Weekday Post-Event	4.6	A	279.3	F
				Weekend Pre-Event	8.2	A	23.0	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.6	A	26.0	D
				Weekday Post-Event	5.1	A	4.9	A
				Weekend Pre-Event	6.5	A	8.6	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	64.9	F	298.7	F
				Weekday Post-Event	6.4	A	13.9	B
				Weekend Pre-Event	14.9	B	56.8	F

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.7	A	10.4	B
				Weekday Post-Event	5.4	A	5.6	A
				Weekend Pre-Event	7.8	A	7.8	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	17.9	B	27.5	C
				Weekday Post-Event	6.8	A	7.9	A
				Weekend Pre-Event	13.8	B	14.7	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	25.9	C	85.8	F
				Weekday Post-Event	16.0	B	76.0	E
				Weekend Pre-Event	25.5	C	105.9	F
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	19.5	B	155.0	F
				Weekday Post-Event	7.6	A	64.1	E
				Weekend Pre-Event	12.1	B	126.2	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	90.1	F
				Weekday Post-Event	5.5	A	7.7	A
				Weekend Pre-Event	7.7	A	27.5	D
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	146.6	F
				Weekday Post-Event	7.8	A	12.4	B
				Weekend Pre-Event	15.4	B	36.4	D
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	35.5	D	94.1	F
				Weekday Post-Event	11.7	B	41.3	D
				Weekend Pre-Event	22.5	C	169.2	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A
				Weekday Post-Event	0.301	A	0.327	A
				Weekend Pre-Event	0.430	A	0.443	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.720	C
				Weekday Post-Event	0.447	A	0.639	B
				Weekend Pre-Event	0.612	B	0.628	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.2	A	217.4	F
				Weekday Post-Event	5.3	A	6.2	A
				Weekend Pre-Event	5.4	A	128.7	F
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.6	C	45.3	D
				Weekday Post-Event	5.2	A	22.5	C
				Weekend Pre-Event	12.3	B	46.0	D
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.2	B	53.7	D
				Weekday Post-Event	7.1	A	16.3	B
				Weekend Pre-Event	12.1	B	64.7	E

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.3	B	11.8	B
				Weekday Post-Event	6.1	A	8.5	A
				Weekend Pre-Event	9.7	A	12.0	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.489	A	0.641	B
				Weekday Post-Event	0.289	A	0.473	A
				Weekend Pre-Event	0.439	A	0.583	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.706	C	0.748	C
				Weekday Post-Event	0.382	A	0.554	A
				Weekend Pre-Event	0.575	A	0.639	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	39.8	D	27.9	C
				Weekday Post-Event	9.5	A	40.5	D
				Weekend Pre-Event	20.2	C	28.7	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.2	A	8.6	A
				Weekday Post-Event	5.9	A	6.1	A
				Weekend Pre-Event	9.0	A	8.9	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.690	B	0.804	D
				Weekday Post-Event	0.438	A	0.610	B
				Weekend Pre-Event	0.577	A	0.694	B
		HCM	Caltrans	Weekday Pre-Event	20.3	C	25.0	C
				Weekday Post-Event	14.6	B	17.7	B
				Weekend Pre-Event	17.4	B	20.1	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	55.5	E	64.4	E
				Weekday Post-Event	19.8	B	99.3	F
				Weekend Pre-Event	38.2	D	47.5	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.766	C	0.770	C
				Weekday Post-Event	0.391	A	0.426	A
				Weekend Pre-Event	0.576	A	0.608	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	23.0	C	23.0	C
				Weekday Post-Event	13.1	B	21.5	C
				Weekend Pre-Event	16.3	B	16.5	B
78	South Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	54.7	D	45.9	D
				Weekday Post-Event	30.8	C	34.2	C
				Weekend Pre-Event	57.2	E	42.4	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	14.6	B	12.8	B
				Weekday Post-Event	8.4	A	10.7	B
				Weekend Pre-Event	11.6	B	11.6	B

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	16.3	B	14.1	B
				Weekday Post-Event	7.7	A	12.2	B
				Weekend Pre-Event	13.1	B	11.9	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.825	D	0.974	E
				Weekday Post-Event	0.440	A	0.668	B
				Weekend Pre-Event	0.757	C	0.907	E
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	30.3	C	21.6	C
				Weekday Post-Event	11.1	B	10.7	B
				Weekend Pre-Event	17.5	B	18.3	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.970	E
				Weekday Post-Event	0.550	A	0.737	C
				Weekend Pre-Event	0.748	C	0.970	E
		HCM	Caltrans	Weekday Pre-Event	20.9	C	65.4	E
				Weekday Post-Event	11.3	B	17.7	B
				Weekend Pre-Event	17.6	B	27.6	C
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	58.2	E	45.5	D
				Weekday Post-Event	18.4	B	19.6	B
				Weekend Pre-Event	24.4	C	24.6	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.703	C	0.742	C
				Weekday Post-Event	0.613	B	0.820	D
				Weekend Pre-Event	0.786	C	0.834	D
		HCM	Caltrans	Weekday Pre-Event	17.8	B	22.3	C
				Weekday Post-Event	16.9	B	21.5	C
				Weekend Pre-Event	27.2	C	29.4	C
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.733	C	0.846	D
				Weekday Post-Event	0.588	A	1.032	F
				Weekend Pre-Event	0.765	C	0.888	D
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A
				Weekday Post-Event	0.248	A	0.268	A
				Weekend Pre-Event	0.284	A	0.296	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A
				Weekday Post-Event	0.079	A	0.089	A
				Weekend Pre-Event	0.098	A	0.109	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D
				Weekday Post-Event	0.444	A	0.487	A
				Weekend Pre-Event	0.648	B	0.662	B

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	19.5	B	100.8	F
				Weekday Post-Event	10.4	B	109.9	F
				Weekend Pre-Event	14.7	B	91.7	F
90	South Prairie Ave/Buckthorn St	HCM	Inglewood	Weekday Pre-Event	5.4	A	8.0	A
				Weekday Post-Event	3.2	A	6.6	A
				Weekend Pre-Event	4.5	A	7.4	A
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.884	D	1.014	F
				Weekday Post-Event	0.489	A	0.777	C
				Weekend Pre-Event	0.760	C	0.917	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.750	C	0.798	C
				Weekday Post-Event	0.429	A	0.620	B
				Weekend Pre-Event	0.642	B	0.725	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.654	B	0.709	C
				Weekday Post-Event	0.282	A	0.504	A
				Weekend Pre-Event	0.530	A	0.626	B
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A	0.503	A
				Weekday Post-Event	0.169	A	0.347	A
				Weekend Pre-Event	0.409	A	0.482	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.694	B	0.712	C
				Weekday Post-Event	0.305	A	0.467	A
				Weekend Pre-Event	0.568	A	0.655	B
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.407	A	0.496	A
				Weekday Post-Event	0.224	A	0.346	A
				Weekend Pre-Event	0.347	A	0.438	A
		HCM	Caltrans	Weekday Pre-Event	19.6	B	21.7	C
				Weekday Post-Event	12.1	B	14.5	B
				Weekend Pre-Event	19.6	B	24.8	C
96	Olive St/ 110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.413	A	0.442	A
				Weekday Post-Event	0.217	A	0.380	A
				Weekend Pre-Event	0.375	A	0.404	A
		HCM	Caltrans	Weekday Pre-Event	9.4	A	10.0	A
				Weekday Post-Event	6.8	A	8.8	A
				Weekend Pre-Event	9.8	A	10.1	B

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.004	F	1.036	F
				Weekday Post-Event	0.530	A	0.779	C
				Weekend Pre-Event	0.862	D	0.950	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.864	D	0.897	D
				Weekday Post-Event	0.357	A	0.625	B
				Weekend Pre-Event	0.712	C	0.806	D
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.914	E	0.936	E
				Weekday Post-Event	0.419	A	0.685	B
				Weekend Pre-Event	0.778	C	0.877	D
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.663	B	0.693	B
				Weekday Post-Event	0.327	A	0.464	A
				Weekend Pre-Event	0.537	A	0.611	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.679	B	0.731	C
				Weekday Post-Event	0.380	A	0.531	A
				Weekend Pre-Event	0.540	A	0.607	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.609	B	0.653	B
				Weekday Post-Event	0.325	A	0.463	A
				Weekend Pre-Event	0.521	A	0.605	B
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.816	D	0.826	D
				Weekday Post-Event	0.568	A	0.719	C
				Weekend Pre-Event	0.640	B	0.725	C
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.503	A	0.594	A
				Weekday Post-Event	0.472	A	0.567	A
				Weekend Pre-Event	0.414	A	0.503	A
		HCM	Caltrans	Weekday Pre-Event	9.2	A	13.8	B
				Weekday Post-Event	10.3	B	11.9	B
				Weekend Pre-Event	11.0	B	15.2	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.511	A	0.516	A
				Weekday Post-Event	0.383	A	0.460	A
				Weekend Pre-Event	0.514	A	0.519	A
		HCM	Caltrans	Weekday Pre-Event	14.9	B	14.2	B
				Weekday Post-Event	12.7	B	11.7	B
				Weekend Pre-Event	18.7	B	18.8	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.787	C	0.923	E
				Weekday Post-Event	0.353	A	0.515	A
				Weekend Pre-Event	0.653	B	0.788	C

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.739	C	0.767	C
				Weekday Post-Event	0.322	A	0.398	A
				Weekend Pre-Event	0.597	A	0.624	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.893	D	0.905	E
				Weekday Post-Event	0.433	A	0.481	A
				Weekend Pre-Event	0.764	C	0.771	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.925	E	0.963	E
				Weekday Post-Event	0.652	B	0.660	B
				Weekend Pre-Event	0.950	E	0.989	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.904	E
				Weekday Post-Event	0.542	A	0.552	A
				Weekend Pre-Event	0.889	D	0.936	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.696	B	0.712	C
				Weekday Post-Event	0.432	A	0.448	A
				Weekend Pre-Event	0.638	B	0.655	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.249	A	0.266	A
				Weekend Pre-Event	0.466	A	0.483	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.875	D	0.882	D
				Weekday Post-Event	0.502	A	0.502	A
				Weekend Pre-Event	0.737	C	0.744	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.930	E
				Weekday Post-Event	0.577	A	0.597	A
				Weekend Pre-Event	0.872	D	0.875	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.033	F	1.040	F
				Weekday Post-Event	0.549	A	0.549	A
				Weekend Pre-Event	0.798	C	0.798	C
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.690	B	0.807	D
				Weekday Post-Event	0.389	A	0.399	A
				Weekend Pre-Event	0.586	A	0.701	C
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.722	C	0.815	D
				Weekday Post-Event	0.496	A	0.606	B
				Weekend Pre-Event	0.667	B	0.749	C
		HCM	Caltrans	Weekday Pre-Event	18.1	B	20.7	C
				Weekday Post-Event	14.7	B	14.9	B
				Weekend Pre-Event	17.6	B	18.2	B

TABLE 3.14-31
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			80.6	F
				Weekend Pre-Event			N / A	N / A
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		55.5	E
				Weekday Post-Event			N / A	N / A
				Weekend Pre-Event			26.1	C

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is at E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-32
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

Segment	Functional Class	Adjusted Baseline No Project Conditions		Adjusted Baseline Plus Project (Major Event) Conditions	
		Weekday ADT [1]	Weekend ADT [1]	Weekday ADT [1]	Weekend ADT [1]
Hardy Street, west of South Prairie Avenue	Collector	6,555	5,554	6,733	5,732
97th Street, west of South Prairie Avenue	Local	1,019	959	1,197	1,137
99th Street, west of South Prairie Avenue	Local	1,146	1,035	1,324	1,213
Myrtle Avenue, north of West Century Blvd	Collector	4,355	3,619	4,539	3,803
Flower Street, north of West Century Blvd	Local	2,727	2,602	2,905	2,780
Freeman Avenue, south of West Century Blvd	Collector	4,010	3,210	4,614	3,729
West 101st Street, west of South Prairie Avenue	Local	1,137	966	747	661
West 102nd Street, west of South Prairie Avenue	Local	1,814	1,250	1,085	803
West 102nd Street, between South Prairie Avenue and Doty Avenue	Local	5,661	4,099	1,394	1,223
West 102nd Street, between Doty Avenue and Yukon Avenue	Local	4,606	3,101	3,549	2,632
West 103rd Street, west of South Prairie Avenue	Local	1,042	598	1,320	833
Doty Avenue, south of West 102nd Street	Collector	2,244	1,928	3,624	3,139

TABLE 3.14-32
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

		Adjusted Baseline No Project Conditions		Adjusted Baseline Plus Project (Major Event) Conditions	
Segment	**Functional Class**	**Weekday ADT [1]**	**Weekend ADT [1]**	**Weekday ADT [1]**	**Weekend ADT [1]**
Yukon Avenue, south of West 102nd Street	Collector	13,059	11,600	14,982	13,442
West 104th Street, west of South Prairie Avenue	Collector	3,867	3,598	5,027	4,720
West 104th Street, between South Prairie Avenue and Doty Avenue	Collector	5,967	5,511	10,050	9,365
West 104th Street, between Doty Avenue and Yukon Avenue	Collector	5,357	5,033	7,716	7,310
West 104th Street, east of Dixon Avenue	Collector	9,001	7,572	10,232	8,803
Doty Avenue, south of West 104th Street	Collector	1,945	1,651	2,124	1,830
Yukon Avenue, south of West 104th Street	Collector	9,224	8,008	9,959	8,743
105th Street, between South Prairie Avenue and Doty Avenue	Local	1,391	1,142	1,569	1,320
106th Street, between South Prairie Avenue and Doty Avenue	Local	1,406	1,373	1,584	1,551
107th Street, between South Prairie Avenue and Doty Avenue	Local	909	1,623	1,087	1,801
108th Street, between South Prairie Avenue and Doty Avenue	Collector	4,434	3,764	4,655	3,985
Doty Avenue, south of 109th Street	Collector	2,453	1,996	2,632	2,175
Yukon Avenue, south of 109th Street	Collector	7,455	6,467	7,964	6,976
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,898	2,169	3,158	2,429
Doty Avenue, north of Imperial Highway	Collector	4,220	3,645	4,399	3,824
Yukon Avenue, north of Imperial Highway	Collector	7,576	6,875	7,961	7,260

NOTES:
Shaded cells identify significant impacts.
[1] ADT represents average daily traffic (total volume in both directions).
Above results are applicable for both major events consisting of an NBA basketball game and a concert based on their very similar levels of usage of neighborhood streets. Total traffic levels on these streets are within 1 percent of each other.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	23.25	C	24.50	C
				Weekday Post-Event	19.83	B	20.20	C
				Weekend Pre-Event	22.28	C	24.71	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	17.91	B	19.58	B
				Weekday Post-Event	15.19	B	15.52	B
				Weekend Pre-Event	18.47	B	20.05	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	13.60	B	17.09	B
				Weekday Post-Event	11.33	B	11.61	B
				Weekend Pre-Event	13.71	B	16.00	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	15.49	B	17.52	B
				Weekday Post-Event	12.82	B	12.98	B
				Weekend Pre-Event	14.58	B	15.92	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	11.51	B	13.83	B
				Weekday Post-Event	8.81	A	9.00	A
				Weekend Pre-Event	10.67	A	12.20	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	10.02	A	10.41	A
				Weekday Post-Event	5.66	A	5.69	A
				Weekend Pre-Event	9.64	A	9.78	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	16.20	B	16.60	B
				Weekday Post-Event	12.24	B	12.70	B
				Weekend Pre-Event	15.14	B	15.31	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	16.71	B	17.15	B
				Weekday Post-Event	13.75	B	19.42	B
				Weekend Pre-Event	15.47	B	15.80	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	—	F	—	F
				Weekend Pre-Event	—	F	—	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	29.81	D	30.14	D
				Weekday Post-Event	19.68	C	22.39	C
				Weekend Pre-Event	25.12	C	25.30	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	32.02	D	32.40	D
				Weekday Post-Event	19.18	B	26.62	C
				Weekend Pre-Event	27.21	C	27.45	C

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	16.67	B	17.34	B
				Weekend Pre-Event	—	F	—	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	17.28	B	17.30	B
				Weekend Pre-Event	—	F	—	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	22.40	C	22.41	C
				Weekend Pre-Event	—	F	—	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	11.89	B	15.13	B
				Weekday Post-Event	9.94	A	9.96	A
				Weekend Pre-Event	11.96	B	15.61	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	5.30	A	7.36	A
				Weekday Post-Event	4.01	A	4.02	A
				Weekend Pre-Event	6.58	A	9.09	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.39	A	5.65	A
				Weekday Post-Event	7.89	A	14.38	B
				Weekend Pre-Event	9.17	A	9.43	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.13	B	11.23	B
				Weekday Post-Event	15.51	B	18.01	C
				Weekend Pre-Event	18.09	C	18.19	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	12.83	B	14.67	B
				Weekend Pre-Event	14.46	B	14.56	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	14.85	B	16.89	B
				Weekend Pre-Event	14.62	B	14.71	B

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	16.04	B	16.73	B
				Weekday Post-Event	17.27	B	18.41	C
				Weekend Pre-Event	16.63	B	18.15	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	23.29	C	24.70	C
				Weekend Pre-Event	23.47	C	26.26	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	13.63	B	14.20	B
				Weekday Post-Event	14.81	B	16.03	B
				Weekend Pre-Event	11.44	B	12.04	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	18.97	B	—	F
				Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	17.31	B	24.92	C
				Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	16.21	B	17.13	B
				Weekday Post-Event	14.81	B	23.49	C
				Weekend Pre-Event	14.22	B	15.21	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	23.09	C	23.84	C
				Weekday Post-Event	20.58	C	27.56	C
				Weekend Pre-Event	21.19	C	22.00	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	19.38	C	20.32	C
				Weekday Post-Event	17.23	B	26.26	D
				Weekend Pre-Event	17.24	B	18.25	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	20.37	C	27.84	C
				Weekday Post-Event	17.24	B	17.73	B
				Weekend Pre-Event	21.64	C	29.87	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	21.66	C	33.36	D
				Weekday Post-Event	17.73	B	18.34	C
				Weekend Pre-Event	21.39	C	34.52	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	21.66	C	33.36	D
				Weekday Post-Event	17.73	B	18.34	C
				Weekend Pre-Event	21.39	C	34.52	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	20.78	C	29.85	D
				Weekday Post-Event	17.67	B	18.06	C
				Weekend Pre-Event	20.40	C	31.39	D

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	18.69	C	24.75	C
				Weekday Post-Event	14.55	B	15.01	B
				Weekend Pre-Event	17.20	B	24.28	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	16.89	B	21.64	C
				Weekday Post-Event	13.14	B	13.61	B
				Weekend Pre-Event	16.13	B	21.75	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	24.91	C	32.89	D
				Weekday Post-Event	18.62	C	19.13	C
				Weekend Pre-Event	24.42	C	33.94	D
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	25.05	C	27.61	D
				Weekday Post-Event	18.57	C	19.03	C
				Weekend Pre-Event	24.77	C	27.01	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	—	F	—	F
				Weekday Post-Event	—	F	—	F
				Weekend Pre-Event	—	F	—	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	21.67	C	21.79	C
				Weekday Post-Event	18.22	C	19.87	C
				Weekend Pre-Event	22.21	C	22.40	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.01	D	28.21	D
				Weekday Post-Event	23.00	C	25.28	C
				Weekend Pre-Event	28.90	D	29.23	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	29.48	D	30.11	D
				Weekday Post-Event	23.48	C	29.00	D
				Weekend Pre-Event	30.19	D	30.94	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.13	C	25.59	C
				Weekday Post-Event	19.26	C	23.21	C
				Weekend Pre-Event	25.92	C	26.50	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.30	C	25.95	C
				Weekday Post-Event	20.77	C	27.87	C
				Weekend Pre-Event	25.13	C	25.88	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	27.37	C	28.01	D
				Weekday Post-Event	21.58	C	28.19	D
				Weekend Pre-Event	28.37	D	29.14	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	19.19	B	24.05	C
				Weekday Post-Event	23.37	C	23.82	C
				Weekend Pre-Event	23.78	C	29.21	D

TABLE 3.14-33
FREEWAY OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	17.49	B	20.66	C
				Weekday Post-Event	21.36	C	21.51	C
				Weekend Pre-Event	21.17	C	25.52	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	19.72	B	22.27	C
				Weekday Post-Event	22.17	C	22.28	C
				Weekend Pre-Event	22.95	C	26.25	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	21.95	C	24.60	C
				Weekday Post-Event	23.33	C	23.45	C
				Weekend Pre-Event	21.17	C	24.58	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	27.52	C	31.69	D
				Weekday Post-Event	28.85	D	29.12	D
				Weekend Pre-Event	28.36	D	31.86	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	16.39	B	17.58	B
				Weekday Post-Event	17.52	B	17.53	B
				Weekend Pre-Event	15.57	B	17.45	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	23.34	C	24.78	C
				Weekday Post-Event	20.04	C	20.06	C
				Weekend Pre-Event	20.54	C	22.83	C

NOTES:
Shaded cells identify significant impacts.

[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).

[2] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-34
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold [2]	Adjusted Baseline No Project Pre-Event Conditions				Adjusted Baseline Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	250	175	No	No	1,925	2,000	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	325	300	No	No	4,075	2,925	Yes	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	275	200	No	No	1,950	2,025	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,111	936	No	No	1,760	1,137	No	No
I-105 EB/WB Off-Ramp at South Prairie Avenue	8,720	950	1,025	No	No	1,175	1,600	No	No
I-105 WB Off-Ramp at Crenshaw Avenue	4,065	3,209	3,013	No	No	5,465	4,541	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	613	993	No	No	716	1,048	No	No
I-110 SB Off-Ramp at West Century Blvd	2,430	748	756	No	No	1,121	1,312	No	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	803	1,046	No	No	1,324	1,518	No	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,285	1,351	No	No	1,285	1,351	No	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Transit System Evaluation

The Proposed Project ancillary land uses are expected to generate a modest number of new bus riders. According to Table 3.14-14, the external vehicle trips were reduced by 17 in the AM peak hour and 24 in the PM peak hour to reflect trips made by walking, bicycling, or riding the bus. Those that choose to ride the bus would be dispersed over three different lines (Metro Line 117 on West Century Boulevard and Lines 211 and 212 on South Prairie Avenue) that operate in all directions with headways every 15 to 30 minutes during peak periods. Given that there is reserve

capacity on these lines, the Proposed Project ancillary land uses would not cause ridership on any of these bus lines to exceed their load capacity.

Based on the data presented in Table 3.14-19, a 2,000-person weekday Daytime Event at the Proposed Project would generate 21 bus riders during the AM peak hour. Based on the data presented in Table 3.14-20, a 7,500-person weekday Daytime Event would generate 99 bus riders during the PM peak hour. According to *Technical Memorandum #1 – Supplemental Information Regarding Existing Conditions* (in Appendix K.1), Metro Lines 117, 211, and 212 experience existing peak hour ridership levels that represent less than 50 percent of the directional capacity of each line. Therefore, these routes have reserve capacity (to accommodate up to 700 additional riders). Thus, a weekday Daytime Event at the Proposed Project would not cause ridership on any of these bus lines to exceed its load capacity.

Light rail ridership under adjusted baseline conditions is expected to increase over current conditions due to the opening of the Crenshaw/LAX light rail line. Because the Crenshaw/LAX Line is not yet operational, ridership data is unavailable. Accordingly, to analyze ridership and reserve capacity on this line, 2025 ridership forecasts were obtained from Metro, and specifically the forecasts associated with the Metro board recommended Alternative C-3.[19] This alternative consists of an interline train between existing Norwalk Station (Green Line) and Expo/Crenshaw, and a short line train between Willowbrook/Rosa Parks Station and Redondo Beach Station (Green Line). To convert to a peak hour estimate of ridership on the Crenshaw/LAX Line, the analysis used the ratio of AM peak hour riders (which was provided by Metro) to peak period riders from the 2025 ridership data provided by Metro at the Hawthorne/Lennox and Downtown Inglewood Stations. This ratio, 17 percent, was used as it represents conditions at the stations closest to the Project Site, to convert from peak period ridership to PM peak hour ridership. Metro has not prepared weekend forecasts for the Crenshaw/LAX Line. To estimate weekend ridership, the analysis was based on the ratio of existing weekday peak hour load and weekend peak hour load, which is 21 percent on the Green Line. To estimate hourly load, the boardings and alightings were added and subtracted at each station, to calculate the remaining hourly on-vehicle load.

The transit mode share model (see *Technical Memorandum #2 – Project Travel Demand Estimates for IBEC* in Appendix K.1) was used to estimate the directionality of Proposed Project light rail riders and their relative use of the Downtown Inglewood station along the Crenshaw/ LAX Line or the Hawthorne/Lennox Station along the Green Line. **Table 3.14-35** displays the expected usage of various light rail lines and stations for each of the peak hours being studied. As shown, the majority of riders are expected to board/alight to/from the north (toward the Expo Line) at the Downtown Inglewood Station, or board/alight to/from the east (on the Green Line) at the Hawthorne/Lennox Station.

[19] https://boardagendas.metro.net/board-report/2018-0710/.

TABLE 3.14-35
DIRECTIONALITY OF LIGHT RAIL RIDERS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) CONDITIONS

Line	Station	Direction	Weekday		Weekend
			Pre-Event Peak Hour	Post-Event Peak Hour	Pre-Event Peak Hour
Crenshaw/LAX	Downtown Inglewood	North	0%	51%	0%
		South	51%	0%	51%
Green Line	Hawthorne/Lennox Station	East	6%	43%	6%
		West	43%	6%	43%

SOURCE: Fehr & Peers, 2019.

Table 3.14-36 presents the Adjusted Baseline pre-event peak hour (for both weekdays and weekends) passenger load and capacity approaching the Downtown Inglewood and Hawthorne/ Lennox Stations. These particular light rail stations are selected because each station is the closest and most convenient to the Proposed Project on the Crenshaw/LAX and Green lines, respectively, and would be the stations most likely to be used by attendees of events at the Proposed Project (with proposed connecting shuttle service for major events). This table shows that there would be sufficient rail transit capacity to accommodate the Proposed Project demands during the weekday and weekend pre-event peak hours.

TABLE 3.14-36
ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) LIGHT-RAIL TRANSIT LOAD – PRE-EVENT PEAK HOUR CONDITIONS

Line	Station	Direc-tion	Weekday				Weekend			
			Peak Hour Capacity[1]	No Project Peak Hour Load	Project Load[2]	Plus Project Load (% Capacity)	Peak Hour Capacity[3]	No Project Peak Hour Load	Project Load[4]	Plus Project Load (% Capacity)
Crenshaw/ LAX	Downtown Inglewood	North	2,380	569	0	569 (24%)	850	120	0	120 (14%)
		South	2,380	1,098	317	1,415 (59%)	850	267	379	646 (76%)
Green Line	Hawthorne/ Lennox	East	2,380	1,385	34	1,419 (60%)	680	255	44	299 (44%)
		West	2,380	167	265	432 (18%)	680	106	319	425 (63%)

NOTES:
1 Based on ten two-car trains each having a capacity of 238 passengers (inclusive of seated and standing passengers) during peak hours.
2 Project peak hour light rail riders calculated from Table 3.14-25 as follows: 1,080 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which five-sixths arrive via light rail (1,080 x 68% x 83% = 611) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 616.
3 Based on five two-car trains each having a capacity of 170 passengers (inclusive of seated and standing passengers) during off-peak peak hours.
4 Project peak hour light rail riders calculated from Table 3.14-27 as follows: 1,260 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which six-sevenths arrive via light rail (1,260 x 68% x 86% = 737) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 742.

SOURCE: Fehr & Peers, 2019.

Table 3.14-37 shows this same information for Adjusted Baseline weekday post-event conditions. This table indicates that a major event at the Proposed Project could cause ridership in light rail trains traveling in the eastbound direction on the Green Line (i.e., leaving the Hawthorne/Lennox Station) to exceed their capacity.

TABLE 3.14-37
ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – WEEKDAY POST-EVENT PEAK HOUR CONDITIONS

Line	Station	Direction	Peak Hour Capacity [1]	No Project Peak Hour Load [2]	Project Load[3]	Plus Project Load (% Capacity)
Crenshaw/LAX	Downtown Inglewood	North	850	256	355	611 (72%)
		South	850	488	0	488 (57%)
Green Line	Hawthorne/ Lennox	East	850	622	297	919 (108%)
		West	850	70	38	108 (13%)

NOTES:
[1] Post-event train capacity is much lower than pre-event due to fewer trains per hour and lower 'standing room only' thresholds adopted by Metro.
[2] Applied the ratio of existing PM peak hour two-way train load versus 9 to 10 PM two-way train load (i.e., calculated as 45 percent on the Green Line at Hawthorne/Lennox Station) to the Adjusted Baseline PM peak hour train load to obtain post-event peak hour riders.
[3] Project peak hour light rail riders calculated from Table 3.14-26 as follows: 925 post-event attendees use transit with 83 percent departing during post-event peak hour of which four-fifths depart via light rail (925 x 83% x 80% = 614) riders. Similarly, 56 employees depart via transit with 79 percent occurring during post-event peak hour and four-fifths using light rail (56 x 79% x 80% = 35 riders). Total ridership is thus 737.

SOURCE: Fehr & Peers, 2019.

Bus riders are expected to use various Metro bus routes (including 117, 211, and 212) that stop in the project vicinity. These lines would have ample reserve capacity to accommodate pre-event riders. Under post-event conditions, Route 117 operates one bus in each direction during the post-event hour, with a load capacity of 44 riders per direction per hour. Route 211 ends operations before the post-event hour. Route 212 operates two buses in each direction during the post-event hour, with a load capacity of 96 riders per direction per hour. With 162 post-event peak hour bus riders, bus capacity (for routes that stop in the immediate vicinity of the Arena Site) could be exceeded during a major event at the Proposed Project.

The Governor's Office of Planning and Research has issued a technical advisory concerning the analysis of transportation impacts under CEQA. The advisory provides the following guidance concerning analyzing a project's potential impact on transit:

> When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.[20]

[20] Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), p. 19.

This analysis has been prepared in accordance with OPR's guidance. The extent to which the project may interfere with transit operations is discussed. In addition, the analysis discloses the extent to which existing transit capacity is adequate to accommodate transit demand generated by the Proposed Project; such transit demand is not, however, considered an impact of the Proposed Project under CEQA. Rather, the information is provided for information purposes.

Pedestrian System Evaluation

The pedestrian system evaluation focuses on the adequacy of existing and planned facilities to accommodate surges in pedestrians associated with events at the Proposed Project. Chapter 16 of the *Highway Capacity Manual, 6th Edition*[21] presents a detailed methodology for calculating the pedestrian LOS for a given street segment. In determining the overall LOS, this methodology considers a variety of factors such as block length, pedestrian wait times at intersections, route directness, sidewalk width, presence of lateral obstructions, midblock crossing opportunities, curb presence, width of outside through lane or bike lane, proportion of on-street parking that is occupied, buffer width to the street, etc. These factors play a role in how a pedestrian perceives the quality of the pedestrian system. However, these factors are not as important when considering surges in pedestrian flows associated with large events. In such instances, the evaluation typically focuses on whether crosswalks and sidewalks are of sufficient width to accommodate projected pedestrian flows during peak periods. If pedestrian flows become excessive, pedestrians may overflow onto streets, which can cause conflicts with moving vehicles and other forms of travel.

Crosswalks and sidewalks are analyzed using average pedestrian space as the threshold for determining facility adequacy. Average pedestrian space reflects the level of crowding on a crosswalk or sidewalk. It represents the average amount of sidewalk area available to each pedestrian walking along the segment. According to Page 4-31 of the HCM, average pedestrian space, which is represented in square-feet per person (i.e., ft^2/ped) depends on the pedestrian flow rate, which is expressed as the number of pedestrians per minute per foot of effective sidewalk space. Additionally, the average walk speed (typically assumed to be 4 feet per second, or 2.7 mph) influences average pedestrian space. Consistent with HCM guidance, a 0.85 peak hour factor is applied to represent a moderate surge in pedestrian travel during the busiest 15 minutes of the peak hour.

For sidewalks, 13 ft^2/ped of pedestrian space has been set as the lowest acceptable threshold per the HCM. This value is near the LOS E/F threshold for facilities with cross-flows. For crosswalks, a value of 11 ft^2/ped is used, which represents an LOS E/ F threshold under platooned (i.e., walking together in a group) flow conditions. For crosswalks, an additional step is required that considers the amount of walk time provided for the crosswalk (while also considering the intersection cycle length). According to Chapter 16 of the HCM, pedestrian flow rates remain relatively stable when the average space per pedestrian drops into the range of 5 to 9 ft^2/ped. But when pedestrian space is reduced to below 5 ft^2/ped, the flow rate declines precipitously.

[21] Transportation Research Board, 2016. *Highway Capacity Manual (HCM), 6th Edition: A Guide for Multimodal Mobility Analysis.* Washington, D.C.

Accordingly, the thresholds applied in this study are more restrictive (and therefore more conservative) than the absolute capacity of the facility.

Tables 3.14-38 and **3.14-39** present an analysis of sidewalks and crosswalks, respectively, that would be used to the greatest degree under Adjusted Baseline Plus Project post-event peak hour conditions for an 18,500-person concert (see Appendix K.3 for technical calculations). The analysis focuses on an 18,500-person concert because that is the event that would generate the largest number of pedestrians. In addition, the analysis focuses on post-event conditions because hourly pedestrian volumes are higher after an event rather than before the event (i.e., flows are more concentrated after the event, when attendees tend to leave en masse when the event concludes; before an event, by contrast, attendees arrive more gradually, over a longer period of time). Volumes would be slightly lower for the post-event peak hour for an NBA basketball game due to slightly lower venue capacity. **Figure 3.14-12** graphically displays the pedestrian flows and associated LOS on these facilities. The selected sidewalks are those that are most proximate to the arena, and provide access between the arena and transit and parking facilities in the vicinity.

TABLE 3.14-38
SIDEWALK FACILITY ANALYSIS – BASELINE PLUS PROJECT POST-EVENT PEAK HOUR
(18,500-PERSON CONCERT)

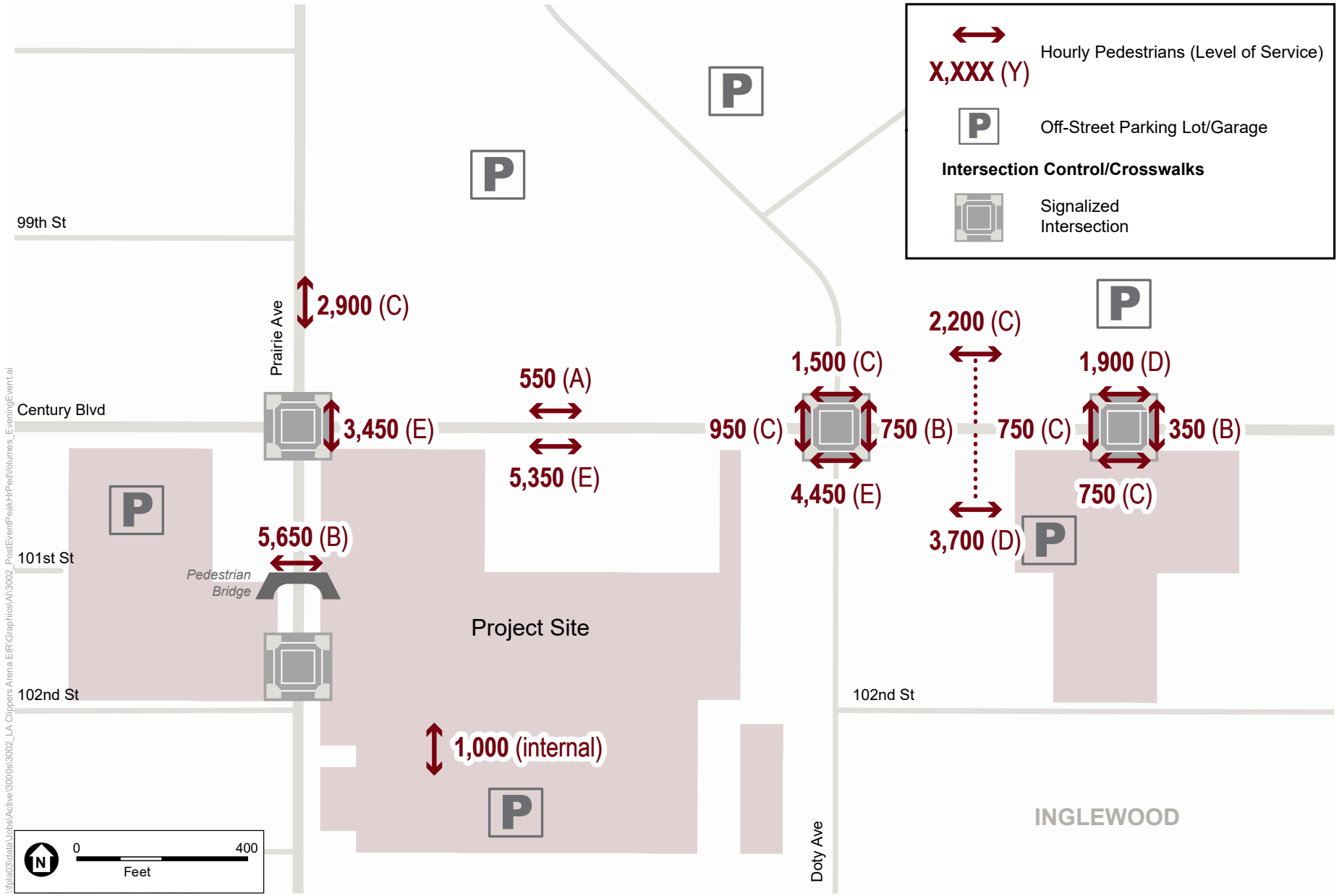
Facility	Segment	Side	Width[a] (ft.)	Pedestrians During Post-Event Peak Hour	Average Pedestrian Space	LOS
West Century Boulevard	South Prairie Ave to Doty Ave	North	8	555	132	A
	South Prairie Ave to Plaza Opening[b]	South	20	—	—	B
	East of Arena Plaza to Doty Ave	South	8	5,360	14	E
	Doty Ave to Casino Access	North	8	2,220	33	C
	Doty Ave to East Garage Access	South	8	3,695	20	D
	Casino Access to Yukon Ave	North	8	2,289	32	C
	East Garage Access to Yukon Ave	South	8	371	198	A
South Prairie Avenue	West Century Blvd. to Hardy Ave	East	8	2,892	25	C
	Plaza Opening to West Century Blvd[b]	East	20	—	—	B
Pedestrian Bridge Over South Prairie Avenue to West Parking Garage			25	5,627	50	B

NOTES:
Analysis performed for post-event peak hour condition associated with a sold-out (18,500-person) concert because this activity would have a greater pedestrian flow demand than an NBA basketball game.

[a] Average pedestrian space takes into consideration effective sidewalk width including obstructions and shy distances (e.g., areas near edge of sidewalk and building face where walking may feel uncomfortable).

[b] According to the Proposed Project site plan, sidewalks along the project frontage on South Prairie Avenue south of West Century Boulevard and on West Century Boulevard east of South Prairie Avenue would each be 20 feet wide. These facilities would be expected to accommodate a combined 3,500 persons during the post-event peak hour, in anticipation of accessing the east leg crosswalk at the South Prairie Avenue/West Century Boulevard intersection. Although the precise number of pedestrians using each route is not known at this time (due to details relating the plaza wayfinding, specific arena doors to be opened during post-event egress, etc.), analyses indicate that each sidewalk could accommodate up to 100 percent of this demand while still operating at LOS B.

SOURCE: Fehr & Peers, 2019.



SOURCE: Fehr and Peers, 2019

Note: Pedestrian volumes rounded to the nearest 50.

Inglewood Basketball and Entertainment Center

Figure 3.14-12

Post-Event Peak Hour Pedestrian Volumes (Evening Event)

ESA

TABLE 3.14-39
CROSSWALK FACILITY ANALYSIS – BASELINE PLUS PROJECT POST-EVENT PEAK HOUR
(18,500-PERSON CONCERT)

Intersection	Leg	Crossing Width (ft.)	Pedestrians per Hour	Average[a] Pedestrian Space	LOS
West Century Boulevard/ South Prairie Avenue	East	12	3,447	12	E
West Century Boulevard/ Doty Avenue	West	16	925	83	C
	East	16	740	103	B
	North	16	1,480	44	C
	South	16	4,435	15	E
West Century Boulevard/Casino Driveway/East Parking Garage	West	16	740	85	C
	East	16	370	169	B
	North	12	1,919	24	D
	South	12	741	63	C
South Prairie Avenue	West	16	371	114	B

NOTES:
Analysis performed for post-event peak hour condition associated with a sold-out (18,500-person) concert because this activity would have a greater pedestrian flow demand than an NBA basketball game.
[a] Average pedestrian space takes into consideration signal timing (total cycle length and walk interval) for crosswalk.

SOURCE: Fehr & Peers, 2019.

The pedestrian flows shown in these tables and on Figure 3.14-12 are based on the following anticipated pedestrian travel behaviors, which have been observed and measured at other venues such as Golden 1 Center in Sacramento and Key Arena in Seattle:

1. Pedestrian flows will tend to reach an equilibrium state in which alternate routes eventually achieve similar levels of perceived travel time.
2. Pedestrians tend to initially walk in the general direction of their destination (versus initially veering off-course even if that route has a comparable travel time).

These assumptions were used to estimate the distribution of pedestrians among alternative routes available to them to reach their destinations around the arena. Among pedestrians walking to the east lots within Hollywood Park (including the Hollywood Park Casino garage), 15 percent are assumed to use the east leg crosswalk at the West Century Boulevard/South Prairie Avenue intersection, with the remaining 85 percent walking east along the south side of West Century Boulevard toward Doty Avenue. From there, they would cross at one of four crosswalks to reach the north side of the street. The 15 percent/85 percent split results in both this east leg crosswalk and south side of West Century Boulevard operating at LOS E (i.e., hence the equilibrium state).

If the east leg crosswalk at the West Century Boulevard/South Prairie Avenue intersection were to instead be used by 33 percent of those attendees destined for parking on the east side of Hollywood Park, the total pedestrian volume in the crosswalk would increase from approximately 3,450 to 4,100 pedestrians. This would cause the average pedestrian space to decrease from 12 to 10 ft^2/ped, dropping its performance below the 11 ft^2/ped threshold for crosswalks. Conversely, if

none of these pedestrians used the east leg crosswalk, this would cause the average pedestrian space on the south side of West Century Boulevard west of Doty Avenue to decrease from 14 to 12 ft^2/ped, dropping its performance below the 13 ft^2/ped threshold for sidewalks. It is worth noting that the north side of West Century Boulevard between South Prairie Avenue and Doty Avenue would carry 550 pedestrians and operate at LOS A. Mitigation measures pertaining to pedestrian facilities consider the sensitivity of how pedestrian routing can affect their operations.

Vehicle Miles of Travel Evaluation

This section describes the methodologies used to estimate the VMT associated with various project activities and scenarios. Refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for further detail regarding the methodology and supporting calculations. VMT is often expressed on a 'per capita' or 'per employee' basis to understand the relative efficiency of a project. By definition, one VMT occurs when one vehicle is driven one mile. A given daily VMT value represents VMT for entire weekday or weekend day. Lastly, VMT values in this analysis represent the full length of a given trip, and are not truncated at city, county, or region boundaries.

For the purpose of determining the significance of impacts of the Proposed Project on VMT, VMT estimates were prepared for daytime events and major events at the Proposed Project as well as for the ancillary uses. The analysis included estimates for events at the Proposed Project as well as for similar existing events venues elsewhere in the region which could potentially move to the Proposed Project. The VMT estimates include vehicle trips by private vehicles, TNCs (e.g., Uber, Lyft), employees, shuttles, and miscellaneous.

Table 3.14-40 displays the weekday daily VMT associated with the ancillary land uses (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed using trip generation estimates from Table 3.14-14 and trip length data from the SCAG travel demand model for the traffic analysis zone in which the Proposed Project is located (13.4 miles for home-based work attractions, 9.3 miles for home-based other attractions, 7.5 miles for non-home-based attractions, and 5.9 miles for non-home-based productions). These values represent the VMT generated by these uses. The three office-related components would have a combined 379 employees, which translate to 15.0 daily work VMT per employee.

Table 3.14-41 displays the VMT associated with the two Daytime Events being studied (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed starting with the disaggregated daily trip generation of each event (Table 3.14-21). The number of attendee vehicle trips was then multiplied by an average attendee trip length of 20.3 miles, obtained from the Forum attendee origin-destination mobile source data described previously given the proximity of The Forum to the Project Site. Average trip lengths for employees were derived from the SCAG travel demand model.

TABLE 3.14-40
WEEKDAY VMT GENERATED BY ANCILLARY LAND USES

Land Use	VMT [1]	Notes
Office [2]	5,694	VMT shown only for primary work trip.[3]
Retail	6,998	Includes all vehicle travel.
Full-Service Restaurant	9,171	Includes all vehicle travel.
Quick Service Restaurant	5,113	Includes all vehicle travel.
Coffee Shop	3,641	Includes all vehicle travel.
Community Space	2,794	Includes all vehicle travel.
Business Hotel	5,144 [4]	Includes all vehicle travel.

NOTES:
[1] Applies on a day in which an event is not occurring at Arena Site.
[2] Includes 71,000 square-foot office space, 25,000 square-foot sports medicine clinic, and 54 employees associated with practice facility.
[3] VMT associated with mid-day employee trips (e.g., to lunch) not included. Calculation per significance criterion for office use.
[4] A net increase of 4,057 over the 1,087 VMT generated by the existing hotel on the Project Site.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-41
VMT GENERATED BY DAYTIME EVENTS

Event Type	Day	VMT per Event	Notes
2,000-Person Corporate/Community Event	Weekday	68,645	Represents all vehicle travel and does not subtract VMT from a potentially relocated event.
	Weekend	68,645	
7,500-Person Other Sporting Event or Gathering	Weekday	163,209	
	Weekend	163,209	

SOURCE: Fehr & Peers, 2019.

Table 3.14-42 displays the estimated VMT per event and VMT per attendee associated with the two major events being studied (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). These estimates were developed starting with the disaggregated daily trip generation of each event (Table 3.14-30). For the NBA game, the number of attendee vehicle trips was then multiplied by an average attendee trip length of 22.2 miles. This trip length was obtained from the Staples Center attendee origin-destination mobile source data described previously, recalculated to reflect the difference in trip lengths between travel to Staples Center and travel to the Project Site and conservatively assuming no shift in fan base. For the concert, the number of attendee vehicle trips was then multiplied by an average trip length of 20.3 miles for concerts at the Proposed Project, obtained from the Forum attendee origin-destination mobile source data described previously. Average trip lengths for employees were derived from the SCAG travel demand model.

TABLE 3.14-42
VMT GENERATED BY MAJOR EVENTS

Event Type	Day	VMT per Event	VMT per Attendee	Notes
18,000-Person NBA Basketball Game	Weekday	398,447	22.1	Represents all vehicle travel and does not subtract VMT from a potentially relocated event.
	Weekend	394,985	21.9	
18,500-Person Concert	Weekday	389,598	21.1	
	Weekend	386,237	20.9	

SOURCE: Fehr & Peers, 2019.

Table 3.14-43 illustrates how the two major events would affect regional VMT if they were replacing events otherwise being held at venues elsewhere in the region (refer to *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for technical calculations). All NBA Basketball games would replace games at Staples Center. A sold-out NBA basketball game at Staples Center was assumed to have 19,079 attendees (obtained from an internet search of Staples Center capacity[22]) with an average attendee trip length from the mobile source data of 18.7 miles and mode splits based on the 2018 online survey of Los Angeles Clippers fans at Staples Center described previously. As shown in the table, the Proposed Project would result in approximately 79,000 to 89,000 added VMT for a major event consisting of an NBA Basketball game replacing an NBA Basketball game at Staples Center, with the net increase stemming from Staples Center having a higher non-auto mode split and shorter trip lengths when compared to the Proposed Project.

TABLE 3.14-43
NET CHANGE IN VMT CAUSED BY PROPOSED PROJECT MAJOR EVENTS

Event Type	Day	Added VMT per Event	Subtracted VMT per Event	Net Change in VMT per Event	Net Change in VMT per Attendee
18,000-Person NBA Basketball Game Replacing Sold-Out NBA Game at Staples Center	Weekday	398,447	-309,600 [1]	+88,847	+4.9
	Weekend	394,985	-315,882 [1]	+79,103	+4.4
18,500-Person Concert Replacing Sold-Out Concert Elsewhere in the Region	Weekday	389,598	-291,277 [2]	+98,321	+5.3
	Weekend	386,237	-297,229 [2]	+89,008	+4.8

NOTES:
[1] Subtracted VMT is based on a sold-out 19,079-person NBA Basketball Game that would otherwise occur at Staples Center in Downtown Los Angeles (see *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for calculations).
[2] Subtracted VMT is based on a sold-out 17,500-person Concert that would otherwise occur at concert venue elsewhere in the region (see *Technical Memorandum #3 – Vehicle Miles Traveled Analysis for IBEC* in Appendix K.1 for calculations).

SOURCE: Fehr & Peers, 2019.

[22] Staples Center, A-Z Guide, Seating Capacity. Available: https://www.staplescenter.com/guest-services/a-z. Accessed May 9, 2019.

A sold-out concert at a similar-sized concert venue elsewhere in the region was assumed to have 17,500 attendees (based on sell-out capacities of 17,500 for The Forum and the Hollywood Bowl and up to 20,000 for Staples Center), with an average attendee trip length of 18.6 miles. The Proposed Project would result in up to approximately 98,000 added VMT for a major event consisting of a concert replacing a concert at a venue elsewhere in the region; this increase in VMT is due to the larger sell-out capacity of the Proposed Project when compared to many other venues in the region. Based on data from the Stone Planning report, *Inglewood Basketball and Entertainment Center – Analysis of Future Events*,[23] 20 percent (5) of the anticipated 23 annual concerts at the Proposed Project may be new to the market versus transferred from another venue elsewhere in the region.

Cumulative Conditions

This subsection presents the impacts of the Proposed Project for the various cumulative scenarios described in Table 3.14-3.

Cumulative Land Use Assumptions

As discussed in Section 3.0.6, Cumulative Assumptions, the City, in consultation with other surrounding jurisdictions, has assembled a list of 144 known past, present, and reasonably foreseeable cumulative land use development projects in the vicinity of the Project Site. The projects on this list consist of development projects within the City or other identified surrounding jurisdictions which have a pending development applications, are approved, or are under construction. Notable among these related projects is the full buildout of the former Hollywood Park site which, when combined with the baseline development there will total 890,000 square feet of retail space, 2,500 dwelling units, a 300-room hotel and over 4,000,000 square feet of office space. In addition, substantial growth in landside traffic at LAX is forecast as passenger activity increases from approximately 74.9 million annual passengers in 2015 to approximately 91 million annual passengers in 2030.[24] Forecasts of projected growth in LAX-related trips included in the EIR for the Landside Access Modernization Program were used as the basis for estimating this element of future traffic growth. The Cumulative Base is the combination of trips generated by the Adjusted Baseline development described in Section 3.14.2 plus trips generated by the related development projects and area-wide ambient growth to Year 2030. Ambient traffic volumes in the vicinity of the study area are assumed to increase at a compounded rate of 0.23 percent per year, based on data in the Congestion Management Program for Los Angeles County[25] for the South Bay/LAX Regional Statistical Area in which Inglewood is located. Therefore, over the 12-year planning horizon an increase in total ambient growth of 2.76 percent is used.

[23] Stone Planning, *Inglewood Basketball and Entertainment Center – Analysis of Future Events*, July 2019.
[24] Off-Airport Traffic Study (Appendix O), LAX Landside Access Modernization Program Draft EIR, September 2016. p. 141.
[25] Los Angeles County Metropolitan Transportation Authority, 2010. *Congestion Management Program*. Prepared by Long Range Planning and Coordination.

The Cumulative No Project scenario was developed by first estimating the number of vehicle trips that would be generated for each related land use development project based on data in environmental clearance documents, data provided by LADOT, and trip generation rates published in the *Trip Generation Manual*.[26] As shown in Appendix K.2, these uses would generate a combined total of approximately 18,800 AM peak hour trips and 26,600 PM peak hour trips. Trip generation estimates for these related projects are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.).

The geographic distribution of the traffic generated by the cumulative projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees and potential patrons of the proposed developments are drawn, and the location of the employment and commercial centers to which residents of residential projects would be drawn, and the location of the projects in relation to the surrounding street system. If available, trip distribution from a cumulative project traffic study was used in this analysis. When trip distribution was not available for a cumulative project, it was estimated based on the factors described above.

Cumulative Transportation System Assumptions

Inglewood Transit Connector

The Inglewood Transit Connector (ITC) is a proposed transit enhancement that would operate in a generally north-south direction along South Prairie Avenue. It would be an elevated transit facility (functionally like the Monorail at Seattle Center, the grade-separated transit connection between Oakland International Airport, and the Bay Area Rapid Transit system, or the automated people mover under construction at LAX). The City of Inglewood studied multiple potential alignments for the ITC and, in July 2018, selected an alignment as the "locally preferred alternative" for further review. The City also issued a NOP commencing the environmental review process for the ITC. The northern terminus of the preferred alignment would be the future Crenshaw/LAX Downtown Inglewood light rail station. From there, it would extend generally south and include stops at The Forum, the NFL Stadium, and, at the southern terminus of the system, the Proposed Project. As currently proposed, the southern station would be located in the northeast quadrant of the South Prairie Avenue/West Century Boulevard intersection.

The cumulative analysis does not consider the ITC when determining the modes of travel for attendees to the Proposed Project, The Forum, or the NFL Stadium, nor does it consider changes in vehicle trip generation generated by the Hollywood Park Specific Plan land uses (which would be situated in close proximity to the ITC). The mode split implications of the ITC were not considered due to the uncertainty of how it would be operated (i.e., hours of operation, headways, etc.).

The ITC would require construction of a series of columns along South Prairie Avenue. Preliminary designs indicate that columns would be placed within the South Prairie Avenue right-

[26] Institute of Transportation Engineers, 2017. *Trip Generation Manual, 10th Edition.*

of-way, which may require shifting of travel lanes. Specifically, columns would be placed directly south of West Century Boulevard, which would require widening of South Prairie Avenue to accommodate relocated through lanes. The site plan for the Proposed Project provides sufficient space for this widening, should it be required, and the ITC is not expected to materially affect the operation of the South Prairie Avenue/West Century Boulevard intersection.

South Prairie Avenue Reversible Lane System

Hollywood Park, located on the north side of West Century Boulevard across from the Proposed Project Site, was formerly operated as a horse racetrack. Attendance there reached 40,000 a few times each year. South Prairie Avenue served as a primary route for those entering or exiting the racetrack. In order to improve access for race attendees, the City instituted a "reversible lane" program along South Prairie Avenue. Under this program, the direction of traffic lanes could be reversed by the City before and after events so that an increased level of traffic flow in the inbound or outbound direction could be accommodated. This program was also available to accommodate traffic associated with events at The Forum. In the 1990s, attendance at the racetrack declined, and the Lakers departed The Forum. As a result, the City ceased this program. The City is now evaluating whether to resume this program to improve access to the NFL Stadium before and after major events there. For example, prior to major events at the NFL Stadium, an additional lane of northbound traffic could be provided on South Prairie Avenue between I-105 and West Century Boulevard. By increasing the capacity of South Prairie Avenue during such periods, the program could result in greater capacity along South Prairie Avenue, one of the primary means of accessing the NFL Stadium. If implemented, the program would use the existing lanes along South Prairie Avenue, and would not require widening the road. The program would use gantries and other signage to provide drivers with guidance regarding the availability of lanes. The program would thus provide the City with an additional tool for managing traffic to and from the NFL Stadium. Based on the City's experience with this program when the racetrack was in operation, the effect of this program on traffic congestion would be beneficial because it would increase capacity along South Prairie Avenue in the peak direction of traffic, thereby increasing the amount of traffic that can approach or depart from the Project Site on South Prairie Avenue, and decreasing the amount of traffic that would approach or depart the Project Site on other streets in the vicinity. The reversible lane program, if resumed for events at the NFL Stadium, could later be expanded to accommodate traffic during major events at The Forum or the Proposed Project. At this time, it is unknown whether or when such a program would be resumed for major events at the NFL Stadium. Nor is it known whether such a program would later be expanded to manage traffic during major events at The Forum or the Proposed Project. Due to these uncertainties, the effects of a reversible lane program, though likely beneficial, have not been incorporated into the transportation analysis.

I-105 Express Lanes

The I-105 Express Lanes project is proposed to enhance traffic flow, improve trip reliability and travel times on I-105 between I-405 and I-605. The project would convert the existing high-occupancy vehicle (HOV) lanes on I-105 to electronically-tolled lanes that allow use by single-occupant vehicles as well as HOVs. An EIR for the project is being prepared by Metro and

Caltrans and is planned for release in late 2019. In addition to the No Build Alternative, the two action alternatives under study are to convert the existing HOV lane in each direction to an express lane, and to convert the existing HOV lane and add a second express lane with non-standard lane widths. This project was not assumed to be in place in the cumulative analysis because the environmental review process is ongoing, full funding has not been established, and it would be speculative at this time to know which alternative would be pursued.

LAX Landside Access Modernization Program

The LAX Landside Modernization Program, currently under construction, is a new ground transportation network comprised of four major elements. Together they are planned to improve ground access to LAX. The major elements are: a 2.25-mile-long automated people mover; two intermodal transportation facilities with parking structures and areas for passenger loading and transfer from personal vehicles, buses, taxis, shuttles and shared ride services; a consolidated rental car facility; and a series of roadway improvements to relieve congestion in and around airport facilities. This system will also connect LAX with the 96th Street station on the Metro Crenshaw/LAX light rail line currently under construction. Phase 1 of the project, including the automated people mover, consolidated rental car facility, intermodal transportation facilities and some roadway improvements is planned for completion by 2024. Phase 2, mainly consisting of remaining roadway improvements, would be constructed from 2024 to 2035. As described in the following section, these improvements are assumed under Cumulative conditions.

Physical Roadway Improvements

The physical roadway improvements listed below are mitigations and/or conditions of approval for the LAX Landside Access Modernization Program or are among the transportation improvements included in the City of Inglewood Capital Improvement Program. These improvements either are under construction or are approved, funded, and scheduled. The roadway improvements are assumed to be in place under all cumulative condition scenarios and are included in the analysis of cumulative conditions.

10. La Cienega Boulevard/Manchester Boulevard

- Southbound approach: reconfigure to provide 2 left-turn lanes, 1 through lane and 1 shared through/right-turn lane
- Northbound approach: reconfigure to provide 2 left-turn lanes, 1 through lane, 1 shared through/right-turn lane and 1 right-turn lane

21. La Cienega Boulevard/Arbor Vitae Street

- Eastbound approach: widen the eastbound approach to provide 1 left-turn lane, 2 through lanes and 1 free-flow right-turn lane

31. La Cienega Boulevard/SB I-405 Ramps (north of West Century Boulevard/98th Street

- Eastbound approach: construct the west leg of this intersection (98th Street) with 2 left-turn lanes, 2 through lanes and 1 right-turn lane

- Westbound approach: improve to provide 2 left-turn lanes, 1 through lane and 1 shared through/right-turn lane
- Southbound approach: improve to provide 2 left-turn lanes, 3 through lanes and 1 right-turn lane
- Northbound approach: improve to provide 2 left-turn lanes, 1 through lane, 1 shared through/ right-turn lane and 1 right-turn lane

34. La Cienega Boulevard/West Century Boulevard

- Westbound approach: reconfigure to provide 1 left-turn lane, 3 through lanes, 1 right-turn lane
- Southbound approach: reconfigure to provide 2 left-turn lanes, 2 through lanes, 1 right-turn lane
- Northbound approach: reconfigure to provide 2 left-turn lanes, 2 through lanes, 2 right-turn lanes

53. La Cienega Boulevard/I-405 Ramps (south of West Century Boulevard)

- Northbound approach: reconfigure to provide 2 through lanes, 1 shared through/right-turn lane

57. La Cienega Boulevard/West 104th Street

- Northbound approach: reconfigure to provide 1 left-turn lane, 2 through lanes, 1 shared through/right-turn lane

87. La Cienega Boulevard/Lennox Boulevard

- Northbound approach: reconfigure to provide 2 through lanes, 1 shared through/right-turn lane

107. La Brea Avenue/Centinela Avenue

- Eastbound and westbound approaches: convert to include protected/permitted left-turn signal phasing

Cumulative Plus Project (Ancillary Land Uses) Conditions

The expected travel characteristics for the Proposed Project ancillary land uses under adjusted baseline conditions were also assumed for cumulative conditions. These trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Ancillary Land Uses) scenario.

Table 3.14-44 displays the weekday AM and PM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Cumulative No Project and Cumulative Plus Project (Ancillary Land Uses) conditions. As shown in the table, these uses would cause several significant degradations in intersection LOS. **Table 3.14-45** displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Ancillary Land Uses) conditions. As shown in the table, the project

would add trips to three facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-46 shows the Adjusted Baseline LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. **Table 3.14-47** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities, some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

Cumulative Plus Project (Daytime Event) Conditions

The expected travel characteristics for the Proposed Project daytime events under Adjusted Baseline conditions were also assumed for cumulative conditions. These trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Daytime Events) scenario.

Table 3.14-48A displays the weekday AM peak hour LOS and average delay or V/C ratio at the 43 study intersections under Cumulative No Project and Cumulative Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS.

Table 3.14-48B displays the weekday PM peak hour LOS and average delay or V/C ratio at the 116 study intersections under Cumulative No Project and Cumulative Plus Project (Daytime Event) conditions. As shown in the table, these activities would cause a number of significant degradations in intersection LOS. Because the Cumulative Plus Project (Daytime Event) conditions caused degraded LOS at many of the intersections at the edge of the 43-intersection study area, the study was expanded to evaluate LOS at all 116 intersections.

Table 3.14-49 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Daytime Events) conditions. As shown in the table, the project would add trips to four facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-50 shows the Cumulative LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the daytime events. **Table 3.14-51** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, the daytime events would cause degraded operations at several facilities, some of which are considered significant. Daytime events would not cause a freeway off-ramp to experience queuing that exceeds the applicable threshold.

TABLE 3.14-44
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

					Cumulative No Project		Cumulative Plus Project [3]	
	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.173	F
				PM	1.128	F	1.137	F
19	South Prairie Ave/ Kelso St/Pincay Dr	ICU	Inglewood	AM	0.817	D	0.818	D
				PM	1.007	F	1.007	F
25	South Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.719	C	0.723	C
				PM	0.771	C	0.777	C
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.667	B	0.669	B
				PM	0.441	A	0.443	A
28	South Prairie Ave/ Hardy St	ICU	Inglewood	AM	0.737	C	0.738	C
				PM	0.731	C	0.735	C
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	AM	0.634	B	0.635	B
				PM	0.588	A	0.589	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.950	E	0.952	E
				PM	0.907	E	0.907	E
		CMA	City of Los Angeles	AM	0.767	C	0.767	C
				PM	0.712	C	0.713	C
		HCM	Caltrans	AM	41.7	D	42.1	D
				PM	35.8	D	36.0	D
32	South Prairie Ave/ 97th St	ICU	Inglewood	AM	0.635	B	0.636	B
				PM	0.554	A	0.559	A
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	AM	1.178	F	1.180	F
				PM	0.907	E	0.912	E
		CMA	City of Los Angeles	AM	1.154	F	1.157	F
				PM	0.838	F	0.843	D
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	AM	1.033	F	1.035	F
				PM	0.860	D	0.869	D
		HCM	Caltrans	AM	67.3	E	68.2	E
				PM	21.7	C	22.1	C
36	Felton Ave/ West Century Blvd	ICU	Inglewood	AM	0.691	B	0.693	B
				PM	0.818	D	0.823	D
37	Inglewood Ave/ West Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F
				PM	1.059	F	1.066	F
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	AM	0.698	B	0.700	B
				PM	0.690	B	0.695	B
39	Grevillea Ave/ West Century Blvd	ICU	Inglewood	AM	0.748	C	0.750	C
				PM	0.688	B	0.693	B
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	ICU	Inglewood	AM	1.083	F	1.085	F
				PM	0.974	E	0.980	E
41	Myrtle Ave/ West Century Blvd	ICU	Inglewood	AM	0.740	C	0.748	C
				PM	0.627	B	0.640	B

TABLE 3.14-44
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

					Cumulative No Project		Cumulative Plus Project [3]	
	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
42	Freeman Ave/ West Century Blvd	ICU	Inglewood	AM	0.628	B	0.633	B
				PM	0.621	B	0.636	B
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	AM	0.964	E	0.992	E
				PM	1.022	F	1.038	F
44	Doty Ave/ West Century Blvd	ICU	Inglewood	AM	0.939	E	0.923	E
				PM	0.657	B	0.662	B
45	Yukon Ave/ West Century Blvd	ICU	Inglewood	AM	0.646	B	0.669	B
				PM	0.828	D	0.842	D
46	Club Dr/ West Century Blvd	ICU	Inglewood	AM	0.802	D	0.814	D
				PM	0.870	D	0.883	D
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	AM	0.675	B	0.685	B
				PM	0.827	D	0.835	D
48	Crenshaw Blvd/ West Century Blvd	ICU	Inglewood	AM	0.881	D	0.891	D
				PM	0.938	E	0.946	E
49	5th Ave/ West Century Blvd	ICU	Inglewood	AM	0.772	C	0.780	C
				PM	0.542	A	0.548	A
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood	AM	0.873	D	0.885	D
				PM	0.894	D	0.900	D
		CMA	City of Los Angeles	AM	0.725	C	0.737	C
				PM	0.745	C	0.751	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	AM	0.525	A	0.528	A
				PM	0.531	A	0.531	A
		ICU	Inglewood	AM	0.749	C	0.752	C
				PM	0.741	C	0.743	C
		HCM	Caltrans	AM	29.1	C	29.5	C
				PM	24.8	C	25.0	C
54	South Prairie Ave/ West 102nd St	ICU/HCM[4]	Inglewood	AM	0.646	B	21.2	C
				PM	0.632	B	43.6	E
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	AM	9.1	A	7.8	A
				PM	11.0	B	7.8	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	AM	16.9	C	12.1	B
				PM	25.9	D	14.8	B
59	Hawthorne Blvd/ West 104th St	ICU	Inglewood/Los Angeles County	AM	0.658	B	0.661	B
				PM	0.751	C	0.754	C
60	South Prairie Ave/ West 104th St	ICU	Inglewood	AM	0.721	C	0.755	C
				PM	0.715	C	0.762	C
61	Doty Ave/ West 104th St	HCM (unsig.)	Inglewood	AM	10.8	B	11.1	B
				PM	11.2	B	11.5	B
62	Yukon Ave/ West 104th St	ICU	Inglewood	AM	0.702	C	0.723	C
				PM	0.606	B	0.639	B

TABLE 3.14-44
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative No Project		Cumulative Plus Project [3]	
					V/C or Delay	LOS	V/C or Delay	LOS
63	Crenshaw Blvd/ West 104th St	ICU	Inglewood	AM	0.735	C	0.739	C
				PM	0.697	B	0.704	C
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	AM	0.536	A	0.536	A
				PM	0.443	A	0.444	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.690	B
				PM	0.786	C	0.801	D
68	South Prairie Ave/ 108th St	ICU	Inglewood	AM	0.716	C	0.733	C
				PM	0.645	B	0.661	B
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.525	A	0.527	A
				PM	0.542	A	0.547	A
72	South Prairie Ave/ 111th St	ICU	Inglewood	AM	0.763	C	0.768	C
				PM	0.720	C	0.734	C
75	South Prairie Ave/ 112th St/ 105 On-Ramps	ICU	Inglewood	AM	0.834	D	0.852	D
				PM	0.971	E	0.984	E
		HCM	Caltrans	AM	26.0	C	27.8	C
				PM	33.3	C	35.2	D
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.718	C	0.718	C
				PM	0.867	D	0.867	D
		HCM	Caltrans	AM	16.7	B	16.7	B
				PM	18.5	B	19.1	B
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.023	F
				PM	0.960	E	0.970	E
89	Hollywood Park Casino Driveway/ West Century Blvd	ICU	Inglewood	AM	0.571	A	0.577	A
				PM	0.530	A	0.548	A
115	West Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		Not Open During Time Period	
				PM				
116	South Prairie Ave/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.543	A
				PM			0.568	A

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Applies to conditions in which an event is not occurring at the Project Site.
[4] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-45
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions	Cumulative Plus Project (Ancillary Land Uses) Conditions
		Weekday ADT[1]	Weekday ADT[1]
Hardy Street, west of South Prairie Avenue	Collector	8,485	8,485
97th Street, west of South Prairie Avenue	Local	1,047	1,047
99th Street, west of South Prairie Avenue	Local	1,224	1,224
Myrtle Avenue, north of West Century Boulevard	Collector	4,489	4,557
Flower Street, north of West Century Boulevard	Local	2,848	2,848
Freeman Avenue, south of West Century Boulevard	Collector	4,121	4,582
West 101st Street, west of South Prairie Avenue	Local	1,168	584
West 102nd Street, west of South Prairie Avenue	Local	1,864	932
West 102nd Street, between South Prairie Avenue and Doty Avenue	Local	5,817	1,088
West 102nd Street, between Doty Avenue and Yukon Avenue	Local	4,733	2,915
West 103rd Street, west of South Prairie Avenue	Local	1,071	1,174
Doty Avenue, south of West 102nd Street	Collector	2,328	3,697
Yukon Avenue, south of West 102nd Street	Collector	14,033	14,891
West 104th Street, west of South Prairie Avenue	Collector	3,974	4,619
West 104th Street, between South Prairie Avenue and Doty Avenue	Collector	6,132	9,437
West 104th Street, between Doty Avenue and Yukon Avenue	Collector	5,505	7,040
West 104th Street, east of Dixon Avenue	Collector	9,249	9,371
Doty Avenue, south of West 104th Street	Collector	2,021	2,041
Yukon Avenue, south of West 104th Street	Collector	10,092	10,110
105th Street, between South Prairie Avenue and Doty Avenue	Local	1,429	1,429
106th Street, between South Prairie Avenue and Doty Avenue	Local	1,445	1,445
107th Street, between South Prairie Avenue and Doty Avenue	Local	934	934
108th Street, between South Prairie Avenue and Doty Avenue	Collector	4,578	4,648
Doty Avenue, south of 109th Street	Collector	2,521	2,533
Yukon Avenue, south of 109th Street	Collector	8,252	8,264
109th Street, between Yukon Avenue and Lemoli Avenue	Local	2,978	3,048
Doty Avenue, north of Imperial Highway	Collector	4,336	4,348
Yukon Avenue, north of Imperial Highway	Collector	8,376	8,376

NOTES:
Shaded cells identify significant impacts.
[1] ADT represents average daily traffic (total volume in both directions).

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-46
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density [1]	LOS [1]	Density [1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	27.12	C	27.22	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	11.50	B	11.60	B
				Weekday PM Peak	22.04	C	22.12	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	18.95	C	19.16	C
				Weekday PM Peak	19.51	C	19.65	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F [2]	-	F [2]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	18.81	B	18.93	B
				Weekday PM Peak	19.31	B	19.40	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	14.99	B	15.13	B
				Weekday PM Peak	15.91	B	16.00	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday AM Peak	7.99	A	8.09	A
				Weekday PM Peak	13.23	B	13.29	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday AM Peak	10.05	A	10.15	A
				Weekday PM Peak	20.82	C	20.88	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-Ramp	Weave	Weekday AM Peak	9.63	A	9.74	A
				Weekday PM Peak	22.64	C	22.89	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	35.93	E	36.13	E
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	39.40	E	39.66	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F

TABLE 3.14-46
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density [1]	LOS [1]	Density [1]	LOS [1]
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday AM Peak	14.01	B	14.13	B
				Weekday PM Peak	17.90	B	17.96	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday AM Peak	6.83	A	6.91	A
				Weekday PM Peak	7.00	A	7.05	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	10.98	B	11.06	B
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	8.23	A	8.25	A
				Weekday PM Peak	9.46	A	9.56	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F [2]	-	F [2]
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	21.25	C	21.26	C
				Weekday PM Peak	-	F [2]	-	F [2]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	18.96	C	19.09	C
				Weekday PM Peak	-	F [2]	-	F [2]
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	23.44	C	23.69	C
				Weekday PM Peak	-	F [2]	-	F [2]
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	19.18	C	19.21	C
				Weekday PM Peak	16.17	B	16.19	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	27.48	C	27.57	C
				Weekday PM Peak	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	23.12	C	23.15	C
				Weekday PM Peak	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	16.90	B	16.94	B
				Weekday PM Peak	-	F [2]	-	F [2]

TABLE 3.14-46
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density [1]	LOS [1]	Density [1]	LOS [1]
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	23.45	C	23.48	C
				Weekday PM Peak	-	F [2]	-	F [2]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	19.97	C	20.01	C
				Weekday PM Peak	-	F [2]	-	F [2]
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	22.88	C	22.97	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	23.79	C	23.92	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	23.79	C	23.92	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	20.15	C	20.25	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	17.54	B	17.64	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	16.82	B	16.89	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	14.53	B	14.66	B
				Weekday PM Peak	23.42	C	23.53	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	10.83	A	10.87	A
				Weekday PM Peak	21.16	C	21.21	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.96	C	18.96	C
				Weekday PM Peak	27.04	D	27.06	D
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday AM Peak	23.98	C	23.98	C
				Weekday PM Peak	27.11	D	27.13	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	31.94	D	32.03	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	25.24	C	25.30	C

TABLE 3.14-46
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density [1]	LOS [1]	Density [1]	LOS [1]
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	30.23	D	30.33	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	33.56	D	33.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	28.01	D	28.10	D
				Weekday PM Peak	-	F	-	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	24.85	C	24.92	C
				Weekday PM Peak	-	F	-	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	25.62	C	25.66	C
				Weekday PM Peak	-	F	-	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	20.97	C	21.02	C
				Weekday PM Peak	28.86	D	28.91	D
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	29.30	D	29.39	D
				Weekday PM Peak	35.52	E	35.59	E
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	14.80	B	14.81	B
				Weekday PM Peak	20.25	C	20.26	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	21.02	C	21.03	C
				Weekday PM Peak	22.76	C	22.77	C

NOTES:
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from C to D, from D to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-47
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (ANCILLARY LAND USES) CONDITIONS

		Cumulative No Project				Cumulative Plus Project			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
Off-Ramp [1]	Ramp Capacity Threshold [2]	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	626	1,112	No	No	628	1,116	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	2,275	1,371	No	No	2,291	1,384	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	396	630	No	No	408	638	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,100	1,950	No	No	1,164	2,082	No	No

NOTES:
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-48A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project [3]	
					V/C or Delay	LOS	V/C or Delay	LOS
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.174	F
19	South Prairie Ave/Kelso St/ Pincay Dr	ICU	Inglewood	AM	0.817	D	0.820	D
25	South Prairie Ave/ Arbor Vitae St	ICU	Inglewood	AM	0.719	C	0.739	C
27	Myrtle Ave/Hardy St	ICU	Inglewood	AM	0.667	B	0.667	B
28	South Prairie Ave/Hardy St	ICU	Inglewood	AM	0.737	C	0.767	C
29	Crenshaw Blvd/ Hardy St	ICU	Inglewood	AM	0.634	B	0.635	B

TABLE 3.14-48A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project [3]	
					V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.950	E	1.007	F
		CMA	City of Los Angeles	AM	0.846	D	0.847	D
		HCM	Caltrans	AM	41.7	D	64.1	E
32	South Prairie Ave/97th St	ICU	Inglewood	AM	0.635	B	0.638	B
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	AM	1.178	F	1.207	F
		CMA	City of Los Angeles	AM	1.154	F	1.187	F
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	AM	1.033	F	1.036	F
		HCM	Caltrans	AM	67.3	E	68.4	E
36	Felton Ave/ West Century Blvd	ICU	Inglewood	AM	0.691	B	0.732	C
37	Inglewood Ave/ West Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	AM	0.698	B	0.702	C
39	Grevillea Ave/ West Century Blvd	ICU	Inglewood	AM	0.748	C	0.752	C
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	AM	1.083	F	1.087	F
41	Myrtle Ave/ West Century Blvd	ICU	Inglewood	AM	0.740	C	0.752	C
42	Freeman Ave/ West Century Blvd	ICU	Inglewood	AM	0.628	B	0.640	B
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	AM	0.964	E	1.037	F
44	Doty Ave/West Century Blvd	ICU	Inglewood	AM	0.939	E	0.956	E
45	Yukon Ave/ West Century Blvd	ICU	Inglewood	AM	0.646	B	0.703	C
46	Club Dr/West Century Blvd	ICU	Inglewood	AM	0.802	D	0.853	D
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	AM	0.675	B	0.719	C
48	Crenshaw Blvd/ West Century Blvd	ICU	Inglewood	AM	0.881	D	0.941	E
49	5th Ave/West Century Blvd	ICU	Inglewood	AM	0.772	C	0.800	C
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood	AM	0.873	D	0.899	D
		CMA	City of Los Angeles	AM	0.725	C	0.753	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	AM	0.525	A	0.529	A
		ICU	Inglewood	AM	0.749	C	0.754	C
		HCM	Caltrans	AM	29.1	C	29.7	C

TABLE 3.14-48A
WEEKDAY AM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project [3]	
					V/C or Delay	LOS	V/C or Delay	LOS
54	South Prairie Ave/ West 102nd St	ICU/HCM[4]	Inglewood	AM	0.646	B	21.6	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	AM	9.1	A	7.4	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	AM	16.9	C	11.1	B
59	Hawthorne Blvd/ West 104th St	ICU	Inglewood/ Los Angeles County	AM	0.658	B	0.717	C
60	South Prairie Ave/ West 104th St	ICU	Inglewood	AM	0.721	C	0.914	E
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	AM	10.8	B	13.7	B
62	Yukon Ave/West 104th St	ICU	Inglewood	AM	0.702	C	0.796	C
63	Crenshaw Blvd/ West 104th St	ICU	Inglewood	AM	0.735	C	0.809	D
66	Freeman Ave/Lennox Blvd	ICU	Inglewood	AM	0.536	A	0.536	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.762	C
68	South Prairie Ave/108th St	ICU	Inglewood	AM	0.716	C	0.811	D
69	Yukon Ave/108th St	ICU	Inglewood	AM	0.525	A	0.572	A
72	South Prairie Ave/111th St	ICU	Inglewood	AM	0.763	C	0.781	C
75	South Prairie Ave/ 112th St/105 On-Ramps	ICU	Inglewood	AM	0.834	D	0.865	D
		HCM	Caltrans	AM	26.0	C	29.2	C
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	AM	0.718	C	0.721	C
		HCM	Caltrans	AM	16.7	B	17.1	B
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.051	F
89	Hollywood Park Casino Driveway/West Century Blvd	ICU	Inglewood	AM	0.571	A	0.621	B
115	West Century Blvd/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.544	A
116	South Prairie Ave/ West Structure Driveway	ICU	Inglewood	AM	Does Not Exist		0.663	B

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is at E or F and the peak hour signal warrant is met.
[3] For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.
[4] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Cumulative No Project		Cumulative Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	PM	1.146	F	1.153	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	PM	0.895	D	0.935	E
3	Hillcrest Blvd/ Florence Ave	ICU	Inglewood	PM	0.490	A	0.499	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	PM	110.6	F	111.6	F
5	South Prairie Ave/ Florence Ave	ICU	Inglewood	PM	0.988	E	1.003	F
6	West Blvd/ Florence Ave	ICU	Inglewood	PM	1.095	F	1.100	F
		CMA	City of Los Angeles	PM	0.961	E	0.966	E
7	South Prairie Ave/ Grace Ave	ICU	Inglewood	PM	0.522	A	0.536	A
8	South Prairie Ave/ East Carondelet Way	ICU	Inglewood	PM	0.554	A	0.567	A
9	South Prairie Ave/ E Regent Street	ICU	Inglewood	PM	0.752	C	0.760	C
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.137	F	1.186	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	PM	0.987	E	1.012	F
12	Hillcrest Blvd/ Manchester Blvd	ICU	Inglewood	PM	0.879	D	0.911	E
13	Spruce Ave/ Manchester Blvd	ICU	Inglewood	PM	0.646	B	0.658	B
14	South Prairie Ave/ Manchester Blvd	ICU	Inglewood	PM	1.128	F	1.161	F
15	Kareem Ct/ Manchester Blvd	ICU	Inglewood	PM	0.783	C	0.801	D
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	PM	1.474	F	1.561	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	PM	0.729	C	0.733	C
18	Market St/La Brea Ave	ICU	Inglewood	PM	0.586	A	0.631	B
19	South Prairie Ave/ Kelso St/Pincay Dr	ICU	Inglewood	PM	1.007	F	1.014	F
20	Kareem Ct/ Pincay Dr	ICU	Inglewood	PM	0.589	A	0.589	A
21	La Cienega Blvd/ Arbor Vitae St	ICU	Inglewood	PM	0.887	D	0.910	E
		CMA	City of Los Angeles	PM	0.840	D	0.863	D
22	Inglewood Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.886	D	0.933	E

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Cumulative No Project		Cumulative Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
23	La Brea Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.803	D	0.856	D
24	Myrtle Ave/ Arbor Vitae St	ICU	Inglewood	PM	0.582	A	0.583	A
25	South Prairie Ave/Arbor Vitae St	ICU	Inglewood	PM	0.771	C	0.791	C
26	La Brea Ave/Hardy St	ICU	Inglewood	PM	0.705	C	0.741	C
27	Myrtle Ave/Hardy St	ICU	Inglewood	PM	0.441	A	0.460	A
28	South Prairie Ave/ Hardy St	ICU	Inglewood	PM	0.731	C	0.750	C
29	Crenshaw Blvd/Hardy St	ICU	Inglewood	PM	0.588	A	0.621	B
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	PM	0.670	B	0.680	B
		CMA	City of Los Angeles	PM	0.507	A	0.518	A
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	PM	0.907	E	0.907	E
		CMA	City of Los Angeles	PM	0.786	C	0.787	C
		HCM	Caltrans	PM	35.8	D	36.7	D
32	South Prairie Ave/ 97th St	ICU	Inglewood	PM	0.554	A	0.562	A
33	Concourse Way/ West Century Blvd	CMA	City of Los Angeles	PM	0.468	A	0.480	A
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	PM	0.907	E	0.963	E
		CMA	City of Los Angeles	PM	0.838	D	0.904	E
35	NB 405 On/Off-Ramp/ West Century Blvd	ICU	Inglewood	PM	0.860	D	0.883	D
		HCM	Caltrans	PM	21.7	C	23.3	C
36	Felton Ave/West Century Blvd	ICU	Inglewood	PM	0.818	D	0.836	D
37	Inglewood Ave/ West Century Blvd	ICU	Inglewood	PM	1.059	F	1.090	F
38	Fir Ave/Firmona Ave/ West Century Blvd	ICU	Inglewood	PM	0.690	B	0.708	C
39	Grevillea Ave/ West Century Blvd	ICU	Inglewood	PM	0.688	B	0.706	C
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	ICU	Inglewood	PM	0.974	E	1.154	F
41	Myrtle Ave/West Century Blvd	ICU	Inglewood	PM	0.627	B	0.798	C
42	Freeman Ave/ West Century Blvd	ICU	Inglewood	PM	0.621	B	0.712	C
43	South Prairie Ave/ West Century Blvd	ICU	Inglewood	PM	1.022	F	1.154	F

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Cumulative No Project		Cumulative Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
44	Doty Ave/West Century Blvd	ICU	Inglewood	PM	0.657	B	0.765	C
45	Yukon Ave/West Century Blvd	ICU	Inglewood	PM	0.828	D	0.917	E
46	Club Dr/West Century Blvd	ICU	Inglewood	PM	0.870	D	0.957	E
47	11th Ave/Village Ave/ West Century Blvd	ICU	Inglewood	PM	0.827	D	0.895	D
48	Crenshaw Blvd/West Century Blvd	ICU	Inglewood	PM	0.938	E	1.035	F
49	5th Ave/West Century Blvd	ICU	Inglewood	PM	0.542	A	0.561	A
50	Van Ness Ave/West Century Blvd	ICU	Inglewood	PM	0.894	D	0.936	E
		CMA	City of Los Angeles	PM	0.745	C	0.791	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	PM	0.505	A	0.544	A
		CMA	City of Los Angeles	PM	0.331	A	0.373	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	PM	0.976	E	1.037	F
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	CMA	City of Los Angeles	PM	0.531	A	0.539	A
		ICU	Inglewood	PM	0.741	C	0.762	C
		HCM	Caltrans	PM	24.8	C	29.1	C
54	South Prairie Ave/ West 102nd St	ICU/HCM[d]	Inglewood	PM	0.632	B	***	F
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	PM	11.0	B	9.8	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	PM	25.9	D	31.8	D
57	La Cienega Blvd/ West 104th St	ICU	Los Angeles County	PM	0.545	A	0.545	A
		CMA	City of Los Angeles	PM	0.517	A	0.517	A
58	Inglewood Ave/ West 104th St	ICU	Los Angeles County	PM	0.722	C	0.727	C
59	Hawthorne Blvd/ West 104th St	ICU	Inglewood/ Los Angeles County	PM	0.751	C	0.852	D
60	South Prairie Ave/ West 104th St	ICU	Inglewood	PM	0.715	C	1.043	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	PM	11.2	B	20.7	C
62	Yukon Ave/ West 104th St	ICU	Inglewood	PM	0.606	B	0.840	D
63	Crenshaw Blvd/ West 104th St	ICU	Inglewood	PM	0.697	B	0.915	E

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Cumulative No Project		Cumulative Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
64	Van Ness Ave/ West 104th St	ICU	Los Angeles County	PM	0.588	A	0.604	B
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.835	D	0.935	E
66	Freeman Ave/ Lennox Blvd	ICU	Inglewood	PM	0.443	A	0.465	A
67	South Prairie Ave/ Lennox Blvd	ICU	Inglewood	PM	0.786	C	1.063	F
68	South Prairie Ave/ 108th St	ICU	Inglewood	PM	0.645	B	0.866	D
69	Yukon Ave/108th St	ICU	Inglewood	PM	0.542	A	0.702	C
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	PM	0.647	B	0.779	C
71	Hawthorne Blvd/ 111th St	ICU	Los Angeles County	PM	0.833	D	0.952	E
72	South Prairie Ave/ 111th St	ICU	Inglewood	PM	0.720	C	0.933	E
73	Yukon Ave/111th St	ICU	Inglewood	PM	0.396	A	0.430	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	PM	0.797	C	0.902	E
		HCM	Caltrans	PM	26.6	C	57.0	E
75	South Prairie Ave/112th St/105 On-Ramps	ICU	Inglewood	PM	0.971	E	1.181	F
		HCM	Caltrans	PM	33.3	C	128.0	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	PM	0.918	E	0.929	E
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	ICU	Hawthorne	PM	0.867	D	1.179	F
		HCM	Caltrans	PM	18.5	B	49.9	D
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	PM	0.960	E	1.059	F
79	Doty Ave/Imperial Hwy	ICU	Los Angeles County	PM	0.704	C	0.770	C
80	Yukon Ave/Imperial Hwy	ICU	Inglewood	PM	0.685	B	0.762	C
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	1.007	F	1.080	F
82	South Prairie Ave/118th St	ICU	Hawthorne	PM	0.624	B	0.648	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	0.908	E	1.049	F
		HCM	Caltrans	PM	50.0	D	71.6	E
84	South Prairie Ave/ 120th St	ICU	Hawthorne	PM	0.993	E	1.060	F
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	PM	0.828	D	0.958	E
		HCM	Caltrans	PM	29.8	C	49.6	D

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

					Cumulative No Project		Cumulative Plus Project[c]	
	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.801	D	1.164	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	PM	0.641	B	0.661	B
		CMA	City of Los Angeles	PM	0.491	A	0.503	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	PM	0.975	E	0.977	E
89	Hollywood Park Casino Driveway/ West Century Blvd	ICU	Inglewood	PM	0.530	A	0.728	C
90	South Prairie Ave/ Buckthorn Street	ICU	Inglewood	PM	0.525	A	0.548	A
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	PM	1.035	F	1.088	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	PM	0.868	D	0.903	E
		CMA	City of Los Angeles	PM	0.792	C	0.832	D
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	PM	0.621	B	0.657	B
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	PM	0.830	D	0.860	D
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	PM	0.488	A	0.518	A
		HCM	Caltrans	PM	20.3	C	21.2	C
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	PM	0.501	A	0.544	A
		HCM	Caltrans	PM	11.0	B	12.2	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	PM	1.307	F	1.369	F
		CMA	City of Los Angeles	PM	1.187	F	1.255	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	1.171	F	1.235	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.785	C	0.811	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	PM	0.787	C	0.799	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.749	C	0.775	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	PM	0.959	E	0.987	E
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.613	B	0.644	B
		HCM	Caltrans	PM	9.8	A	10.5	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	PM	0.605	B	0.605	B
		HCM	Caltrans	PM	16.5	B	15.9	B

TABLE 3.14-48B
WEEKDAY PM PEAK HOUR INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

	Intersection	Methodology[a,b]	Jurisdiction[a]	Peak Hour	Cumulative No Project		Cumulative Plus Project[c]	
					V/C or Delay	LOS	V/C or Delay	LOS
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	PM	1.078	F	1.085	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	PM	0.930	E	0.945	E
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	PM	1.005	F	1.020	F
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	PM	0.969	E	0.970	E
		CMA	City of Los Angeles	PM	0.911	E	0.912	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	PM	0.774	C	0.775	C
		CMA	City of Los Angeles	PM	0.605	B	0.607	B
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	PM	0.908	E	0.909	E
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	PM	1.000	E	1.010	F
112	La Brea Ave/ Overhill Drive/Stocker St	ICU	Los Angeles County	PM	0.680	B	0.680	B
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	PM	0.745	C	0.749	C
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	PM	0.993	E	0.997	E
115	West Century Blvd/West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.732	C
116	South Prairie Ave/West Structure Driveway	ICU	Inglewood	PM	Does Not Exist		0.968	E

NOTES:
Shaded cells identify significant impacts.

[a] Analysis methods vary by jurisdiction (refer to previous pages for description).

[b] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is at E or F and the peak hour signal warrant is met.

[c] For AM peak hour conditions, event is a 2,000-person Corporate/Community event. For PM peak hour conditions, event is a 7,500-person Other Sports/Gathering Event.

[d] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes) Per the HCM, delay estimates in over-saturated conditions are unreliable.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-49
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions	Cumulative Plus Project (Daytime Events) Conditions	
			2,000-person Corporate/ Community Event	7,500-person Sports/ Gathering Event
		Weekday ADT	Weekday ADT	Weekday ADT
Hardy Street, west of South Prairie Ave	Collector	8,485	8,517	8,561
97th Street, west of South Prairie Ave	Local	1,047	1,079	1,123
99th Street, west of South Prairie Ave	Local	1,224	1,256	1,300
Myrtle Ave, north of West Century Blvd	Collector	4,489	4,555	4,576
Flower Street, north of West Century Blvd	Local	2,848	2,880	2,924
Freeman Ave, south of West Century Blvd	Collector	4,121	4,590	4,634
West 101st Street, west of South Prairie Ave	Local	1,168	616	660
West 102nd Street, west of South Prairie Ave	Local	1,864	964	1,008
West 102nd Street, between South Prairie Ave and Doty Ave	Local	5,817	1,187	1,425
West 102nd Street, between Doty Ave and Yukon Ave	Local	4,733	2,917	3,184
West 103rd Street, west of South Prairie Ave	Local	1,071	1,206	1,250
Doty Ave, south of West 102nd Street	Collector	2,328	3,697	3,736
Yukon Ave, south of West 102nd Street	Collector	14,033	14,894	15,199
West 104th Street, west of South Prairie Ave	Collector	3,974	4,650	4,669
West 104th Street, between South Prairie Ave and Doty Ave	Collector	6,132	9,580	9,825
West 104th Street, between Doty Ave and Yukon Ave	Collector	5,505	7,183	7,428
West 104th Street, east of Dixon Ave	Collector	9,249	9,516	9,819
Doty Ave, south of West 104th Street	Collector	2,021	2,053	2,097
Yukon Ave, south of West 104th Street	Collector	10,092	10,124	10,240
105th Street, between South Prairie Ave and Doty Ave	Local	1,429	1,461	1,505
106th Street, between South Prairie Ave and Doty Ave	Local	1,445	1,477	1,521
107th Street, between South Prairie Ave and Doty Ave	Local	934	966	1,010
108th Street, between South Prairie Ave and Doty Ave	Collector	4,578	4,738	4,889
Doty Ave, south of 109th Street	Collector	2,521	2,553	2,597
Yukon Ave, south of 109th Street	Collector	8,252	8,284	8,345
109th Street, between Yukon Ave and Lemoli Ave	Local	2,978	3,167	3,208
Doty Ave, north of Imperial Highway	Collector	4,336	4,368	4,412
Yukon Ave, north of Imperial Highway	Collector	8,376	8,408	8,452

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-50
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	27.12	C	27.24	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday AM Peak	11.50	B	12.06	B
				Weekday PM Peak	22.04	C	22.13	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday AM Peak	18.95	C	20.10	C
				Weekday PM Peak	19.51	C	19.62	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F [2]	-	F [2]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday AM Peak	18.81	B	19.48	B
				Weekday PM Peak	19.31	B	19.38	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	14.99	B	15.76	B
				Weekday PM Peak	15.91	B	15.98	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday AM Peak	7.99	A	7.99	A
				Weekday PM Peak	13.23	B	13.24	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday AM Peak	10.05	A	10.05	A
				Weekday PM Peak	20.82	C	21.58	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday AM Peak	9.63	A	9.71	A
				Weekday PM Peak	22.64	C	25.97	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	35.93	E	38.63	E
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	39.40	E	42.80	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday AM Peak	14.01	B	16.32	B
				Weekday PM Peak	17.90	B	17.97	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday AM Peak	6.83	A	7.75	A
				Weekday PM Peak	7.00	A	7.07	A

TABLE 3.14-50
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday AM Peak	8.23	A	8.27	A
				Weekday PM Peak	9.46	A	10.41	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F [2]	-	F [2]
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday AM Peak	21.25	C	21.28	C
				Weekday PM Peak	-	F [2]	-	F [2]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday AM Peak	18.96	C	19.20	C
				Weekday PM Peak	-	F [2]	-	F [2]
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday AM Peak	23.44	C	23.93	C
				Weekday PM Peak	-	F [2]	-	F [2]
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	19.18	C	19.22	C
				Weekday PM Peak	16.17	B	16.18	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday AM Peak	27.48	C	27.78	C
				Weekday PM Peak	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday AM Peak	23.12	C	23.27	C
				Weekday PM Peak	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday AM Peak	16.90	B	17.07	B
				Weekday PM Peak	-	F [2]	-	F [2]
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	23.45	C	23.59	C
				Weekday PM Peak	-	F [2]	-	F [2]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday AM Peak	19.97	C	20.14	C
				Weekday PM Peak	-	F [2]	-	F [2]
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	22.88	C	23.38	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	23.79	C	24.47	C

TABLE 3.14-50
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	23.79	C	24.47	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	20.15	C	20.77	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	17.54	B	18.44	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	16.82	B	17.70	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday AM Peak	14.53	B	15.39	B
				Weekday PM Peak	23.42	C	24.49	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday AM Peak	10.83	A	11.04	B
				Weekday PM Peak	21.16	C	21.95	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday AM Peak	-	F	-	F
				Weekday PM Peak	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday AM Peak	18.96	C	18.98	C
				Weekday PM Peak	27.04	D	29.43	D
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday AM Peak	23.98	C	24.01	C
				Weekday PM Peak	27.11	D	30.21	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	31.94	D	35.60	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	25.24	C	28.58	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	30.23	D	33.42	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday AM Peak	-	F [2]	-	F [2]
				Weekday PM Peak	33.56	D	37.65	E
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday AM Peak	28.01	D	29.24	D
				Weekday PM Peak	-	F	-	F
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday AM Peak	24.85	C	25.97	C
				Weekday PM Peak	-	F	-	F
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	25.62	C	26.39	C
				Weekday PM Peak	-	F	-	F
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday AM Peak	20.97	C	21.75	C
				Weekday PM Peak	28.86	D	29.18	D

TABLE 3.14-50
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENTS) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday AM Peak	29.30	D	30.43	D
				Weekday PM Peak	35.52	E	35.94	E
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday AM Peak	14.80	B	15.26	B
				Weekday PM Peak	20.25	C	20.34	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday AM Peak	21.02	C	21.57	C
				Weekday PM Peak	22.76	C	22.87	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from C to D, from D to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-51
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold [2]	Cumulative Baseline No Project				Cumulative Plus Project			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	626	1,112	No	No	786	1,114	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	2,275	1,371	No	No	2,477	1,387	No	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	396	630	No	No	410	716	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,100	1,950	No	No	1,214	2,190	No	No

NOTES:
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue would be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Cumulative Plus Project (Major Event) Conditions

Intersection, Neighborhood Street, and Freeway Evaluation

The expected travel characteristics for major events at the Proposed Project are expected to be very similar between Adjusted Baseline and cumulative conditions. Major event trips were added to the Cumulative No Project volumes to develop the Cumulative Plus Project (Major Events) scenario.

Table 3.14-52 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative No Project and Cumulative Plus Project (Major Event) conditions for the three event-related peak hours (see Appendix K.3 for technical calculations). A number of intersections would be significantly impacted during each peak hour. Extensive vehicle queue spillbacks would occur on portions of eastbound West Century Boulevard and northbound South Prairie Avenue heading toward the Project Site. In some instances, it was not possible for the entire hourly travel demand to be served within that hour, which indicates that 'peak hour spreading' (i.e., multiple hours of congestion) is likely. Under this and other intersection LOS tables that display Proposed Project impacts during major events, certain unsignalized intersections may be reported as operating at LOS F with the Proposed Project, but impacts are not identified as significant because the applicable traffic signal warrant (which is part of the significance criteria) is not met.

Table 3.14-53 displays the average weekday and weekend daily traffic volumes on the neighborhood street study segments under Cumulative Conditions for No Project and Plus Project (Major Event) conditions. As shown in the table, the project would cause a net increase in trips on four facilities whose daily volume of traffic would exceed the applicable threshold for the facility type.

Table 3.14-54 shows the Cumulative LOS on freeway mainline segments for weekday AM and PM peak hours, without and with trips generated by the major events (see Appendix K.2 for additional data supporting the freeway impact conclusions and Appendix K.3 for technical calculations). **Table 3.14-55** shows the weekday AM and PM peak hour 95th percentile vehicle queues at freeway off-ramps for these scenarios. As shown, major events would cause degraded operations at several facilities, some of which are considered significant. Major events would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold during both the weekday and weekend pre-event peak hours.

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.047	F	1.201	F
				Weekday Post-Event	0.701	C	0.734	C
				Weekend Pre-Event	0.988	E	1.143	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.827	D	0.835	D
				Weekday Post-Event	0.445	A	0.517	A
				Weekend Pre-Event	0.745	C	0.753	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	10.6	B	10.2	B
				Weekday Post-Event	4.8	A	5.0	A
				Weekend Pre-Event	7.4	A	7.8	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	84.5	F	90.0	F
				Weekday Post-Event	32.4	C	32.5	C
				Weekend Pre-Event	25.6	C	26.2	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	30.6	C	64.3	E
				Weekday Post-Event	14.1	B	17.7	B
				Weekend Pre-Event	23.8	C	42.6	D
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.039	F	1.099	F
				Weekday Post-Event	0.624	B	0.656	B
				Weekend Pre-Event	0.947	E	1.006	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.903	E	0.965	E
				Weekday Post-Event	0.459	A	0.493	A
				Weekend Pre-Event	0.803	D	0.866	D
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	7.2	A	7.2	A
				Weekday Post-Event	2.2	A	3.0	A
				Weekend Pre-Event	3.9	A	3.6	A
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.9	A	6.0	A
				Weekday Post-Event	4.1	A	4.8	A
				Weekend Pre-Event	4.9	A	4.9	A
9	South Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.9	B	10.8	B
				Weekday Post-Event	5.4	A	6.9	A
				Weekend Pre-Event	7.8	A	7.7	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.220	F	1.298	F
				Weekday Post-Event	0.660	B	0.720	C
				Weekend Pre-Event	0.941	E	1.016	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.917	E	1.039	F
				Weekday Post-Event	0.474	A	0.680	B
				Weekend Pre-Event	0.776	C	0.896	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	23.8	C	78.8	E
				Weekday Post-Event	11.4	B	10.9	B
				Weekend Pre-Event	14.9	B	28.4	C

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	29.2	C	64.9	E
				Weekday Post-Event	5.5	A	6.5	A
				Weekend Pre-Event	7.8	A	28.4	C
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	99.1	F	113.0	F
				Weekday Post-Event	28.7	C	35.0	C
				Weekend Pre-Event	42.2	D	103.3	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	25.0	C	72.2	E
				Weekday Post-Event	10.3	B	17.0	B
				Weekend Pre-Event	12.2	B	53.8	D
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.410	F	1.481	F
				Weekday Post-Event	0.700	B	0.983	E
				Weekend Pre-Event	1.321	F	1.392	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.603	B	0.668	B
				Weekday Post-Event	0.268	A	0.379	A
				Weekend Pre-Event	0.434	A	0.496	A
18	Market St/ La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.516	A	0.581	A
				Weekday Post-Event	0.279	A	0.408	A
				Weekend Pre-Event	0.463	A	0.527	A
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	23.7	C	33.1	C
				Weekday Post-Event	10.4	B	13.1	B
				Weekend Pre-Event	13.0	B	19.7	B
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.3	A	8.4	A
				Weekday Post-Event	4.9	A	8.2	A
				Weekend Pre-Event	9.1	A	8.6	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	49.5	D	89.6	F
				Weekday Post-Event	17.0	B	19.7	B
				Weekend Pre-Event	26.2	C	70.8	E
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	42.2	D	60.7	E
				Weekday Post-Event	15.8	B	21.2	C
				Weekend Pre-Event	44.1	D	125.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	86.7	F
				Weekday Post-Event	19.8	B	36.1	D
				Weekend Pre-Event	28.8	C	31.7	C
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.8	B	27.2	C
				Weekday Post-Event	8.1	A	12.4	B
				Weekend Pre-Event	10.4	B	11.5	B
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	27.4	C	46.5	D
				Weekday Post-Event	13.3	B	61.8	E
				Weekend Pre-Event	21.4	C	39.2	D

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	18.3	B	95.2	F
				Weekday Post-Event	14.8	B	11.6	B
				Weekend Pre-Event	14.5	B	58.7	E
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B	10.3	B
				Weekday Post-Event	8.9	A	7.9	A
				Weekend Pre-Event	9.9	A	9.2	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	36.4	D	87.8	F
				Weekday Post-Event	12.5	B	88.4	F
				Weekend Pre-Event	21.3	C	37.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.3	B	59.2	E
				Weekday Post-Event	6.4	A	6.6	A
				Weekend Pre-Event	9.5	A	51.9	D
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B
				Weekday Post-Event	0.341	A	0.402	A
				Weekend Pre-Event	0.503	A	0.507	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A
				Weekday Post-Event	0.157	A	0.221	A
				Weekend Pre-Event	0.330	A	0.334	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	30.4	C	129.4	F
				Weekday Post-Event	29.0	C	40.7	D
				Weekend Pre-Event	27.7	C	141.8	F
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	18.4	B	43.1	D
				Weekday Post-Event	7.1	A	41.2	D
				Weekend Pre-Event	8.9	A	19.6	B
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	15.6	B	148.9	F
				Weekday Post-Event	9.9	A	20.6	C
				Weekend Pre-Event	15.0	B	16.1	B
34	La Cienega Blvd/West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	39.4	D	163.6	F
				Weekday Post-Event	51.8	D	93.0	F
				Weekend Pre-Event	33.5	C	112.8	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	17.3	B	143.2	F
				Weekday Post-Event	17.0	B	26.2	C
				Weekend Pre-Event	15.3	B	121.2	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.1	B	38.9	D
				Weekday Post-Event	15.8	B	136.1	F
				Weekend Pre-Event	15.1	B	29.7	C

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.9	D	179.9	F
				Weekday Post-Event	19.3	B	80.3	F
				Weekend Pre-Event	34.0	C	128.0	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.7	B	150.3	F
				Weekday Post-Event	7.3	A	14.6	B
				Weekend Pre-Event	10.8	B	138.7	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	21.7	C	67.6	E
				Weekday Post-Event	8.5	A	11.6	B
				Weekend Pre-Event	9.7	A	71.2	E
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.6	E	120.3	F
				Weekday Post-Event	32.1	C	91.0	F
				Weekend Pre-Event	48.8	D	116.4	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	10.8	B	77.4	E
				Weekday Post-Event	11.4	B	68.7	E
				Weekend Pre-Event	7.1	A	10.6	B
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	16.0	B	34.4	C
				Weekday Post-Event	10.1	B	68.1	E
				Weekend Pre-Event	9.2	A	9.7	A
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.6	F	154.4	F
				Weekday Post-Event	31.3	C	163.0	F
				Weekend Pre-Event	57.7	E	94.2	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.5	E	82.3	F
				Weekday Post-Event	18.3	B	94.2	F
				Weekend Pre-Event	47.2	D	84.4	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	29.7	C	83.2	F
				Weekday Post-Event	16.3	B	75.3	E
				Weekend Pre-Event	31.9	C	82.8	F
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	89.9	F
				Weekday Post-Event	17.6	B	42.5	D
				Weekend Pre-Event	29.4	C	109.6	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.1	D	94.0	F
				Weekday Post-Event	18.0	B	55.7	E
				Weekend Pre-Event	35.3	D	92.1	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	184.6	F
				Weekday Post-Event	29.4	C	61.3	E
				Weekend Pre-Event	64.1	E	193.1	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.9	B	143.5	F
				Weekday Post-Event	12.0	B	17.7	B
				Weekend Pre-Event	14.3	B	145.4	F

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.841	D	0.878	D
				Weekday Post-Event	0.436	A	0.677	B
				Weekend Pre-Event	0.743	C	0.823	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.691	B	0.730	C
				Weekday Post-Event	0.257	A	0.515	A
				Weekend Pre-Event	0.587	A	0.671	B
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.456	A	0.490	A
				Weekday Post-Event	0.269	A	0.478	A
				Weekend Pre-Event	0.434	A	0.497	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.279	A	0.317	A
				Weekday Post-Event	0.091	A	0.303	A
				Weekend Pre-Event	0.256	A	0.323	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.861	D	0.978	E
				Weekday Post-Event	0.361	A	0.684	B
				Weekend Pre-Event	0.751	C	0.915	E
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	13.5	B	100.3	F
				Weekday Post-Event	11.9	B	12.5	B
				Weekend Pre-Event	11.8	B	19.5	B
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	9.0	A	86.9	F
				Weekday Post-Event	5.9	A	258.3	F
				Weekend Pre-Event	8.2	A	23.0	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.8	A	8.3	A
				Weekday Post-Event	5.7	A	9.0	A
				Weekend Pre-Event	6.6	A	7.8	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.6	C	45.5	E
				Weekday Post-Event	9.2	A	33.0	D
				Weekend Pre-Event	15.0	B	23.0	C
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	8.9	A	85.7	F
				Weekday Post-Event	7.4	A	7.2	A
				Weekend Pre-Event	6.2	A	5.7	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	19.9	B	24.6	C
				Weekday Post-Event	8.0	A	8.8	A
				Weekend Pre-Event	15.1	B	14.6	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	27.1	C	84.6	F
				Weekday Post-Event	16.0	B	26.4	C
				Weekend Pre-Event	24.8	C	76.4	E

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	18.2	B	164.4	F
				Weekday Post-Event	9.3	A	145.9	F
				Weekend Pre-Event	12.6	B	136.6	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	29.1	D
				Weekday Post-Event	6.7	A	9.5	A
				Weekend Pre-Event	7.8	A	9.0	A
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	62.9	E
				Weekday Post-Event	8.9	A	15.1	B
				Weekend Pre-Event	13.2	B	24.7	C
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	28.9	C	145.4	F
				Weekday Post-Event	13.9	B	33.6	C
				Weekend Pre-Event	23.2	C	147.1	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A
				Weekday Post-Event	0.308	A	0.334	A
				Weekend Pre-Event	0.447	A	0.460	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.765	C
				Weekday Post-Event	0.470	A	0.663	B
				Weekend Pre-Event	0.660	B	0.675	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.4	A	149.1	F
				Weekday Post-Event	5.4	A	6.0	A
				Weekend Pre-Event	7.3	A	169.5	F
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	22.8	C	63.7	E
				Weekday Post-Event	5.7	A	118.9	F
				Weekend Pre-Event	12.6	B	49.2	D
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	107.4	F
				Weekday Post-Event	6.7	A	45.1	D
				Weekend Pre-Event	10.7	B	98.4	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	10.4	B	12.6	B
				Weekday Post-Event	7.0	A	9.7	A
				Weekend Pre-Event	9.5	A	12.1	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.542	A	0.688	B
				Weekday Post-Event	0.310	A	0.495	A
				Weekend Pre-Event	0.495	A	0.641	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.751	C	0.791	C
				Weekday Post-Event	0.402	A	0.576	A
				Weekend Pre-Event	0.621	B	0.688	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	25.8	C	90.1	F
				Weekday Post-Event	11.7	B	93.5	F
				Weekend Pre-Event	28.9	C	50.8	D

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	9.6	A	10.3	B
				Weekday Post-Event	6.7	A	8.6	A
				Weekend Pre-Event	9.1	A	9.4	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.739	C	0.847	D
				Weekday Post-Event	0.464	A	0.637	B
				Weekend Pre-Event	0.628	B	0.738	C
		HCM	Caltrans	Weekday Pre-Event	22.8	C	26.6	C
				Weekday Post-Event	15.3	B	18.4	B
				Weekend Pre-Event	19.1	B	23.8	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	29.8	C	222.8	F
				Weekday Post-Event	18.4	B	79.9	E
				Weekend Pre-Event	45.2	D	151.7	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.844	D
				Weekday Post-Event	0.430	A	0.461	A
				Weekend Pre-Event	0.659	B	0.662	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	24.3	C	25.6	C
				Weekday Post-Event	14.8	B	28.6	C
				Weekend Pre-Event	19.9	B	19.2	B
78	South Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	52.2	D	77.3	E
				Weekday Post-Event	24.0	C	37.7	D
				Weekend Pre-Event	44.1	D	51.8	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	17.1	B	30.0	C
				Weekday Post-Event	9.8	A	10.2	B
				Weekend Pre-Event	14.2	B	15.7	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	13.1	B	22.7	C
				Weekday Post-Event	7.6	A	10.7	B
				Weekend Pre-Event	9.6	A	10.1	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.930	E	1.080	F
				Weekday Post-Event	0.493	A	0.729	C
				Weekend Pre-Event	0.882	D	1.033	F
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	19.5	B	18.9	B
				Weekday Post-Event	11.6	B	13.2	B
				Weekend Pre-Event	18.7	B	18.4	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.833	D	1.056	F
				Weekday Post-Event	0.588	A	0.775	C
				Weekend Pre-Event	0.845	D	1.067	F
		HCM	Caltrans	Weekday Pre-Event	26.1	C	89.0	F
				Weekday Post-Event	12.4	B	19.6	B
				Weekend Pre-Event	22.5	C	70.1	E

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	50.4	D	47.2	D
				Weekday Post-Event	18.0	B	18.7	B
				Weekend Pre-Event	26.0	C	25.1	C
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.781	C	0.827	D
				Weekday Post-Event	0.658	B	0.860	D
				Weekend Pre-Event	0.878	D	0.925	E
		HCM	Caltrans	Weekday Pre-Event	23.5	C	28.9	C
				Weekday Post-Event	16.8	B	24.2	C
				Weekend Pre-Event	37.3	D	45.4	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.812	D	0.936	E
				Weekday Post-Event	0.636	B	1.080	F
				Weekend Pre-Event	0.866	D	0.990	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A
				Weekday Post-Event	0.310	A	0.329	A
				Weekend Pre-Event	0.372	A	0.375	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A
				Weekday Post-Event	0.119	A	0.139	A
				Weekend Pre-Event	0.188	A	0.191	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D
				Weekday Post-Event	0.464	A	0.513	A
				Weekend Pre-Event	0.704	C	0.717	C
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	77.2	E
				Weekday Post-Event	13.7	B	92.8	F
				Weekend Pre-Event	14.5	B	68.0	E
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	4.6	A	12.0	B
				Weekday Post-Event	3.7	A	46.3	D
				Weekend Pre-Event	3.6	A	8.2	A
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.004	F	1.133	F
				Weekday Post-Event	0.534	A	0.821	D
				Weekend Pre-Event	0.883	D	1.034	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.860	D	0.896	D
				Weekday Post-Event	0.475	A	0.667	B
				Weekend Pre-Event	0.771	C	0.846	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.784	C	0.824	D
				Weekday Post-Event	0.336	A	0.559	A
				Weekend Pre-Event	0.680	B	0.766	C
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.582	A	0.597	A
				Weekday Post-Event	0.205	A	0.383	A
				Weekend Pre-Event	0.515	A	0.588	A

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.788	C	0.804	D
				Weekday Post-Event	0.346	A	0.508	A
				Weekend Pre-Event	0.672	B	0.759	C
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.480	A	0.572	A
				Weekday Post-Event	0.256	A	0.379	A
				Weekend Pre-Event	0.425	A	0.527	A
		HCM	Caltrans	Weekday Pre-Event	20.1	C	23.2	C
				Weekday Post-Event	12.8	B	15.3	B
				Weekend Pre-Event	19.2	B	28.8	C
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.526	A	0.555	A
				Weekday Post-Event	0.258	A	0.421	A
				Weekend Pre-Event	0.515	A	0.544	A
		HCM	Caltrans	Weekday Pre-Event	11.5	B	12.2	B
				Weekday Post-Event	7.6	A	10.0	A
				Weekend Pre-Event	13.1	B	13.9	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.269	F	1.285	F
				Weekday Post-Event	0.607	B	0.867	D
				Weekend Pre-Event	1.108	F	1.185	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.165	F
				Weekday Post-Event	0.440	A	0.717	C
				Weekend Pre-Event	0.975	E	1.057	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.208	F	1.226	F
				Weekday Post-Event	0.515	A	0.781	C
				Weekend Pre-Event	1.056	F	1.143	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.781	C	0.797	C
				Weekday Post-Event	0.375	A	0.512	A
				Weekend Pre-Event	0.634	B	0.713	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.789	C	0.875	D
				Weekday Post-Event	0.437	A	0.587	A
				Weekend Pre-Event	0.659	B	0.739	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.753	C
				Weekday Post-Event	0.371	A	0.509	A
				Weekend Pre-Event	0.617	B	0.701	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.920	E	0.930	E
				Weekday Post-Event	0.624	B	0.775	C
				Weekend Pre-Event	0.740	C	0.830	D

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.592	A	0.682	B
				Weekday Post-Event	0.488	A	0.615	B
				Weekend Pre-Event	0.501	A	0.590	A
		HCM	Caltrans	Weekday Pre-Event	9.4	A	15.7	B
				Weekday Post-Event	10.5	B	12.7	B
				Weekend Pre-Event	11.1	B	18.3	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.610	B	0.615	B
				Weekday Post-Event	0.419	A	0.519	A
				Weekend Pre-Event	0.609	B	0.613	B
		HCM	Caltrans	Weekday Pre-Event	16.1	B	15.5	B
				Weekday Post-Event	13.2	B	12.4	B
				Weekend Pre-Event	21.1	C	21.4	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.968	E	1.111	F
				Weekday Post-Event	0.423	A	0.539	A
				Weekend Pre-Event	0.862	D	0.997	E
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.873	D	0.901	E
				Weekday Post-Event	0.366	A	0.441	A
				Weekend Pre-Event	0.771	C	0.799	C
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.916	E	0.929	E
				Weekday Post-Event	0.443	A	0.490	A
				Weekend Pre-Event	0.783	C	0.789	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.999	E
				Weekday Post-Event	0.674	B	0.684	B
				Weekend Pre-Event	0.999	E	1.039	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.901	E	0.947	E
				Weekday Post-Event	0.569	A	0.579	A
				Weekend Pre-Event	0.946	E	0.992	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.728	C	0.744	C
				Weekday Post-Event	0.452	A	0.464	A
				Weekend Pre-Event	0.676	B	0.693	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.558	A	0.575	A
				Weekday Post-Event	0.271	A	0.283	A
				Weekend Pre-Event	0.505	A	0.523	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.897	D	0.904	E
				Weekday Post-Event	0.514	A	0.514	A
				Weekend Pre-Event	0.754	C	0.761	C

TABLE 3.14-52
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					V/C or Delay	LOS	V/C or Delay	LOS
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.972	E	0.974	E
				Weekday Post-Event	0.603	B	0.623	B
				Weekend Pre-Event	0.932	E	0.935	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.120	F	1.127	F
				Weekday Post-Event	0.589	A	0.589	A
				Weekend Pre-Event	0.872	D	0.872	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.679	B	0.796	C
				Weekday Post-Event	0.394	A	0.409	A
				Weekend Pre-Event	0.581	A	0.696	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.899	D	0.992	E
				Weekday Post-Event	0.550	A	0.652	B
				Weekend Pre-Event	0.817	D	0.910	E
		HCM	Caltrans	Weekday Pre-Event	30.4	C	40.1	D
				Weekday Post-Event	15.5	B	16.0	B
				Weekend Pre-Event	27.5	C	32.2	C
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			75.5	E
				Weekend Pre-Event			N / A	N / A
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		66.5	E
				Weekday Post-Event			N / A	N / A
				Weekend Pre-Event			29.1	C

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-53
NEIGHBORHOOD STREET SEGMENT TRAFFIC VOLUMES – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

Segment	Functional Class	Cumulative No Project Conditions		Cumulative Plus Project (Major Event) Conditions	
		Weekday ADT [1]	Weekend ADT [1]	Weekday ADT [1]	Weekend ADT [1]
Hardy Street, west of South Prairie Ave	Collector	8,485	6,577	8,663	6,755
97th Street, west of South Prairie Ave	Local	1,047	985	1,225	1,163
99th Street, west of South Prairie Ave	Local	1,224	1,106	1,402	1,284
Myrtle Ave, north of West Century Blvd	Collector	4,489	3,732	4,673	3,916
Flower Street, north of West Century Blvd	Local	2,848	2,716	3,026	2,894
Freeman Ave, south of West Century Blvd	Collector	4,121	3,299	4,737	3,828
West 101st Street, west of South Prairie Ave	Local	1,168	993	762	675
West 102nd Street, west of South Prairie Ave	Local	1,864	1,285	1,110	821
West 102nd Street, between South Prairie Ave and Doty Ave	Local	5,817	4,212	1,411	1,235
West 102nd Street, between Doty Ave and Yukon Ave	Local	4,733	3,187	3,626	2,685
West 103rd Street, west of South Prairie Ave	Local	1,071	615	1,352	852
Doty Ave, south of West 102nd Street	Collector	2,328	2,005	3,753	3,257
Yukon Ave, south of West 102nd Street	Collector	14,033	12,235	16,010	14,112
West 104th Street, west of South Prairie Ave	Collector	3,974	3,697	5,149	4,833
West 104th Street, between South Prairie Ave and Doty Ave	Collector	6,132	5,663	10,298	9,593
West 104th Street, between Doty Ave and Yukon Ave	Collector	5,505	5,172	7,901	7,484
West 104th Street, east of Dixon Ave	Collector	9,249	7,781	10,480	9,012
Doty Ave, south of West 104th Street	Collector	2,021	1,721	2,200	1,900
Yukon Ave, south of West 104th Street	Collector	10,092	8,544	10,827	9,279
105th Street, between South Prairie Ave and Doty Ave	Local	1,429	1,174	1,607	1,352
106th Street, between South Prairie Ave and Doty Ave	Local	1,445	1,411	1,623	1,589
107th Street, between South Prairie Ave and Doty Ave	Local	934	1,668	1,112	1,846
108th Street, between South Prairie Ave and Doty Ave	Collector	4,578	3,892	4,799	4,113
Doty Ave, south of 109th Street	Collector	2,521	2,051	2,700	2,230
Yukon Ave, south of 109th Street	Collector	8,252	6,936	8,761	7,445
109th Street, between Yukon Ave and Lemoli Ave	Local	2,978	2,229	3,238	2,489
Doty Ave, north of Imperial Highway	Collector	4,336	3,746	4,515	3,925
Yukon Ave, north of Imperial Highway	Collector	8,376	7,355	8,761	7,740

NOTES:
Shaded cells identify significant impacts.
[1] ADT represents average daily traffic (total volume in both directions).

Above results are applicable for both major events consisting of an NBA basketball game and a concert based on their very similar levels of usage of neighborhood streets. Total traffic levels on these streets are within 0.01 percent of each other.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-54
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	24.46	C	26.73	C
				Weekday Post-Event	21.26	C	21.64	C
				Weekend Pre-Event	24.65	C	27.08	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	20.28	C	21.95	C
				Weekday Post-Event	16.62	B	16.94	B
				Weekend Pre-Event	20.99	C	22.58	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	17.29	B	20.77	C
				Weekday Post-Event	13.46	B	13.74	B
				Weekend Pre-Event	17.10	B	19.39	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	12.58	B	14.91	B
				Weekday Post-Event	9.41	A	9.60	A
				Weekend Pre-Event	11.87	B	13.40	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	17.71	B	19.74	B
				Weekday Post-Event	14.11	B	14.27	B
				Weekend Pre-Event	16.61	B	17.95	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	14.03	B	16.35	B
				Weekday Post-Event	10.27	A	10.45	A
				Weekend Pre-Event	12.98	B	14.51	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	11.93	B	12.32	B
				Weekday Post-Event	6.24	A	6.28	A
				Weekend Pre-Event	11.59	B	11.73	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	18.56	C	18.95	C
				Weekday Post-Event	13.20	B	13.66	B
				Weekend Pre-Event	17.66	B	17.83	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	19.47	B	19.93	B
				Weekday Post-Event	14.92	B	20.74	C
				Weekend Pre-Event	18.24	B	18.58	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	32.72	D	33.11	D
				Weekday Post-Event	20.67	C	23.38	C
				Weekend Pre-Event	27.32	D	27.52	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	35.67	E	36.06	E
				Weekday Post-Event	20.45	C	28.09	D
				Weekend Pre-Event	30.62	D	30.88	D

TABLE 3.14-54
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.03	B	18.73	B
				Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.40	C	18.41	C
				Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	24.39	C	24.40	C
				Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	15.86	B	19.10	C
				Weekday Post-Event	12.39	B	12.40	B
				Weekend Pre-Event	15.42	B	19.07	C
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	6.34	A	8.40	A
				Weekday Post-Event	4.62	A	4.64	A
				Weekend Pre-Event	7.32	A	9.83	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.76	A	10.02	A
				Weekday Post-Event	11.64	B	18.13	C
				Weekend Pre-Event	12.76	B	13.02	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.06	B	13.16	B
				Weekday Post-Event	17.30	B	19.80	C
				Weekend Pre-Event	19.87	C	19.97	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	13.91	B	16.06	B
				Weekend Pre-Event	15.84	B	15.94	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	16.22	B	17.90	B
				Weekend Pre-Event	15.93	B	16.02	B

TABLE 3.14-54
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	18.16	C	18.84	C
				Weekday Post-Event	18.37	C	19.51	C
				Weekend Pre-Event	18.37	C	19.89	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	24.72	C	26.13	C
				Weekend Pre-Event	25.76	C	28.55	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	15.85	B	16.42	B
				Weekday Post-Event	15.78	B	17.00	B
				Weekend Pre-Event	12.99	B	13.59	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	20.62	C	-	F
				Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	18.38	C	26.16	D
				Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	18.44	C	19.36	C
				Weekday Post-Event	15.83	B	24.59	C
				Weekend Pre-Event	15.84	B	16.82	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	25.15	C	25.90	C
				Weekday Post-Event	21.55	C	28.52	D
				Weekend Pre-Event	22.78	C	23.59	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	21.77	C	22.71	C
				Weekday Post-Event	18.33	C	27.62	D
				Weekend Pre-Event	19.02	C	20.02	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	20.93	C	28.40	D
				Weekday Post-Event	17.71	B	18.20	B
				Weekend Pre-Event	22.23	C	30.46	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	22.26	C	34.38	D
				Weekday Post-Event	18.22	C	18.83	C
				Weekend Pre-Event	21.98	C	35.58	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	22.26	C	34.38	D
				Weekday Post-Event	18.22	C	18.83	C
				Weekend Pre-Event	21.98	C	35.58	E
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	20.79	C	29.86	D
				Weekday Post-Event	17.97	B	18.36	C
				Weekend Pre-Event	20.31	C	31.25	D

TABLE 3.14-54
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	18.89	C	24.97	C
				Weekday Post-Event	14.84	B	15.30	B
				Weekend Pre-Event	17.33	B	24.43	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	17.40	B	22.15	C
				Weekday Post-Event	13.58	B	14.05	B
				Weekend Pre-Event	16.80	B	22.42	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	25.52	C	33.78	D
				Weekday Post-Event	19.12	C	19.63	C
				Weekend Pre-Event	25.09	C	35.00	E
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	25.12	C	27.69	D
				Weekday Post-Event	18.85	C	19.31	C
				Weekend Pre-Event	24.91	C	27.16	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.42	C	22.54	C
				Weekday Post-Event	18.80	C	20.46	C
				Weekend Pre-Event	23.13	C	23.33	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	29.27	D	29.48	D
				Weekday Post-Event	23.77	C	26.14	D
				Weekend Pre-Event	30.50	D	30.86	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	31.41	D	32.07	D
				Weekday Post-Event	24.64	C	30.29	D
				Weekend Pre-Event	32.43	D	33.21	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.79	C	26.25	D
				Weekday Post-Event	19.87	C	23.84	C
				Weekend Pre-Event	26.81	D	27.41	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.32	C	27.97	C
				Weekday Post-Event	21.95	C	29.06	D
				Weekend Pre-Event	27.07	C	27.82	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	29.08	D	29.73	D
				Weekday Post-Event	22.74	C	29.44	D
				Weekend Pre-Event	30.20	D	30.99	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	20.90	C	25.83	C
				Weekday Post-Event	24.49	C	24.95	C
				Weekend Pre-Event	25.89	C	31.43	D

TABLE 3.14-54
FREEWAY OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative No Project		Cumulative Plus Project	
					Density[1]	LOS [1]	Density[1]	LOS [1]
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	19.02	C	22.20	C
				Weekday Post-Event	22.31	C	22.45	C
				Weekend Pre-Event	22.99	C	27.71	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	21.05	C	23.60	C
				Weekday Post-Event	23.00	C	23.12	C
				Weekend Pre-Event	24.50	C	27.80	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.43	C	26.27	D
				Weekday Post-Event	24.32	C	24.45	C
				Weekend Pre-Event	22.74	C	26.38	D
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.44	D	33.61	D
				Weekday Post-Event	30.01	D	30.28	D
				Weekend Pre-Event	29.26	D	34.04	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	17.32	B	18.50	C
				Weekday Post-Event	18.14	C	18.15	C
				Weekend Pre-Event	16.51	B	18.39	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	24.48	C	25.91	C
				Weekday Post-Event	20.72	C	20.74	C
				Weekend Pre-Event	21.64	C	23.92	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this component based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-55
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Cumulative No Project Pre-Event Conditions				Cumulative Plus Project Pre-Event Conditions			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	200	150	No	No	1,750	2,100	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	375	300	No	No	>4,200	>4,200	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	225	175	No	No	1,775	2,125	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,193	1,040	No	No	1,983	1,638	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,675	1,425	No	No	8,225	5,325	No	No
I-105 WB Off-Ramp at Crenshaw Ave	4,065	3,665	3,541	No	No	5,973	5,828	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	813	1,437	No	No	902	1,488	No	No
I-110 SB Off-Ramp at West Century Blvd	2,430	914	959	No	No	1,535	1,651	No	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	847	1,093	No	No	1,373	1,773	No	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,702	1,873	No	No	1,702	1,873	No	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Key findings from the tables above include the following:

- With respect to intersections:
  - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would contribute to significant impacts at more than half (60) of the study intersections.
  - When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions are more frequent regardless of which peak hour or background condition is being studied. This is due to increased background traffic, which increases the potential for Proposed Project vehicle trips to exacerbate unacceptable conditions.

  - The overall operation of the street system is generally projected to be worse under cumulative conditions than under adjusted baseline conditions due to increased background traffic.

- With respect to freeway facilities:
  - Cumulative freeway impacts due to the Proposed Project are nearly identical to those identified under Adjusted Baseline conditions. This is likely due to many facilities being at or near capacity and being unable to accommodate much more growth in trips during the peak hour. As a result, project impacts would be similar under each time period.

- With respect to freeway off-ramp queuing:
  - Proposed Project impacts on freeway off-ramp queuing are significant at same three off-ramps during the weekday and weekend pre-event peak hours.

Transit System Evaluation

Light rail ridership under Cumulative conditions is expected to increase over current conditions due to the opening of the Crenshaw/LAX light rail line and future growth in ridership. Because the Crenshaw/LAX Line is not yet operational, ridership data is unavailable. To estimate 2030 conditions for the Metro Board adopted operating plan (Alternative C-3), growth rates calculated from a different operation plan (Alternative C-1) were applied to the Alternative C-3 2025 forecast, because Metro prepared both 2025 and 2030 forecasts for the Alternative C-1, whereas only 2025 forecasts were prepared for Alternative C-3. Additionally, the Cumulative trip generation scenario for the Hollywood Park development was used. Otherwise, the methodology and assumptions used to calculate Cumulative Baseline ridership loads, were consistent with the approach detailed above for Adjusted Baseline.

The transit mode share model (see *Technical Memorandum #2 – Project Travel Demands for IBEC* in Appendix K.1) was used to estimate the directionality of Proposed Project light rail riders and their relative use of the Downtown Inglewood station along the Crenshaw/LAX Line or the Hawthorne/Lennox Station along the Green Line. **Table 3.14-56** displays the expected usage of various light rail lines and stations for each of the peak hours being studied. As shown, the majority of riders are expected to board/alight to/from the north (toward the Expo Line) at the Downtown Inglewood Station, or board/alight to/from the east (on the Green Line) at the Hawthorne/Lennox Station.

Table 3.14-57 presents the Cumulative pre-event peak hour (for both weekdays and weekends) passenger load and capacity approaching the Downtown Inglewood and Hawthorne/Lennox Stations. These particular light rail stations are selected because each station is the closest and most convenient to the Proposed Project on the Crenshaw/LAX and Green lines, respectively and would be the stations most likely to be used by attendees of events at the Proposed Project (with proposed connecting shuttle service for major events). This table shows that there would be sufficient rail transit capacity to accommodate the Proposed Project demands during the weekday and weekend pre-event peak hours.

TABLE 3.14-56
DIRECTIONALITY OF LIGHT RAIL RIDERS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) CONDITIONS

			Weekday		Weekend
Line	**Station**	**Direction**	**Pre-Event Peak Hour**	**Post-Event Peak Hour**	**Pre-Event Peak Hour**
Crenshaw/LAX	Downtown Inglewood	North	0%	51%	0%
		South	51%	0%	51%
Green Line	Hawthorne/Lennox Station	East	6%	43%	6%
		West	43%	6%	43%

NOTES:
See *Technical Memorandum #2 – Project Travel Demands for IBEC in* Appendix K.1 for methodologies used to develop these estimates.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-57
CUMULATIVE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – PRE-EVENT PEAK HOUR CONDITIONS

			Weekday				Weekend			
Line	**Station**	**Direction**	**Peak Hour Capacity[1]**	**No Project Peak Hour Load**	**Project Load [2]**	**Plus Project Load (% Capacity)**	**Peak Hour Capacity[3]**	**No Project Peak Hour Load**	**Project Load [4]**	**Plus Project Load (% Capacity)**
Crenshaw/ LAX	Downtown Inglewood	North	2,380	569	0	569 (24%)	850	120	0	120 (14%)
		South	2,380	1,136	317	1,453 (61%)	850	306	379	685 (81%)
Green Line	Hawthorne/ Lennox	East	2,380	1,463	34	1,497 (63%)	680	315	41	356 (52%)
		West	2,380	460	265	725 (30%)	680	153	317	470 (69%)

NOTES:
[1] Based on ten two-car trains each having a capacity of 238 passengers (inclusive of seated and standing passengers) during peak hours.
[2] Project peak hour light rail riders calculated from Table 3.14-25 as follows: 1,080 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which five-sixths arrive via light rail (1,080 x 68% x 83% = 611) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 616.
[3] Based on five two-car trains each having a capacity of 170 passengers (inclusive of seated and standing passengers) during off-peak peak hours.
[4] Project peak hour light rail riders calculated from Table 3.14-27 as follows: 1,260 pre-event attendees use transit with 68 percent arriving during pre-event peak hour of which six-sevenths arrive via light rail (1,260 x 68% x 86% = 737) riders. Similarly, 66 employees arrive via transit with 10 percent occurring during pre-event peak hour and four-fifths using light rail (66 x 10% x 80% = 5 riders). Total ridership is thus 742.

SOURCE: Fehr & Peers, 2019.

Table 3.14-58 shows this same information for the Cumulative weekday post-event conditions. This table indicates that a major event at the Proposed Project could cause ridership in light rail trains traveling in the eastbound direction on the Green Line (i.e., leaving the Hawthorne/Lennox Station) to exceed their capacity.

TABLE 3.14-58
CUMULATIVE PLUS PROJECT (MAJOR EVENT) LIGHT RAIL TRANSIT LOAD – WEEKDAY POST-EVENT PEAK HOUR CONDITIONS

Line	Station	Direction	Peak Hour Capacity [1]	No Project Peak Hour Load [2]	Project Load [3]	Plus Project Load (% Capacity)
Crenshaw/ LAX	Downtown Inglewood	North	850	256	355	611 (72%)
		South	850	493	0	493 (58%)
Green Line	Hawthorne/ Lennox	East	850	656	297	953 (112%)
		West	850	192	38	230 (27%)

NOTES:
[1] Post-event train capacity is much lower than pre-event due to fewer trains per hour and lower 'standing room only' thresholds adopted by Metro.
[2] Applied the ratio of existing PM peak hour two-way train load versus 9 to 10 PM two-way train load (i.e., calculated as 45 percent on the Green Line at Hawthorne/Lennox Station) to the Adjusted Baseline PM peak hour train load to obtain post-event peak hour riders.
[3] Project peak hour light rail riders calculated from Table 3.14-26 as follows: 925 post-event attendees use transit with 83 percent departing during post-event peak hour of which four-fifths depart via light rail (925 x 83% x 80% = 614) riders. Similarly, 56 employees depart via transit with 79 percent occurring during post-event peak hour and four-fifths using light rail (56 x 79% x 80% = 35 riders). Total ridership is thus 737.

SOURCE: Fehr & Peers, 2019.

Bus riders are expected to use various Metro bus routes (including 117, 211, and 212) that stop in the project vicinity. These lines would have ample reserve capacity to accommodate pre-event riders. Under post-event conditions, Route 117 operates one bus in each direction during the post-event hour, with a load capacity of 44 riders per direction per hour. Route 211 ends operations before the post-event hour. Route 212 operates two buses in each direction during the post-event hour, with a load capacity of 96 riders per direction per hour. With 162 post-event peak hour bus riders, bus capacity (for routes that stop in the immediate vicinity of the Arena Site) could be exceeded during a major event at the Proposed Project.

Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. Information on the increase in transit demand is instead provided for information purposes.

Project-Specific Impacts and Mitigation Measures

Organization of Impacts and Mitigation Measures

The subsections below include analysis of impacts and applicable mitigation measures for the Proposed Project under Adjusted Baseline conditions, followed by analysis of impacts and applicable mitigation measures for Cumulative conditions for each of the following scenarios: Ancillary uses (daily operation of the Proposed Project without an event at the Arena); Daytime Events (corporate or other sporting/gathering events); and major events (LA Clippers basketball games and highly-attended concerts at the Arena).

The analyzed impacts fall within the following categories: intersections; neighborhood streets; freeway facilities; VMT; public transit operations; existing or planned bicycle facilities; existing or planned pedestrian facilities; emergency access; and circulation during construction.

Section 3.14.5 presents impact statements for the various concurrent scenarios that were analyzed.

Approach to Mitigation

Mitigation measures are recommended for project-specific and cumulatively considerable significant project impacts. The effectiveness of these mitigation measures is then tested for the following scenarios:

- Adjusted Baseline Plus Project Ancillary Land Uses
- Adjusted Baseline Plus Project Daytime Events
- Adjusted Baseline Plus Project Major Events
- Cumulative Plus Project Ancillary Land Uses
- Cumulative Plus Project Daytime Events
- Cumulative Plus Project Major Events
- Adjusted Baseline (with The Forum) Plus Project Major Events (in Section 3.14.5)
- Cumulative (with The Forum) Plus Project Major Events (in Section 3.14.5)

Concurrent event Scenario 1 (i.e., Proposed Project Major Event and 17,500-person Concert at The Forum) was selected as the most appropriate concurrent event to mitigate for several reasons. First, this scenario may occur with some regularity given how often events at each venue may overlap. Second, analyses indicate that the Proposed Project would generate substantially more impacts under this scenario versus if an event were not occurring at The Forum. This scenario generates more impacts than a concurrent scenario featuring a mid-sized event at the NFL Stadium because that scenario requires a considerable proportion of Proposed Project attendees to park off-site, thereby dispersing traffic and reducing impacts. The Proposed Project and Forum concurrent event generates comparable levels of surface street impacts to the very rare condition in which all three venues are hosting concurrent events.

Range of Mitigation Measures

This subsection contains a variety of mitigation measures, each of which falls into one of the following four categories:

- Physical Improvements – The majority of the study area is built out, which limits the locations, magnitude, and type of physical improvements that could be constructed on surface streets. The following describes the range of physical improvements that may be possible at intersections:
  - Capacity Enhancements through Added Lanes: In some instances, restriping, converting medians to turn lanes, and widening (particularly on freeway off-ramps) is possible and can add capacity to a given intersection. Where such improvements are being proposed, the mitigation measure discusses the extent to which additional right-of-way may be necessary and the agency responsible for approving the physical improvement.

  - Operational Enhancements: Examples of these types of improvements include modifying the signal phasing to become more efficient, or adding a right-turn overlap phase. They are considered physical because they may require some modifications to the traffic signal system.

- Signal Timing Improvements – Some, but not all, of the signalized intersections along study corridors currently feature coordinated operations that enable large platoons of vehicles to progress from one intersection to the next with minimal stopping. Further, few, if any, signals operate with special event signal timings, which provide increased green time to high-volume movements. Through analysis of signal improvements using microsimulation, their effectiveness can be quantified. The preferred means for accomplishing signal timing improvements is through the Citywide Intelligent Transportation Systems (ITS) program versus an isolated, intersection by intersection approach. The City's ITS program is described in detail later in this subsection.

- TDM Strategies – Another form of mitigation is to implement a comprehensive TDM program that includes strategies to reduce vehicle trips and encourage other modes of travel.

- Event TMP – An Event TMP is often developed and implemented for major event venues such as the Proposed Project. The TMP implements a series of temporary transportation management strategies to better accommodate all modes of travel. It includes specific elements for vehicles (both private and TNCs), transit/shuttles, pedestrians, bicyclists, paratransit, parking, etc. It also considers emergency access and neighborhood traffic intrusion.

In most instances, physical improvements were considered among the potential mitigation measures for significant project impacts. But at many locations, they were found either to be ineffective or infeasible due to right-of-way acquisition. This section does not present this type of evaluation for all impacted intersections because the detailed nature of such evaluations, combined with the large number of impacted locations, would have substantially further increased the length and complexity of the section. However, for particularly critical intersections under certain scenarios, this section describes potential physical improvements that were considered but found either to be ineffective or infeasible.

Impact 3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-15 and based on the significance criteria, the following three intersections would experience significant impacts:

AM Peak Hour

None

PM Peak Hour

- South Prairie Avenue/West Century Boulevard (City of Inglewood)
- Crenshaw Boulevard/West Century Boulevard (City of Inglewood)

- South Prairie Avenue/West 104th Street (City of Inglewood)

These impacts are considered **significant**.

Mitigation Measure 3.14-1(a)

The project applicant shall implement elements of the Transportation Demand Management (TDM) Program described in Mitigation Measure 3.14-2(b) including strategies, incentives and tools to provide opportunities for daytime and non-event employees to reduce single-occupancy vehicle trips and use other modes besides automobile to travel to and from the Project Site. These elements include:

a) TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as:

- *Bus stop facilities improvements: The Project would provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project.*
- *Transit and/or Multi-Modal Subsidy: The Project would provide pre-tax commuter benefits for employees.*
- *Vanpool Subsidy: This would provide pre-tax commuter benefits for employees.*
- *Marketing and outreach campaign for transit usage.*

b) TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following:

- *Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, or other discounts/benefits.*

c) TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following:

- *Bicycle parking: provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces.*
- *Provide showers and lockers for employees.*
- *Bicycle fix-it station: provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition.*
- *Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.*

d) TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool

service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.

e) TDM 7/Information Services – The Project shall provide services to inform employees about transportation options including the following:

- *Welcome packets for new employees and ongoing marketing.*
- *Information kiosk or bulletin board providing information about public transportation options.*

Mitigation Measure 3.14-1(b)

Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and Overlap Phase on South Prairie Avenue at West Century Boulevard).

Mitigation Measure 3.14-1(c)

Implement Mitigation Measure 3.14-3(l) (Implement protected or protected/permissive left-turn phasing on South Prairie Avenue at West 104th Street).

Level of Significance After Mitigation: Since the majority of trips generated by the ancillary uses are generated by patrons of the commercial uses and not employees, these measures would reduce the severity of, but not eliminate, these impacts. No feasible mitigation measures are available at the Crenshaw Boulevard/West Century Boulevard intersection. These impacts are considered **significant and unavoidable**.

Impact 3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

AM Peak Hour

Significant impacts were identified for a 2,000-person weekday morning event based on the results in Table 3.14-22A and the significance criteria. The following nine intersections would be significantly impacted by a 2,000-person weekday morning event:

- La Cienega Boulevard/I-405 Ramps North (Cities of Inglewood and Los Angeles)
- La Cienega Boulevard/West Century Boulevard (Cities of Inglewood and Los Angeles)
- South Prairie Avenue/West Century Boulevard (City of Inglewood)
- South Prairie Avenue/West 104th Street (City of Inglewood)
- Yukon Avenue/West 104th Street (City of Inglewood)
- Crenshaw Boulevard/West 104th Street (City of Inglewood)
- South Prairie Avenue/Lennox Boulevard (City of Inglewood)
- South Prairie Avenue/108th Street (City of Inglewood)
- South Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

PM Peak Hour

Significant impacts were identified for a 7,500-person weekday afternoon event based on the results in Table 3.14-22B and the significance criteria. **Figure 3.14-13** displays intersections that would be significantly impacted by a 7,500-person weekday afternoon event during the weekday PM peak hour (46 intersections).

These impacts are considered **significant**.

Mitigation Measure 3.14-2(a)

The project applicant shall prepare and implement an Event Transportation Management Plan (TMP). The Event TMP shall address the issues set forth below, and shall achieve the identified standards for each of these issues:

a) Vehicle Queuing on City Streets: Through added intersection capacity and/or traffic management, traffic does not queue back to the upstream locations listed below during more than five percent of a pre-event peak hour (assuming no other concurrent events):

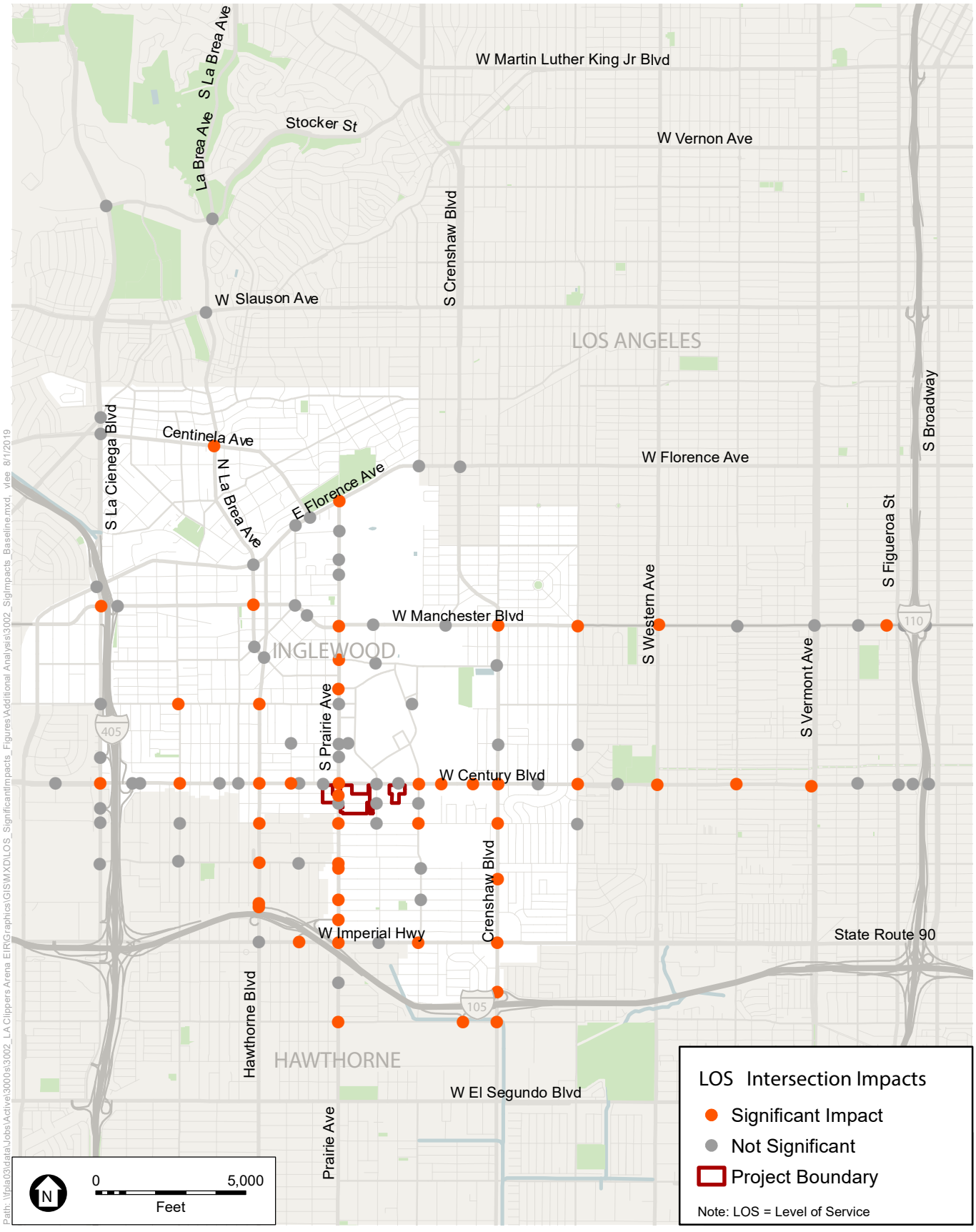
- *Northbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to I-105, causing vehicle queues on the South Prairie Avenue off-ramp to exceed their available storage.*
- *Southbound South Prairie Avenue: vehicle queues do not spill back from the project vicinity to beyond Manchester Boulevard.*
- *Eastbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to I-405, causing vehicle queues on the West Century Boulevard off-ramps to exceed their available storage.*
- *Westbound West Century Boulevard: vehicle queues do not spill back from the project vicinity to beyond Crenshaw Boulevard.*

b) Pedestrian Flows: Through pedestrian flow management, pedestrians do not spill out of sidewalks onto streets with moving vehicles, particularly along portions of West Century Boulevard and South Prairie Avenue adjacent to the Project.

c) Vehicular Parking: A comprehensive parking plan is implemented to minimize unnecessary vehicular circulation (while looking for parking) within and adjacent to the Project. The Plan could include strategies such as a reservation system, smartphone parking app, directional signage, and real-time parking garage occupancy.

d) Bicycle Parking: Signage is clearly visible to direct bicyclists to on-site event bicycle parking. The on-site bicycle parking shall have an adequate supply to accommodate a typical major event. If monitoring shows that there is demand for on-site bicycle parking that is not being met, then additional supply (such as a bicycle valet) shall be identified.

e) Shuttle Bus Loading: An adequate amount of curb space (accompanied by appropriate traffic management strategies) is provided along South Prairie Avenue to efficiently accommodate shuttle buses that transport attendees to/from light rail stations.



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-13
Impacted Intersections:
Baseline Plus Daytime Event Weekday PM Peak Hour

ESA

Note: LOS = Level of Service

f) Shuttle Bus Capacity and Wait Times: An adequate supply of shuttle buses is provided such that peak wait times for attendees before and after major events do not exceed 15 minutes.

g) Paratransit: Specific suitable locations are provided to accommodate paratransit vehicle stops.

h) Ridehailing: Traffic management strategies (including active enforcement, wayfinding, signage, etc.) are implemented to minimize pre-event passenger drop-offs in travel lanes or at curbs along the project frontage, and to provide orderly vehicle staging, passenger loading, and traffic flow of ridehailing vehicles after events. For post-event conditions, the arena is placed within a 'geofenced area' in which attendees requesting a TNC are directed to meet the TNC vehicle at the East Parking Garage. If monitoring shows that ridehailing vehicles are using travel lanes or curbs along the project frontage to drop off passengers during the pre-event period, then TCOs and/or barricades shall be stationed at locations where unauthorized drop-offs are occurring.

i) Neighborhood Streets: Reduce traffic volumes on local and collector street segments identified in the Draft EIR as having a significant impact without causing a significant impact on other local and collector street segments. Discourage and reduce event-related cut-through traffic while maintaining access for residents and their guests.

j) Truck Staging: Large trucks associated with concerts or other special events do not park or idle along South Prairie Avenue, West Century Boulevard, or any local/ collector street in the project vicinity, with the exception of Doty Avenue between West Century Boulevard and West 102nd Street.

k) Parking Garage/Lot Operations: Through effective garage/lot operations, vehicles do not spill back onto public streets and adversely affect the roadway network prior to events while waiting to enter garages/lots.

The Event TMP shall be subject to review and approval by the City Traffic Engineer. The City Traffic Engineer shall, in performing this review, confirm that the Event TMP meets these standards.

The Event TMP would be a dynamic document that would be revised and refined as monitoring is performed, experience is gained, additional information is obtained regarding the Proposed Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the Event TMP shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the Event TMP, the City Traffic Engineer shall ensure that the Event TMP, as revised, is equally or more effective in addressing the issues set forth above.

Mitigation Measure 3.14-2(b)

The project applicant shall implement a Transportation Demand Management Program (TDM Program). The TDM Program shall include strategies, incentives, and tools to provide opportunities for non-event employees and patrons as well as event attendees and employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The TDM Program shall include:

a) *TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool) – The Project shall encourage alternative modes of transportation use by providing monetary incentives and bus stop improvements near the Project Site such as:*

- *Integrated event and transit ticketing to enable seamless connections and provide event-day travel updates.*
- *Discounted event tickets with the purchase of a transit pass or providing proof of a registered TAP card (the regional fare payment method).*
- *Giveaways for transit users (goods for attendees, free tickets for employees, etc.).*
- *Rewards/gamification opportunities for fans to compete for prizes or points based on their transportation choices.*
- *Bus stop facilities improvements: The Project shall provide on-site and/or off-site improvements such as lighting, new benches and overhead canopies, added bench capacity if needed, and real-time arrival information for an improved user experience for bus stops that are relocated as a result of the Project.*
- *Transit and/or Multi-Modal Subsidy: The Project would provide pre-tax commuter benefits for employees.*
- *Vanpool Subsidy: This would provide pre-tax commuter benefits for employees.*
- *Marketing and outreach campaign for transit usage.*

b) *TDM 2/Event-day Dedicated Shuttle Services – The Project shall provide connectivity to the existing and future Metro Rail Stations and would take advantage of the transportation resources in the area. The Project shall ensure that enough shuttles would be provided for successful and convenient connectivity with short wait times. The following shall be provided:*

- *The Project shall provide dedicated shuttle service from the Green Line at Hawthorne Station, Crenshaw/LAX Line at AMC/96th Station, and Crenshaw/ LAX Line at Downtown Inglewood station for arena events. This shuttle service shall be a dedicated event-day shuttle service from the venue for employees and attendees.*
- *The Project shall provide an estimated 27 shuttles with a capacity of 45 persons per shuttle to accommodate employees and attendees traveling to and from the Project Site. Due to the arrival and departure of employees prior to the attendees, the same shuttles would be utilized for the employees. It is anticipated that the shuttle service would begin two hours before the game and extend to 30 minutes after the start. After the game, shuttle service would begin 30 minutes before the end, and continues one hour after.*
- *The Project shall provide a convenient and safe location on-site for shuttle pick-up and drop-off on the east side of South Prairie Avenue, approximately 250 feet south of West Century Boulevard. The drop-off location shall be adjacent to the arena so that shuttle users would not need to cross South Prairie Avenue to arrive at the arena.*

- *The project applicant shall monitor the number of people using shuttles to travel between the above light rail stations and the Project. If the monitoring shows that peak wait times before or after major events exceeds 15 minutes, then the project applicant shall add sufficient additional shuttle capacity to reduce wait times to meet this target. The aim is to require increased shuttle runs as necessary to make sure that demand is accommodated within a reasonable amount of time and to encourage use of transit.*

c) *TDM 3/Encourage Carpools and Zero-Emission Vehicles – The Project shall provide several incentives that would encourage carpooling and zero-emission vehicles as a means for sharing access to and from the Project Site including the following:*

- *Provide incentives for carpools or zero-emission vehicles, including preferential parking with the number of parking spots in excess of applicable requirements, reduced parking costs, discounted rides (or other similar benefits) for those sharing transportation network company (TNC) rides to or from the event, or other discounts/benefits.*
- *Provide variable parking price based on car occupancy – structured to encourage carpooling.*
- *The Project would provide 8 percent of parking spaces with electrical vehicle charging stations in excess of the minimum requirement of 6 percent.*

d) *TDM 4/Encourage Active Transportation – The Project shall include features which enhance access for bicyclists and pedestrians including the following:*

- *Bicycle parking: Provide bicycle parking in excess of applicable code requirements. The Project Site would provide 60 employee bike parking spaces and 23 attendee bike parking spaces.*
- *Provide showers and lockers for employees.*
- *A bike valet service would be implemented if needed to accommodate bike parking space needs.*
- *Bicycle fix-it station: Provide a bicycle repair station where bicycle maintenance tools and supplies are readily available on a permanent basis and offered in good condition.*
- *Coordinate bike pools and walk pools.*
- *Sidewalks or other designated pathways following safe routes from the pedestrian circulation to the bicycle parking facilities and throughout the development.*

e) *TDM 5/Employee Vanpool Program – The Project shall provide an employee vanpool program that would accommodate up to 66 employees utilizing the vanpool service. Each vanpool is assumed to have a capacity of 15 persons per vehicle. The vanpool program would be in conjunction with a vanpool subsidy providing pre-tax commuter benefits for employees as indicated in TDM 1.*

f) *TDM 6/Park-n-Ride Program – The Project shall provide a regional park-n-ride program that would utilize charter coach buses with a capacity of up to 45 persons per bus to accommodate up to 1,980 attendees. Parking lot locations would*

correspond to zip code ticket purchase data, and the site circulation would be designed to account for the charter coaches. The operation of this park-n-ride would be similar to the currently operating park-n-ride program from the Hollywood Bowl venue located in the Hollywood Hills within the County of Los Angeles.

g) TDM 7/Information Services – The Project shall provide information services to inform the public about activities at the Project including the following:

- *Strategic multi-modal signage/wayfinding.*
- *Real-time travel information; changeable message sign (CMS) and social media.*
- *Welcome packets for new employees and ongoing marketing.*
- *Commercials/advertisement – television, website, social media, radio, etc.*
- *Information kiosk or bulletin board providing information about public transportation options.*

h) TDM 8/Reduce On-Site Parking Demand – The Project shall include features that reduce on-site parking demand such as:

- *Provide coach bus/minibus/microtransit staging and parking areas: The Project is designed to accommodate 20 minibus/microtransit/paratransit parking spaces and 23 charter coach bus spaces. The capacity for minibus/microtransit/ paratransit is 10 persons per vehicle and 45 persons per bus for the charter coach bus.*
- *Allocated sufficient TNC staging spaces: The Project is designed to accommodate approximately 160 spaces for TNC staging.*

i) TDM 9/Event-Day Local Microtransit Service – The Project shall provide a local minibus/microtransit service for all event days with a service range of approximately 6 miles surrounding the Project Site. Each minibus is assumed to have a capacity of 10 persons per vehicle, and the service would accommodate up to 66 employees and up to 180 attendees on all event days.

j) Monitoring – The TDM Program shall include an ongoing program to monitor each of the TDM Program elements listed above. The monitoring program shall collect data on the implementation of each specific TDM strategy, and shall assess the extent to which the TDM Program is meeting demand for alternative forms of transportation, and reducing vehicle trips and reliance on private automobiles. The information obtained through this monitoring program shall be provided to the City Traffic Engineer on an annual basis.

A monitoring report shall be prepared not less than once each year. The report shall evaluate the extent to which the TDM Program encourages employees to reduce single-occupancy vehicle trips and to use other modes of transportation besides automobile to travel to basketball games and other events hosted at the Project. The monitoring report shall be provided to the City Traffic Engineer (ongoing) and the State of California Office of Planning and Research (through 2030).

The TDM Program shall be a dynamic document that is expected to be revised and refined as monitoring is performed, experience is gained, additional information is

obtained regarding the Project transportation characteristics, and advances in technology or infrastructure become available. Any changes to the TDM Program shall be subject to review and approval by the City Traffic Engineer. In reviewing any proposed changes to the TDM Program, the City Traffic Engineer shall ensure that the TDM Program, as revised, is equally or more effective in addressing the issues set forth above.

Mitigation Measure 3.14-2(c)

The project applicant shall work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the West Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements:

a) Restripe the westbound approach to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase. This is consistent with the LAX Landside Modernization Program improvements planned for this location.

b) Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction.

Mitigation Measure 3.14-2(d)

The project applicant shall construct (via restriping and conversion of median) second left-turn lanes on the northbound and southbound approaches to the West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.

Mitigation Measure 3.14-2(e)

Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on South Prairie Avenue at West Century Boulevard).

Mitigation Measure 3.14-2(f)

The project applicant shall restripe the westbound West 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane.

Mitigation Measure 3.14-2(g)

The project applicant shall work with the City of Inglewood and Caltrans to widen the I-105 off-ramp approach to South Prairie Avenue to consist of two lefts, a shared left/ through/right, and a dedicated right-turn lane. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

Mitigation Measure 3.14-2(h)

The project applicant shall restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane.

Mitigation Measure 3.14-2(i)

The project applicant shall restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane.

Mitigation Measure 3.14-2(j)

The project applicant shall work with the City of Inglewood, the City of Hawthorne, and Caltrans to widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. This would require complying with the Caltrans project development process as a local agency-sponsored project. Depending on the complexity and cost of the improvement, this could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, project study report, project report, environmental and engineering studies, project design, construction, etc.

Mitigation Measure 3.14-2(k)

The project applicant shall work with the City of Hawthorne to remove the median island and restripe the southbound approach of South Prairie Avenue at 120th Street to provide a second left-turn lane, resulting in two left-turn lanes, two through lanes and one shared through/right-turn lane.

Mitigation Measure 3.14-2(l)

The project applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street.

Mitigation Measure 3.14-2(m)

Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-2(n)

The project applicant shall construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches.

Mitigation Measure 3.14-2(o)

The project applicant shall make a funding contribution to the City of Inglewood Public Works Traffic Division to help fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified.

Level of Significance After Mitigation: A draft of the Event TMP described under Mitigation Measure 3.14-2(a) is included as Appendix K.4. The measures described in Mitigation Measure 3.14-2(b) included in the TDM Program, which was peer reviewed by Fehr & Peers and the City during preparation of the EIR and are considered objective and appropriate for inclusion in this Draft EIR.

Mitigation Measures 3.14-2(c) through 3.14-2(n) on the previous two pages identify physical mitigation measures that could reduce the impacts at the specific impacted intersections listed in these mitigation measures. No feasible physical mitigation was identified that would reduce impacts at the remaining impacted intersections. However, the combined effects of the Event TMP, coordinated/special event signal timings, and the physical mitigations below, would have synergistic effects to improve operations at other intersections without requiring physical improvements at them.

Mitigation Measure 3.14-2(c), if implemented, would improve operations at the West Century Boulevard/La Cienega Boulevard intersection from LOS F (with project) to E (with project and mitigation) during the weekday AM peak hour and from LOS D (with project) to C (with project and mitigation) during the weekday PM peak hour, thereby resulting in a less-than-significant impact. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(d) would improve operations at the West Century Boulevard/ Hawthorne Boulevard/La Brea Boulevard intersection from LOS D (with project) to C (with project and mitigation) during the weekday AM peak hour and from LOS F (with project) to E (with project and mitigation) during the weekday PM peak hour. The impact would be **significant and unavoidable** during the PM peak hour because operations would not be restored to 'no project' conditions.

The impact at the South Prairie Avenue/West Century Boulevard intersection would be **significant and unavoidable** because the improvement under Mitigation Measure 3.14-2(e) does not mitigate the Daytime Event impact during the PM peak hour.

Mitigation Measure 3.14-2(f) would improve operations at the West 104th Street/Yukon Avenue intersection from LOS C (with project) to A (with project and mitigation) during the weekday AM peak hour and maintain LOS D conditions during the weekday PM peak hour. The impact would be **significant and unavoidable** during the PM peak hour because operations would not be restored to 'no project' conditions.

Although it is not yet designed, it is possible that implementation of Mitigation Measure 3.14-2(g) would result in the creation of a new off-ramp lane to the south of the existing southernmost off-ramp lane at Prairie Avenue. The construction of this new off-ramp lane would move noise-generating traffic approximately 10-12 feet closer to residences at 11207 South Prairie Avenue (on the west side, between West 112th and West 113th Streets). These residences are currently approximately 60 feet from the closest travel lane; with implementation of Mitigation Measure 3.14-2(g), the distance would be reduced to approximately 48 feet. The reduction of the distance could increase noise levels at these residences. Because the homes are not protected by a soundwall, it is possible that the incremental increase in noise could be significant.

The addition of a new off-ramp lane would move vehicles that are the source of criteria pollutant and toxic air contaminant emissions approximately 12 feet closer to the residences than under existing conditions. It is unlikely that the addition of the new off-ramp lane would result in significant concentrations of these air pollutants.

In addition, construction of Mitigation Measure 3.14-2(g) would remove an indeterminate amount of roadway shoulder landscaping, including potentially some landscape trees that

are planted on the south side of current off-ramp lanes. Further, as described for the Proposed Project, although the site of this mitigation measure is highly disturbed by past road construction, it remains possible that unknown archaeological resources could be discovered, or that previously unknown contaminants from roadway runoff could be encountered.

Mitigation Measure 3.14-2(g) would occur within right-of-way that is under the jurisdiction of Caltrans, and prior to implementation Caltrans would undertake environmental review pursuant to CEQA that would identify and mitigate to the extent feasible any reasonably anticipated environmental impacts of this measure.

Mitigation Measure 3.14-2(g), if implemented, would improve operations at the I-105 off-ramp/South Prairie Avenue intersection from LOS C (with project) to B (with project and mitigation) during the weekday AM peak hour and from LOS F (with project) to E (with project and mitigation) during the weekday PM peak hour, although the impact would be significant during the PM peak hour since the Adjusted Baseline No Project LOS is D during this period. Since the improvement involves another jurisdiction in addition to the City of Inglewood, and would require independent CEQA review by Caltrans prior to implementation, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(h) would mitigate the Daytime Event impact at the Manchester Boulevard/La Brea Avenue intersection during the PM peak hour to a **less-than-significant level**.

Mitigation Measure 3.14-2(i) would mitigate the Daytime Event impact at the Manchester Boulevard/Crenshaw Boulevard intersection during the PM peak hour to a **less-than-significant level**.

Although it is not yet designed, it is possible that implementation of Mitigation Measure 3.14-2(j) would result in the creation of a new off-ramp lane to the north of the existing northernmost westbound off-ramp lane at Crenshaw Boulevard. The construction of this new off-ramp lane would move noise-generating traffic approximately 10-12 feet closer to residences at the corner of 119th Street and Crenshaw Boulevard, and at 119th Street and Atkinson Avenue. These residences are currently approximately 100-110 feet from the closest off-ramp lane; with implementation of Mitigation Measure 3.14-3(j), the distance would be reduced to 90-100 feet. The reduction of the distance could increase noise levels at these residences. However, because the homes are already protected by a soundwall that runs on the south side of 119th Street, it is unlikely that the incremental increase in noise would be significant.

The addition of a new off-ramp lane would move vehicles that are the source of criteria pollutant and toxic air contaminant emissions approximately 12 feet closer to the residences than under existing conditions. It is unlikely that the addition of the new off-ramp lane would result in significant concentrations of these air pollutants.

In addition, construction of Mitigation Measure 3.14-2(j) would remove an indeterminate amount of ruderal grassland and potentially some landscape trees that are planted on the south side of the soundwall. Further, as described for the Proposed Project, although the site of this mitigation measure is highly disturbed by past road construction, it remains

possible that unknown archaeological resources could be discovered, or that previously unknown contaminants from roadway runoff could be encountered.

Mitigation Measure 3.14-2(j) would occur within right-of-way that is under the jurisdiction of Caltrans, and prior to implementation Caltrans would undertake environmental review pursuant to CEQA that would identify and mitigate any reasonably anticipated environmental impacts of this measure.

Mitigation Measure 3.14-2(j) reduces the Daytime Event impact at the I-105 westbound off-ramp/Crenshaw Boulevard intersection during the PM peak hour but not to less than significant. Since the improvement involves other jurisdictions beyond the City of Inglewood, and would require independent CEQA review by Caltrans prior to implementation, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(k) would mitigate the Daytime Event impact at the South Prairie Avenue/120th Street intersection during the PM peak hour to a level of less than significant. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

If implemented and in conjunction with Mitigation Measure 3.14-2(m), the modifications under Mitigation Measure 3.14-2(l) would improve operations at the Crenshaw Boulevard/120th Street intersection from LOS F (with project) to C (with project and mitigation) during the weekday post-event peak hour. Although the impact would still be significant per the impact criteria, this would be a substantial improvement in operations. Since the improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

The Event TMP could benefit operations at the Crenshaw Boulevard/120th Street intersection under Mitigation Measure 3.14-2(m). The TMP includes placement of a TCO and traffic cones to permit the southbound approach to function with two right-turn lanes at this intersection during the post-event period to better facilitate traffic flow. If implemented, the modifications would improve operations from LOS F (with project) to C (with project and mitigation) during the weekday post-event peak hour. Although the impact would still be significant per the impact criteria, this would be a substantial improvement in operations.

Deployment of electronic changeable message signs (CMS) and/or blank-out signs (depending on location and the nature of the message) could be considered at the 120th Street/Crenshaw Boulevard intersection in lieu of TCOs. Experience from other venues has determined that it is preferable to evaluate the effectiveness of TCOs and special event staff deployment before deciding whether permanent electronic signs would be effective and economical.

Since this improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-2(n), which would consist primarily of restriping and not require right-of-way acquisition, would mitigate and restore operations at the La Brea Avenue/Centinela Avenue intersection to better than the 'no project' condition, thereby mitigating this impact to **less than significant**.

The City of Inglewood is implementing a city-wide ITS program on key corridors including but not limited to West Century Boulevard, South Prairie Avenue, Manchester Boulevard, Florence Avenue, Centinela Avenue, Crenshaw Boulevard, Imperial Highway, La Brea Avenue, La Cienega Boulevard, Arbor Vitae Street, and Pincay Drive. The program is to enable intersections to operate as part of a coordinated system, to allow for remote intersection monitoring from the City's Traffic Management Center, and to provide flexibility to remotely change signal timings from the Traffic Management Center in response to changes in traffic flows or incidents. ITS will provide a fully responsive traffic signal system based on real time traffic conditions that can provide instantaneous traffic information and predictive time information to users along access corridors. Additionally, this would enable the City to better accommodate event-related traffic. Intersection improvements designed to address the significant impacts of the Project consist of financial contribution toward the design, construction, and integration of ITS improvements, which include but are not limited to: vehicles detection, computer hardware and networking, fiber-optic communication system upgrades, closed circuit TV cameras, changeable message signs, blank-out signs, equipment and networking management, traffic signal modifications, Traffic Management Center and Decision Support System integration, software licensing, high resolution data, connected vehicle technology, upgrading outdated software and equipment, ATC controllers and cabinets, lane control management, and other improvements to the ITS network. The ITS improvements focus on intersections on certain key corridors potentially affected by the Proposed Project. Under Mitigation Measure 3.14-2(o), funding contributions may focus on ITS improvements along these corridors, in addition to at identified intersections. The financial contribution shall be available for ITS improvements at the following intersections and to the corridors where these intersections are located. The list below comprises intersections impacted under either Adjusted Baseline and/or cumulative conditions). Impact 3.14-28 in Section 3.14.5 lists five additional intersections that are significantly impacted by the Proposed Project under a concurrent event at The Forum.

- La Cienega Boulevard / Florence Avenue
- Centinela Avenue / Florence Avenue
- South Prairie Avenue / Florence Avenue
- West Boulevard / Florence Avenue
- South Prairie Avenue / Grace Avenue
- South Prairie Avenue / East Carondelet Way
- South Prairie Avenue / East Regent Street
- La Cienega Boulevard / Manchester Boulevard
- La Brea Avenue / Manchester Boulevard
- Hillcrest Boulevard / Manchester Boulevard
- Spruce Avenue / Manchester Boulevard
- South Prairie Avenue / Manchester Boulevard

- Kareem Court / Manchester Boulevard
- Crenshaw Boulevard / Manchester Boulevard
- South Prairie Avenue / Kelso Street / Pincay Drive
- La Cienega Boulevard / Arbor Vitae Street
- Inglewood Avenue / Arbor Vitae Street
- Myrtle Avenue / Arbor Vitae Street
- South Prairie Avenue / Arbor Vitae Street
- La Brea Avenue / Hardy Street
- South Prairie Avenue / Hardy Street
- Crenshaw Boulevard / Hardy Street
- Felton Avenue / West Century Boulevard
- Inglewood Avenue / West Century Boulevard
- Fir Avenue / Firmona Avenue / West Century Boulevard
- Grevillia Avenue/ West Century Boulevard
- Hawthorne Boulevard / La Brea Boulevard / West Century Boulevard
- Myrtle Avenue / West Century Boulevard
- Freeman Avenue / West Century Boulevard
- South Prairie Avenue / West Century Boulevard
- Doty Avenue / West Century Boulevard
- Yukon Avenue / West Century Boulevard
- Club Drive / West Century Boulevard
- 11th Avenue / Village Avenue / West Century Boulevard
- Crenshaw Boulevard / West Century Boulevard
- 5th Avenue / West Century Boulevard
- Yukon Avenue / West 102nd Street
- Hawthorne Boulevard / West 104th Street
- South Prairie Avenue / West 104th Street
- Yukon Avenue / West 104th Street
- Crenshaw Boulevard / West 104th Street
- South Prairie Avenue / Lennox Boulevard
- South Prairie Avenue / 108th Street
- South Prairie Avenue / 111th Street
- South Prairie Avenue / Imperial Highway
- Doty Avenue / Imperial Highway
- Crenshaw Boulevard / Imperial Highway

- Crenshaw Boulevard / 120th Street
- Hollywood Park Casino Driveway / West Century Boulevard
- South Prairie Avenue / Buckthorn Street
- Van Ness Avenue / Manchester Boulevard
- Crenshaw Boulevard / Pincay Drive

The Adjusted Baseline Plus Project (Daytime Event) scenario included a number of intersections that were also significantly impacted with a major event (see Impact 3.14-3). However, some of the mitigation measures for impacts during a major event were not considered for a Daytime Event because they would not be effective from the perspective of showing improved operations. This stems from the use of different intersection analysis methods between the two scenarios. An example of this is the Prairie Avenue/Pincay Street intersection.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-59**. Of the nine significant intersection impacts identified during the weekday AM peak hour, the above mitigation measures would cause two to become less than significant. Of the 46 significant intersection impacts identified during the weekday PM peak hour, the above mitigation measures would cause five to become less than significant. The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there are no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

TABLE 3.14-59
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
5	South Prairie Ave/Florence Ave	ICU	Inglewood	PM	0.900	D	0.916	E		
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	PM	0.690	B	0.760	C		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	PM	0.812	D	0.838	D	0.809	D
14	South Prairie Ave/Manchester Blvd	ICU	Inglewood	AM	0.964	E	0.965	E		
				PM	1.000	E	1.032	F		
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	PM	1.054	F	1.093	F	1.010	F
19	South Prairie Ave/Kelso St/ Pincay Dr	ICU	Inglewood	AM	0.746	C	0.749	C		
				PM	1.031	F	1.054	F		
22	Inglewood Ave/Arbor Vitae St	ICU	Inglewood	PM	0.836	D	0.883	D		
23	La Brea Ave/Arbor Vitae St	ICU	Inglewood	PM	0.722	C	0.775	C		
31	La Cienega Blvd/I-405 On/Off-Ramps (n/o West Century)	ICU	Inglewood	AM	0.895	D	0.950	E		
				PM	0.774	C	0.775	C		
		CMA	City of Los Angeles	AM	0.729	C	0.782	C		
				PM	0.585	A	0.587	A		
		HCM	Caltrans	AM	15.3	B	18.6	B		
				PM	19.6	B	19.8	B		
34	La Cienega Blvd/ West Century Blvd	ICU	Inglewood	AM	1.081	F	1.183	F	0.997	E
				PM	0.761	C	0.817	D	0.797	C
		CMA	City of Los Angeles/ County of Los Angeles	AM	1.004	F	1.064	F	0.943	E
				PM	0.685	B	0.739	C	0.739	C
37	Inglewood Ave/West Century Blvd	CMA	Inglewood	AM	0.879	D	0.886	D		
				PM	0.941	E	0.967	E		
40	Hawthorne Blvd/La Brea Blvd/ West Century Blvd	HCM	Inglewood	AM	0.840	D	0.843	D	0.769	C
				PM	0.858	D	1.036	F	0.988	E

TABLE 3.14-59
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
41	Myrtle Ave/West Century Blvd	ICU	Inglewood	AM	0.532	A	0.543	A		
				PM	0.566	A	0.738	C		
43	South Prairie Ave/West Century Blvd	CMA	Inglewood	AM	0.740	C	0.822	D	0.822	D
				PM	0.894	D	1.031	F	1.031	F
45	Yukon Ave/West Century Blvd	ICU	Inglewood	AM	0.432	A	0.490	A		
				PM	0.715	C	0.804	D		
46	Club Dr/West Century Blvd	ICU	Inglewood	AM	0.509	A	0.552	A		
				PM	0.699	B	0.766	C		
47	11th Ave/Village Ave/West Century Blvd	ICU	Inglewood	AM	0.516	A	0.559	A		
				PM	0.770	C	0.838	D		
48	Crenshaw Blvd/West Century Blvd	ICU	Inglewood	AM	0.600	A	0.661	B		
				PM	0.788	C	0.885	D		
50	Van Ness Ave/West Century Blvd	ICU	Inglewood/Los Angeles County	AM	0.728	C	0.740	C		
				PM	0.802	D	0.844	D		
		CMA	City of Los Angeles	AM	0.670	B	0.683	B		
				PM	0.749	C	0.794	C		
52	Western Ave/West Century Blvd	CMA	City of Los Angeles	PM	0.822	D	0.882	D		
54	South Prairie Ave/West 102nd St	ICU/HCM (Plus Proj)	Inglewood	AM	0.549	A	18.3	C		
				PM	0.578	A	1049.0	F		
59	Hawthorne Blvd/West 104th St	ICU	Inglewood/Los Angeles County	AM	0.599	A	0.654	B		
				PM	0.701	C	0.803	D		
60	South Prairie Ave/West 104th St	ICU	Inglewood	AM	0.620	B	0.816	D		
				PM	0.657	B	0.984	E		
62	Yukon Ave/West 104th St	ICU	Inglewood	AM	0.664	B	0.758	C	0.561	A
				PM	0.587	A	0.818	D	0.818	D

TABLE 3.14-59
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
63	Crenshaw Blvd/West 104th St	ICU	Inglewood	AM	0.677	B	0.750	C		
				PM	0.640	B	0.859	D		
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	PM	0.786	C	0.887	D		
67	South Prairie Ave/Lennox Blvd	ICU	Inglewood	AM	0.637	B	0.703	C		
				PM	0.726	C	1.004	F		
68	South Prairie Ave/108th St	ICU	Inglewood	AM	0.618	B	0.713	C		
				PM	0.591	A	0.811	D		
70	Crenshaw Blvd/109th St	ICU	Inglewood	PM	0.592	A	0.724	C		
71	Hawthorne Blvd/111th St	ICU	Los Angeles County	PM	0.786	C	0.905	E		
72	South Prairie Ave/111th St	ICU	Inglewood	AM	0.689	B	0.696	B		
				PM	0.641	B	0.853	D		
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	PM	0.745	C	0.851	D		
		HCM	Caltrans	PM	22.0	C	34.2	C		
75	South Prairie Ave/112th St/105 On-Ramp	ICU	Inglewood	AM	0.706	C	0.721	C	0.673	B
				PM	0.877	D	1.088	F	0.953	E
		HCM	Caltrans	AM	17.7	B	19.1	B	16.6	B
				PM	25.6	C	93.1	F	30.9	C
77	Freeman Ave/105 On-Ramp/Imperial Hwy	ICU	Inglewood	AM	0.650	B	0.653	B		
				PM	0.800	C	1.111	F		
		HCM	Caltrans	AM	15.0	B	15.4	B		
				PM	14.7	B	38.7	D		
78	South Prairie Ave/ Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	0.933	E	0.968	E		
				PM	0.882	D	0.978	E		
80	Yukon Ave/ Imperial Hwy	ICU	Inglewood	PM	0.639	B	0.716	C		

TABLE 3.14-59
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	PM	0.898	D	0.974	E		
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	PM	0.821	D	0.961	E	0.908	E
		HCM	Caltrans	PM	42.9	D	50.5	D	50.5	D
84	South Prairie Ave/120th St	ICU	Hawthorne	PM	0.925	E	0.992	E	0.904	E
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	PM	0.749	C	0.880	D		
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	PM	0.725	C	1.075	F	0.797	C
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	PM	0.915	E	0.968	E		
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	PM	0.756	C	0.791	C		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	PM	1.040	F	1.103	F		
		CMA	City of Los Angeles	PM	0.903	E	0.970	E		
102	Figueroa St/Manchester Blvd	CMA	City of Los Angeles	PM	0.854	D	0.882	D		
107	La Brea Ave/Centinela Ave	ICU	Inglewood	PM	0.979	E	0.995	E	0.935	E

NOTES:
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts were identified based on the results in Table 3.14-31 and the significance criteria. **Figures 3.14-14**, **3.14-15**, and **3.14-16** are study area maps displaying intersections that would be significantly impacted during the weekday pre-event (42 intersections), weekday post-event (11 intersections), and weekend pre-event (26 intersections) peak hours, respectively.

These impacts are considered **significant**.

Figure 3.14-17 displays the project-specific mitigation measures associated with the Adjusted Baseline with Major Event conditions. Specific mitigation measures are presented below.

Mitigation Measure 3.14-3(a)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-3(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Mitigation Measure 3.14-3(c)

The project applicant shall work with the City of Inglewood and Caltrans to restripe the center lane on the I-405 NB Off-Ramp at West Century Boulevard to permit both left and right-turn movements. This would require complying with the Caltrans project development process as a local agency-sponsored project. This could include (but is not limited to) a cooperative agreement, permit engineering evaluation report, encroachment permit, project design, construction, etc.

Mitigation Measure 3.14-3(d)

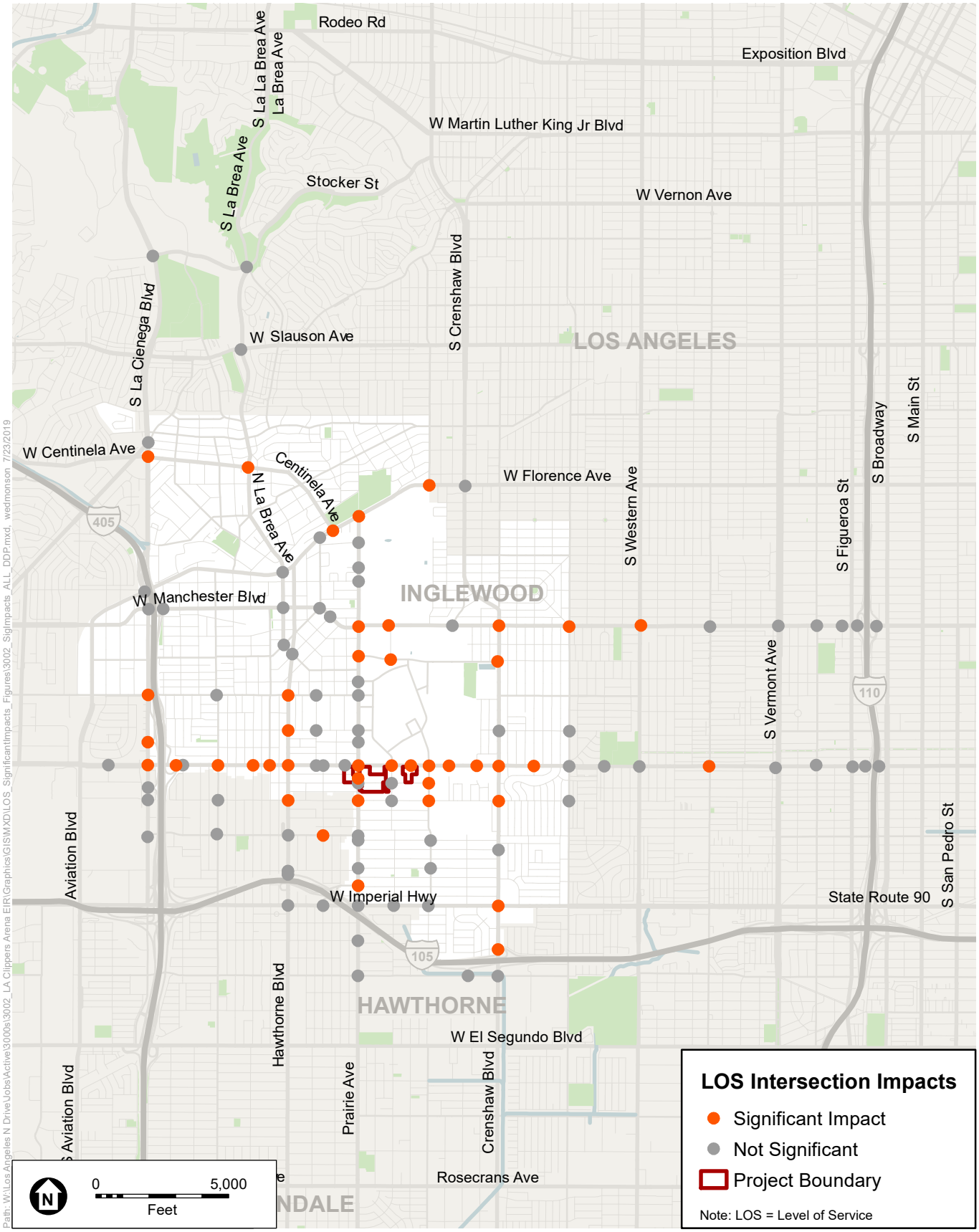
Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).

Mitigation Measure 3.14-3(e)

The project applicant shall convert the signal control system at the intersection of South Prairie Avenue and Pincay Drive to provide protected or protected-permissive westbound and eastbound left-turn phasing.

Mitigation Measure 3.14-3(f)

The project applicant shall widen the east side of South Prairie Avenue to extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the intersection to serve as an exclusive right-turn lane. Additionally, implement a northbound right-turn signal overlap phase. During pre-event and post-event periods, TCOs shall be positioned at this location as part of the Event TMP to manage the interaction of northbound right-turning traffic and pedestrians in the east leg crosswalk and to permit the lane to also operate as a bus queue jumper for shuttle buses departing the shuttle bus pull-out and traveling north through the intersection.

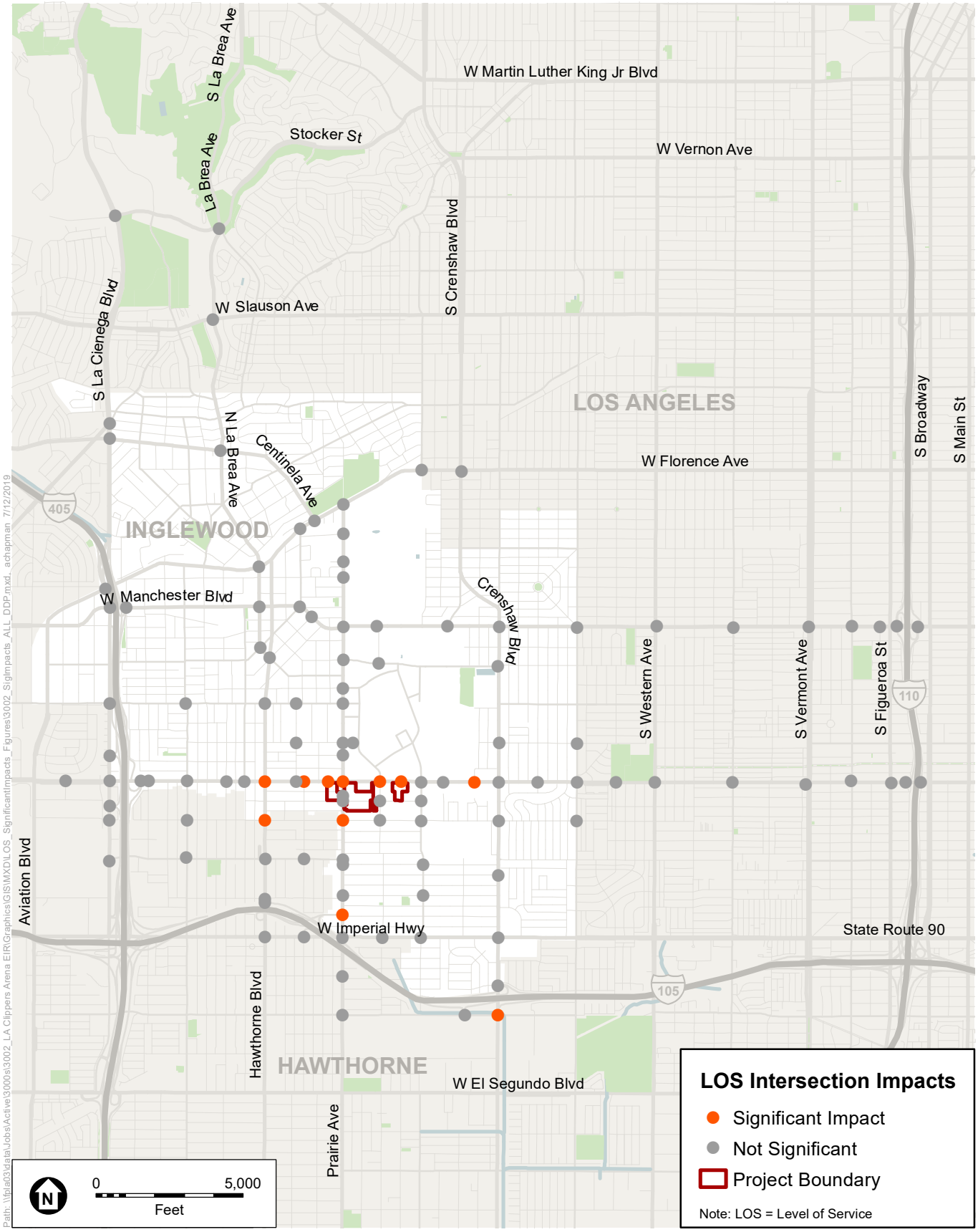


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-14
Impacted Intersections:
Baseline Plus Major Event Weekday Pre-Event Peak Hour

ESA

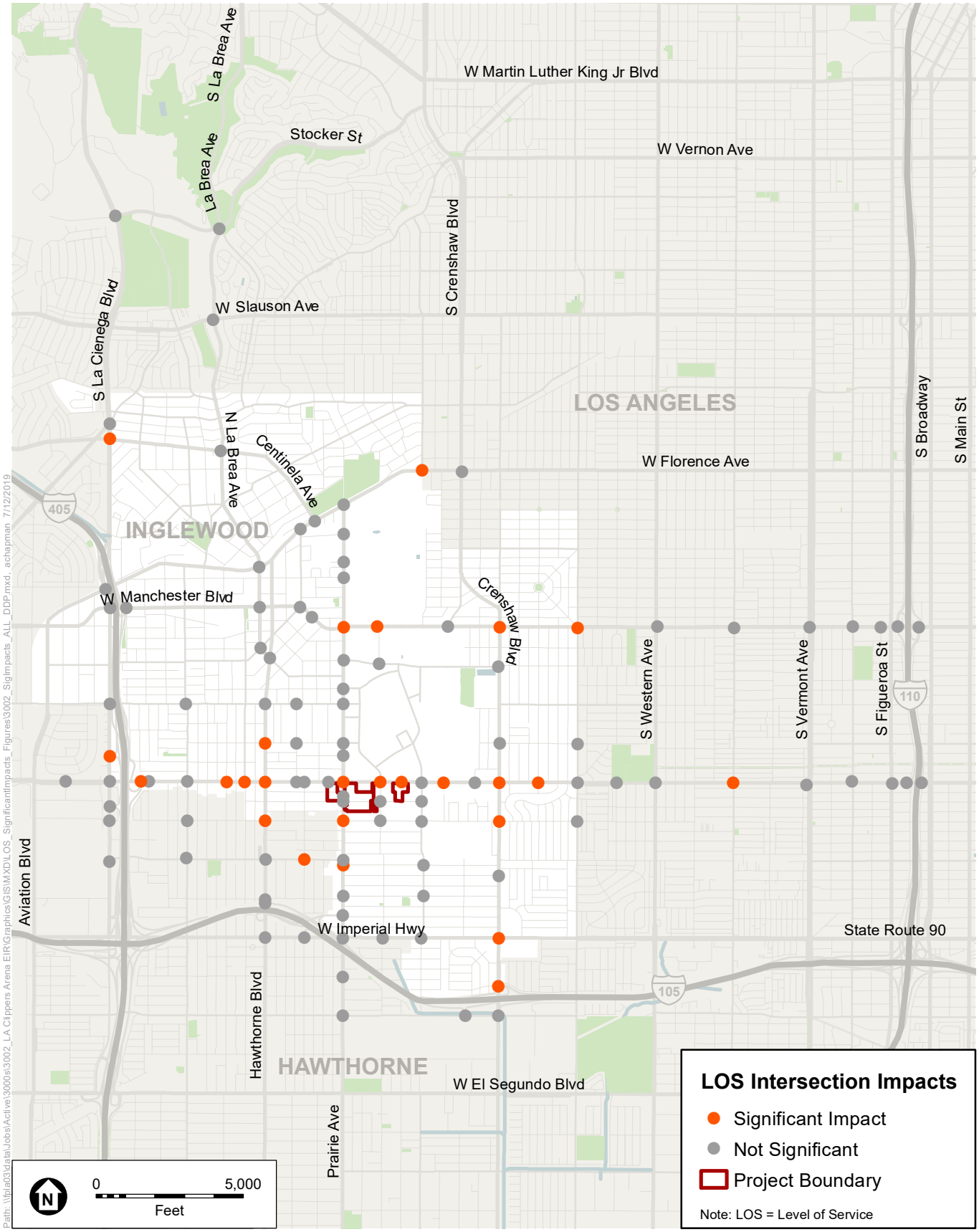


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-15
Impacted Intersections:
Baseline Plus Major Event Weekday Post-Event Peak Hour

ESA

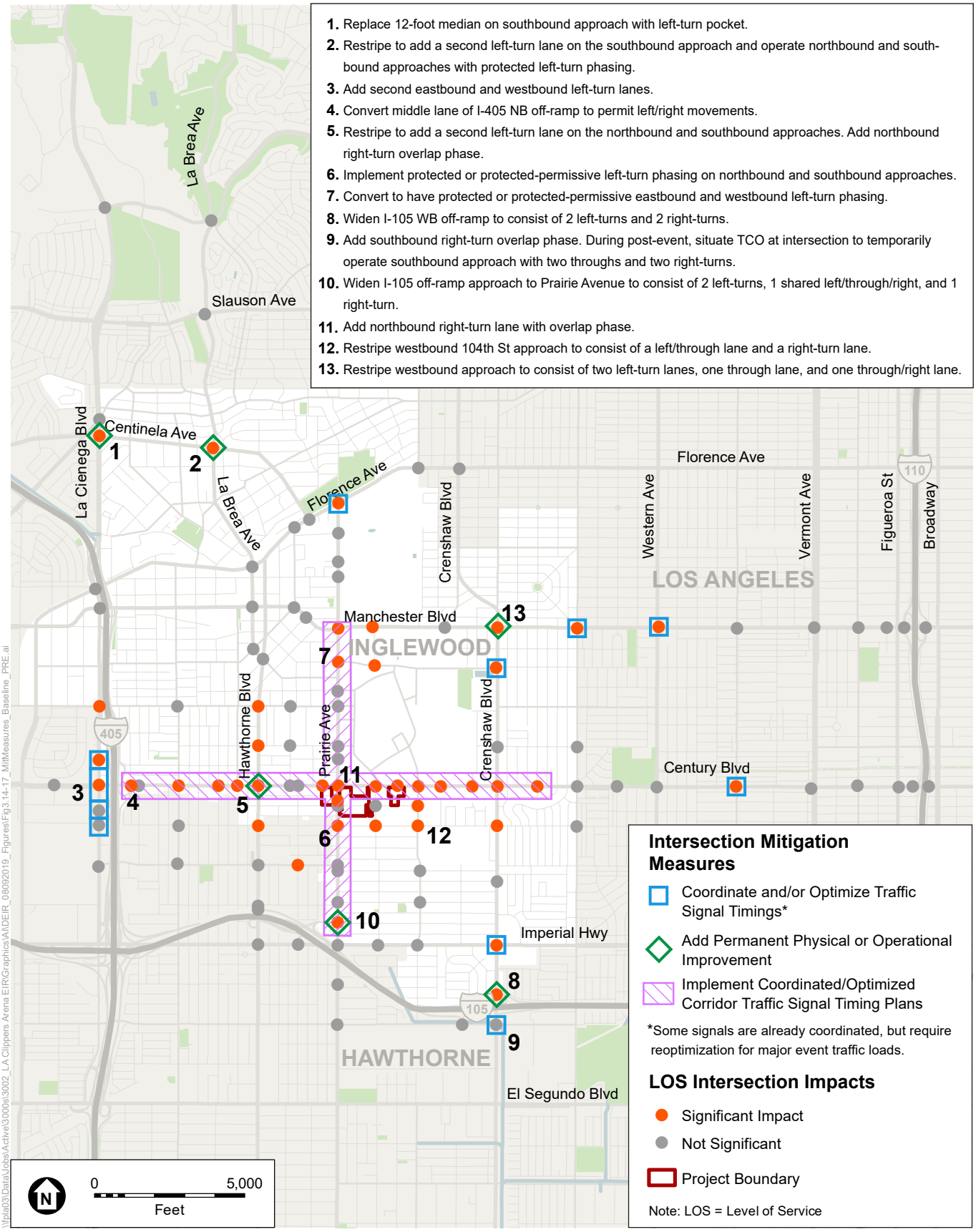


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-16
Impacted Intersections:
Baseline Plus Major Event Weekend Pre-Event Peak Hour

ESA



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-17

Intersection Mitigation Measures - Adjusted Baseline Plus Project Major Event Weekday Conditions

ESA

Mitigation Measure 3.14-3(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-3(h)

Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-Ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-3(i)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).

Mitigation Measure 3.14-3(j)

The project applicant shall work with the City of Inglewood and the City of Los Angeles to remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue.

Mitigation Measure 3.14-3(k)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).

Mitigation Measure 3.14-3(l)

The project applicant shall implement protected or protected/permissive left-turn phasing on northbound and southbound South Prairie Avenue at West 104th Street.

Mitigation Measure 3.14-3(m)

Implement Mitigation Measure 3.14-2(e) (Restripe the westbound West 104th Street approach to Yukon Avenue to consist of a left/through lane and a dedicated right-turn lane).

Mitigation Measure 3.14-3(n)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements).

Mitigation Measure 3.14-3(o)

The project applicant shall work with the City of Inglewood to coordinate traffic signals and optimize traffic signal timings to accommodate major event traffic flows (see Figure 3.14-17 for locations).

Mitigation Measure 3.14-3(p)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).

Level of Significance After Mitigation: Mitigation Measures 3.14-3(c) through 3.14-3(n) above identify physical mitigation measures that could reduce the impacts at the specific impacted intersections listed in these mitigation measures. No feasible physical mitigation was identified that would reduce impacts at the remaining impacted

intersections. However, the combined effects of the Event TMP, coordinated/special event signal timings, and the physical mitigations below, would have synergistic effects to improve operations at other intersections without requiring physical improvements to them.

If Mitigation Measure 3.14-3(c) is implemented, the modification to the center lane on the I-405 NB Off-Ramp at West Century Boulevard would improve operations from LOS F (with project) to C (with project and mitigation) during the weekend pre-event peak hour but would not improve upon the 'no project' LOS F condition during the weekday pre-event peak hour. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

The modifications under Mitigation Measure 3.14-2(d) would maintain LOS F conditions at the West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection during the weekday and weekend pre-event peak hour conditions and improve weekday post-event peak hour conditions from LOS F to E. The impact would be **significant and unavoidable** because an acceptable LOS D would not be achieved.

The modification under Mitigation Measure 3.14-3(e) would improve operations at the South Prairie Avenue/Pincay Drive intersection from LOS E (with project) to C (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to **less than significant**.

The Proposed Project site plan would provide sufficient area to allow for widening Prairie Avenue to provide a northbound right-turn lane. However, it would cause the sidewalk along the east side of Prairie Avenue between the plaza entry/exit and Century Boulevard to be reduced from 20 to 8 feet in width. This is considered a potentially significant secondary impact because it could cause post-event pedestrian flows to exceed the sidewalk capacity (thereby resulting in walking in the street). In response to this potential condition, the Event TMP (Mitigation Measure 3.14-2(a)) includes post-event pedestrian wayfinding guidance, which if followed, would result in the majority of post-event attendees using the primary plaza exit to access the east leg crosswalk at the Prairie Avenue/Century Boulevard intersection, thereby limiting flows on this sidewalk to match its available width. With Mitigation Measure 3.14-3(f) in place, operations at the Prairie Avenue/Century Boulevard intersection would remain at LOS F (with similar delay levels to 'without mitigation') conditions. The impact would be **significant and unavoidable** because an acceptable LOS D would not be achieved. Other mitigation measures, such as adding a second northbound and southbound left-turn lane were also considered, but found not to be feasible due to lack of roadway width and developed or developing properties on all quadrants of the intersection.

Mitigation Measure 3.14-3(g), if implemented, would improve operations at the I-105 Off-Ramp/South Prairie Avenue intersection from LOS F (with project) to D (with project and mitigation) during the weekday post-event peak hour, thereby mitigating this portion of the impact to less than significant. However, operations would not be restored to an acceptable LOS during the weekday pre-event peak hour. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(h), if implemented, would improve operations at the I-105 Westbound Off-Ramp/Crenshaw Boulevard intersection from LOS E (with project) to D (with project and mitigation) during the weekday and weekend pre-event peak hours, thereby mitigating this impact to less than significant. Since the improvement involves other jurisdictions beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(i), if implemented and in conjunction with Mitigation Measure 3.14-3(a), would improve operations at the Crenshaw Boulevard/120th Street intersection from LOS F (with project) to B (with project and mitigation) during the weekday post-event peak hour, thereby mitigating this impact to less than significant. Since the improvement involves another jurisdiction beyond the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(j), if implemented, would improve operations at the La Cienega Boulevard/Centinela Avenue intersection under with project conditions to a V/C ratio the same as or better than the no project condition under during all three analysis periods, thereby mitigating the impact to less than significant. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**.

Mitigation Measure 3.14-3(k), which would consist primarily of restriping and not require right-of-way acquisition, would improve operations at the La Brea Avenue/ Centinela Avenue intersection from LOS E (with project) to D (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-3(l) would reduce the severity of LOS F operations at South Prairie Avenue at West 104th Street compared to with project conditions for weekday and weekend pre-event conditions, but maintain LOS F during both periods. Operations would remain at LOS E during the weekday post-event peak hour. The impact would be **significant and unavoidable** during the weekday pre-event, weekday post-event, and weekend pre-event peak hours because operations would not improve to an acceptable LOS D or better.

Mitigation Measure 3.14-3(m) would reduce the severity of LOS F operations at the West 104th Street/Yukon Avenue intersection compared to with project conditions during the weekday pre-event peak hour, though operations would remain at LOS F. The impact would be **significant and unavoidable** during the weekday pre-event peak hour.

Mitigation Measure 3.14-3(n) would improve operations at Manchester Boulevard/ Crenshaw Boulevard from LOS F (with project) to E (with project and mitigation) during the weekday pre-event peak hour, thereby mitigating this impact to less than significant (because operations would be at LOS F under no project conditions). This modification improves operations from LOS E (with project) to C (with project and mitigation) during the weekend pre-event peak hour, thereby mitigating this impact to **less than significant**.

Mitigation Measure 3.14-3(o) would reduce impacts or the severity of impacts at intersections along key corridors throughout the study area, including in some cases

intersections near the Proposed Project. However, in some cases improving traffic flow at one or more intersections may degrade operations at others by relieving an upstream bottleneck, thus permitting more traffic to flow through downstream intersections. This, in turn, would contribute to secondary significant impacts described below.

Under Mitigation Measure 3.14-3(p), the ITS improvements focus on intersections on certain key corridors potentially affected by the Proposed Project. Figure 3.14-17 and the Event TMP (see Appendix K.4) indicate that there are several 'arterial-to-arterial' impacted intersections that do not have a recommended physical improvement nor an active traffic management component. Two examples are the Manchester Boulevard/ South Prairie Avenue and Crenshaw Boulevard/West Century Boulevard intersections. At the Manchester Boulevard/South Prairie Avenue intersection, operation of the intersection with officers along with a modified set of lane assignments (to facilitate travel toward the Proposed Project) was tested using microsimulation, but found not to be effective. Hence, it is not included as part of the coordinated/optimized South Prairie Avenue corridor signal timing plan. At the Crenshaw Boulevard/West Century Boulevard intersection, the recently constructed improvements were reviewed and no further capacity increases were deemed feasible. Similar reviews were conducted of other intersections featuring significant impacts.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-60**. Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 42 significant intersection impacts, the above mitigation measures would cause 15 to become less than significant. In some cases, these mitigation measures improved traffic flow at one or more intersections, which resulted in degraded operations at others by relieving an upstream bottleneck or causing queues to spillback to a nearby intersection, worsening its operations. This occurred at six such intersections. Those locations are identified in Table 3.14-60 showing their results being shaded for the 'with mitigation' scenario, but not shaded for the 'plus project' scenario. Opportunities for physical or further operational/signal timing improvements at these locations were investigated, but no feasible mitigations were identified. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 85 percent (without mitigation) to 90 percent with the recommended mitigation measures in place.[27]

[27] "Average percent demand served" by the entire simulation network is a metric which quantifies the extent to which the entire hourly travel demand for a given intersection is able to be served within that hour. Under congested conditions, bottlenecks form in the system which can cause traffic not to be able to reach downstream intersections, or can cause blockages of upstream intersections by queued vehicles at the bottleneck. When the percent demand served falls well below 100 percent (e.g., to 75 to 85 percent for a large network such as this), the likelihood of 'peak hour spreading' (i.e., multiple hours of congestion) increases.

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.766	C	0.864	D		
				Weekday Post-Event	0.549	A	0.583	A		
				Weekend Pre-Event	0.619	B	0.773	C		
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.677	B	0.689	B		
				Weekday Post-Event	0.394	A	0.466	A		
				Weekend Pre-Event	0.561	A	0.569	A		
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	9.0	A	8.9	A	9.5	A
				Weekday Post-Event	5.3	A	4.9	A	7.8	A
				Weekend Pre-Event	6.7	A	7.2	A	7.0	A
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	69.2	E	74.4	E	70.6	E
				Weekday Post-Event	29.9	C	33.5	C	33.9	C
				Weekend Pre-Event	24.9	C	25.1	C	24.9	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.2	C	65.5	E	46.9	D
				Weekday Post-Event	13.6	B	33.2	C	29.2	C
				Weekend Pre-Event	22.8	C	46.4	D	48.1	D
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.957	E	1.016	F	1.016	F
				Weekday Post-Event	0.590	A	0.626	B	0.626	B
				Weekend Pre-Event	0.849	D	0.908	E	0.908	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.814	D	0.877	D	0.877	D
				Weekday Post-Event	0.423	A	0.461	A	0.461	A
				Weekend Pre-Event	0.699	B	0.761	C	0.761	C
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	5.4	A	6.0	A	5.2	A
				Weekday Post-Event	1.2	A	1.3	A	1.2	A
				Weekend Pre-Event	3.3	A	3.1	A	3.3	A

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.1	A	14.1	B	8.9	A
				Weekday Post-Event	3.8	A	4.4	A	4.3	A
				Weekend Pre-Event	4.7	A	4.4	A	4.5	A
9	South Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.1	B	21.8	C	17.3	B
				Weekday Post-Event	4.0	A	4.8	A	4.6	A
				Weekend Pre-Event	7.9	A	7.8	A	7.9	A
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.605	B	0.694	B		
				Weekday Post-Event	0.468	A	0.566	A		
				Weekend Pre-Event	0.553	A	0.642	B		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.743	C	0.865	D		
				Weekday Post-Event	0.415	A	0.621	B		
				Weekend Pre-Event	0.620	B	0.740	C		
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	20.7	C	25.1	C	44.3	D
				Weekday Post-Event	9.6	A	11.4	B	10.1	B
				Weekend Pre-Event	14.3	B	15.3	B	20.0	B
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	18.5	B	38.1	D
				Weekday Post-Event	5.3	A	5.0	A	5.0	A
				Weekend Pre-Event	6.7	A	10.1	B	21.6	C
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	75.4	E	116.2	F	111.1	F
				Weekday Post-Event	26.4	C	36.7	D	39.0	D
				Weekend Pre-Event	35.4	D	64.0	E	60.1	E
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	18.4	B	72.1	E	57.3	E
				Weekday Post-Event	8.4	A	16.5	B	15.2	B
				Weekend Pre-Event	18.7	B	81.7	F	22.4	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.001	F	1.101	F	1.000	E
				Weekday Post-Event	0.580	A	0.851	D	0.801	D
				Weekend Pre-Event	0.834	D	0.901	E	0.800	C
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.557	A	0.622	B		
				Weekday Post-Event	0.249	A	0.365	A		
				Weekend Pre-Event	0.391	A	0.454	A		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.459	A	0.524	A		
				Weekday Post-Event	0.252	A	0.392	A		
				Weekend Pre-Event	0.399	A	0.464	A		
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.9	C	55.6	E	30.3	C
				Weekday Post-Event	9.2	A	11.5	B	10.4	B
				Weekend Pre-Event	14.2	B	19.0	B	19.1	B
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.2	A	71.1	E	8.5	A
				Weekday Post-Event	4.1	A	5.4	A	5.1	A
				Weekend Pre-Event	7.0	A	7.3	A	8.0	A
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.9	C	152.7	F	21.4	C
				Weekday Post-Event	17.2	B	17.7	B	14.9	B
				Weekend Pre-Event	20.7	C	20.4	C	20.6	C
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	40.2	D	42.4	D	93.7	F
				Weekday Post-Event	15.4	B	18.8	B	18.1	B
				Weekend Pre-Event	26.6	C	29.9	C	33.0	C
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	25.4	C	118.8	F	50.8	D
				Weekday Post-Event	17.8	B	25.3	C	23.4	C
				Weekend Pre-Event	24.1	C	34.2	C	27.2	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.0	B	42.4	D	11.1	B
				Weekday Post-Event	6.0	A	7.5	A	7.3	A
				Weekend Pre-Event	9.4	A	24.1	C	11.4	B
25	South Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	26.2	C	38.9	D	47.3	D
				Weekday Post-Event	11.0	B	22.0	C	17.9	B
				Weekend Pre-Event	18.1	B	31.6	C	30.6	C
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	63.1	E	64.8	E
				Weekday Post-Event	9.5	A	8.8	A	8.7	A
				Weekend Pre-Event	13.2	B	76.8	E	15.6	B
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.9	A	7.9	A	8.4	A
				Weekday Post-Event	5.9	A	6.2	A	6.6	A
				Weekend Pre-Event	9.0	A	9.5	A	9.2	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	17.6	B	36.4	D	46.7	D
				Weekday Post-Event	12.4	B	30.1	C	57.3	E
				Weekend Pre-Event	16.2	B	32.1	C	27.8	C
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Pre-Event	10.5	B	16.2	B	9.1	A
				Weekday Post-Event	5.2	A	5.7	A	5.4	A
				Weekend Pre-Event	8.1	A	8.3	A	8.2	A
30	Van Ness Ave/Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A		
				Weekday Post-Event	0.329	A	0.390	A		
				Weekend Pre-Event	0.469	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A		
				Weekday Post-Event	0.243	A	0.308	A		
				Weekend Pre-Event	0.393	A	0.397	A		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/City of Los Angeles/ Caltrans	Weekday Pre-Event	21.2	C	242.8	F	35.4	D
				Weekday Post-Event	14.9	B	47.6	D	33.3	C
				Weekend Pre-Event	14.7	B	160.5	F	43.4	D
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	10.2	B	24.5	C	25.0	C
				Weekday Post-Event	6.0	A	12.1	B	25.9	C
				Weekend Pre-Event	9.9	A	19.9	B	18.3	B
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	10.8	B	9.3	A	10.1	B
				Weekday Post-Event	9.3	A	9.7	A	9.0	A
				Weekend Pre-Event	11.5	B	11.3	B	12.1	B
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	36.7	D	57.8	E	90.9	F
				Weekday Post-Event	22.1	C	34.5	C	30.5	C
				Weekend Pre-Event	29.5	C	48.1	D	40.9	D
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	14.9	B	100.9	F	133.3	F
				Weekday Post-Event	11.8	B	19.2	B	21.0	C
				Weekend Pre-Event	12.9	B	93.0	F	32.0	C
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.0	B	24.0	C	31.6	C
				Weekday Post-Event	12.9	B	46.5	D	61.1	E
				Weekend Pre-Event	13.9	B	13.6	B	14.8	B
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	33.3	C	148.7	F	149.7	F
				Weekday Post-Event	13.5	B	17.8	B	22.3	C
				Weekend Pre-Event	26.8	C	50.2	D	82.6	F
38	Fir Ave/Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	8.7	A	137.2	F	139.9	F
				Weekday Post-Event	4.5	A	6.0	A	5.9	A
				Weekend Pre-Event	5.6	A	117.9	F	115.9	F

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	7.5	A	72.2	E	71.0	E
				Weekday Post-Event	5.7	A	9.0	A	6.8	A
				Weekend Pre-Event	5.5	A	68.3	E	65.6	E
40	Hawthorne Blvd/La Brea Blvd/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.5	D	104.8	F	110.0	F
				Weekday Post-Event	24.3	C	104.2	F	62.3	E
				Weekend Pre-Event	38.3	D	117.0	F	85.0	F
41	Myrtle Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.6	A	46.6	D	81.5	F
				Weekday Post-Event	5.3	A	22.9	C	14.6	B
				Weekend Pre-Event	8.4	A	13.1	B	51.5	D
42	Freeman Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	9.3	A	22.9	C	29.6	C
				Weekday Post-Event	5.5	A	78.2	E	29.9	C
				Weekend Pre-Event	8.5	A	10.8	B	25.9	C
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.2	E	132.0	F	139.7	F
				Weekday Post-Event	27.9	C	162.4	F	155.3	F
				Weekend Pre-Event	43.7	D	110.8	F	120.2	F
44	Doty Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.9	C	108.2	F	118.8	F
				Weekday Post-Event	11.5	B	135.4	F	83.5	F
				Weekend Pre-Event	28.3	C	66.4	E	55.9	E
45	Yukon Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	80.5	F	128.8	F	94.1	F
				Weekday Post-Event	13.9	B	51.0	D	57.6	E
				Weekend Pre-Event	21.5	C	50.4	D	58.2	E
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	50.7	D	117.8	F	88.8	F
				Weekday Post-Event	19.7	B	36.6	D	29.0	C
				Weekend Pre-Event	37.0	D	63.4	E	77.6	E

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
47	11th Ave/Village Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	81.0	F	54.6	D
				Weekday Post-Event	16.9	B	94.4	F	68.5	E
				Weekend Pre-Event	23.3	C	45.4	D	52.5	D
48	Crenshaw Blvd/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.3	E	151.3	F	103.1	F
				Weekday Post-Event	28.9	C	54.2	D	53.5	D
				Weekend Pre-Event	34.2	C	142.4	F	149.9	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.4	B	74.9	E	31.5	C
				Weekday Post-Event	12.6	B	15.4	B	14.8	B
				Weekend Pre-Event	13.4	B	80.3	F	85.7	F
50	Van Ness Ave/West Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.754	C	0.790	C		
				Weekday Post-Event	0.401	A	0.642	B		
				Weekend Pre-Event	0.656	B	0.740	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.696	B	0.736	C		
				Weekday Post-Event	0.321	A	0.578	A		
				Weekend Pre-Event	0.593	A	0.683	B		
51	Gramercy Pl/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.384	A	0.421	A		
				Weekday Post-Event	0.243	A	0.452	A		
				Weekend Pre-Event	0.360	A	0.428	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.203	A	0.243	A		
				Weekday Post-Event	0.077	A	0.275	A		
				Weekend Pre-Event	0.177	A	0.249	A		
52	Western Ave/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.831	D		
				Weekday Post-Event	0.306	A	0.628	B		
				Weekend Pre-Event	0.591	A	0.765	C		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	10.1	B	13.3	B	82.5	F
				Weekday Post-Event	8.8	A	10.3	B	10.5	B
				Weekend Pre-Event	9.2	A	10.0	A	11.3	B
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	9.4	A	62.5	F	73.6	F
				Weekday Post-Event	4.6	A	279.3	F	***	F
				Weekend Pre-Event	8.2	A	23.0	C	17.7	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.6	A	26.0	D	173.0	F
				Weekday Post-Event	5.1	A	4.9	A	4.9	A
				Weekend Pre-Event	6.5	A	8.6	A	8.6	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	64.9	F	298.7	F	***	F
				Weekday Post-Event	6.4	A	13.9	B	14.6	B
				Weekend Pre-Event	14.9	B	56.8	F	42.2	E
57	La Cienega Blvd/West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.7	A	10.4	B	24.0	C
				Weekday Post-Event	5.4	A	5.6	A	5.3	A
				Weekend Pre-Event	7.8	A	7.8	A	7.1	A
58	Inglewood Ave/West 104th St	HCM	Los Angeles County	Weekday Pre-Event	17.9	B	27.5	C	22.5	C
				Weekday Post-Event	6.8	A	7.9	A	6.9	A
				Weekend Pre-Event	13.8	B	14.7	B	14.4	B
59	Hawthorne Blvd/West 104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	25.9	C	85.8	F	84.8	F
				Weekday Post-Event	16.0	B	76.0	E	18.1	B
				Weekend Pre-Event	25.5	C	105.9	F	75.2	E
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	19.5	B	155.0	F		
				Weekday Post-Event	7.6	A	64.1	E		
				Weekend Pre-Event	12.1	B	126.2	F		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	90.1	F	80.9	F
				Weekday Post-Event	5.5	A	7.7	A	12.1	B
				Weekend Pre-Event	7.7	A	27.5	D	9.4	A
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	146.6	F	144.7	F
				Weekday Post-Event	7.8	A	12.4	B	11.7	B
				Weekend Pre-Event	15.4	B	36.4	D	34.3	C
63	Crenshaw Blvd/West 104th St	HCM	Inglewood	Weekday Pre-Event	35.5	D	94.1	F	71.6	E
				Weekday Post-Event	11.7	B	41.3	D	37.2	D
				Weekend Pre-Event	22.5	C	169.2	F	167.2	F
64	Van Ness Ave/West 104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A		
				Weekday Post-Event	0.301	A	0.327	A		
				Weekend Pre-Event	0.430	A	0.443	A		
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.720	C		
				Weekday Post-Event	0.447	A	0.639	B		
				Weekend Pre-Event	0.612	B	0.628	B		
66	Freeman Ave/Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.2	A	217.4	F	24.6	C
				Weekday Post-Event	5.3	A	6.2	A	5.7	A
				Weekend Pre-Event	5.4	A	128.7	F	6.9	A
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	23.6	C	45.3	D	40.0	D
				Weekday Post-Event	5.2	A	22.5	C	16.2	B
				Weekend Pre-Event	12.3	B	46.0	D	22.6	C
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	15.2	B	53.7	D	61.8	E
				Weekday Post-Event	7.1	A	16.3	B	14.1	B
				Weekend Pre-Event	12.1	B	64.7	E	56.6	E

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.3	B	11.8	B	39.6	D
				Weekday Post-Event	6.1	A	8.5	A	8.1	A
				Weekend Pre-Event	9.7	A	12.0	B	12.2	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.489	A	0.641	B		
				Weekday Post-Event	0.289	A	0.473	A		
				Weekend Pre-Event	0.439	A	0.583	A		
71	Hawthorne Blvd/111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.706	C	0.748	C		
				Weekday Post-Event	0.382	A	0.554	A		
				Weekend Pre-Event	0.575	A	0.639	B		
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	39.8	D	27.9	C	64.5	E
				Weekday Post-Event	9.5	A	40.5	D	52.1	D
				Weekend Pre-Event	20.2	C	28.7	C	27.7	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.2	A	8.6	A	16.2	B
				Weekday Post-Event	5.9	A	6.1	A	6.4	A
				Weekend Pre-Event	9.0	A	8.9	A	8.8	A
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.690	B	0.804	D		
				Weekday Post-Event	0.438	A	0.610	B		
				Weekend Pre-Event	0.577	A	0.694	B		
		HCM	Caltrans	Weekday Pre-Event	20.3	C	25.0	C		
				Weekday Post-Event	14.6	B	17.7	B		
				Weekend Pre-Event	17.4	B	20.1	C		
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	55.5	E	64.4	E	94.5	F
				Weekday Post-Event	19.8	B	99.3	F	46.6	D
				Weekend Pre-Event	38.2	D	47.5	D	39.4	D

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.766	C	0.770	C		
				Weekday Post-Event	0.391	A	0.426	A		
				Weekend Pre-Event	0.576	A	0.608	B		
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	23.0	C	23.0	C	22.6	C
				Weekday Post-Event	13.1	B	21.5	C	24.6	C
				Weekend Pre-Event	16.3	B	16.5	B	15.9	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	54.7	D	45.9	D	74.9	E
				Weekday Post-Event	30.8	C	34.2	C	30.9	C
				Weekend Pre-Event	57.2	E	42.4	D	44.2	D
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	14.6	B	12.8	B	17.3	B
				Weekday Post-Event	8.4	A	10.7	B	7.8	A
				Weekend Pre-Event	11.6	B	11.6	B	12.2	B
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	16.3	B	14.1	B	15.0	B
				Weekday Post-Event	7.7	A	12.2	B	10.5	B
				Weekend Pre-Event	13.1	B	11.9	B	12.3	B
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.825	D	0.974	E	0.974	E
				Weekday Post-Event	0.440	A	0.668	B	0.668	B
				Weekend Pre-Event	0.757	C	0.907	E	0.907	E
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	30.3	C	21.6	C	25.4	C
				Weekday Post-Event	11.1	B	10.7	B	9.8	A
				Weekend Pre-Event	17.5	B	18.3	B	19.3	B

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
83	Crenshaw Blvd/WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.970	E	0.888	D
				Weekday Post-Event	0.550	A	0.737	C	0.703	C
				Weekend Pre-Event	0.748	C	0.970	E	0.898	D
		HCM	Caltrans	Weekday Pre-Event	20.9	C	65.4	E	27.6	C
				Weekday Post-Event	11.3	B	17.7	B	16.3	B
				Weekend Pre-Event	17.6	B	27.6	C	22.7	C
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	58.2	E	45.5	D	54.5	D
				Weekday Post-Event	18.4	B	19.6	B	19.5	B
				Weekend Pre-Event	24.4	C	24.6	C	24.6	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.703	C	0.742	C		
				Weekday Post-Event	0.613	B	0.820	D		
				Weekend Pre-Event	0.786	C	0.834	D		
		HCM	Caltrans	Weekday Pre-Event	17.8	B	22.3	C		
				Weekday Post-Event	16.9	B	21.5	C		
				Weekend Pre-Event	27.2	C	29.4	C		
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	Weekday Pre-Event	0.733	C	0.846	D	0.803	D
				Weekday Post-Event	0.588	A	1.032	F	0.617	B
				Weekend Pre-Event	0.765	C	0.888	D	0.852	D
87	La Cienega Blvd/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A		
				Weekday Post-Event	0.248	A	0.268	A		
				Weekend Pre-Event	0.284	A	0.296	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A		
				Weekday Post-Event	0.079	A	0.089	A		
				Weekend Pre-Event	0.098	A	0.109	A		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D		
				Weekday Post-Event	0.444	A	0.487	A		
				Weekend Pre-Event	0.648	B	0.662	B		
89	Hollywood Park Casino Driveway/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	19.5	B	100.8	F	93.8	F
				Weekday Post-Event	10.4	B	109.9	F	79.4	E
				Weekend Pre-Event	14.7	B	91.7	F	81.8	F
90	South Prairie Ave/Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	5.4	A	8.0	A	16.2	B
				Weekday Post-Event	3.2	A	6.6	A	5.8	A
				Weekend Pre-Event	4.5	A	7.4	A	7.6	A
91	Normandie Ave/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.884	D	1.014	F		
				Weekday Post-Event	0.489	A	0.777	C		
				Weekend Pre-Event	0.760	C	0.917	E		
92	Vermont Ave/West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.750	C	0.798	C		
				Weekday Post-Event	0.429	A	0.620	B		
				Weekend Pre-Event	0.642	B	0.725	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.654	B	0.709	C		
				Weekday Post-Event	0.282	A	0.504	A		
				Weekend Pre-Event	0.530	A	0.626	B		
93	Hoover St/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A	0.503	A		
				Weekday Post-Event	0.169	A	0.347	A		
				Weekend Pre-Event	0.409	A	0.482	A		
94	Figueroa St/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.694	B	0.712	C		
				Weekday Post-Event	0.305	A	0.467	A		
				Weekend Pre-Event	0.568	A	0.655	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.407	A	0.496	A		
				Weekday Post-Event	0.224	A	0.346	A		
				Weekend Pre-Event	0.347	A	0.438	A		
		HCM	Caltrans	Weekday Pre-Event	19.6	B	21.7	C		
				Weekday Post-Event	12.1	B	14.5	B		
				Weekend Pre-Event	19.6	B	24.8	C		
96	Olive St/110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.413	A	0.442	A		
				Weekday Post-Event	0.217	A	0.380	A		
				Weekend Pre-Event	0.375	A	0.404	A		
		HCM	Caltrans	Weekday Pre-Event	9.4	A	10.0	A		
				Weekday Post-Event	6.8	A	8.8	A		
				Weekend Pre-Event	9.8	A	10.1	B		
97	Van Ness Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.004	F	1.036	F		
				Weekday Post-Event	0.530	A	0.779	C		
				Weekend Pre-Event	0.862	D	0.950	E		
		CMA	City of Los Angeles	Weekday Pre-Event	0.864	D	0.897	D		
				Weekday Post-Event	0.357	A	0.625	B		
				Weekend Pre-Event	0.712	C	0.806	D		
98	Western Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.914	E	0.936	E	0.936	E
				Weekday Post-Event	0.419	A	0.685	B	0.685	B
				Weekend Pre-Event	0.778	C	0.877	D	0.877	D
99	Normandie Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.663	B	0.693	B		
				Weekday Post-Event	0.327	A	0.464	A		
				Weekend Pre-Event	0.537	A	0.611	B		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
100	Vermont Ave/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.679	B	0.731	C		
				Weekday Post-Event	0.380	A	0.531	A		
				Weekend Pre-Event	0.540	A	0.607	B		
101	Hoover St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.609	B	0.653	B		
				Weekday Post-Event	0.325	A	0.463	A		
				Weekend Pre-Event	0.521	A	0.605	B		
102	Figueroa St/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.816	D	0.826	D		
				Weekday Post-Event	0.568	A	0.719	C		
				Weekend Pre-Event	0.640	B	0.725	C		
103	110 SB On/Off-Ramps/Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.503	A	0.594	A		
				Weekday Post-Event	0.472	A	0.567	A		
				Weekend Pre-Event	0.414	A	0.503	A		
		HCM	Caltrans	Weekday Pre-Event	9.2	A	13.8	B		
				Weekday Post-Event	10.3	B	11.9	B		
				Weekend Pre-Event	11.0	B	15.2	B		
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.511	A	0.516	A		
				Weekday Post-Event	0.383	A	0.460	A		
				Weekend Pre-Event	0.514	A	0.519	A		
		HCM	Caltrans	Weekday Pre-Event	14.9	B	14.2	B		
				Weekday Post-Event	12.7	B	11.7	B		
				Weekend Pre-Event	18.7	B	18.8	B		
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.787	C	0.923	E	0.923	E
				Weekday Post-Event	0.353	A	0.515	A	0.515	A
				Weekend Pre-Event	0.653	B	0.788	C	0.788	C

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
106	Crenshaw Blvd/Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.739	C	0.767	C		
				Weekday Post-Event	0.322	A	0.398	A		
				Weekend Pre-Event	0.597	A	0.624	B		
107	La Brea Ave/Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.893	D	0.905	E	0.848	D
				Weekday Post-Event	0.433	A	0.481	A	0.481	A
				Weekend Pre-Event	0.764	C	0.771	C	0.771	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.925	E	0.963	E	0.925	E
				Weekday Post-Event	0.652	B	0.660	B	0.627	B
				Weekend Pre-Event	0.950	E	0.989	E	0.932	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.904	E	0.860	D
				Weekday Post-Event	0.542	A	0.552	A	0.513	A
				Weekend Pre-Event	0.889	D	0.936	E	0.868	D
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.784	C	0.784	C		
				Weekday Post-Event	0.511	A	0.511	A		
				Weekend Pre-Event	0.768	C	0.768	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.525	A	0.541	A		
				Weekday Post-Event	0.249	A	0.266	A		
				Weekend Pre-Event	0.466	A	0.483	A		
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.875	D	0.882	D		
				Weekday Post-Event	0.502	A	0.502	A		
				Weekend Pre-Event	0.737	C	0.744	C		
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.930	E		
				Weekday Post-Event	0.577	A	0.597	A		
				Weekend Pre-Event	0.872	D	0.875	D		

TABLE 3.14-60
INTERSECTION OPERATIONS – ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project		Adjusted Baseline Plus Project with Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/ Overhill Drive/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.033	F	1.040	F		
				Weekday Post-Event	0.549	A	0.549	A		
				Weekend Pre-Event	0.798	C	0.798	C		
113	Crenshaw Dr/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.690	B	0.807	D		
				Weekday Post-Event	0.389	A	0.399	A		
				Weekend Pre-Event	0.586	A	0.701	C		
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.722	C	0.815	D		
				Weekday Post-Event	0.496	A	0.606	B		
				Weekend Pre-Event	0.667	B	0.749	C		
		HCM	Caltrans	Weekday Pre-Event	18.1	B	20.7	C		
				Weekday Post-Event	14.7	B	14.9	B		
				Weekend Pre-Event	17.6	B	18.2	B		
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A	N / A	N / A
				Weekday Post-Event			80.6	F	36.4	D
				Weekend Pre-Event			N / A	N / A	N / A	N / A
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		55.5	E	60.0	E
				Weekday Post-Event			N / A	N / A	N / A	N / A
				Weekend Pre-Event			26.1	C	22.1	C

NOTES:
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions.

N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions

*** Represents over-saturated conditions (i.e., average delay exceeds five minutes) Per the HCM, delay estimates in over-saturated conditions are unreliable.

Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.
Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because microsimulation analysis of mitigations reveals effects on nearby intersections.

SOURCE: Fehr & Peers, 2019.

Weekday Post-Event Peak Hour

Of the 11 significant intersection impacts, the above mitigation measures would cause five to become less than significant. These mitigation measures would cause an additional two intersections to become new secondary, significantly impacted locations. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 94 percent (Adjusted Baseline Plus Project without mitigation) to 95 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 26 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 11 to become less than significant. These mitigation measures would cause an additional one intersection to become a new secondary, significantly impacted location. The average percent demand served at the 68 intersections analyzed using microsimulation increased from 91 percent (Adjusted Baseline Plus Project without mitigation) to 95 percent with the recommended mitigation measures in place.

The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. The above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there are no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

Impact 3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-16 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 13,863 vehicles under Adjusted Baseline Plus Project (Ancillary Land Uses) conditions.

This impact is considered **significant**.

Mitigation Measure 3.14-4(a)

Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a).

Mitigation Measure 3.14-4(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Level of Significance After Mitigation: The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a Neighborhood Traffic Management Plan (NTMP). The NTMP would cover the area bounded by Hawthorne Boulevard, Hardy Boulevard, Crenshaw Boulevard, and Imperial Highway (excluding the Hollywood Park Specific Plan area). It outlines the process by which the applicant and City would engage neighborhood groups, businesses, and stakeholders to develop a plan that has broad consensus and protects the neighborhood from unwanted traffic intrusion during events at the Proposed Project. It was not possible for the Draft EIR to identify a solution with broad consensus among stakeholders that would fully address and mitigate the traffic levels expected on the impacted streets. Such an effort would require extensive public outreach, as well as detailed study of how various measures could be implemented to reduce volumes on street segments identified as having significant street impacts without causing additional impacts on nearby streets. The NTMP lays out the process to be undertaken to complete this assessment.

At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Although implementation of the TDM Program may reduce vehicle trips, the precise degree of trip reduction cannot be precisely quantified to determine whether an impact could be avoided at any potentially impacted neighborhood street. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the Draft EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-23 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 13,866 vehicles with a 2,000-person corporate/community event and 14,171 vehicles with a 7,500-person sports/gathering event.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Adjusted Baseline No Project conditions to 3,087 vehicles with a 2,000-person corporate/community event and 3,128 vehicles with a 7,500-person sports/gathering event.

These impacts are considered **significant**.

Although a 7,500-person sports/gathering event would result in the local street segment of West 102nd between Doty Avenue and Yukon Avenue carrying 3,107 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying over 4,600 vehicles per day if the project was not constructed (i.e., because it would not be discontinuous east of South Prairie Avenue).

Mitigation Measure 3.14-5

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Level of Significance After Mitigation: The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. At this time, the effectiveness of the NTMP element of the TMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-32 and based on the significance criteria, the following neighborhood street segments would be significantly impacted:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 13,059 vehicles under Adjusted Baseline No Project conditions to 14,982 vehicles with a major event. On a weekend day, this segment would experience an increase in daily traffic from 11,600 vehicles under Adjusted Baseline No Project conditions to 13,442 vehicles with a major event.
- The collector street segment of West 104th Street between South Prairie Avenue and Doty Avenue would experience an increase in weekday daily traffic from 5,967 vehicles under Adjusted Baseline No Project conditions to 10,050 vehicles with a major event.
- The collector street segment of West 104th Street between Doty Avenue and Crenshaw Boulevard would experience an increase in weekday daily traffic from 9,001 vehicles under Adjusted Baseline No Project conditions to 10,232 vehicles with a major event.
- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Adjusted Baseline No Project conditions to 3,158 vehicles with a major event.

These impacts are considered **significant**.

It should be noted that although a major event would result in the local street segment of West 102nd Street between Doty Avenue and Yukon Avenue carrying 3,549 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying over 4,600 vehicles per day if the project was not constructed.

Mitigation Measure 3.14-6

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Level of Significance After Mitigation: The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. At this time, the effectiveness of the NTMP element of the TMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-7: Operation of the Proposed Project ancillary land uses could have the potential to cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Less than Significant)

As presented in Table 3.14-17 and based on the significance criteria, the Proposed Project ancillary land uses would not result in significant impacts on study freeway components. According to Table 3.14-18 and the significance criteria, the Proposed Project ancillary land uses would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold.

These impacts are considered **less than significant**.

Mitigation Measures

None required.

Impact 3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Weekday AM Peak Hour

As presented in Table 3.14-24 and based on the significance criteria, a 2,000-person weekday event at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components):

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- Seven impacted components on Westbound I-105

Weekday PM Peak Hour

As presented in Table 3.14-24 and based on the significance criteria, a 7,500-person weekday afternoon event at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components):

- Two impacted components on Northbound I-405
- Three impacted components on Southbound I-405
- One impacted component on Westbound I-105
- Five impacted components on Eastbound I-105
- Two impacted components on Northbound I-110
- Two impacted components on Southbound I-110

These impacts are considered **significant**.

As presented in Table 3.14-25 and based on the significance criteria, daytime events at the Proposed Project Arena would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold. Therefore, freeway off-ramp queuing impacts are considered **less than significant**.

Mitigation Measure 3.14-8(a)

Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).

Mitigation Measure 3.14-8(b)

The project applicant shall work with Caltrans to implement the following traffic management system improvements along the I-105 corridor:

a) Changeable message sign (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound South Prairie Avenue off-ramp.

b) CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp.

c) Closed circuit television cameras on the westbound Crenshaw Boulevard off-ramp, the South Prairie Avenue off-ramp, the westbound Hawthorne Boulevard off-ramp, and the eastbound 120th Street off-ramp to I-105.

Level of Significance After Mitigation: The freeway component impacts are considered to be **significant and unavoidable** despite the presence of the above mitigation measures. Implementation of these measures would not guarantee that operations at each impacted component would be restored to 'no project' levels. Freeway off-ramp queuing under this scenario would be **less than significant** and require no mitigation.

Impact 3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

As presented in Table 3.14-33 and based on the significance criteria, major events at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components). According to Table 3.14-34 and the significance criteria, major events at the Proposed Project Arena would cause freeway off-ramps to have queue lengths that exceed the applicable threshold.

Weekday Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- One impacted component on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

Weekday Post-Event Peak Hour

- One impacted component on Northbound I-405
- One impacted component on Eastbound I-105
- One impacted component on Westbound I-105

Weekend Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- One impacted component on Westbound I-105
- Project causes queues to exceed storage at two freeway off-ramps

These impacts are considered **significant**.

Mitigation Measure 3.14-9(a)

Implement mitigation measure 3.14-3(h) ((I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-9(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-9(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets).

Mitigation Measure 3.14-9(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-9(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-9(f)

Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).

Mitigation Measure 3.14-9(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

Level of Significance After Mitigation: The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on each of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved (for the more critical weekday pre-event peak hour):

- At the I-405 Northbound off-ramp at West Century Boulevard, the maximum vehicle queue would be reduced from an estimated 4,075 feet (without mitigation) to 2,325 feet with mitigation, which is less than the applicable 3,600-foot storage. Thus, storage would be adequate with mitigation.

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from an estimated 5,465 feet (without mitigation) to 3,194 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.

- The surface street improvements and traffic management strategies would result in a small decrease in the maximum queue at the I-405 southbound off-ramps onto La Cienega Boulevard. However, the more southerly ramp (south of West Century Boulevard) would continue to exceed the applicable storage threshold.

If implemented, these measures would reduce the off-ramp queues to within the applicable ramp storage threshold at two of the three impacted off-ramps during the weekday and weekend pre-event peak hours. However, the maximum queue at the I-405

southbound off-ramp onto La Cienega (south of West Century Boulevard) would continue to exceed the applicable storage threshold. Since these improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed. The freeway component impacts are considered to be **significant and unavoidable**.

Impact 3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds. (Significant and Unavoidable)

Table 3.14-40 presented the weekday daily VMT estimates associated with the ancillary land uses. The impact on VMT of the office, practice facility, and sports medicine clinic components of the Proposed Project would be considered **less than significant** as the daily work VMT per employee is estimated at 15.0, less than the 15.8 threshold (15 percent less than the regional daily work VMT value of 18.6[28]).

The retail component impact on VMT would be considered **significant** as it is considered to be regional-serving (i.e., a team store not catering to the local area) and it would generate a net increase in daily VMT.

The restaurant uses could be considered both local- and regional-serving in that they would attract local patronage on non-event days and regional patronage associated with the event on event days. Since the regional patronage associated with events is considered as part of the event VMT impacts, the restaurant uses' impact on VMT by themselves are considered to be **less than significant**.

The hotel component impact on VMT would be considered **significant** as it would generate a net increase in daily VMT.

Tables 3.14-41, 3.14-42, and 3.14-43 display the estimated VMT generated by daytime events, VMT generated by major events, and the net change in daily VMT generated by each analyzed event type at the Proposed Project for new events and for events transferred from other venues in the region. Additionally, other events that would be hosted within the event component of the Proposed Project (e.g., medium and small concerts, daytime family shows, corporate events, and other sporting or entertainment events) also would generate VMT, and a corresponding net increase in VMT per event and per attendee as seen for major events. The event component of the Proposed Project would generate a net increase in VMT and would therefore be considered **significant**.

The Proposed Project impact on VMT under Cumulative conditions and concurrent event conditions would effectively be the same as those under Adjusted Baseline conditions, as the Proposed Project would generate the same levels of VMT. In the concurrent event scenario, with

[28] Southern California Association of Governments 2016 RTP/SCS regional travel demand model, as run by Fehr & Peers.

Proposed Project attendees parking further from the Proposed Project, the VMT levels would likely be slightly lower.

Mitigation Measure 3.14-10(a)

Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).

Mitigation Measure 3.14-10(b)

The project applicant shall operate a shuttle to transport hotel guests between the hotel and Los Angeles International Airport, if warranted by demand.

Level of Significance After Mitigation: As the significance thresholds for events, the hotel, and the regional retail use is any net increase in VMT, these measures would reduce the magnitude of the impacts on VMT but would not reduce them to less than significant. The Proposed Project impacts on VMT would be **significant and unavoidable**.

Impact 3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions. (Significant and Unavoidable)

The Proposed Project is not expected to require any temporary bus route detours or temporary stop locations, and therefore would not affect route length. However, project vehicular traffic has the potential to affect on-time performance for buses operating in the study area (particularly along South Prairie Avenue and West Century Boulevard) because of congestion associated with event arrival and departure traffic, as documented in Impact 3.14-2 and Impact 3.14-3. This impact is considered **significant**.

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX transit corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX transit corridor is grade separated at most major arterial crossings. However, increased ridership demand associated with the Proposed Project, especially at the Downtown Inglewood and Hawthorne/ Lennox Stations, would increase station dwell time compared with non-event days. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be **less than significant**.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along South Prairie Avenue. According to Table 3.14-27 and 3.14-28**,** a major event at the Proposed Project would generate 16 pre-event peak hour shuttle buses that would use

this turnout. During the post-event peak hour, 20 shuttles would need to arrive and depart in less than one hour as attendees exit the event and wait for the shuttle bus to be transported to a light rail station. The 120-foot turn bay would enable no more than two buses to simultaneously load/unload passengers. Observations at other major events suggest that it may take up to five minutes of elapsed time for a bus to arrive, load passengers, and then depart, suggesting a capacity to accommodate no more than 24 shuttles per hour. However, to the extent congestion on South Prairie Avenue blocks ingress or egress from the turnout, an even longer shuttle bus service period may be required. To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the addition of event traffic blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. As such, the Proposed Project's incorporation of a 120-foot bus pull-out to accommodate shuttle buses on South Prairie Avenue would fail to provide adequate access to transit due to potential delays in shuttle service, which is considered a **significant impact**.

The following mitigation measures have been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-11(a)

Implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of intersection improvements identified in Mitigation Measures 3.14-2 and 3.14-3.

Mitigation Measure 3.14-11(b)

Implement Mitigation Measure 3.14-3(f), to extend the proposed shuttle bus pull-out on the east side of South Prairie Avenue to the South Prairie Avenue/West Century Boulevard intersection.

Level of Significance After Mitigation: Implementation of Mitigation Measure 3.14-11(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on South Prairie Avenue and West Century Boulevard affecting public bus operations and congestion on South Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event TMP would require that the Arena operator to provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-11(a), the Event TMP, would reduce transit impacts associated with public bus operations and attendees using shuttles to access light rail.

Mitigation Measure 3.14-11(b) would provide additional load/unload area for shuttles and would also allow for the lane to serve as a bus queue jumper (operated by traffic control officers) at the South Prairie Avenue/West Century Boulevard intersection during the pre-event and post-event period.

Since these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions, the impacts on public bus operations are considered **significant**

and unavoidable. Implementation of Mitigation Measure 3.14-11(b), when paired with implementation of Mitigation Measure 3.14-11(a) the Event TMP, would reduce transit impacts associated with attendees using shuttles to access light rail to **less than significant**.

Impact 3.14-12: The Proposed Project could have the potential to adversely affect existing or planned bicycle facilities; or fail to adequately provide for access by bicycle. (Less than Significant)

There are no existing bicycle facilities in the immediate vicinity of the Proposed Project. The City of Inglewood Circulation Element indicates that there are Class I bike paths along West Century Boulevard on the south side of the Hollywood Park site and along South Prairie Avenue on the west side of the Hollywood Park site. However, those facilities are no longer present. The Circulation Element also indicates that there are Class III facilities on Yukon Avenue south of West Century Boulevard and on West 104th Street east of Yukon Avenue and a potential route on West 104th Street between South Prairie Avenue and Yukon Avenue. However, there are no signs or pavement markings designating these facilities. No bike facilities are planned by the City of Inglewood on streets adjacent to the Project Site.

The Proposed Project includes 23 spectator and 60 employee on-site bike parking spaces, which exceeds the City's bicycle parking code.[29] The spectator bike parking spaces would be located within the West Parking Garage, and would be accessed via West Century Boulevard or South Prairie Avenue. Employee bike parking would be located on the Project Site to the east of the arena and would be accessed via the driveway on West 102nd Street west of Doty Avenue.

As there are no existing or planned bicycle facilities adjacent to the Proposed Project, no bicycle facilities would be adversely affected by construction of the Proposed Project. Although new curb cuts would be created by the Proposed Project, they would not be on streets with existing or planned bicycle facilities. The Proposed Project would provide amenities and facilities to accommodate bicyclists and would not adversely affect any existing or planned bicycle facilities. Therefore, project impacts on the bicycle facilities are considered **less than significant**, and no mitigation measures are required.

Cumulative impacts are also considered less than significant as the growth in cumulative traffic volumes related to reasonably foreseeable cumulative projects (including any planned transportation improvements and buildout of Hollywood Park Specific Plan Phase 2), would also not adversely affect any existing or planned bicycle facilities in the vicinity of the Proposed Project. Impacts under a concurrent event scenario, with major events at the Proposed Project

[29] Inglewood Municipal Code Section 12-42.1(C)(3) states: "Bicycle racks, bicycle lockers or other secure bicycle parking shall be provided to accommodate four bicycles per the first fifty thousand square feet of nonresidential building area and one additional bicycle per each additional fifty thousand square feet of nonresidential building area. Calculations that result in a fraction of 0.5 or higher shall be rounded to the next higher whole number." Based on a project size of approximately 1,179,000 square feet, as described in the project description, the Municipal Code requires that the Proposed Project provide 27 bicycle spaces.

occurring concurrently or overlapping with events at The Forum and the NFL Stadium, are also considered less than significant as those impacts would not combine to adversely affect existing or planned bicycle facilities in the vicinity of the Proposed Project or fail to adequately provide for access by bicycle.

Mitigation Measures

None required.

Impact 3.14-13: The Proposed Project could have the potential to adversely affect existing or planned pedestrian facilities, or fail to adequately provide for access by pedestrians. (Less than Significant with Mitigation)

The east leg crosswalk across West Century Boulevard at South Prairie Avenue would operate very near unacceptable pedestrian densities during peak event periods given the heavy volume of pedestrians crossing to walk between the Proposed Project and parking areas at Hollywood Park. This impact is considered **significant**.

The following physical mitigation measure was identified that could reduce impacts to pedestrian facilities.

> **Mitigation Measure 3.14-13**
>
> *The project applicant shall widen the east leg crosswalk across West Century Boulevard at South Prairie Avenue to 20 feet.*
>
> **Level of Significance After Mitigation:** The widened crosswalk would provide sufficient capacity for the anticipated pedestrian flows. The impact would be mitigated to **less than significant**.
>
> The widened crosswalk may also encourage more pedestrians destined to/from the parking areas in the northeast part of Hollywood Park to use the north sidewalk along West Century Boulevard rather than the south sidewalk, which would improve conditions for pedestrians using the south sidewalk to walk to/from the East Transportation Center and Garage.
>
> This mitigation measure would not be required if the West Century Boulevard Pedestrian Bridge Project Variant is constructed. Under this condition, pedestrian travel in this crosswalk should be prohibited during the pre-event and post-event peak periods.
>
> Cumulative impacts are also considered less than significant as the cumulative projects would not add a significant number of pedestrians to the analyzed sidewalk and crosswalk facilities near the Proposed Project. Mitigation Measure 3.14-13 would ensure that any cumulative pedestrian impacts would also be less than significant with mitigation.
>
> Impacts under a concurrent event scenario, with major events at the Proposed Project occurring concurrently or overlapping with events at The Forum and/or the NFL

Stadium, are also considered less than significant as the anticipated pedestrian flows would not add a significant number of pedestrians (beyond conditions analyzed under the Adjusted Baseline Plus Project Major Event Scenario) to the analyzed sidewalk and crosswalk facilities near the Proposed Project analyzed during the pre-event and post-event peak hours. It is anticipated that events at The Forum would generate relatively few added pedestrians near the Proposed Project given their physical distance from one another and availability of parking on-site at The Forum. It is anticipated that pedestrians attending events at the NFL Stadium would primarily utilize the HPSP internal pedestrian network if they park on-site. Alternately, they would utilize pedestrian facilities beyond the limits of the pedestrian study area for the Proposed Project if they parked off-site and relied on shuttles to access the NFL Stadium. As such, under a concurrent event scenario, those impacts would not combine to adversely affect existing or planned pedestrian facilities near the Proposed Project or fail to adequately provide for pedestrian access; heavier volumes of traffic on concurrent event days would not result in inadequate pedestrian access in the vicinity of the Proposed Project.

Impact 3.14-14: The Proposed Project could have the potential to result in inadequate emergency access under Adjusted Baseline conditions. (Less than Significant with Mitigation)

Project Site Access

The Proposed Project site plan (see Figure 2-7) indicates that emergency vehicles would be able to access the Project Site from all perimeter roads (i.e., West Century Boulevard, South Prairie Avenue, and West 102nd Street). Los Angeles County Fire Department Stations 18 and 170 are located to the southwest and southeast of the project, approximately 1 mile and 1.4 miles by road from the Project Site, respectively. The Inglewood Police Department is located next to City Hall, west of La Brea Avenue north of Manchester Boulevard, approximately 1.7 miles by road from the Project Site. As described in Section 3.13, Public Services, the HPSP Adjusted Baseline projects include construction of an Inglewood PD substation to be located inside one of the HPSP parking structures. The substation will be equipped with offices, an interview room, and work area for use by Inglewood PD officers and personnel. The emergency room at the Centinela Hospital Medical Center (CHMC), one of the top 10 busiest privately-run emergency rooms in Los Angeles County,[30] is located on Myrtle Avenue approximately 0.6 miles by road northwest of the Project Site.

Event-related traffic conditions on local streets in the vicinity have affected access for emergency vehicles and other vehicles traveling to CHMC for many years. Hollywood Park racetrack hosted events with attendance in excess of 30,000 for decades before it closed in 2013, and was already present on South Prairie Avenue when CHMC was opened in 1960. The Forum has hosted events of 17,500 or more persons for over 50 years. The location of these event facilities is approximately one-half mile north of the Project Site, and thus the locations of congestion from events at these facilities may be somewhat further to the north compared to that described for the Proposed Project.

[30] https://www.centinelamed.com/Services/Emergency-Services.aspx, accessed July 24, 2019.

Figure 2-7 shows emergency vehicle access routes wrapping around the arena building from West Century Boulevard to South Prairie Avenue with an additional connection to West 102nd Street, along the west side of the West Parking Garage from West Century Boulevard to West 102nd Street, along the east side of the West Parking Garage from West Century Boulevard, and along the west side of the East Parking Garage from West Century Boulevard. During certain specific events, medical personnel would be present on-site along with an ambulance. During larger events, traffic control officers would be present to control crowds and facilitate emergency vehicle access onto the Project Site, if needed.

Street Vacations

The proposed closure of West 101st Street through the Project Site west of South Prairie Avenue would not substantially affect emergency access to land uses along West 101st Street to the west of the Project Site since access to West 101st Street would remain available from Freeman Avenue and Hawthorne Boulevard as well as from West Century Boulevard and West 102nd Street via the new public access roadway to be constructed along the west side of the West Parking Garage. The closure of West 102nd Street through the Project Site east of South Prairie Avenue would not substantially affect emergency access to land uses along West 102nd Street to the east of the Project Site since access to West 102nd Street would remain available from Doty Avenue and Yukon Avenue.

Congestion Effects

As presented in Table 3.14-15, on non-event days increased traffic generated by the Proposed Project would not result in substantial increases in vehicle delay for emergency vehicles or other persons accessing the emergency room at CHMC in their personal vehicles. On days with larger daytime events and major events, congestion associated with event arrival and departure traffic would significantly impact intersection operating conditions at numerous intersections in the vicinity of the site, as documented in Impact 3.14-2 and Impact 3.14-3.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to CHMC could result in slower travel times and potentially the need to reroute emergency vehicles and other vehicles traveling to the hospital. Drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at the CHMC in their personal vehicles. For this reason, the impact on emergency access is considered **significant**.

Mitigation Measure 3.14-14

The project applicant shall work with the City and the Centinela Hospital Medical Center (CHMC) to develop and implement a Local Hospital Access Plan that would maintain

reasonable access to the hospital by emergency and private vehicles accessing the CHMC emergency room. Measures to be included in the plan could include, but may not be limited to, the following:

a) Development of a wayfinding program that consists of the following:

Placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events. This program would benefit from the project financial contribution to the City's ITS program (see Mitigation Measure 3.14-2(o)) by including cameras, vehicle queue spillback detection loops on eastbound West Century Boulevard, and other technologies which, if implemented, could enable the wayfinding signs to be automatically illuminated when necessary.

b) Coordination with CHMC regarding updates to their website and any mobile apps so that employees, visitors, and patients visiting those sites are provided with advanced information of when events are scheduled.

c) Provide direction to TCOs regarding best practices for accommodating emergency vehicles present in congested conditions during pre-event and post-event conditions.

The Local Hospital Access Plan shall consider, develop, and implement solutions to address potential access restrictions caused by construction activity at the Project (see Impact 3.14-15). The Plan shall have a monitoring and coordination component including observations of accessibility to the Emergency Department during periods when events are and are not being held at the Project. Coordination would include participation by the project applicant in quarterly working group meetings with hospital administrators to identify and address circulation concerns.

The Local Hospital Access Plan shall be reviewed by the City, the Police Department, Los Angeles County Fire Department, and approved by the City prior to the first event at the Project arena.

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Impact 3.14-15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions. (Significant and Unavoidable)

Construction of the Arena Site is expected to take approximately 36 months. Construction of the West Parking Garage Site is expected to take approximately 20 months. Construction of the East Transportation and Hotel Site is expected to take approximately 13 months. The construction periods would overlap, and the overall construction period for the entirety of the Proposed Project would be 40 months.

Construction of the project would involve large amounts of grading, earthwork, and construction activities over an extended period of time. Large numbers of trucks and employee trips would enter and exit the area during construction. The potential for temporary impacts on traffic, access, public transit, and parking was assessed against the significance criteria presented in Section 3.14.4.

Temporary Traffic Impacts

During construction of the Arena Site, the easternmost travel lane of northbound South Prairie Avenue would be fenced and closed to travel from West 103rd Street to West Century Boulevard. The southernmost lane on eastbound West Century Boulevard would also be closed to traffic from South Prairie Avenue to approximately 450 feet east, in front of the Airport Park View Hotel. The southernmost lane on eastbound West Century Boulevard adjacent to the West Parking Garage Site would be closed during the construction of the West Parking Garage Site. South Prairie Avenue and West Century Boulevard are both designated as major arterials in the City of Inglewood General Plan.

The temporary but prolonged elimination of the third travel lane in the northbound and eastbound approaches through the South Prairie Avenue/West Century Boulevard intersection would reduce the intersection's capacity. During the weekday AM peak hour, operations would remain at LOS C, though the v/c ratio would increase from 0.704 (existing) to 0.782. During the weekday PM peak hour, operations would worsen from LOS D (v/c ratio = 0.839) to LOS F (v/c ratio = 1.058). This level of degraded operations would remain during the vast majority of the approximate three-year construction period. The number of employees and trucks traveling to/from the site would vary throughout the construction period. To the extent these vehicles travel through the South Prairie Avenue/West Century Boulevard during these peak hours to park near the site, deliver materials, etc., operations would be further degraded.

Construction of the pedestrian bridge spanning South Prairie Avenue would require the full closure of South Prairie Avenue for three nights and the closure of select lanes on South Prairie Avenue for three to four nights. There are no police or fire stations located near to these locations. However, there is an emergency room located at CHMC located approximately 0.4 miles northwest of the intersection of South Prairie Avenue and West Century Boulevard. These impacts are considered **significant**.

Temporary Loss of Access

The sidewalks along the South Prairie Avenue frontage and the West Century Boulevard frontage would be closed to pedestrians, requiring that pedestrians be routed to the opposite side of the street. Driveway access to the residences at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be maintained for the duration of project construction. These impacts are considered **less than significant** because crosswalks are present along both corridors and the overall amount of diverted walking is not considerable.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

Two existing bus stops at the southeast corner of West Century Boulevard and South Prairie Avenue would be removed and relocated as part of the Project. The bus stop that serves Metro line 117, east of South Prairie Avenue, for eastbound traffic on West Century Boulevard would be temporarily relocated to the west side of the intersection during Project construction, then permanently relocated back to the east side of the intersection directly in front of the proposed plaza. The bus stop that serves Metro lines 212/312, south of West Century Boulevard, for northbound traffic on South Prairie Avenue would be permanently relocated to the northeast corner of the intersection. No other bus stops would be affected. These impacts are considered **less than significant** because bus service would not be interrupted during construction.

Temporary Loss of On-Street Parking

No on-street parking is provided on South Prairie Avenue or West Century Boulevard in the vicinity of the Project Site; thus closure of traffic lanes on these streets would not create a loss of on-street parking. On-street parking could potentially be temporarily affected along the north side of West 102nd Street along its frontages adjacent to the West Parking Garage site and the East Transportation Center site. Parking is not considered a direct environmental impact under CEQA, parking is available on other sections of West 102nd Street and on other streets in the area, and public transit is available within walking distance. These impacts are therefore considered **less than significant**.

Mitigation Measure 3.14-15

Before issuance of grading permits for any phase of the Project, the project applicant shall prepare a detailed Construction Traffic Management Plan that will be subject to review and approval by the City Department of Public Works, in consultation with affected transit providers and local emergency service providers. The plan shall ensure that acceptable operating conditions on local roadways are maintained. At a minimum, the plan shall include:

a) Identification of haul routes and truck circulation patterns; not permitting trucks to travel on residential streets.

b) Time of day of arrival and departure of trucks.

c) Limitations on the size and type of trucks; provision of a staging area with a limitation on the number of trucks that can be waiting; not permitting trucks to park or stage on residential streets.

d) Preparation of worksite traffic control plan(s) for lane and/or sidewalk closures.

e) Identification of detour routes and signing plan for street/lane closures.

f) Provision of driveway access plan so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pick up and drop off areas).

g) Maintain safe and efficient access routes for emergency vehicles and transit.

h) Manual traffic control when necessary.

i) Provisions for pedestrian and bicycle safety.

j) Identification of locations for construction worker parking; not permitting construction worker parking on residential streets.

k) Strategies to reduce the proportion of employee and delivery trips made during weekday AM and PM peak hours through employee shift and construction material delivery scheduling.

l) Strategies to be undertaken (e.g., alternate routing/parking of employees and deliveries, etc.) to reduce the adverse effects during events at The Forum or NFL Stadium of construction-related closures of travel lanes along the project frontage.

A copy of the construction traffic management plan shall be submitted to local emergency response agencies and transit providers, and these agencies shall be notified at least 30 days before the commencement of construction that would partially or fully obstruct roadways.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. Lane closures at the South Prairie Avenue/West Century Boulevard intersection would cause temporary, but noticeable worsening of traffic conditions throughout construction. This impact is considered **significant and unavoidable**.

Cumulative Project Impacts and Mitigation Measures

Impact 3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-44 and based on the significance criteria, the following four intersections would be significantly impacted by the Proposed Project ancillary land uses under cumulative conditions:

AM Peak Hour

- South Prairie Avenue/West Century Boulevard (City of Inglewood)

PM Peak Hour

- South Prairie Avenue/West Century Boulevard (City of Inglewood)
- South Prairie Avenue/West 104th Street (City of Inglewood)
- South Prairie Avenue/112th Street/I-105 Off Ramp (City of Inglewood and Caltrans)
- South Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

These impacts are considered **significant**.

Mitigation Measure 3.14-16(a)

Implement Mitigation Measure 3.14-1(a) (Elements of the TDM Program for daytime and non-event employees).

Mitigation Measure 3.14-16(b)

Implement Mitigation Measure 3.14-3(f) (Implement northbound exclusive right-turn lane and overlap phase on South Prairie Avenue at West Century Boulevard).

Mitigation Measure 3.14-16(c)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).

Level of Significance After Mitigation: The modification at the South Prairie Avenue/ I-105 off-ramp/112th Street intersection, if implemented, would improve operations from LOS E (with project) to D (with project and mitigation) during the weekday PM peak hour, thereby mitigating this impact to less than significant. Since the improvement involves another jurisdiction in addition to the City of Inglewood, however, its implementation cannot be guaranteed and the impact is considered to be **significant and unavoidable**. The addition of a northbound left-turn lane at the South Prairie Avenue/ West Century Boulevard intersection does not improve its operation during this time period, but does benefit operations during other time periods and scenarios.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-61**. Of the four significant intersection impacts identified, the above mitigation measures would cause one to become less than significant. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there are no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

TABLE 3.14-61
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (ANCILLARY) WITH MITIGATION CONDITIONS

					Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
43	South Prairie Ave & West Century Blvd	ICU	Inglewood	AM	0.964	E	0.992	E	0.984	E
				PM	1.022	F	1.038	F	1.031	F
60	South Prairie Ave & West 104th St	ICU	Inglewood	AM	0.721	C	0.755	C		
				PM	0.715	C	0.762	C		
75	South Prairie Ave & 112th St/ 105 off ramp	ICU	Inglewood	AM	0.834	D	0.852	D	0.769	C
				PM	0.971	E	0.984	E	0.829	D
78	South Prairie Ave & Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.023	F		
				PM	0.960	E	0.970	E		

NOTES:
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

AM Peak Hour

Significant cumulative impacts were identified for a 2,000-person weekday morning event based on the results in Table 3.14-58A and the significance criteria. The following 17 intersections would be significantly impacted by a 2,000-person weekday morning event under cumulative conditions:

- La Cienega Boulevard/I-405 Ramps North (Cities of Inglewood and Los Angeles)
- La Cienega Boulevard/West Century Boulevard (Cities of Inglewood and Los Angeles)
- Felton Ave/West Century Blvd (City of Inglewood)
- South Prairie Avenue/West Century Boulevard (City of Inglewood)
- Doty Ave/West Century Blvd (City of Inglewood)
- Yukon Ave/West Century Blvd (City of Inglewood)
- Club Drive/West Century Boulevard (City of Inglewood)
- 11th Avenue/Village Avenue/West Century Boulevard (City of Inglewood)
- Crenshaw Boulevard/West Century Boulevard (City of Inglewood)
- Van Ness Avenue/West Century Boulevard (Cities of Los Angeles and Inglewood)
- South Prairie Avenue/West 104th Street (City of Inglewood)
- Yukon Avenue/West 104th Street (City of Inglewood)
- Crenshaw Boulevard/West 104th Street (City of Inglewood)
- South Prairie Avenue/Lennox Boulevard (City of Inglewood)
- South Prairie Avenue/108th Street (City of Inglewood)
- South Prairie Ave/112th St/I-105 On Ramp (City of Inglewood and Caltrans)
- South Prairie Avenue/Imperial Highway (Cities of Hawthorne and Inglewood)

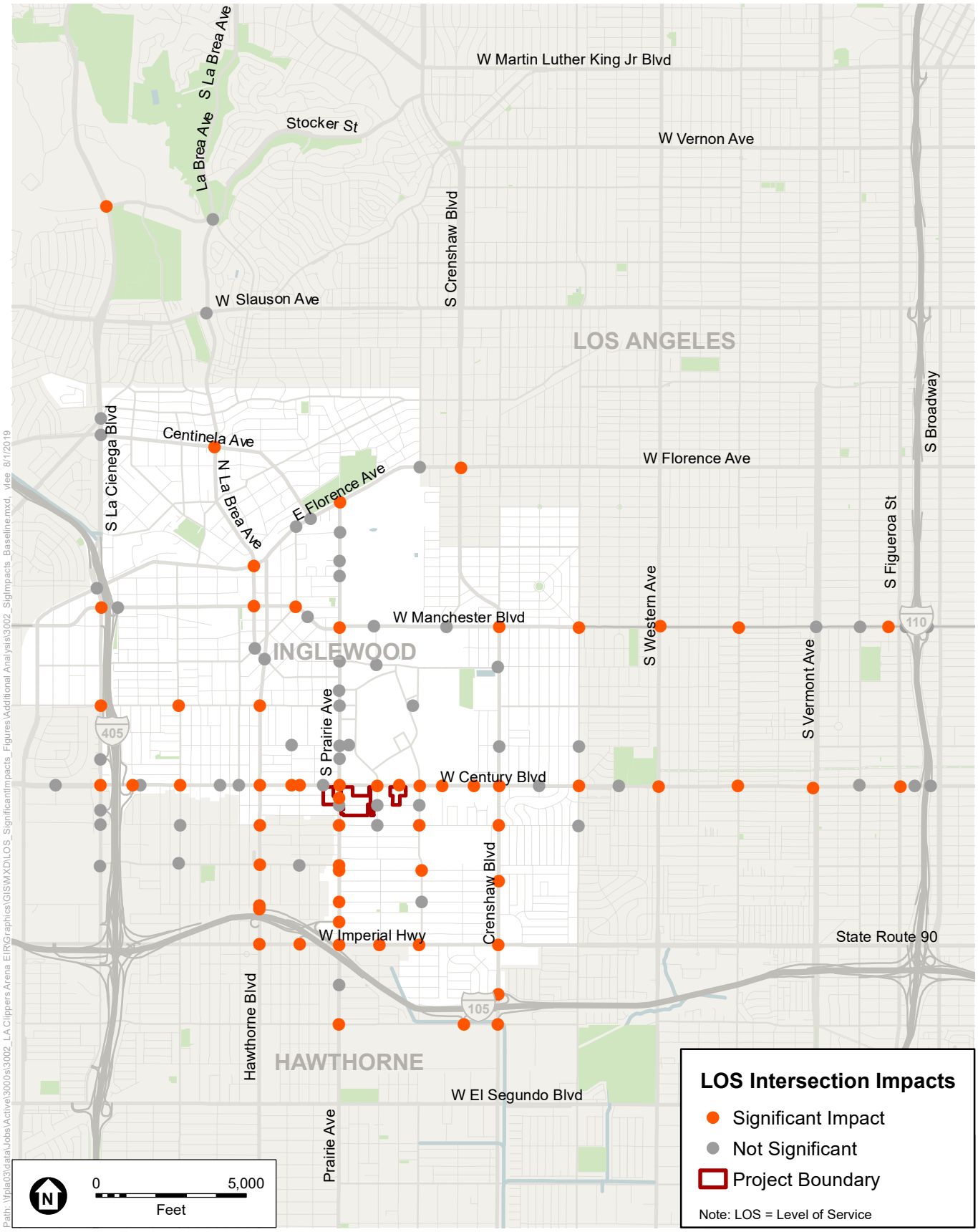
PM Peak Hour

Significant cumulative impacts were identified for a 7,500-person weekday afternoon event based on the results in Table 3.14-48B and the significance criteria. **Figure 3.14-18** displays intersections that would be significantly impacted by a 7,500-person weekday afternoon event during the weekday PM peak hour under cumulative conditions (59 intersections).

These impacts are considered **significant**.

Mitigation Measure 3.14-17(a)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-18
Impacted Intersections:
Cumulative Plus Daytime Event Weekday PM Peak Hour

ESA

Note: LOS = Level of Service

Mitigation Measure 3.14-17(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Mitigation Measure 3.14-17(c)

Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).

Mitigation Measure 3.14-17(d)

Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).

Mitigation Measure 3.14-17(e)

Implement Mitigation Measure 3.14-3(f) (South Prairie Avenue/West Century Boulevard Improvements).

Mitigation Measure 3.14-17(f)

Implement Mitigation Measure 3.14-2(f) (West 104th Street/Yukon Avenue Improvements).

Mitigation Measure 3.14-17(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-17(h)

Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard/La Brea Avenue Improvements).

Mitigation Measure 3.14-17(i)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Avenue Improvements).

Mitigation Measure 3.14-17(j)

Implement Mitigation Measure 3.14-2(j) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-17(k)

Implement Mitigation Measure 3.14-2(k) (South Prairie Avenue/120th Street Improvements).

Mitigation Measure 3.14-17(l)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).

Mitigation Measure 3.14-17(m)

Implement Mitigation Measure 3.14-2(m) (Provide TCOs on Crenshaw Boulevard at 120th Street during post-event period as part of Event TMP).

Mitigation Measure 3.14-17(n)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).

Mitigation Measure 3.14-17(o)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS Program).

Mitigation Measure 3.14-17(p)

Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard).

Mitigation Measure 3.14-17(q)

The project applicant shall restripe the northbound approach of Felton Avenue at West Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane.

Level of Significance After Mitigation: The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-62**. Of the 17 significant intersection impacts identified during the weekday AM peak hour, the above mitigation measures would cause four to become less than significant. Of the 59 significant intersection impacts identified during the weekday PM peak hour, the above mitigation measures would cause five to become less than significant. The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. Mitigation measure testing also did not account for the beneficial effects of the TMP because the static intersection analysis methods do not allow for those operational benefits to be quantified. The Event TMP includes placement of TCOs on South Prairie Avenue at the intersection with the West Garage driveway to better facilitate traffic flow. TCOs would facilitate right-turning traffic from West 102nd Street onto South Prairie Avenue. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there are no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

TABLE 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

					Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
2	La Brea Ave/ Florence Ave	ICU	Inglewood	PM	0.895	D	0.935	E		
5	South Prairie Ave/Florence Ave	ICU	Inglewood	PM	0.988	E	1.003	F		
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	PM	1.137	F	1.186	F		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	PM	0.987	E	1.012	F	0.978	E
12	Hillcrest Blvd/Manchester Blvd	ICU	Inglewood	PM	0.879	D	0.911	E		
14	South Prairie Ave & Manchester Blvd	ICU	Inglewood	AM	1.172	F	1.174	F		
				PM	1.128	F	1.161	F		
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	PM	1.474	F	1.561	F	1.431	F
21	La Cienega Blvd/Arbor Vitae St	ICU	Inglewood	PM	0.887	D	0.910	E		
		CMA	City of Los Angeles	PM	0.840	D	0.863	D		
22	Inglewood Ave/Arbor Vitae St	ICU	Inglewood	PM	0.886	D	0.933	E		
23	La Brea Ave/Arbor Vitae St	ICU	Inglewood	PM	0.803	D	0.856	D		
31	La Cienega Blvd & 405 on/off ramps (n/o West Century)	ICU	Inglewood	AM	0.950	E	1.007	F		
				PM	0.907	E	0.907	E		
		CMA	City of Los Angeles	AM	0.846	D	0.847	D		
				PM	0.786	C	0.787	C		
		HCM	Caltrans	AM	41.7	D	64.1	E		
				PM	35.8	D	36.7	D		
34	La Cienega Blvd & West Century Blvd	ICU	Inglewood	AM	1.178	F	1.207	F	1.126	F
				PM	0.907	E	0.963	E	0.906	E
		CMA	City of Los Angeles	AM	1.154	F	1.187	F	1.093	F
				PM	0.838	D	0.904	E	0.836	D
35	405 on/off ramp & West Century Blvd	ICU	Inglewood	AM	1.033	F	1.036	F	1.036	F
				PM	0.860	D	0.883	D	0.860	D
		HCM	Caltrans	AM	67.3	E	68.4	E	68.4	E
				PM	21.7	C	23.3	C	23.3	C
36	Felton Ave & West Century Blvd	ICU	Inglewood	AM	0.691	B	0.732	C	0.684	B
				PM	0.818	D	0.836	D	0.805	D

TABLE 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
37	Inglewood Ave & West Century Blvd	ICU	Inglewood	AM	1.040	F	1.046	F		
				PM	1.059	F	1.090	F		
40	Hawthorne Blvd/La Brea Blvd & West Century Blvd	ICU	Inglewood	AM	1.083	F	1.087	F	1.008	F
				PM	0.974	E	1.154	F	1.102	F
41	Myrtle Ave & West Century Blvd	ICU	Inglewood	AM	0.740	C	0.752	C		
				PM	0.627	B	0.798	C		
42	Freeman Ave & West Century Blvd	ICU	Inglewood	AM	0.628	B	0.640	B		
				PM	0.621	B	0.712	C		
43	South Prairie Ave & West Century Blvd	ICU	Inglewood	AM	0.964	E	1.037	F	1.037	F
				PM	1.022	F	1.154	F	1.154	F
44	Doty Ave & West Century Blvd	ICU	Inglewood	AM	0.939	E	0.956	E		
				PM	0.657	B	0.765	C		
45	Yukon Ave & West Century Blvd	ICU	Inglewood	AM	0.646	B	0.703	C		
				PM	0.828	D	0.917	E		
46	Club Dr & West Century Blvd	ICU	Inglewood	AM	0.802	D	0.853	D		
				PM	0.870	D	0.957	E		
47	11th Ave/Village Ave & West Century Blvd	ICU	Inglewood	AM	0.675	B	0.719	C		
				PM	0.827	D	0.895	D		
48	Crenshaw Blvd & West Century Blvd	ICU	Inglewood	AM	0.881	D	0.941	E		
				PM	0.938	E	1.035	F		
50	Van Ness Ave & West Century Blvd	ICU	Inglewood	AM	0.873	D	0.899	D		
				PM	0.894	D	0.936	E		
		CMA	City of Los Angeles	AM	0.725	C	0.753	C		
				PM	0.745	C	0.791	C		
52	Western Ave/West Century Blvd	CMA	City of Los Angeles	PM	0.976	E	1.037	F		
54	South Prairie Ave & West 102nd St	ICU HCM (Plus Proj)	Inglewood	AM	0.646	B	21.6	C		
				PM	0.632	B	***	F		
59	Hawthorne Blvd & West 104th St	ICU	Inglewood/ Los Angeles County	AM	0.658	B	0.717	C		
				PM	0.751	C	0.852	D		

TABLE 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
60	South Prairie Ave & West 104th St	ICU	Inglewood	AM	0.721	C	0.914	E		
				PM	0.715	C	1.043	F		
62	Yukon Ave & West 104th St	ICU	Inglewood	AM	0.702	C	0.796	C	0.593	A
				PM	0.606	B	0.840	D	0.840	D
63	Crenshaw Blvd & West 104th St	ICU	Inglewood	AM	0.735	C	0.809	D		
				PM	0.697	B	0.915	E		
65	Hawthorne Blvd/Lennox Blvd	ICU	Los Angeles County	PM	0.835	D	0.935	E		
67	South Prairie Ave & Lennox Blvd	ICU	Inglewood	AM	0.686	B	0.762	C		
				PM	0.786	C	1.063	F		
68	South Prairie Ave & 108th St	ICU	Inglewood	AM	0.716	C	0.811	D		
				PM	0.645	B	0.866	D		
69	Yukon Ave & 108th St	ICU	Inglewood	AM	0.525	A	0.572	A		
				PM	0.542	A	0.702	C		
70	Crenshaw Blvd/109th St	ICU	Inglewood	PM	0.647	B	0.779	C		
71	Hawthorne Blvd/111th St	ICU	Los Angeles County	PM	0.833	D	0.952	E		
72	South Prairie Ave & 111th St	ICU	Inglewood	AM	0.763	C	0.781	C		
				PM	0.720	C	0.933	E		
74	Hawthorne Blvd/WB 105 Off-Ramp	ICU	Hawthorne	PM	0.797	C	0.902	E		
		HCM	Caltrans	PM	26.6	C	57.0	E		
75	South Prairie Ave & 112th St/ 105 off ramp	ICU	Inglewood	AM	0.834	D	0.865	D	0.777	C
				PM	0.971	E	1.181	F	1.035	F
		HCM	Caltrans	AM	26.0	C	29.2	C	22.1	C
				PM	33.3	C	128.0	F	53.0	D
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	PM	0.918	E	0.929	E		
77	Freeman Ave/105 on ramp & Imperial Hwy	ICU	Hawthorne	AM	0.718	C	0.721	C		
				PM	0.867	D	1.179	F		
		HCM	Caltrans	AM	16.7	B	17.1	B		
				PM	18.5	B	49.9	D		

TABLE 3.14-62
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (DAYTIME EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
78	South Prairie Ave & Imperial Hwy	ICU	Inglewood/ Hawthorne	AM	1.016	F	1.051	F		
				PM	0.960	E	1.059	F		
79	Doty Ave/Imperial Hwy	ICU	Los Angeles County	PM	0.704	C	0.770	C		
80	Yukon Ave/Imperial Hwy	ICU	Inglewood	PM	0.685	B	0.762	C		
81	Crenshaw Blvd/Imperial Hwy	ICU	Inglewood	PM	1.007	F	1.080	F		
83	Crenshaw Blvd/WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	PM	0.908	E	1.049	F	0.979	E
		HCM	Caltrans	PM	50.0	D	71.6	E	63.2	E
84	South Prairie Ave/120th St	ICU	Hawthorne	PM	0.993	E	1.060	F	0.970	E
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	PM	0.828	D	0.958	E		
		HCM	Caltrans	PM	29.8	C	49.6	D		
86	Crenshaw Blvd/120th Street	ICU	Hawthorne	PM	0.801	D	1.164	F	0.850	D
89	HP Casino Drive & West Century Blvd	ICU	Inglewood	AM	0.571	A	0.621	B		
				PM	0.530	A	0.728	C		
91	Normandie Ave/West Century Blvd	ICU	Los Angeles County	PM	1.035	F	1.088	F		
92	Vermont Ave/West Century Blvd	ICU	Los Angeles County	PM	0.868	D	0.903	E		
107	La Brea Ave/Centinela Ave	ICU	Inglewood	PM	1.005	F	1.020	F	0.958	E
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	PM	1.000	E	1.010	F		

NOTES:
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

Significant impacts were identified based on the results in Table 3.14-52 and the significance criteria. **Figures 3.14-19**, **3.14-20**, and **3.14-21** are study area maps displaying those intersections that are significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, under cumulative conditions. These impacts are considered **significant**.

Figure 3.14-22 displays the project-specific mitigation measures associated with the Cumulative with Major Event condition.

Mitigation Measure 3.14-18(a)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-18(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Mitigation Measure 3.14-18(c)

Implement Mitigation Measure 3.14-3(c) (I-405 NB Off-Ramp Restripe at West Century Boulevard).

Mitigation Measure 3.14-18(d)

Implement Mitigation Measure 3.14-2(d) (West Century Boulevard/Hawthorne Boulevard/La Brea Boulevard Improvements).

Mitigation Measure 3.14-18(e)

Implement Mitigation Measure 3.14-3(e) (Protected or protected/permissive eastbound/ westbound left turns at South Prairie Avenue/Pincay Drive).

Mitigation Measure 3.14-18(f)

Implement Mitigation Measure 3.14-3(f) (Northbound Exclusive Right-turn Lane and TCO support at South Prairie Avenue/West Century Boulevard).

Mitigation Measure 3.14-18(g)

Implement Mitigation Measure 3.14-2(g) (I-105 Off-Ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-18(h)

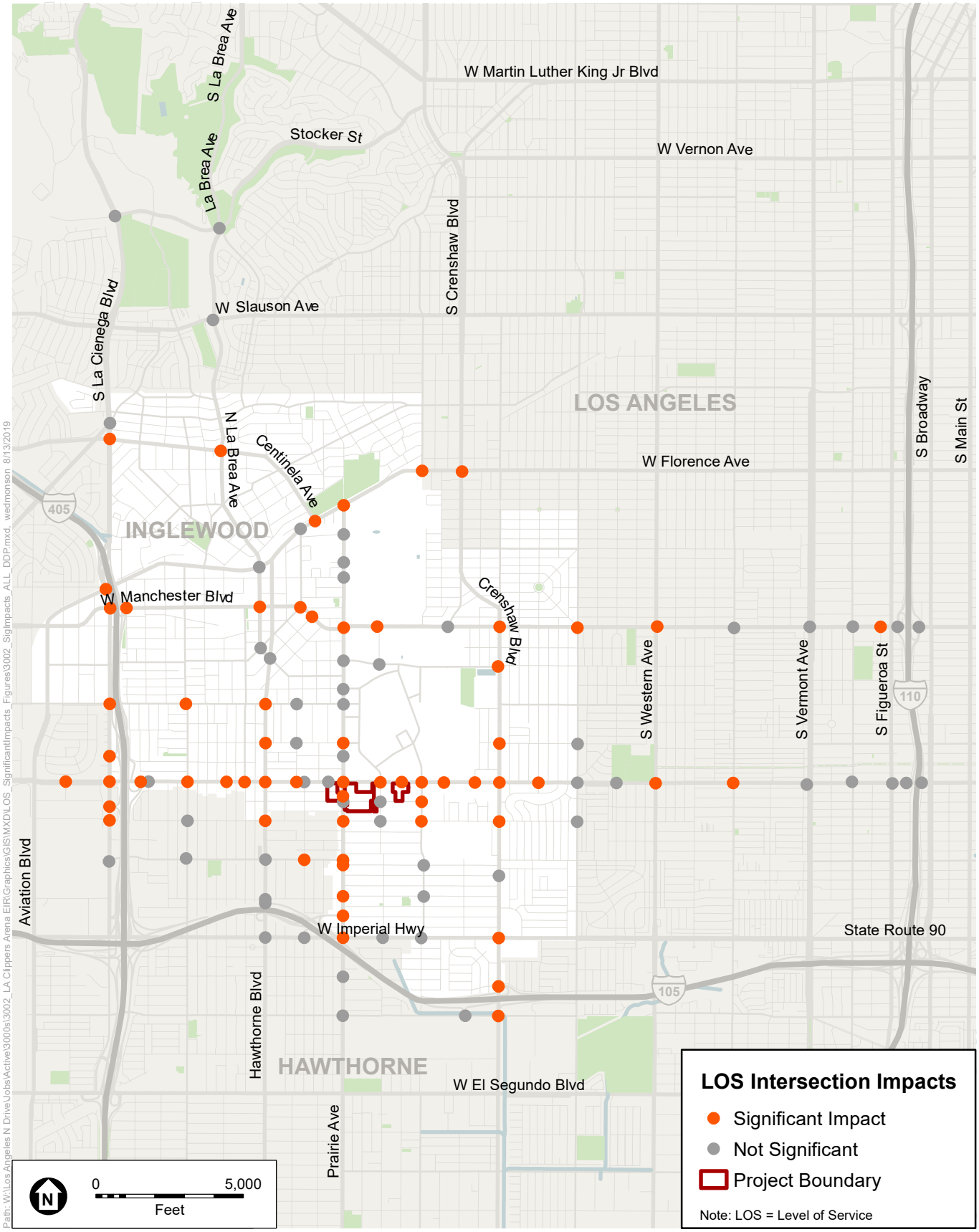
Implement Mitigation Measure 3.14-2(j) (I-105 Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-18(i)

Implement Mitigation Measure 3.14-2(l) (Crenshaw Boulevard/120th Street Improvements).

Mitigation Measure 3.14-18(j)

Implement Mitigation Measure 3.14-3(j) (La Cienega Boulevard/Centinela Avenue Improvements).

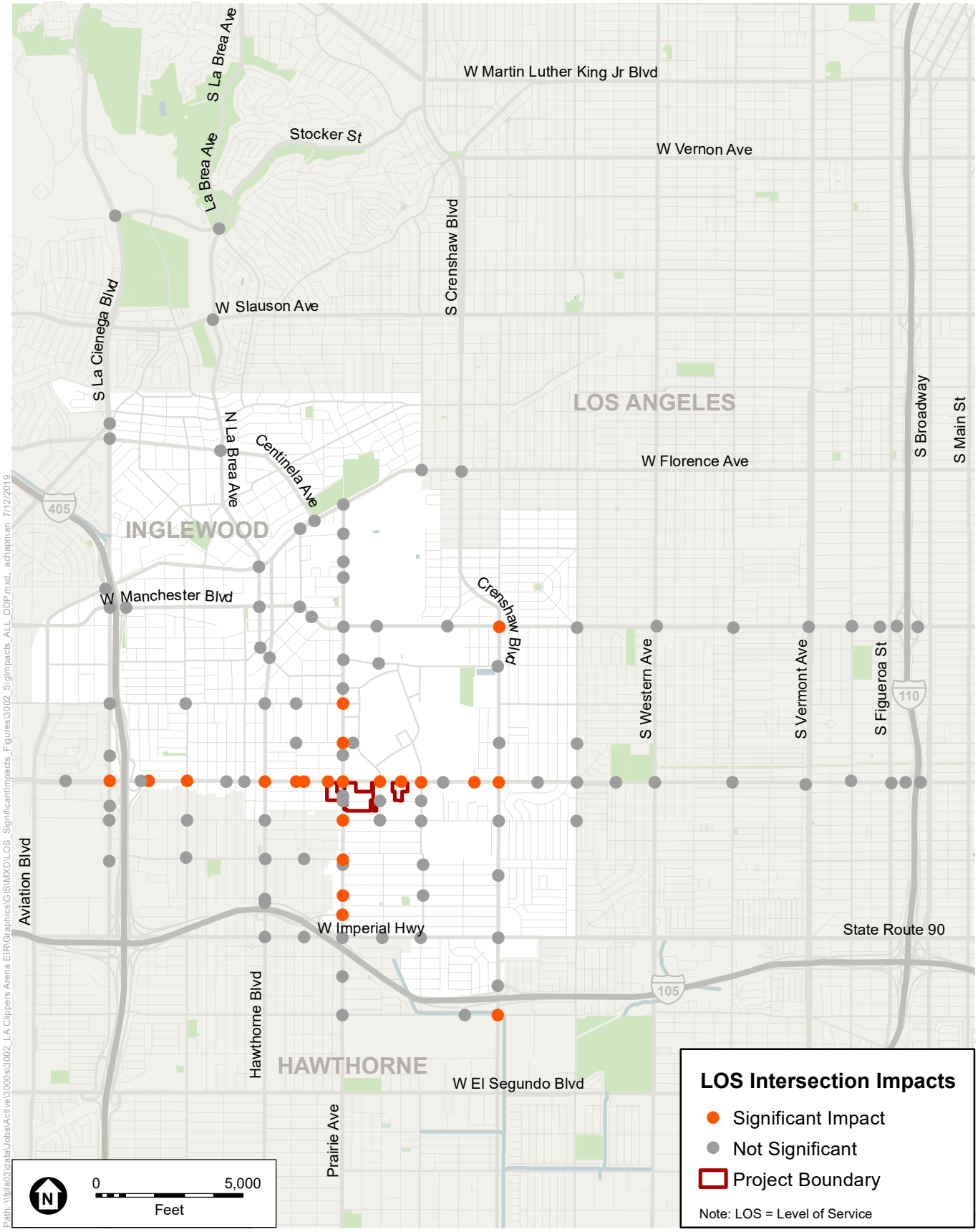


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-19
Impacted Intersections:
Cumulative Plus Major Event Weekday Pre-Event Peak Hour

ESA

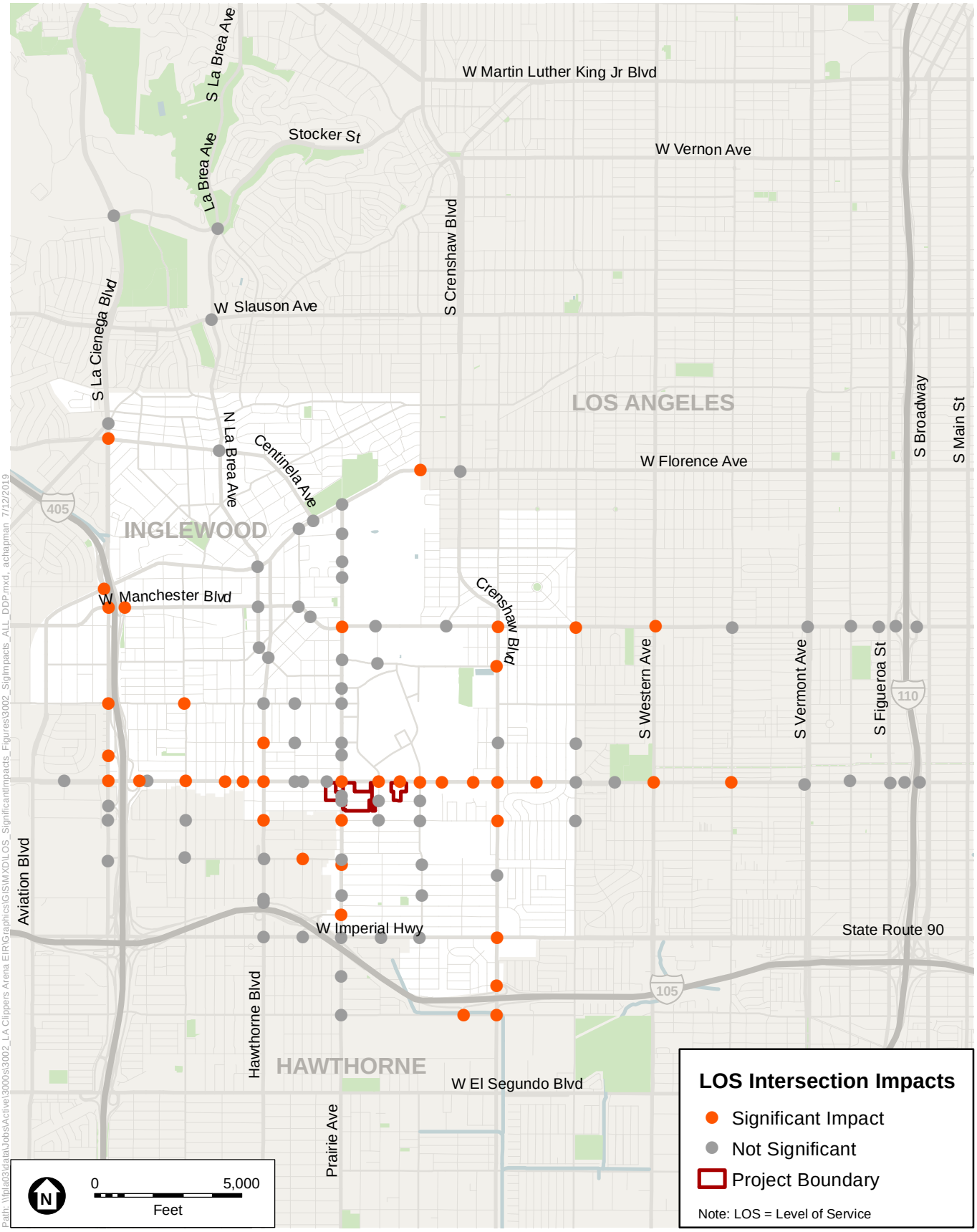


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-20
Impacted Intersections:
Cumulative Plus Major Event Weekday Post-Event Peak Hour

ESA



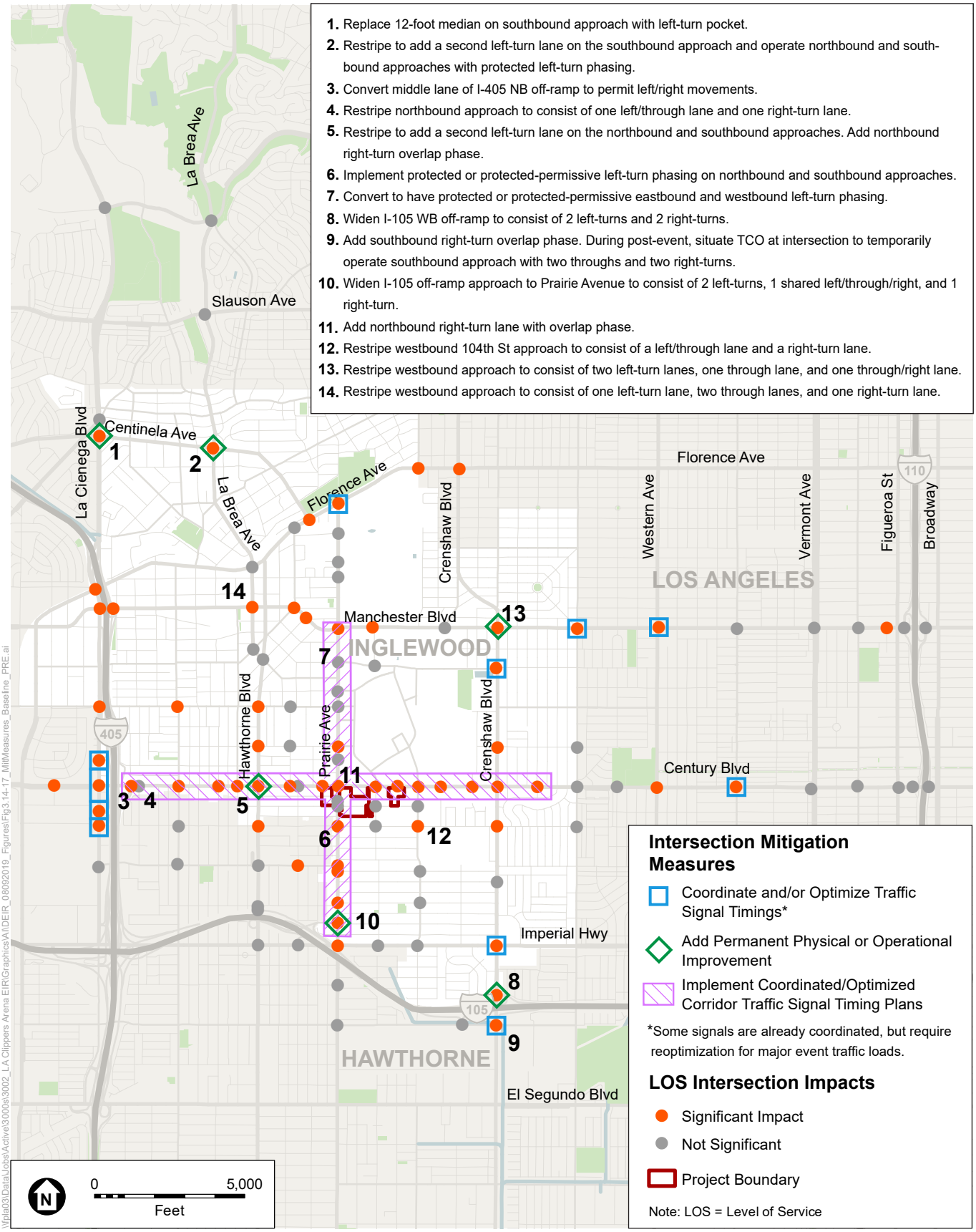
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-21

Impacted Intersections:
Cumulative Plus Major Event Weekend Pre-Event Peak Hour

ESA



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-22

Intersection Mitigation Measures - Cumulative Plus Project Major Event Weekday Conditions

ESA

Mitigation Measure 3.14-18(k)

Implement Mitigation Measure 3.14-2(n) (La Brea Avenue/Centinela Avenue Improvements).

Mitigation Measure 3.14-18(l)

Implement Mitigation Measure 3.14-3(l) (South Prairie Avenue/West 104th Street Improvements).

Mitigation Measure 3.14-18(m)

Implement Mitigation Measure 3.14-2(e) (West 104th Street/Yukon Avenue Improvements).

Mitigation Measure 3.14-18(n)

Implement Mitigation Measure 3.14-2(i) (Manchester Boulevard/Crenshaw Boulevard Improvements).

Mitigation Measure 3.14-18(o)

Implement Mitigation Measure 3.14-3(o) (Coordinate and Optimize Traffic Signals).

Mitigation Measure 3.14-18(p)

Implement Mitigation Measure 3.14-2(o) (Financial Contribution to City ITS program).

Mitigation Measure 3.14-18(q)

Implement Mitigation Measure 3.14-17(q) (Felton Avenue/West Century Boulevard Improvements).

Mitigation Measure 3.14-18(r)

Implement Mitigation Measure 3.14-2(h) (Manchester Boulevard La Brea Avenue Improvements).

Level of Significance After Mitigation: The following subsection describes specifically how the Event TMP under Mitigation Measure 3.14-18(a) would modify lanes and operations under Cumulative conditions at the West Century Boulevard/I-405 northbound on-ramp and Hawthorne Boulevard/West Century Boulevard intersection. The Event TMP includes placement of TCOs and temporary lane changes through the use of cones during post-event conditions at West Century Boulevard at the I-405 northbound on-ramp from two through lanes and one shared through-right turn lane to two through lanes and one dedicated right turn lane. The Event TMP includes placement of TCOs and temporary lane changes through the use of cones during pre-event conditions at the northbound approach of Hawthorne Boulevard to West Century Boulevard to 2 through lanes and 2 dedicated right-turn lanes.

Deployment of electronic CMS and/or blank-out signs (depending on location and the nature of the message) could be considered at these locations in lieu of TCOs. Experience from other venues has determined that it is preferable to evaluate the effectiveness of TCOs and special event staff deployment before deciding, in consultation with the City Traffic Engineer, whether permanent electronic signs would be effective and economical.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-63**. Based on network-level microsimulation analysis, under major event

conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes their combined effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause ten to become **less than significant**. In some cases, these mitigation measures improved traffic flow at one or more intersections, which resulted in degraded operations at others by relieving an upstream bottleneck or causing queues to spillback to a nearby intersection, worsening its operations. This occurred at eight such intersections. Opportunities for physical or further operational/signal timing improvements at these locations were investigated, but no feasible mitigations were identified. The inability of the mitigation measures to materially improve traffic flow under Cumulative Plus Project conditions is evidenced by the percent demand served (averaged across all intersections) in the microsimulation remaining at 78 percent, without and with the recommended mitigations. The mitigation measures are less effective than under adjusted baseline conditions due to background traffic growth.

Weekday Post-Event Peak Hour

Of the 21 significant intersection impacts, the above mitigation measures would cause 13 to become **less than significant**. No intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the intersections analyzed using microsimulation increased from 92 percent (Adjusted Baseline Plus Project without mitigation) to 98 percent with the recommended mitigation measures in place. The post-event mitigation measures proved much more effective than the pre-event mitigation measures because background traffic levels (upon which project trips would be added) are much lower after events versus prior to events.

Weekend Pre-Event Peak Hour

Of the 40 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause six to become **less than significant**. These mitigation measures would cause an additional six intersections to become new secondary, significantly impacted locations. The average percent demand served at the intersections analyzed using microsimulation increased from 84 percent (Adjusted Baseline Plus Project without mitigation) to 87 percent with the recommended mitigation measures in place.

Mitigation measure testing did not consider the effect of TDM strategies on travel demand due to the uncertainty of precisely quantifying their beneficial effect during special events. However, the above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there are no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.047	F	1.201	F		
				Weekday Post-Event	0.701	C	0.734	C		
				Weekend Pre-Event	0.988	E	1.143	F		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.827	D	0.835	D		
				Weekday Post-Event	0.445	A	0.517	A		
				Weekend Pre-Event	0.745	C	0.753	C		
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	10.6	B	10.2	B	13.9	B
				Weekday Post-Event	4.8	A	5.0	A	5.3	A
				Weekend Pre-Event	7.4	A	7.8	A	7.9	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	84.5	F	90.0	F	112.2	F
				Weekday Post-Event	32.4	C	32.5	C	33.3	C
				Weekend Pre-Event	25.6	C	26.23	C	27.0	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	30.6	C	64.3	E	92.8	F
				Weekday Post-Event	14.1	B	17.7	B	17.6	B
				Weekend Pre-Event	23.8	C	42.6	D	47.8	D
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.039	F	1.099	F		
				Weekday Post-Event	0.624	B	0.656	B		
				Weekend Pre-Event	0.947	E	1.006	F		
		CMA	City of Los Angeles	Weekday Pre-Event	0.903	E	0.965	E		
				Weekday Post-Event	0.459	A	0.493	A		
				Weekend Pre-Event	0.803	D	0.866	D		
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	7.2	A	7.2	A	60.4	E
				Weekday Post-Event	2.2	A	3.0	A	2.9	A
				Weekend Pre-Event	3.9	A	3.6	A	3.9	A

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	5.9	A	6.0	A	96.0	F
				Weekday Post-Event	4.1	A	4.8	A	4.6	A
				Weekend Pre-Event	4.9	A	4.9	A	4.8	A
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	10.9	B	10.8	B	85.0	F
				Weekday Post-Event	5.4	A	6.9	A	6.7	A
				Weekend Pre-Event	7.8	A	7.7	A	7.9	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.220	F	1.298	F		
				Weekday Post-Event	0.660	B	0.720	C		
				Weekend Pre-Event	0.941	E	1.016	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.917	E	1.039	F	0.947	E
				Weekday Post-Event	0.474	A	0.680	B	0.680	B
				Weekend Pre-Event	0.776	C	0.896	D	0.810	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	23.8	C	78.8	E	117.9	F
				Weekday Post-Event	11.4	B	10.9	B	11.3	B
				Weekend Pre-Event	14.9	B	28.4	C	19.5	B
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	29.2	C	64.9	E	88.6	F
				Weekday Post-Event	5.5	A	6.5	A	6.7	A
				Weekend Pre-Event	7.8	A	28.4	C	18.8	B
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	99.1	F	113.0	F	244.4	F
				Weekday Post-Event	28.7	C	35.0	C	34.9	C
				Weekend Pre-Event	42.2	D	103.3	F	93.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	25.0	C	72.2	E	87.3	F
				Weekday Post-Event	10.3	B	17.0	B	17.4	B
				Weekend Pre-Event	12.2	B	53.8	D	28.4	C

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.410	F	1.481	F	1.332	F
				Weekday Post-Event	0.700	B	0.983	E	0.918	E
				Weekend Pre-Event	1.321	F	1.392	F	1.236	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.603	B	0.668	B		
				Weekday Post-Event	0.268	A	0.379	A		
				Weekend Pre-Event	0.434	A	0.496	A		
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.516	A	0.581	A		
				Weekday Post-Event	0.279	A	0.408	A		
				Weekend Pre-Event	0.463	A	0.527	A		
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	23.7	C	33.1	C	155.6	F
				Weekday Post-Event	10.4	B	13.1	B	13.3	B
				Weekend Pre-Event	13.0	B	19.7	B	35.3	D
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	9.3	A	8.4	A	10.2	B
				Weekday Post-Event	4.9	A	8.2	A	8.4	A
				Weekend Pre-Event	9.1	A	8.6	A	9.0	A
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	49.5	D	89.6	F	85.0	F
				Weekday Post-Event	17.0	B	19.7	B	20.8	C
				Weekend Pre-Event	26.2	C	70.8	E	61.6	E
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	42.2	D	60.7	E	48.8	D
				Weekday Post-Event	15.8	B	21.2	C	20.8	C
				Weekend Pre-Event	44.1	D	125.9	F	104.3	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	86.7	F	54.4	D
				Weekday Post-Event	19.8	B	36.1	D	39.4	D
				Weekend Pre-Event	28.8	C	31.7	C	30.8	C

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.8	B	27.2	C	75.0	E
				Weekday Post-Event	8.1	A	12.4	B	14.0	B
				Weekend Pre-Event	10.4	B	11.5	B	17.5	B
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	27.4	C	46.5	D	131.3	F
				Weekday Post-Event	13.3	B	61.8	E	24.6	C
				Weekend Pre-Event	21.4	C	39.2	D	71.7	E
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	18.3	B	95.2	F	78.0	E
				Weekday Post-Event	14.8	B	11.6	B	10.7	B
				Weekend Pre-Event	14.5	B	58.7	E	31.7	C
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.8	B	10.3	B	9.7	A
				Weekday Post-Event	8.9	A	7.9	A	8.0	A
				Weekend Pre-Event	9.9	A	9.2	A	10.1	B
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	36.4	D	87.8	F	115.9	F
				Weekday Post-Event	12.5	B	88.4	F	52.8	D
				Weekend Pre-Event	21.3	C	37.1	D	88.6	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.3	B	59.2	E	10.8	B
				Weekday Post-Event	6.4	A	6.6	A	6.4	A
				Weekend Pre-Event	9.5	A	51.9	D	90.3	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B		
				Weekday Post-Event	0.341	A	0.402	A		
				Weekend Pre-Event	0.503	A	0.507	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A		
				Weekday Post-Event	0.157	A	0.221	A		
				Weekend Pre-Event	0.330	A	0.334	A		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/ SB 405 On/Off Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	30.4	C	129.4	F	187.1	F
				Weekday Post-Event	29.0	C	40.7	D	32.7	C
				Weekend Pre-Event	27.7	C	141.8	F	77.4	E
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	18.4	B	43.1	D	38.7	D
				Weekday Post-Event	7.1	A	41.2	D	27.9	C
				Weekend Pre-Event	8.9	A	19.6	B	34.0	C
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	15.6	B	148.9	F	86.8	F
				Weekday Post-Event	9.9	A	20.6	C	10.6	B
				Weekend Pre-Event	15.0	B	16.1	B	33.6	C
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	39.4	D	163.6	F	182.5	F
				Weekday Post-Event	51.8	D	93.0	F	51.1	D
				Weekend Pre-Event	33.5	C	112.8	F	121.6	F
35	NB 405 On/Off Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	17.3	B	143.2	F	208.2	F
				Weekday Post-Event	17.0	B	26.2	C	31.2	C
				Weekend Pre-Event	15.3	B	121.2	F	189.5	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	15.1	B	38.9	D	36.7	D
				Weekday Post-Event	15.8	B	136.1	F	20.5	C
				Weekend Pre-Event	15.1	B	29.7	C	43.6	D
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.9	D	179.9	F	200.7	F
				Weekday Post-Event	19.3	B	80.3	F	35.6	D
				Weekend Pre-Event	34.0	C	128.0	F	173.0	F
38	Fir Ave/Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	11.7	B	150.3	F	141.0	F
				Weekday Post-Event	7.3	A	14.6	B	9.0	A
				Weekend Pre-Event	10.8	B	138.7	F	156.7	F

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	21.7	C	67.6	E	72.1	E
				Weekday Post-Event	8.5	A	11.6	B	11.2	B
				Weekend Pre-Event	9.7	A	71.2	E	84.6	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.6	E	120.3	F	150.3	F
				Weekday Post-Event	32.1	C	91.0	F	69.6	E
				Weekend Pre-Event	48.8	D	116.4	F	121.0	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	10.8	B	77.4	E	87.7	F
				Weekday Post-Event	11.4	B	68.7	E	19.7	B
				Weekend Pre-Event	7.1	A	10.6	B	87.9	F
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	16.0	B	34.4	C	34.6	C
				Weekday Post-Event	10.1	B	68.1	E	62.3	E
				Weekend Pre-Event	9.2	A	9.7	A	37.8	D
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.6	F	154.4	F	181.8	F
				Weekday Post-Event	31.3	C	163.0	F	106.3	F
				Weekend Pre-Event	57.7	E	94.2	F	149.6	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.5	E	82.3	F	120.5	F
				Weekday Post-Event	18.3	B	94.2	F	65.9	E
				Weekend Pre-Event	47.2	D	84.4	F	114.9	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	29.7	C	83.2	F	71.3	E
				Weekday Post-Event	16.3	B	75.3	E	37.6	D
				Weekend Pre-Event	31.9	C	82.8	F	87.8	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	89.9	F	75.0	E
				Weekday Post-Event	17.6	B	42.5	D	29.8	C
				Weekend Pre-Event	29.4	C	109.6	F	97.9	F

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.1	D	94.0	F	73.3	E
				Weekday Post-Event	18.0	B	55.7	E	45.9	D
				Weekend Pre-Event	35.3	D	92.1	F	97.4	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	184.6	F	154.3	F
				Weekday Post-Event	29.4	C	61.3	E	61.3	E
				Weekend Pre-Event	64.1	E	193.1	F	204.0	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.9	B	143.5	F	127.3	F
				Weekday Post-Event	12.0	B	17.7	B	18.8	B
				Weekend Pre-Event	14.3	B	145.4	F	146.3	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.841	D	0.878	D		
				Weekday Post-Event	0.436	A	0.677	B		
				Weekend Pre-Event	0.743	C	0.823	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.691	B	0.730	C		
				Weekday Post-Event	0.257	A	0.515	A		
				Weekend Pre-Event	0.587	A	0.671	B		
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.456	A	0.490	A		
				Weekday Post-Event	0.269	A	0.478	A		
				Weekend Pre-Event	0.434	A	0.497	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.279	A	0.317	A		
				Weekday Post-Event	0.091	A	0.303	A		
				Weekend Pre-Event	0.256	A	0.323	A		
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.861	D	0.978	E		
				Weekday Post-Event	0.361	A	0.684	B		
				Weekend Pre-Event	0.751	C	0.915	E		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	13.5	B	100.3	F	107.7	F
				Weekday Post-Event	11.9	B	12.5	B	13.0	B
				Weekend Pre-Event	11.8	B	19.5	B	72.6	E
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	9.0	A	86.9	F	100.2	F
				Weekday Post-Event	5.9	A	258.3	F	72.8	F
				Weekend Pre-Event	8.2	A	23.0	C	60.8	F
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.8	A	8.3	A	88.6	F
				Weekday Post-Event	5.7	A	9.0	A	4.9	A
				Weekend Pre-Event	6.6	A	7.8	A	8.9	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.6	C	45.5	E	***	F
				Weekday Post-Event	9.2	A	33.0	D	15.3	C
				Weekend Pre-Event	15.0	B	23.0	C	***	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/ City of Los Angeles	Weekday Pre-Event	8.9	A	85.7	F	84.9	F
				Weekday Post-Event	7.4	A	7.2	A	7.3	A
				Weekend Pre-Event	6.2	A	5.7	A	51.6	D
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	19.9	B	24.6	C	108.3	F
				Weekday Post-Event	8.0	A	8.8	A	9.6	A
				Weekend Pre-Event	15.1	B	14.6	B	33.0	C
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	27.1	C	84.6	F	129.8	F
				Weekday Post-Event	16.0	B	26.4	C	21.1	C
				Weekend Pre-Event	24.8	C	76.4	E	35.5	D
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	18.2	B	164.4	F	162.1	F
				Weekday Post-Event	9.3	A	145.9	F	22.2	C
				Weekend Pre-Event	12.6	B	136.6	F	163.3	F

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	8.6	A	29.1	D	219.8	F
				Weekday Post-Event	6.7	A	9.5	A	8.7	A
				Weekend Pre-Event	7.8	A	9.0	A	64.6	F
62	Yukon Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	62.9	E	191.1	F
				Weekday Post-Event	8.9	A	15.1	B	14.3	B
				Weekend Pre-Event	13.2	B	24.7	C	28.8	C
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	28.9	C	145.4	F	119.3	F
				Weekday Post-Event	13.9	B	33.6	C	32.6	C
				Weekend Pre-Event	23.2	C	147.1	F	133.5	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A		
				Weekday Post-Event	0.308	A	0.334	A		
				Weekend Pre-Event	0.447	A	0.460	A		
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.765	C		
				Weekday Post-Event	0.470	A	0.663	B		
				Weekend Pre-Event	0.660	B	0.675	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	8.4	A	149.1	F	10.0	B
				Weekday Post-Event	5.4	A	6.0	A	5.7	A
				Weekend Pre-Event	7.3	A	169.5	F	13.9	B
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	22.8	C	63.7	E	35.2	D
				Weekday Post-Event	5.7	A	118.9	F	64.6	E
				Weekend Pre-Event	12.6	B	49.2	D	33.7	C
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	15.7	B	107.4	F	93.9	F
				Weekday Post-Event	6.7	A	45.1	D	19.1	B
				Weekend Pre-Event	10.7	B	98.4	F	77.7	E

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.4	B	12.6	B	11.9	B
				Weekday Post-Event	7.0	A	9.7	A	10.5	B
				Weekend Pre-Event	9.5	A	12.1	B	12.8	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.542	A	0.688	B		
				Weekday Post-Event	0.310	A	0.495	A		
				Weekend Pre-Event	0.495	A	0.641	B		
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.751	C	0.791	C		
				Weekday Post-Event	0.402	A	0.576	A		
				Weekend Pre-Event	0.621	B	0.688	B		
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	25.8	C	90.1	F	77.7	E
				Weekday Post-Event	11.7	B	93.5	F	86.1	F
				Weekend Pre-Event	28.9	C	50.8	D	68.1	E
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.6	A	10.3	B	10.2	B
				Weekday Post-Event	6.7	A	8.6	A	8.5	A
				Weekend Pre-Event	9.1	A	9.4	A	9.3	A
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.739	C	0.847	D		
				Weekday Post-Event	0.464	A	0.637	B		
				Weekend Pre-Event	0.628	B	0.738	C		
		HCM	Caltrans	Weekday Pre-Event	22.8	C	26.6	C	0.8	D
				Weekday Post-Event	15.3	B	18.4	B	0.6	B
				Weekend Pre-Event	19.1	B	23.8	C	0.7	C
75	South Prairie Ave/ 112th St/ 105 On Ramps	HCM	Inglewood/Caltrans	Weekday Pre-Event	29.8	C	222.8	F	220.7	F
				Weekday Post-Event	18.4	B	79.9	E	48.5	D
				Weekend Pre-Event	45.2	D	151.7	F	125.1	F

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.844	D		
				Weekday Post-Event	0.430	A	0.461	A		
				Weekend Pre-Event	0.659	B	0.662	B		
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/Caltrans	Weekday Pre-Event	24.3	C	25.6	C	85.6	F
				Weekday Post-Event	14.8	B	28.6	C	87.1	F
				Weekend Pre-Event	19.9	B	19.2	B	19.9	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	52.2	D	77.3	E	112.5	F
				Weekday Post-Event	24.0	C	37.7	D	50.2	D
				Weekend Pre-Event	44.1	D	51.8	D	58.6	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/Hawthorne	Weekday Pre-Event	17.1	B	30.0	C	78.4	E
				Weekday Post-Event	9.8	A	10.2	B	9.9	A
				Weekend Pre-Event	14.2	B	15.7	B	23.8	C
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	13.1	B	22.7	C	47.0	D
				Weekday Post-Event	7.6	A	10.7	B	10.0	B
				Weekend Pre-Event	9.6	A	10.1	B	10.0	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.930	E	1.080	F		
				Weekday Post-Event	0.493	A	0.729	C		
				Weekend Pre-Event	0.882	D	1.033	F		
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	19.5	B	18.9	B	20.3	C
				Weekday Post-Event	11.6	B	13.2	B	10.5	B
				Weekend Pre-Event	18.7	B	18.4	B	17.3	B

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
83	Crenshaw Blvd/ WB 105 Off Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.833	D	1.056	F	0.972	E
				Weekday Post-Event	0.588	A	0.775	C	0.736	C
				Weekend Pre-Event	0.845	D	1.067	F	0.996	E
		HCM	Caltrans	Weekday Pre-Event	26.1	C	89.0	F	36.9	D
				Weekday Post-Event	12.4	B	19.6	B	17.8	B
				Weekend Pre-Event	22.5	C	70.1	E	35.5	D
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	50.4	D	47.2	D	51.1	D
				Weekday Post-Event	18.0	B	18.7	B	17.7	B
				Weekend Pre-Event	26.0	C	25.1	C	25.3	C
85	EB 105 On/Off Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.781	C	0.827	D		
				Weekday Post-Event	0.658	B	0.860	D		
				Weekend Pre-Event	0.878	D	0.925	E		
		HCM	Caltrans	Weekday Pre-Event	23.5	C	28.9	C	28.9	C
				Weekday Post-Event	16.8	B	24.2	C	24.2	C
				Weekend Pre-Event	37.3	D	45.4	D	45.4	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.812	D	0.936	E	0.884	D
				Weekday Post-Event	0.636	B	1.080	F	0.643	B
				Weekend Pre-Event	0.866	D	0.990	E	0.940	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A		
				Weekday Post-Event	0.310	A	0.329	A		
				Weekend Pre-Event	0.372	A	0.375	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A		
				Weekday Post-Event	0.119	A	0.139	A		
				Weekend Pre-Event	0.188	A	0.191	A		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D		
				Weekday Post-Event	0.464	A	0.513	A		
				Weekend Pre-Event	0.704	C	0.717	C		
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	77.2	E	82.9	F
				Weekday Post-Event	13.7	B	92.8	F	54.5	D
				Weekend Pre-Event	14.5	B	68.0	E	58.9	E
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	4.6	A	12.0	B	142.9	F
				Weekday Post-Event	3.7	A	46.3	D	7.3	A
				Weekend Pre-Event	3.6	A	8.2	A	36.9	D
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.004	F	1.133	F		
				Weekday Post-Event	0.534	A	0.821	D		
				Weekend Pre-Event	0.883	D	1.034	F		
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.860	D	0.896	D		
				Weekday Post-Event	0.475	A	0.667	B		
				Weekend Pre-Event	0.771	C	0.846	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.784	C	0.824	D		
				Weekday Post-Event	0.336	A	0.559	A		
				Weekend Pre-Event	0.680	B	0.766	C		
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.582	A	0.597	A		
				Weekday Post-Event	0.205	A	0.383	A		
				Weekend Pre-Event	0.515	A	0.588	A		
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.788	C	0.804	D		
				Weekday Post-Event	0.346	A	0.508	A		
				Weekend Pre-Event	0.672	B	0.759	C		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.480	A	0.572	A		
				Weekday Post-Event	0.256	A	0.379	A		
				Weekend Pre-Event	0.425	A	0.527	A		
		HCM	Caltrans	Weekday Pre-Event	20.1	C	23.2	C		
				Weekday Post-Event	12.8	B	15.3	B		
				Weekend Pre-Event	19.2	B	28.8	C		
96	Olive St/ 110 NB On Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.526	A	0.555	A		
				Weekday Post-Event	0.258	A	0.421	A		
				Weekend Pre-Event	0.515	A	0.544	A		
		HCM	Caltrans	Weekday Pre-Event	11.5	B	12.2	B		
				Weekday Post-Event	7.6	A	10.0	A		
				Weekend Pre-Event	13.1	B	13.9	B		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.269	F	1.285	F		
				Weekday Post-Event	0.607	B	0.867	D		
				Weekend Pre-Event	1.108	F	1.185	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.165	F		
				Weekday Post-Event	0.440	A	0.717	C		
				Weekend Pre-Event	0.975	E	1.057	F		
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.208	F	1.226	F		
				Weekday Post-Event	0.515	A	0.781	C		
				Weekend Pre-Event	1.056	F	1.143	F		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.781	C	0.797	C		
				Weekday Post-Event	0.375	A	0.512	A		
				Weekend Pre-Event	0.634	B	0.713	C		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.789	C	0.875	D		
				Weekday Post-Event	0.437	A	0.587	A		
				Weekend Pre-Event	0.659	B	0.739	C		
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.753	C		
				Weekday Post-Event	0.371	A	0.509	A		
				Weekend Pre-Event	0.617	B	0.701	C		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.920	E	0.930	E		
				Weekday Post-Event	0.624	B	0.775	C		
				Weekend Pre-Event	0.740	C	0.830	D		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.592	A	0.682	B		
				Weekday Post-Event	0.488	A	0.615	B		
				Weekend Pre-Event	0.501	A	0.590	A		
		HCM	Caltrans	Weekday Pre-Event	9.400	A	15.700	B		
				Weekday Post-Event	10.500	B	12.700	B		
				Weekend Pre-Event	11.100	B	18.300	B		
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.610	B	0.615	B		
				Weekday Post-Event	0.419	A	0.519	A		
				Weekend Pre-Event	0.609	B	0.613	B		
		HCM	Caltrans	Weekday Pre-Event	16.1	B	15.5	B		
				Weekday Post-Event	13.2	B	12.4	B		
				Weekend Pre-Event	21.1	C	21.4	C		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.968	E	1.111	F		
				Weekday Post-Event	0.423	A	0.539	A		
				Weekend Pre-Event	0.862	D	0.997	E		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.873	D	0.901	E		
				Weekday Post-Event	0.366	A	0.441	A		
				Weekend Pre-Event	0.771	C	0.799	C		
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.916	E	0.929	E	0.870	D
				Weekday Post-Event	0.443	A	0.490	A	0.490	A
				Weekend Pre-Event	0.783	C	0.789	C	0.789	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.999	E	0.964	E
				Weekday Post-Event	0.674	B	0.684	B	0.650	B
				Weekend Pre-Event	0.999	E	1.039	F	0.980	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.901	E	0.947	E	0.904	E
				Weekday Post-Event	0.569	A	0.579	A	0.539	A
				Weekend Pre-Event	0.946	E	0.992	E	0.923	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.728	C	0.744	C		
				Weekday Post-Event	0.452	A	0.464	A		
				Weekend Pre-Event	0.676	B	0.693	B		
		CMA	City of Los Angeles	Weekday Pre-Event	0.558	A	0.575	A		
				Weekday Post-Event	0.271	A	0.283	A		
				Weekend Pre-Event	0.505	A	0.523	A		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.897	D	0.904	E		
				Weekday Post-Event	0.514	A	0.514	A		
				Weekend Pre-Event	0.754	C	0.761	C		
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.972	E	0.974	E		
				Weekday Post-Event	0.603	B	0.623	B		
				Weekend Pre-Event	0.932	E	0.935	E		

TABLE 3.14-63
INTERSECTION OPERATIONS – CUMULATIVE PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative No Project		Cumulative Plus Project		Cumulative Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.120	F	1.127	F		
				Weekday Post-Event	0.589	A	0.589	A		
				Weekend Pre-Event	0.872	D	0.872	D		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.679	B	0.796	C		
				Weekday Post-Event	0.394	A	0.409	A		
				Weekend Pre-Event	0.581	A	0.696	B		
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.899	D	0.992	E		
				Weekday Post-Event	0.550	A	0.652	B		
				Weekend Pre-Event	0.817	D	0.910	E		
		HCM	Caltrans	Weekday Pre-Event	30.4	C	40.1	D		
				Weekday Post-Event	15.5	B	16.0	B		
				Weekend Pre-Event	27.5	C	32.2	C		
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A		
				Weekday Post-Event			72.5	E	41.1	D
				Weekend Pre-Event			N / A	N / A		
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		66.5	E	77.3	E
				Weekday Post-Event			N / A	N / A		
				Weekend Pre-Event			29.1	C	57.2	E

NOTES:
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections in which mitigation was either not required or not feasible.
Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because microsimulation analysis of mitigations reveals effects on nearby intersections.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-45 and based on the significance criteria, the following three neighborhood street segments would be significantly impacted by the Proposed Project ancillary land uses under cumulative conditions:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 14,891 vehicles under Cumulative Plus Project (Ancillary Land Uses) conditions.

- The collector street segment of Yukon Avenue south of West 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,110 vehicles under Cumulative Plus Project (Ancillary Land Uses) conditions.

- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,898 vehicles under Cumulative No Project conditions to 3,048 vehicles with the Proposed Project ancillary land uses.

These impacts are considered **significant**.

Mitigation Measure 3.14-19(a)

Implement Neighborhood Traffic Management Plan component of Event TMP, which is contained in Mitigation Measure 3.14-2(a).

The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. The NTMP would cover the area bounded by Hawthorne Boulevard, Hardy Boulevard, Crenshaw Boulevard, and Imperial Highway (excluding the Hollywood Park Specific Plan area). It outlines the process by which the applicant and City would engage neighborhood groups, businesses, and stakeholders to develop a plan that has broad consensus and protects the neighborhood from unwanted traffic intrusion during events at the Project. It was not possible for the Draft EIR to identify a solution with broad consensus among stakeholders that would fully address and mitigate the traffic levels expected on the impacted streets. Such an effort would require extensive public outreach, as well as detailed study of how various measures could be implemented to reduce volumes on street segments identified as having significant street impacts without causing additional impacts on nearby streets. The NTMP lays out the process to be undertaken to complete this assessment.

Mitigation Measure 3.14-19(b)

Implement Mitigation Measure 3.14-2(b) (Implement TDM Program).

Level of Significance After Mitigation: At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**.

However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-49 and based on the significance criteria, the following neighborhood street segments would be significantly impacted by daytime events under cumulative conditions:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 14,894 vehicles with a 2,000-person corporate/community event and 15,199 vehicles with a 7,500-person sports/gathering event.

- The collector street segment of Yukon Avenue south of West 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,124 vehicles with a 2,000-person corporate/community event and 10,240 vehicles with a 7,500-person sports/gathering event.

- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,978 vehicles under Cumulative No Project conditions to 3,167 vehicles with a 2,000-person corporate/community event and 3,208 vehicles with a 7,500-person sports/gathering event.

These impacts are considered **significant**.

It should be noted that although a 7,500-person sports/gathering event would result in the local street segment of West 102nd between Doty Avenue and Yukon Avenue carrying 3,184 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying 4,733 vehicles per day if the Proposed Project was not constructed because the Proposed Project would vacate the portion of West 102nd Street directly east of South Prairie Avenue.

Mitigation Measure 3.14-20

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Level of Significance After Mitigation: The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a

performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-53 and based on the significance criteria, the following six neighborhood street segments would be significantly impacted by major events under cumulative conditions:

- The collector street segment of Yukon Avenue south of West 102nd Street would experience an increase in weekday daily traffic from 14,033 vehicles under Cumulative No Project conditions to 16,010 vehicles with a major event. On a weekend day, this segment would experience an increase in daily traffic from 12,235 vehicles under Cumulative No Project conditions to 14,112 vehicles with a major event.

- The collector street segment of Yukon Avenue south of West 104th Street would experience an increase in weekday daily traffic from 10,092 vehicles under Cumulative No Project conditions to 10,827 vehicles with a major event.

- The collector street segment of West 104th Street between South Prairie Avenue and Doty Street would experience an increase in weekday daily traffic from 6,132 vehicles under Cumulative No Project conditions to 10,298 vehicles with a major event.

- The collector street segment of West 104th Street east of Dixon Avenue would experience an increase in weekday daily traffic from 9,249 vehicles under Cumulative No Project conditions to 10,480 vehicles with a major event.

- The local street segment of 109th Street between Yukon Avenue and Lemoli Avenue would experience an increase in weekday daily traffic from 2,978 vehicles under Cumulative No Project conditions to 3,238 vehicles with a major event.

- The local street segment of Flower Street north of West Century Boulevard would experience an increase in weekday daily traffic from 2,848 vehicles under Cumulative No Project conditions to 3,026 vehicles with a major event.

These impacts are considered **significant**.

It should be noted that although a major event would result in the local street segment of West 102nd between Doty Avenue and Yukon Avenue carrying 3,626 vehicles per day, the project impact on this segment is not considered significant because it would otherwise be carrying 4,733 vehicles per day if the project was not constructed.

Mitigation Measure 3.14-21

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Level of Significance After Mitigation: The Event TMP, which can be found in Appendix K.4, includes a chapter on neighborhood traffic protection including the need for the project applicant to develop and implement a NTMP. At this time, the effectiveness of the NTMP toward reducing traffic levels on impacted neighborhood streets to acceptable thresholds cannot be guaranteed. Therefore, this impact is considered **significant and unavoidable**. However, the Event TMP includes a performance standard that requires reducing traffic volumes on local and collector street segments identified in the EIR as having a significant impact without causing a significant impact on other local and collector street segments and discouraging and reducing event-related cut-through traffic while maintaining access for residents and their guests.

Impact 3.14-22: Operation of the Proposed Project ancillary land uses could have the potential to cause significant impacts on freeway facilities under cumulative conditions. (Less than Significant)

As presented in Table 3.14-46 and based on the significance criteria, the Proposed Project ancillary land uses would not cause significant impacts on study freeway segments under cumulative conditions. According to Table 3.14-47 and the significance criteria, the Proposed Project ancillary land uses would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold.

These impacts are considered **less than significant**.

Mitigation Measures

None required.

Impact 3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-50 and based on the significance criteria, daytime events at the Proposed Project Arena would cause significant impacts on the following study freeway components under cumulative conditions (refer to table for specific components):

Weekday AM Peak Hour

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- Seven impacted components on Westbound I-105

Weekday PM Peak Hour

- One impacted component on Northbound I-405
- Three impacted components on Southbound I-405
- One impacted component on Westbound I-105
- Five impacted components on Eastbound I-105
- Three impacted components on Northbound I-110
- One impacted component on Southbound I-110

These freeway component impacts are considered **significant**.

As presented in Table 3.14-51 and based on the significance criteria, daytime events at the Proposed Project Arena would not cause any freeway off-ramps to have queue lengths that exceed the applicable threshold. Therefore, freeway off-ramp queuing impacts are considered **less than significant**.

Mitigation Measure 3.14-23(a)

Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).

Mitigation Measure 3.14-23(b)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

Level of Significance After Mitigation: The freeway component impacts are considered to be **significant and unavoidable** despite the presence of the above mitigation measures. Implementation of these measures would not guarantee that operations at each impacted component would be restored to 'no project' levels. Freeway off-ramp queuing under this scenario would be **less than significant** and require no mitigation.

Impact 3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions. (Significant and Unavoidable)

As presented in Table 3.14-54 and based on the significance criteria, major events at the Proposed Project Arena would cause significant impacts on the following study freeway components (refer to table for specific components) and, according to Table 3.14-55 and the significance criteria, major events at the Proposed Project Arena would cause freeway off-ramps to have queue lengths that exceed the applicable threshold:

Weekday Pre-Event Peak Hour

- Five impacted components on Southbound I-405
- Two impacted components on Eastbound I-105

- One impacted component on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

Weekday Post-Event Peak Hour

- One impacted component on Northbound I-405
- One impacted component on Eastbound I-105
- One impacted component on Westbound I-105

Weekend Pre-Event Peak Hour

- Three impacted components on Southbound I-405
- Two impacted components on Eastbound I-105
- Four impacted components on Westbound I-105
- Project causes queues to exceed storage at three freeway off-ramps

These freeway segment and ramp queuing impacts are considered **significant**.

Mitigation Measure 3.14-24(a)

Implement mitigation measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-24(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-24(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets).

Mitigation Measure 3.14-24(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-24(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-24(f)

Implement the trip reduction measures included in the Project TDM Program described in Mitigation Measure 3.14-2(b).

Mitigation Measure 3.14-24(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor.

Level of Significance After Mitigation: The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on each of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved for the more critical weekday (versus weekend) pre-event peak hour:

- At the I-105 off-ramp at South Prairie Avenue, the maximum vehicle queue would be reduced from an estimated 9,150 feet (without mitigation) to 4,875 feet with mitigation, which is less than the applicable 8,720-foot storage. Thus, storage would be adequate with mitigation.

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from an estimated 5,973 feet (without mitigation) to 3,671 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.

- The surface street improvements and traffic management strategies would result in small decreases in the maximum queue at the I-405 northbound and southbound off-ramps at West Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of West Century Boulevard) would continue to exceed the applicable storage threshold.

These mitigation measures, if implemented, would reduce two of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours, thereby mitigating this impact to less than significant. However, the maximum queue at the I-405 northbound off-ramp onto West Century Boulevard and at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard) would continue to exceed the applicable storage threshold. Since the improvements involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impacts are considered to be **significant and unavoidable**. The freeway component impacts are considered **significant and unavoidable**.

Impact 3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (Significant and Unavoidable)

The project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under cumulative conditions, as documented in Impact 3.14-17 and Impact 3.14-18. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable.

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX transit corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX transit corridor is grade separated at most major arterial crossings. However, increased ridership

generated by project events and cumulative development would increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event days. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be **less than significant**.

During major events, the Proposed Project would operate shuttles that transport attendees between the site and the Hawthorne Green Line Station and planned Metro Crenshaw/LAX Line station in Downtown Inglewood. The Proposed Project site plan indicates a 120-foot bus pull-out would be provided along South Prairie Avenue. To the extent that congestion on South Prairie Avenue during the pre-event and post-event hours caused by the combination of event traffic and cumulative traffic growth blocks ingress or egress from the proposed shuttle bus pull-out turnout adjacent to the Project Site along South Prairie Avenue, the proposed 120-foot length of the pull-out may be inadequate. Thus, the Proposed Project's plan for accommodating shuttle buses on South Prairie Avenue would fail to provide adequate access to transit, which is considered a **significant impact**.

The following mitigation measures have been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-25(a)

The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Mitigation Measure 3.14-25(b)

The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Level of Significance After Mitigation: Implementation of Mitigation Measure 3.14-25(a) is expected to improve traffic operations in the study area surrounding the Proposed Project, which would thereby reduce congestion on South Prairie Avenue and West Century Boulevard affecting public bus operations and would reduce congestion on South Prairie Avenue that could block ingress or egress from the turnout. Moreover, implementation of the Event TMP would require that the Arena operator to provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measure 3.14-25(a) would reduce transit impacts associated with public bus operations and attendees using shuttles to access light rail.

Since these measures would reduce but not eliminate cumulative project impacts on traffic operational conditions, the impacts on public bus operations are considered **significant and unavoidable**. Mitigation measure 3.14-25(a) and 25(b) would reduce

transit impacts associated with attendees using shuttles to access light rail under cumulative conditions to **less than significant**.

Impact 3.14-26: The Proposed Project could have the potential to result in inadequate emergency access under cumulative conditions. (Less than Significant with Mitigation)

As presented in Table 3.14-44, on non-event days increased traffic generated by the Proposed Project and cumulative traffic growth would not result in substantial increases in vehicle delay for emergency vehicles or other persons accessing the emergency room at CHMC in their personal vehicles. On days with larger daytime events and major events, congestion associated with event arrival and departure traffic and with cumulative traffic growth (particularly buildout of HPSP Phase 2) would significantly impact intersection operating conditions at numerous intersections in the vicinity of the Project Site, as documented in **Impact 3.14-17** and **Impact 3.14-18**.

At peak pre-event and post-event times, the levels of congestion on multiple travel corridors connecting parts of Inglewood and adjacent communities to Centinela Hospital, could result in incrementally slower travel times and potentially greater need to reroute emergency vehicles and other vehicles travelling to the hospital than under the Proposed Project scenario. As described above under Impact 3.14-14, drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel, driving in the lanes of opposing traffic, and bypassing signals and stopped traffic. Furthermore, during larger events, traffic control officers would be present at key intersections to control traffic and facilitate emergency vehicle access if needed, and TCOs could move temporary barriers to allow emergency vehicles to pass. The predicted level of congestion could, however, substantially affect the ability of other persons to access the emergency room at CHMC in their personal vehicles to a greater degree than under Proposed Project conditions.

For the reasons discussed above, the impact on emergency access is considered **potentially significant**. The project contribution would be cumulatively considerable, and, thus, the cumulative impact is **potentially significant**.

Mitigation Measure 3.14-26

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The implementation of the above mitigation measure would reduce this impact to **less than significant**.

Impact 3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions. (Significant and Unavoidable)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. The only known related projects in the immediate vicinity of the Proposed Project that could have construction occurring concurrently with the construction of the Proposed Project would be construction of elements of the Hollywood Park Specific Plan Phase 1 that are not completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 West Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project.[31] Construction of these HPSP elements, however, would not be expected to materially affect traffic conditions on the streets surrounding the HPSP Phase 1 area (South Prairie Avenue, West Century Boulevard), since improvements to these streets and the sidewalks fronting the HPSP Phase 1 site have already been completed and continued construction of the HPSP Phase 1 project would be within the HPSP Phase 1 Project Site and off-street. Construction at the hotel renovation project at 3900 West Century Boulevard could potentially require closure of the curb traffic lane on West Century Boulevard along the 3900 West Century Boulevard frontage; however, if this were to occur, it would effectively be a continuation of the lane closure anticipated as part of the Proposed Project along the Project Site frontage and the combined effects of the two would not be materially different than anticipated for the Proposed Project. Cumulative construction impacts on traffic, access, bus stops, and on-street parking would therefore be similar to those identified in **Impact 3.14-15** for the Proposed Project itself. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary, but prolonged lane closures along the Project frontage, which would result in degraded operations throughout the duration of Proposed Project construction. The Proposed Project contribution to cumulative construction impacts would be considerable. This impact would be considerable on days in which events are hosted at The Forum and the NFL Stadium, during which times there would be reductions in intersection capacity and degraded operations, which contributes to the significance of this cumulative impact. Temporary impacts on access, bus stops and on-street parking would be **less than significant**.

Mitigation Measure 3.14-27

The project applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. Lane closures at the South Prairie Avenue/West Century Boulevard intersection

[31] The next four nearest related projects are located between 0.6 and 1.2 miles from the Project Site and are each small residential projects of between three and five dwelling units.

would cause temporary, but noticeable worsening of traffic conditions throughout construction. This impact is considered **significant and unavoidable**.

3.14.5 Analysis, Impacts and Mitigation with Concurrent Events

Given the Proposed Project's proximity to The Forum and the NFL Stadium located in the Hollywood Park Specific Plan, it is possible that certain events at the Proposed Project may occur simultaneously with events at The Forum and/or the NFL Stadium. Accordingly, this transportation analysis studies five concurrent or overlapping event scenarios, further described below. These five concurrent or overlapping event scenarios are studied in this section under both Adjusted Baseline (project-specific) and Cumulative conditions.

Approach to Mitigation

A variety of mitigation measures have been identified for impacts occurring under the concurrent event scenarios. The effectiveness of these mitigation measures is then tested for the following scenarios:

- Adjusted Baseline (with Event at The Forum) Plus Project Major Events
- Cumulative (with Event at The Forum) Plus Project Major Events

For purposes of this analysis, identified mitigation measures were tested against concurrent event Scenario 1 (i.e., Proposed Project Major Event and 17,500-person Concert at The Forum) under both Adjusted Baseline and Cumulative conditions. For several reasons, concurrent event Scenario 1 was selected as the most appropriate concurrent event scenario to present an analysis of the impacts "with mitigation". First, this scenario would likely occur with some regularity given how often events at each venue may overlap. Second, analyses indicate that the Proposed Project would generate substantially more impacts under this scenario versus if an event were not occurring at The Forum. In addition, Scenario 1 would yield greater Project impacts than Scenario 2 (Proposed Project Major Event and Football Game at NFL Stadium) because most NFL Stadium-related traffic would have dispersed before the attendees for the Proposed Project Major Event would be arriving at Proposed Project. Scenario 1 would also generate more impacts than a concurrent scenario featuring a mid-sized event at the NFL Stadium (Scenario 3) because that scenario requires a considerable proportion of Proposed Project attendees to park at remote lots (i.e., not in HPSP lots), thereby dispersing traffic and reducing impacts. Scenarios 4 and 5, consisting of events at all three venues, were determined not to be appropriate for identifying and testing mitigation measures, particularly physical and permanent improvements, given the rarity with which those scenarios would occur. Any mitigation identified for Scenario 1 would also reduce the magnitude of impacts associated with Scenarios 2, 3, 4, and 5.

Adjusted Baseline Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under Adjusted Baseline conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. As described in Table 3.14-3, the following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum) – would consist of an 17,500-person concert at The Forum that begins on a weekday at 7 PM and ends at 9:15 PM, overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis). Additionally, a weekend scenario is studied for a 5–6 PM peak hour in which the Forum event begins at 7 PM and the basketball game begins at 6 PM.

- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium) – would consist of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 PM and ends at about 4:30 PM, overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour.

- Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium) – would consist of a 25,000-person event at the NFL Stadium that begins on a weekday at 7 PM and ends at 9:15 PM, overlapping with a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

- Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium) – would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 PM and ends at 9:15 PM, a 25,000-person event at the NFL Stadium that begins at 7 PM and ends at 9:15 PM, and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium) – would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 PM and ends at about 4:30 PM, an 17,500-person event at The Forum that begins at 7 PM, and a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour.

The analyses that follow present intersection LOS, freeway operations, and off-ramp queuing results for each scenario and their applicable hours of study. Analyses of neighborhood traffic volumes are not performed for these concurrent scenarios. The mid-sized and major events at the NFL Stadium will be supported by a stadium transportation management and operations plan. However, the number of hours it would be implemented during a major event has not been finalized. Moreover, NFL Stadium events would result in fewer Proposed Project attendees parking in close proximity to the Proposed Project, as more Proposed Project parking would occur at remote lots; thus, it is likely that concurrent events at the Proposed Project and NFL Stadium would have similar, if not slightly reduced levels of neighborhood street traffic, as compared to a Proposed Project-only scenario. Accordingly, it would be speculative for the above reasons to quantify how much usage neighborhood streets would experience of with concurrent events at the Proposed Project and NFL Stadium over the course of a day. Neighborhood streets that could potentially be used by concert attendees at The Forum are farther north in the vicinity

of The Forum, not in the vicinity of the Project, and therefore the Proposed Project impacts on neighborhood streets would be similar in concurrent event scenarios involving The Forum.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

Trip generation estimates for a 17,500-person concert at The Forum were developed based on mode split and arrival/departure patterns derived from observations conducted at concerts at The Forum in December 2018[32] and are presented in Appendix K.2. On a weekday, a 17,500-person event at The Forum is estimated to generate 4,739 pre-event peak hour vehicle trips and 7,992 post-event peak hour vehicle trips. On a weekend day, a 17,500-person event at The Forum would generate 2,551 vehicle trips during the weekend 5–6 PM study period (the hour beginning two hours prior to the concert start, for this scenario) and 4,477 vehicle trips during the weekend 6-7 PM study period (the hour beginning one hour prior to the concert start, for concurrent event scenario 5).

Traffic forecasts were developed for Adjusted Baseline (with The Forum) No Project conditions by adding The Forum concert trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with The Forum) Plus Project (Major Event) conditions.

Table 3.14-64 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum) No Project and Adjusted Baseline (with The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-65 displays the freeway LOS results under Adjusted Baseline (with The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-66**, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

[32] Driveway vehicle counts were taken before and after four concerts at The Forum, Fleetwood Mac (December 13 and 15, 2018) and Childish Gambino (December 16 and 17, 2018). For each concert, observations were made at driveways used by The Forum concert attendees, and the number of people in each vehicle entering was observed. Driveway counts over a three-hour pre-event period and a two-hour post-event period were also used to estimate arrival and departure patterns for attendees. The number of people accessing public transit at key bus stops in the vicinity of The Forum was also observed.

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.853	D	1.006	F
				Weekday Post-Event	0.553	A	0.586	A
				Weekend Pre-Event	0.696	B	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.693	B	0.720	C
				Weekday Post-Event	0.469	A	0.541	A
				Weekend Pre-Event	0.564	A	0.577	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	258.5	F	***	F
				Weekday Post-Event	4.5	A	5.4	A
				Weekend Pre-Event	6.5	A	6.6	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	91.2	F	97.7	F
				Weekday Post-Event	25.3	C	25.6	C
				Weekend Pre-Event	30.6	C	30.7	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	133.8	F	142.5	F
				Weekday Post-Event	20.8	C	17.4	B
				Weekend Pre-Event	26.0	C	68.2	E
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.021	F	1.080	F
				Weekday Post-Event	0.779	C	0.863	D
				Weekend Pre-Event	0.884	D	0.943	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.883	D	0.945	E
				Weekday Post-Event	0.625	B	0.713	C
				Weekend Pre-Event	0.737	C	0.799	C
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	133.4	F	139.0	F
				Weekday Post-Event	3.3	A	2.5	A
				Weekend Pre-Event	3.3	A	36.6	D
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	163.6	F	80.2	F
				Weekday Post-Event	4.8	A	28.8	C
				Weekend Pre-Event	4.7	A	104.9	F
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	87.0	F	81.2	F
				Weekday Post-Event	6.0	A	67.0	E
				Weekend Pre-Event	7.6	A	68.3	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.847	D
				Weekday Post-Event	0.566	A	0.668	B
				Weekend Pre-Event	0.626	B	0.719	C
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.017	F	1.137	F
				Weekday Post-Event	0.647	B	0.855	D
				Weekend Pre-Event	0.782	C	0.901	E

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	150.4	F	178.6	F
				Weekday Post-Event	10.8	B	24.6	C
				Weekend Pre-Event	101.0	F	131.9	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	62.7	E
				Weekday Post-Event	6.6	A	55.3	E
				Weekend Pre-Event	77.5	E	109.5	F
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	169.0	F	128.8	F
				Weekday Post-Event	105.8	F	126.0	F
				Weekend Pre-Event	106.1	F	179.2	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	155.0	F	131.2	F
				Weekday Post-Event	42.8	D	54.0	D
				Weekend Pre-Event	53.5	D	78.9	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.346	F	1.425	F
				Weekday Post-Event	1.427	F	1.751	F
				Weekend Pre-Event	1.051	F	1.122	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.568	A	0.633	B
				Weekday Post-Event	0.271	A	0.410	A
				Weekend Pre-Event	0.397	A	0.460	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.515	A	0.580	A
				Weekday Post-Event	0.350	A	0.510	A
				Weekend Pre-Event	0.429	A	0.493	A
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	70.0	E	35.2	D
				Weekday Post-Event	129.3	F	182.8	F
				Weekend Pre-Event	29.1	C	26.2	C
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	13.1	B	12.4	B
				Weekday Post-Event	107.4	F	8.3	A
				Weekend Pre-Event	13.2	B	11.7	B
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	168.1	F	184.8	F
				Weekday Post-Event	19.7	B	19.6	B
				Weekend Pre-Event	20.6	C	42.0	D
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	192.2	F	179.1	F
				Weekday Post-Event	18.1	B	20.2	C
				Weekend Pre-Event	29.9	C	109.6	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	138.7	F	146.1	F
				Weekday Post-Event	21.0	C	53.0	D
				Weekend Pre-Event	49.4	D	94.9	F

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	126.2	F	68.4	E
				Weekday Post-Event	7.8	A	133.1	F
				Weekend Pre-Event	94.0	F	99.3	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	83.4	F	60.3	E
				Weekday Post-Event	97.8	F	***	F
				Weekend Pre-Event	69.7	E	72.1	E
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	13.1	B	82.9	F
				Weekday Post-Event	10.8	B	9.6	A
				Weekend Pre-Event	13.1	B	68.0	E
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	8.2	A	7.4	A
				Weekday Post-Event	6.9	A	7.0	A
				Weekend Pre-Event	9.7	A	8.8	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	21.2	C	24.6	C
				Weekday Post-Event	147.6	F	***	F
				Weekend Pre-Event	19.9	B	24.2	C
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	9.7	A	48.5	D
				Weekday Post-Event	102.4	F	107.8	F
				Weekend Pre-Event	9.1	A	8.7	A
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A
				Weekday Post-Event	0.329	A	0.390	A
				Weekend Pre-Event	0.469	A	0.473	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A
				Weekday Post-Event	0.243	A	0.308	A
				Weekend Pre-Event	0.393	A	0.397	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	143.7	F	***	F
				Weekday Post-Event	25.4	C	49.5	D
				Weekend Pre-Event	17.1	B	149.7	F
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	21.3	C
				Weekday Post-Event	26.0	C	232.5	F
				Weekend Pre-Event	11.5	B	14.6	B
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	9.8	A	72.9	E
				Weekday Post-Event	10.7	B	11.1	B
				Weekend Pre-Event	11.6	B	10.3	B
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	35.6	D	189.9	F
				Weekday Post-Event	30.3	C	41.8	D
				Weekend Pre-Event	27.4	C	47.5	D

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	19.3	B	203.5	F
				Weekday Post-Event	17.0	B	22.0	C
				Weekend Pre-Event	13.3	B	114.1	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	51.7	D
				Weekday Post-Event	95.6	F	148.9	F
				Weekend Pre-Event	13.2	B	19.6	B
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	27.4	C	220.7	F
				Weekday Post-Event	45.2	D	131.0	F
				Weekend Pre-Event	27.4	C	121.6	F
38	Fir Ave/Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	20.8	C	234.2	F
				Weekday Post-Event	9.7	A	75.0	E
				Weekend Pre-Event	6.4	A	157.5	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	32.2	C	97.2	F
				Weekday Post-Event	11.4	B	63.1	E
				Weekend Pre-Event	5.7	A	83.5	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	68.7	E	131.5	F
				Weekday Post-Event	37.9	D	118.8	F
				Weekend Pre-Event	40.8	D	126.6	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	87.5	F	81.5	F
				Weekday Post-Event	6.3	A	105.6	F
				Weekend Pre-Event	8.8	A	50.7	D
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.3	C	31.9	C
				Weekday Post-Event	7.3	A	85.3	F
				Weekend Pre-Event	9.3	A	22.1	C
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	111.2	F	144.9	F
				Weekday Post-Event	70.1	E	259.5	F
				Weekend Pre-Event	71.2	E	94.7	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	34.6	C	164.6	F
				Weekday Post-Event	19.4	B	206.9	F
				Weekend Pre-Event	32.0	C	38.8	D
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	47.3	D	149.0	F
				Weekday Post-Event	14.8	B	143.8	F
				Weekend Pre-Event	21.2	C	67.1	E
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.3	D	159.1	F
				Weekday Post-Event	19.3	B	115.2	F
				Weekend Pre-Event	38.8	D	72.5	E

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.2	D	113.3	F
				Weekday Post-Event	17.0	B	147.1	F
				Weekend Pre-Event	27.7	C	51.6	D
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.6	E	169.1	F
				Weekday Post-Event	76.5	E	119.7	F
				Weekend Pre-Event	39.2	D	142.0	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.1	B	123.4	F
				Weekday Post-Event	13.8	B	19.1	B
				Weekend Pre-Event	14.1	B	108.5	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.758	C	0.870	D
				Weekday Post-Event	0.568	A	0.809	D
				Weekend Pre-Event	0.658	B	0.786	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.821	D
				Weekday Post-Event	0.499	A	0.757	C
				Weekend Pre-Event	0.595	A	0.731	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.388	A	0.505	A
				Weekday Post-Event	0.410	A	0.619	B
				Weekend Pre-Event	0.362	A	0.473	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.207	A	0.333	A
				Weekday Post-Event	0.231	A	0.453	A
				Weekend Pre-Event	0.179	A	0.297	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.771	C	0.973	E
				Weekday Post-Event	0.587	A	0.910	E
				Weekend Pre-Event	0.641	B	0.842	D
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekday Pre-Event	10.9	B	186.3	F
				Weekday Post-Event	9.2	A	10.4	B
				Weekend Pre-Event	9.0	A	9.4	A
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	94.3	F	151.0	F
				Weekday Post-Event	6.2	A	***	F
				Weekend Pre-Event	85.6	F	23.2	C
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	33.0	D	10.0	B
				Weekday Post-Event	5.7	A	79.3	F
				Weekend Pre-Event	10.2	B	8.2	A

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	91.5	F	***	F
				Weekday Post-Event	7.4	A	***	F
				Weekend Pre-Event	15.1	C	79.7	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.9	A	99.1	F
				Weekday Post-Event	5.8	A	5.3	A
				Weekend Pre-Event	7.4	A	7.5	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	16.0	B	18.8	B
				Weekday Post-Event	8.3	A	9.5	A
				Weekend Pre-Event	15.6	B	16.0	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	23.8	C	165.1	F
				Weekday Post-Event	15.7	B	94.6	F
				Weekend Pre-Event	24.8	C	109.8	F
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	141.0	F	250.7	F
				Weekday Post-Event	9.3	A	236.8	F
				Weekend Pre-Event	143.9	F	188.8	F
61	Doty Ave/ West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	24.7	C	207.1	F
				Weekday Post-Event	6.6	A	6.6	A
				Weekend Pre-Event	7.8	A	242.4	F
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	204.3	F
				Weekday Post-Event	8.4	A	12.3	B
				Weekend Pre-Event	12.9	B	135.4	F
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	28.3	C	115.5	F
				Weekday Post-Event	11.7	B	19.3	B
				Weekend Pre-Event	22.6	C	167.0	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A
				Weekday Post-Event	0.301	A	0.327	A
				Weekend Pre-Event	0.430	A	0.443	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.732	C
				Weekday Post-Event	0.471	A	0.662	B
				Weekend Pre-Event	0.612	B	0.629	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	22.7	C	265.1	F
				Weekday Post-Event	5.4	A	102.2	F
				Weekend Pre-Event	6.5	A	204.5	F
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	26.3	C	67.5	E
				Weekday Post-Event	7.6	A	151.1	F
				Weekend Pre-Event	32.2	C	54.9	D

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	64.0	E	109.7	F
				Weekday Post-Event	7.3	A	66.6	E
				Weekend Pre-Event	108.5	F	114.2	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	8.9	A	10.5	B
				Weekday Post-Event	6.7	A	8.2	A
				Weekend Pre-Event	9.2	A	12.3	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.538	A	0.703	C
				Weekday Post-Event	0.425	A	0.609	B
				Weekend Pre-Event	0.450	A	0.617	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.706	C	0.768	C
				Weekday Post-Event	0.405	A	0.578	A
				Weekend Pre-Event	0.576	A	0.649	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	31.1	C	100.9	F
				Weekday Post-Event	33.4	C	176.1	F
				Weekend Pre-Event	54.7	D	62.4	E
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	7.9	A	8.5	A
				Weekday Post-Event	6.3	A	6.4	A
				Weekend Pre-Event	8.6	A	8.4	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.700	B	0.817	D
				Weekday Post-Event	0.461	A	0.634	B
				Weekend Pre-Event	0.582	A	0.702	C
		HCM	Caltrans	Weekday Pre-Event	21.0	C	25.2	C
				Weekday Post-Event	15.0	B	17.9	B
				Weekend Pre-Event	17.6	B	22.4	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	94.9	F	230.7	F
				Weekday Post-Event	66.7	E	172.5	F
				Weekend Pre-Event	51.6	D	164.1	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.770	C	0.773	C
				Weekday Post-Event	0.411	A	0.443	A
				Weekend Pre-Event	0.578	A	0.608	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	25.6	C	98.1	F
				Weekday Post-Event	51.3	D	61.5	E
				Weekend Pre-Event	16.8	B	15.8	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	83.3	F	128.1	F
				Weekday Post-Event	62.5	E	55.1	E
				Weekend Pre-Event	39.2	D	45.8	D

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	58.6	E	117.5	F
				Weekday Post-Event	9.5	A	7.5	A
				Weekend Pre-Event	12.2	B	12.4	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	19.4	B	130.9	F
				Weekday Post-Event	8.2	A	12.0	B
				Weekend Pre-Event	12.6	B	11.5	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.888	D	1.037	F
				Weekday Post-Event	0.570	A	0.820	D
				Weekend Pre-Event	0.790	C	0.940	E
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	21.1	C	112.0	F
				Weekday Post-Event	13.4	B	10.1	B
				Weekend Pre-Event	18.3	B	18.6	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.810	D	0.977	E
				Weekday Post-Event	0.693	B	0.880	D
				Weekend Pre-Event	0.782	C	0.952	E
		HCM	Caltrans	Weekday Pre-Event	44.1	D	117.0	F
				Weekday Post-Event	15.6	B	25.6	C
				Weekend Pre-Event	21.3	C	59.0	E
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	55.6	E	135.9	F
				Weekday Post-Event	18.6	B	18.2	B
				Weekend Pre-Event	25.2	C	24.2	C
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.710	C	0.742	C
				Weekday Post-Event	0.721	C	0.951	E
				Weekend Pre-Event	0.790	C	0.837	D
		HCM	Caltrans	Weekday Pre-Event	18.5	B	23.2	C
				Weekday Post-Event	18.5	B	30.4	C
				Weekend Pre-Event	27.6	C	34.3	C
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.742	C	0.865	D
				Weekday Post-Event	0.849	D	1.293	F
				Weekend Pre-Event	0.775	C	0.898	D
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A
				Weekday Post-Event	0.248	A	0.268	A
				Weekend Pre-Event	0.284	A	0.296	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A
				Weekday Post-Event	0.079	A	0.089	A
				Weekend Pre-Event	0.098	A	0.109	A

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D
				Weekday Post-Event	0.444	A	0.487	A
				Weekend Pre-Event	0.648	B	0.662	B
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.8	B	150.8	F
				Weekday Post-Event	11.2	B	166.3	F
				Weekend Pre-Event	15.4	B	82.1	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	21.0	C	13.4	B
				Weekday Post-Event	168.5	F	235.6	F
				Weekend Pre-Event	16.5	B	16.9	B
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.967	E	1.140	F
				Weekday Post-Event	0.740	C	1.027	F
				Weekend Pre-Event	0.815	D	0.985	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.773	C	0.876	D
				Weekday Post-Event	0.603	B	0.794	C
				Weekend Pre-Event	0.671	B	0.781	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.682	B	0.802	D
				Weekday Post-Event	0.484	A	0.707	C
				Weekend Pre-Event	0.563	A	0.691	B
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.489	A	0.558	A
				Weekday Post-Event	0.347	A	0.525	A
				Weekend Pre-Event	0.431	A	0.513	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.698	B	0.775	C
				Weekday Post-Event	0.455	A	0.617	B
				Weekend Pre-Event	0.602	B	0.689	B
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.452	A	0.558	A
				Weekday Post-Event	0.339	A	0.461	A
				Weekend Pre-Event	0.371	A	0.473	A
		HCM	Caltrans	Weekday Pre-Event	20.1	C	27.8	C
				Weekday Post-Event	14.5	B	16.3	B
				Weekend Pre-Event	20.1	C	28.5	C
96	Olive St/ 110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.432	A	0.461	A
				Weekday Post-Event	0.354	A	0.518	A
				Weekend Pre-Event	0.385	A	0.414	A
		HCM	Caltrans	Weekday Pre-Event	9.4	A	10.1	B
				Weekday Post-Event	8.5	A	10.8	B
				Weekend Pre-Event	9.9	A	10.6	B

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.179	F	1.323	F
				Weekday Post-Event	1.054	F	1.319	F
				Weekend Pre-Event	0.962	E	1.105	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.051	F	1.205	F
				Weekday Post-Event	0.917	E	1.200	F
				Weekend Pre-Event	0.819	D	0.971	E
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.104	F	1.270	F
				Weekday Post-Event	1.048	F	1.313	F
				Weekend Pre-Event	0.894	D	1.058	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.805	D	0.897	D
				Weekday Post-Event	0.711	C	0.848	D
				Weekend Pre-Event	0.637	B	0.721	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.952	E
				Weekday Post-Event	0.795	C	0.946	E
				Weekend Pre-Event	0.637	B	0.728	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.770	C	0.855	D
				Weekday Post-Event	0.706	C	0.843	D
				Weekend Pre-Event	0.631	B	0.715	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.926	E	1.019	F
				Weekday Post-Event	0.983	E	1.134	F
				Weekend Pre-Event	0.752	C	0.843	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.752	C	0.895	D
				Weekday Post-Event	0.892	D	0.979	E
				Weekend Pre-Event	0.509	A	0.660	B
		HCM	Caltrans	Weekday Pre-Event	22.1	C	52.1	D
				Weekday Post-Event	47.0	D	114.7	F
				Weekend Pre-Event	17.2	B	38.2	D
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.563	A
				Weekday Post-Event	0.760	C	1.092	F
				Weekend Pre-Event	0.539	A	0.544	A
		HCM	Caltrans	Weekday Pre-Event	15.4	B	15.2	B
				Weekday Post-Event	14.4	B	57.2	E
				Weekend Pre-Event	19.7	B	19.6	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.137	F
				Weekday Post-Event	0.938	E	1.113	F
				Weekend Pre-Event	0.776	C	0.913	E

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.778	C	0.819	D
				Weekday Post-Event	0.578	A	0.653	B
				Weekend Pre-Event	0.622	B	0.664	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.937	E	0.948	E
				Weekday Post-Event	0.515	A	0.562	A
				Weekend Pre-Event	0.794	C	0.806	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.006	F	1.044	F
				Weekday Post-Event	0.652	B	0.660	B
				Weekend Pre-Event	0.993	E	1.033	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.953	E	0.998	E
				Weekday Post-Event	0.542	A	0.552	A
				Weekend Pre-Event	0.939	E	0.986	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.723	C	0.738	C
				Weekday Post-Event	0.475	A	0.495	A
				Weekend Pre-Event	0.653	B	0.669	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.553	A	0.570	A
				Weekday Post-Event	0.295	A	0.316	A
				Weekend Pre-Event	0.481	A	0.499	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.906	E	0.913	E
				Weekday Post-Event	0.507	A	0.507	A
				Weekend Pre-Event	0.754	C	0.760	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.930	E	0.932	E
				Weekday Post-Event	0.624	B	0.644	B
				Weekend Pre-Event	0.873	D	0.876	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.064	F	1.071	F
				Weekday Post-Event	0.549	A	0.549	A
				Weekend Pre-Event	0.807	D	0.814	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.036	F	1.153	F
				Weekday Post-Event	0.627	B	0.666	B
				Weekend Pre-Event	0.779	C	0.894	D
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.931	E	0.996	E
				Weekday Post-Event	0.620	B	0.745	C
				Weekend Pre-Event	0.768	C	0.861	D
		HCM	Caltrans	Weekday Pre-Event	26.3	C	45.6	D
				Weekday Post-Event	14.9	B	18.2	B
				Weekend Pre-Event	18.5	B	21.3	C

TABLE 3.14-64
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum) No Project		Adjusted Baseline (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			129.8	F
				Weekend Pre-Event			N / A	N / A
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		109.2	F
				Weekday Post-Event			N / A	N / A
				Weekend Pre-Event			51.2	D

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	23.91	C	26.19	C
				Weekday Post-Event	19.93	B	20.30	C
				Weekend Pre-Event	23.19	C	25.62	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	19.77	B	21.44	C
				Weekday Post-Event	15.30	B	15.62	B
				Weekend Pre-Event	19.46	B	21.05	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	17.18	B	20.67	C
				Weekday Post-Event	11.35	B	11.63	B
				Weekend Pre-Event	15.63	B	17.93	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	12.48	B	14.81	B
				Weekday Post-Event	8.00	A	8.18	A
				Weekend Pre-Event	10.88	A	12.41	B

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	17.57	B	19.60	B
				Weekday Post-Event	12.84	B	13.00	B
				Weekend Pre-Event	15.70	B	17.04	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	13.89	B	16.21	B
				Weekday Post-Event	8.83	A	9.02	A
				Weekend Pre-Event	11.96	B	13.49	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	12.20	B	12.59	B
				Weekday Post-Event	5.66	A	5.69	A
				Weekend Pre-Event	10.81	A	10.95	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	18.39	C	18.79	C
				Weekday Post-Event	12.24	B	12.70	B
				Weekend Pre-Event	16.31	B	16.48	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	18.53	B	18.98	B
				Weekday Post-Event	21.00	C	-	F
				Weekend Pre-Event	16.44	B	16.76	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	31.34	D	31.71	D
				Weekday Post-Event	23.03	C	25.77	C
				Weekend Pre-Event	25.75	C	25.94	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	34.15	D	34.54	D
				Weekday Post-Event	26.47	C	35.33	E
				Weekend Pre-Event	28.25	D	28.50	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	16.67	B	17.34	B
				Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	17.28	B	17.30	B
				Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	22.40	C	22.41	C
				Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	14.33	B	17.57	B
				Weekday Post-Event	9.94	A	9.96	A
				Weekend Pre-Event	13.27	B	16.93	B

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	5.77	A	7.83	A
				Weekday Post-Event	4.01	A	4.02	A
				Weekend Pre-Event	6.84	A	9.34	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
				Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.54	A	5.80	A
				Weekday Post-Event	12.33	B	18.82	C
				Weekend Pre-Event	9.25	A	9.51	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.18	B	11.28	B
				Weekday Post-Event	17.23	B	19.73	C
				Weekend Pre-Event	18.12	C	18.22	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	13.83	B	15.98	B
				Weekend Pre-Event	14.48	B	14.58	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	16.19	B	17.86	B
				Weekend Pre-Event	14.64	B	14.73	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	16.57	B	17.25	B
				Weekday Post-Event	17.41	B	18.54	C
				Weekend Pre-Event	16.91	B	18.43	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	23.58	C	24.99	C
				Weekend Pre-Event	23.96	C	26.75	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	13.90	B	14.46	B
				Weekday Post-Event	14.81	B	16.03	B
				Weekend Pre-Event	11.59	B	12.19	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	24.62	C	-	F
				Weekend Pre-Event	-	F [2]	-	F [2]

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	21.30	C	29.96	D
				Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	16.46	B	17.38	B
				Weekday Post-Event	19.54	C	29.14	D
				Weekend Pre-Event	14.36	B	15.35	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	23.30	C	24.05	C
				Weekday Post-Event	24.40	C	31.37	D
				Weekend Pre-Event	21.31	C	22.11	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	19.64	C	20.57	C
				Weekday Post-Event	21.99	C	32.88	D
				Weekend Pre-Event	17.38	B	18.38	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	23.91	C	31.38	D
				Weekday Post-Event	17.57	B	18.06	B
				Weekend Pre-Event	23.55	C	31.78	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	26.45	D	42.26	E
				Weekday Post-Event	18.14	C	18.75	C
				Weekend Pre-Event	23.83	C	39.14	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	26.45	D	42.26	E
				Weekday Post-Event	18.14	C	18.75	C
				Weekend Pre-Event	23.83	C	39.14	E
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.53	C	37.43	E
				Weekday Post-Event	17.93	B	18.33	C
				Weekend Pre-Event	22.85	C	35.45	E
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	22.08	C	28.91	D
				Weekday Post-Event	14.75	B	15.21	B
				Weekend Pre-Event	19.02	C	26.38	D
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.61	B	24.36	C
				Weekday Post-Event	14.26	B	14.73	B
				Weekend Pre-Event	17.60	B	23.21	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	29.11	D	39.25	E
				Weekday Post-Event	19.34	C	19.85	C
				Weekend Pre-Event	26.52	D	37.31	E
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	26.04	D	28.74	D
				Weekday Post-Event	19.37	C	19.83	C
				Weekend Pre-Event	25.30	C	27.59	D

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.12	C	22.25	C
				Weekday Post-Event	18.36	C	20.01	C
				Weekend Pre-Event	22.46	C	22.65	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.77	D	28.98	D
				Weekday Post-Event	23.18	C	25.48	C
				Weekend Pre-Event	29.33	D	29.66	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	30.08	D	30.72	D
				Weekday Post-Event	26.21	C	32.13	D
				Weekend Pre-Event	30.52	D	31.28	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.13	C	25.59	C
				Weekday Post-Event	20.76	C	24.82	C
				Weekend Pre-Event	25.92	C	26.50	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.84	C	26.49	C
				Weekday Post-Event	29.35	D	-	F
				Weekend Pre-Event	25.42	C	26.16	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	27.69	C	28.34	D
				Weekday Post-Event	27.54	C	34.50	D
				Weekend Pre-Event	28.54	D	29.32	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	23.49	C	28.48	D
				Weekday Post-Event	24.08	C	24.53	C
				Weekend Pre-Event	26.17	C	31.69	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	18.75	C	21.93	C
				Weekday Post-Event	21.48	C	21.62	C
				Weekend Pre-Event	21.85	C	26.32	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	20.74	C	23.29	C
				Weekday Post-Event	22.26	C	22.38	C
				Weekend Pre-Event	23.49	C	26.80	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.05	C	25.84	C
				Weekday Post-Event	25.55	C	25.69	C
				Weekend Pre-Event	21.75	C	25.24	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.52	D	33.69	D
				Weekday Post-Event	30.97	D	31.24	D
				Weekend Pre-Event	29.46	D	32.93	D

TABLE 3.14-65
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with the Forum) No Project		Adjusted Baseline (with the Forum) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	16.78	B	17.96	B
				Weekday Post-Event	19.16	C	19.17	C
				Weekend Pre-Event	15.78	B	17.66	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	23.81	C	25.25	C
				Weekday Post-Event	12.03	B	22.43	C
				Weekend Pre-Event	20.79	C	23.08	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-66
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project (Major Event) Pre-Event Conditions			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	1,825	1,650	No	No	2,675	2,500	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	3,375	2,200	No	No	>4,200	4,175	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	1,850	1,675	Yes	Yes	2,700	2,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,147	953	No	No	1,813	1,463	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,250	1,375	No	No	9,175	>9,500	Yes	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	3,912	3,386	No	No	6,247	5,633	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	642	1,012	No	No	737	1,137	No	No

TABLE 3.14-66
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Baseline (with The Forum) No Project Pre-Event Conditions				Adjusted Baseline (with The Forum) Plus Project (Major Event) Pre-Event Conditions			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
Off-Ramp [1]	Ramp Capacity Threshold[2]	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-110 SB Off-Ramp at West Century Blvd	2,430	936	858	No	No	1,658	1,411	No	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	2,181	1,762	No	No	3,045	2,721	No	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,495	1,473	No	No	1,495	1,473	No	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 PM and ends at about 4:30 PM, with some NFL Stadium departure traffic overlapping with a major event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

The NFL Stadium site on Hollywood Park will provide parking for 9,000 vehicles. However, the stadium parking demand during football games will exceed this supply and necessitate the use of off-site parking and shuttles. The City of Inglewood, in coordination with the NFL Stadium operator and local parking suppliers, has identified up to 70 off-site parking facilities that could be available during NFL football games and other overlapping events. The following lists some of the prospective sites with larger quantities of parking supply.

- Los Angeles Southwest College
- El Camino College
- Playa District
- Wateridge Office Park (located northeast of the intersection of La Cienega Boulevard & Slauson Avenue)

- Pacific Concourse
- 5200 West Century Boulevard Garage

The intent is that NFL football game attendees would pre-purchase parking at a selected off-site location and then be taken by shuttle to the stadium itself.

Trip generation estimates for an NFL football game at the NFL Stadium were developed based on mode split information from the draft Transportation Management and Operations Plan (TMOP) for the Inglewood Sports & Entertainment District[33] and are presented in Appendix K.2. During the weekend 6 to 7 PM peak hour, 6 percent of NFL Stadium game attendees and 10 percent of employees are projected to depart. This translates into 1,836 outbound vehicle trips and 191 inbound vehicle trips. The departure percentage estimates are derived from other NFL venues (e.g., Levi's Stadium in Santa Clara, which is home to the San Francisco 49ers). While much of that traffic will be departing from lots surrounding the stadium within Hollywood Park, some trips will also be leaving remote lots, thereby resulting in dispersed traffic flows. A large number of shuttles will be used to transport these patrons from the stadium to these remote lots. Traffic forecasts were developed for the weekend pre-event peak for an Adjusted Baseline (with Football Game at NFL Stadium) No Project condition by adding NFL Football game trips to the Adjusted Baseline No Project forecasts.

The TMOP will be implemented before and after football games. It will include both on-site and off-site traffic management, special event signal timings, wayfinding, and many other traffic management components. The TMOP is assumed in place for Adjusted Baseline (with Football Game at NFL Stadium) No Project conditions.

Parking demands for a weekend afternoon NFL football game would not substantively affect the ability of concertgoers to park at Hollywood Park for a weekend evening concert at the Proposed Project since the majority of fans for an afternoon football game will have departed before the majority of concertgoers arrive for the evening concert. Off-site parking for the Proposed Project event under this scenario would occur at Hollywood Park and the Hollywood Park Casino as for a standalone Proposed Project event.

Project trips were added to the Adjusted Baseline (with Football Game at NFL Stadium) No Project Conditions to yield the Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) scenario.

Table 3.14-67 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions.

[33] City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.625	B	0.706	C
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.565	A	0.574	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.5	A	7.2	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	30.0	C	30.5	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	22.6	C	30.9	C
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.849	D	0.885	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.699	B	0.737	C
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.4	A	30.3	C
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	4.7	A	77.1	E
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	7.8	A	67.7	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.580	A	0.644	B
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.698	B	0.740	C
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.0	B	84.3	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	7.6	A	66.1	E
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	53.3	D	182.2	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	15.5	B	75.8	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.980	E	1.099	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.402	A	0.448	A
19	South Prairie Ave/ Kelso St/Pincay Dr	HCM	Inglewood	Weekend Pre-Event	19.5	B	211.5	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	8.6	A	50.0	D

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.8	C	21.2	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	26.9	C	40.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.0	C	55.4	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	9.7	A	122.4	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	17.8	B	138.2	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.7	B	14.9	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.5	A	29.5	C
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	22.0	C	152.3	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.4	A	88.4	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	15.7	B	124.5	F
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.4	B	45.7	D
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	12.1	B	38.4	D
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	26.0	C	157.0	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	15.1	B	182.8	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.8	C	40.6	D
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	27.3	C	186.4	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.2	A	209.5	F

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.1	A	115.6	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	39.9	D	120.3	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.1	A	167.0	F
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.7	A	57.2	E
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	70.7	E	177.4	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	63.9	E	114.2	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	74.1	E	168.0	F
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	42.6	D	161.6	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.4	D	116.8	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	56.9	E	220.0	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	14.2	B	135.4	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.678	B	0.802	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.617	B	0.749	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.382	A	0.457	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.201	A	0.279	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.624	B	0.821	D
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/ City of Los Angeles	Weekend Pre-Event	9.1	A	63.8	E
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekend Pre-Event	8.4	A	17.6	B
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.5	A	4.9	A

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	64.0	F	216.7	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.4	A	10.8	B
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.9	B	13.8	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.7	C	27.8	C
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekend Pre-Event	13.9	B	107.2	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.5	A	26.8	D
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekend Pre-Event	13.4	B	78.7	E
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekend Pre-Event	24.3	C	182.7	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	B	0.671	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	6.3	A	18.0	B
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	11.8	B	19.7	B
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekend Pre-Event	10.9	B	27.0	C
69	Yukon Ave/108th St	HCM	Inglewood	Weekend Pre-Event	9.6	A	14.8	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.494	A	0.539	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.592	A
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	30.3	C	27.5	C
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.7	A	8.8	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.584	A	0.632	B
		HCM	Caltrans	Weekend Pre-Event	17.5	B	20.3	C

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
75	South Prairie Ave/ 112th St/105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	105.6	F	52.6	D
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.576	A	0.581	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	17.3	B	19.6	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	74.6	E	42.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	35.9	D	42.3	D
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	12.5	B	15.4	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.787	C	0.901	E
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekend Pre-Event	18.5	B	49.0	D
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekend Pre-Event	0.807	D	0.940	E
		HCM	Caltrans	Weekend Pre-Event	21.1	C	29.7	C
84	South Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	25.4	C	24.7	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekend Pre-Event	0.836	D	0.855	D
		HCM	Caltrans	Weekend Pre-Event	33.3	C	35.5	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.913	E	0.939	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.330	A	0.344	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.145	A	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	B	0.679	B
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	50.2	D	140.9	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	5.5	A	176.5	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.789	C	0.959	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.677	B	0.765	C

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
		CMA	City of Los Angeles	Weekend Pre-Event	0.571	A	0.672	B
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.430	A	0.519	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.576	A	0.695	B
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.360	A	0.471	A
		HCM	Caltrans	Weekend Pre-Event	19.8	B	27.3	C
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.387	A	0.421	A
		HCM	Caltrans	Weekend Pre-Event	10.3	B	10.6	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.918	E	0.939	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.771	C	0.794	C
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.843	D	0.864	D
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.571	A	0.614	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.577	A	0.602	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.521	A	0.601	B
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.659	B	0.720	C
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.431	A	0.505	A
		HCM	Caltrans	Weekend Pre-Event	11.2	B	15.4	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.514	A	0.530	A
		HCM	Caltrans	Weekend Pre-Event	18.5	B	18.6	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.758	C	0.859	D
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.611	B	0.643	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.764	C	0.789	C
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.951	E	0.978	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.890	D	0.923	E

TABLE 3.14-67
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.638	B	0.650	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.466	A	0.478	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.738	C	0.753	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.875	D	0.878	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.798	C	0.807	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.586	A	0.648	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.744	C	0.755	C
		HCM	Caltrans	Weekend Pre-Event	18.7	B	19.3	B
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		N/A	N/A
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		29.8	C

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

Table 3.14-68 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-69**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause two freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-68
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	22.39	C	24.45	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	18.59	B	20.12	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	13.71	B	15.99	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	9.59	A	11.12	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	14.58	B	15.91	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	10.67	A	12.20	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekend Pre-Event	9.64	A	9.75	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekend Pre-Event	15.18	B	15.29	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	16.21	B	16.64	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	25.49	C	25.72	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	30.36	D	30.95	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekend Pre-Event	12.42	B	15.81	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekend Pre-Event	6.58	A	9.79	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekend Pre-Event	15.17	B	15.31	B

TABLE 3.14-68
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	7.03	A	10.34	B
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	9.59	A	10.05	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	18.25	C	18.43	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	15.17	B	15.31	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	14.94	B	15.08	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	16.85	B	17.73	B
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	23.88	C	25.63	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	11.52	B	11.71	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	15.87	B	16.15	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	22.53	C	22.76	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	18.91	C	19.19	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	21.86	C	26.07	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	21.66	C	27.48	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	21.66	C	27.48	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	20.51	C	24.54	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre-Event	17.28	B	20.23	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	16.20	B	18.56	B

TABLE 3.14-68
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Football Game at NFL Stadium) No Project		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
38	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp	Diverge	Weekend Pre-Event	24.51	C	28.04	D
39	I-105 Westbound	South Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	24.77	C	26.30	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre-Event	22.59	C	22.60	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekend Pre-Event	29.57	D	29.58	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	31.01	D	31.19	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	26.02	C	26.48	C
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre-Event	29.32	D	29.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	23.93	C	27.74	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	21.31	C	23.70	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	23.06	C	24.94	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	21.38	C	23.28	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	28.74	D	31.28	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre-Event	15.65	B	16.12	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekend Pre-Event	20.64	C	21.21	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-69
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold [2]	Adjusted Baseline (with Football Game at NFL Stadium) No Project Pre-Event Conditions		Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	175	No	1,975	No
I-405 NB Off-Ramp at West Century Blvd	3,600	300	No	3,050	No
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	175	No	2,000	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	936	No	1,137	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,000	No	1,450	No
I-105 WB Off-Ramp at Crenshaw Ave	4,065	3,136	No	4,613	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,094	No	1,137	No
I-110 SB Off-Ramp at West Century Blvd	2,430	787	No	1,424	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,046	No	1,518	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,351	No	1,351	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

This scenario is analyzed for the weekday pre-event and post-event peak hours. Traffic forecasts were developed for Adjusted Baseline (with Midsize NFL Stadium Event) No Project forecasts by adding Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts.

This scenario would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within Hollywood Park to

be parked in various other off-site locations. The following potential additional off-site parking locations have been identified:

- Approximately 1,050 spaces located 1 mile or less from the Arena Site (located on school campuses and office/administrative buildings). Many attendees parking in these areas would be expected to walk to/from the Arena Site.

The Los Angeles Gateway Area (located between I-405 and LAX, 1.6 miles from the Arena Site) and Southwest College have ample reserve overflow parking (i.e., nearly 12,000 spaces). Attendees parking in these areas would likely take a shuttle to/from the Arena Site, but may also use a TNC. The Los Angeles Gateway Area would also be used for employee parking during concurrent events.

Figure 3.14-23 illustrates the locations of these off-site parking facilities relative to the Arena Site.

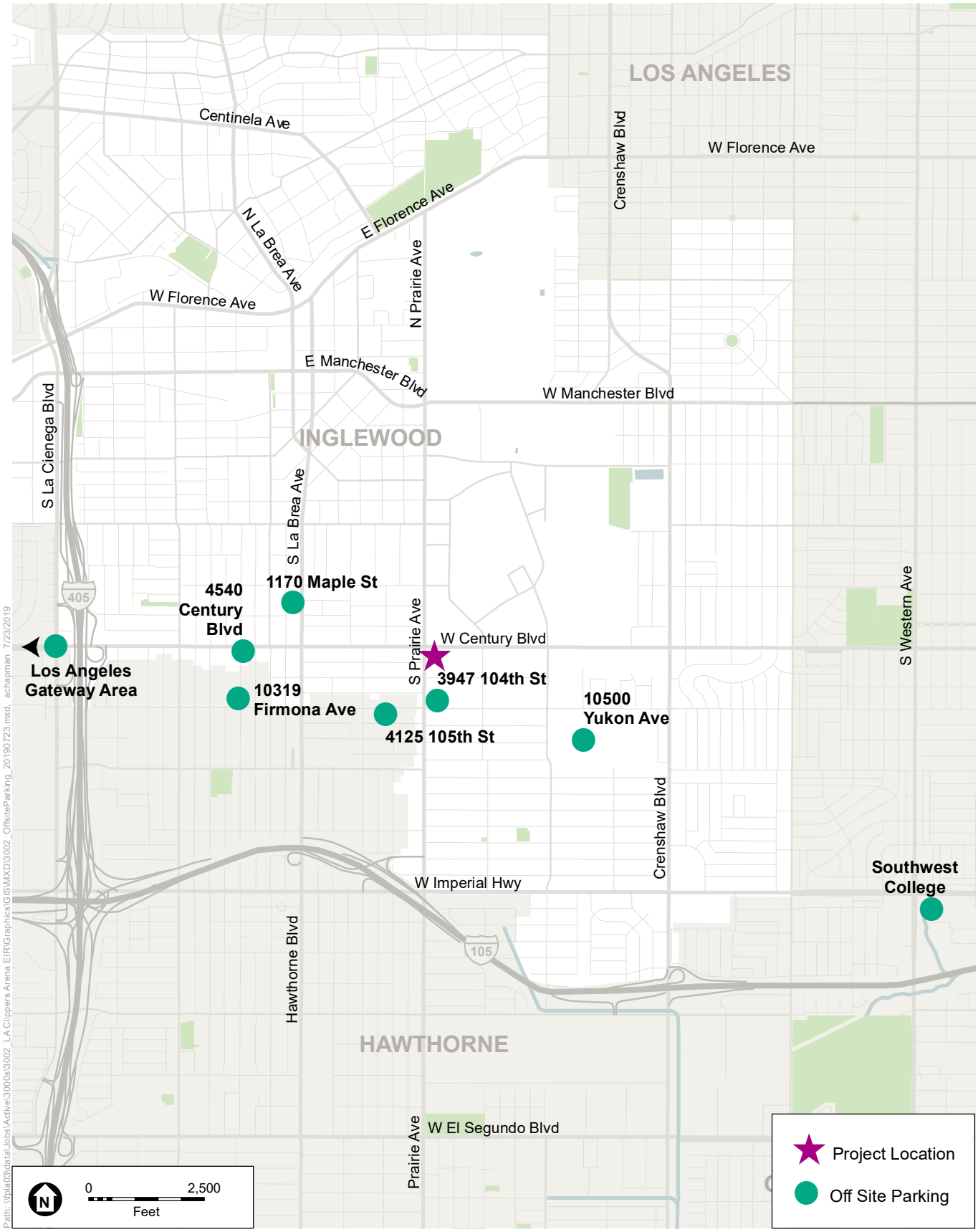
According to the Proposed Project site plan, a 120-foot bus turnout would be created along the project frontage on South Prairie Avenue to accommodate shuttle buses to these off-site parking lots.

Trips associated with the Proposed Project were assigned to the study intersections in accordance with the trip generation and distribution patterns described previously. However, the assignment of those trips varied due to the aforementioned changes in off-site parking locations for concert attendees. A second set of shuttle buses (i.e., in addition to shuttles transporting attendees to/from light rail stations) to transport concert attendees to more remote parking areas is also included in the analysis. Additionally, trip routing to the Proposed Project would likely change in response to congested conditions in the immediate vicinity of the NFL Stadium. Project trips were added to the Adjusted Baseline (with Midsize NFL Stadium Event) No Project Conditions to yield the Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event) scenario.

Trip generation estimates for the Midsize Event at the NFL Stadium were developed based on mode split information from the Inglewood Sports & Entertainment District TMOP and arrival and departure information from The Forum and are presented in Appendix K.2.

Table 3.14-70 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Adjusted Baseline (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-71 displays the freeway LOS results under Adjusted Baseline (with Midsize Event at NFL Stadium) conditions, without and with a major event at the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-72**, a major event (assuming a concurrent mid-sized event at NFL Stadium) would result in three freeway off-ramp experiencing maximum vehicle queues that exceed the applicable threshold.



SOURCE: Fehr and Peers, 2018

Inglewood Basketball and Entertainment Center

Figure 3.14-23

Potential Off-site Parking Locations near the Arena Site During Concurrent Events at the NFL Stadium

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TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.954	E	1.042	F
				Weekday Post-Event	0.625	B	0.732	C
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.779	C	0.802	D
				Weekday Post-Event	0.414	A	0.471	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	***	F	257.1	F
				Weekday Post-Event	4.4	A	5.1	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	78.6	E	84.0	F
				Weekday Post-Event	25.4	C	25.5	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	143.7	F	120.5	F
				Weekday Post-Event	20.7	C	14.3	B
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.097	F	1.139	F
				Weekday Post-Event	0.661	B	0.711	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.964	E	1.007	F
				Weekday Post-Event	0.499	A	0.552	A
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	128.4	F	119.6	F
				Weekday Post-Event	3.2	A	5.6	A
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	118.1	F	75.8	E
				Weekday Post-Event	4.8	A	4.2	A
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	65.6	E	86.3	F
				Weekday Post-Event	6.2	A	7.8	A
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.764	C	0.824	D
				Weekday Post-Event	0.596	A	0.715	C
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.911	E	0.988	E
				Weekday Post-Event	0.802	D	0.893	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	123.3	F	150.2	F
				Weekday Post-Event	13.9	B	53.5	D
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	92.0	F	108.8	F
				Weekday Post-Event	11.8	B	63.1	E
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	179.7	F	138.9	F
				Weekday Post-Event	108.7	F	124.6	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	127.4	F	133.6	F
				Weekday Post-Event	47.6	D	43.1	D

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.247	F	1.281	F
				Weekday Post-Event	0.920	E	1.108	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.569	A	0.593	A
				Weekday Post-Event	0.271	A	0.403	A
18	Market St/ La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.481	A	0.549	A
				Weekday Post-Event	0.277	A	0.427	A
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	74.5	E	115.7	F
				Weekday Post-Event	140.7	F	268.2	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	7.5	A	112.1	F
				Weekday Post-Event	64.9	E	123.1	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	21.6	C	167.0	F
				Weekday Post-Event	19.5	B	17.9	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	94.7	F	49.4	D
				Weekday Post-Event	18.3	B	29.3	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	105.3	F	144.4	F
				Weekday Post-Event	21.0	C	18.5	B
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	19.5	B	48.2	D
				Weekday Post-Event	7.7	A	28.7	C
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	31.1	C	63.7	E
				Weekday Post-Event	116.3	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	154.5	F	78.9	E
				Weekday Post-Event	10.8	B	10.8	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	139.7	F	7.5	A
				Weekday Post-Event	6.7	A	8.0	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	72.6	E	68.0	E
				Weekday Post-Event	139.7	F	296.7	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	12.8	B	9.1	A
				Weekday Post-Event	99.7	F	239.8	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.570	A	0.577	A
				Weekday Post-Event	0.349	A	0.389	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.501	A	0.509	A
				Weekday Post-Event	0.265	A	0.307	A

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	47.4	D	295.6	F
				Weekday Post-Event	23.8	C	15.7	B
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	32.7	C	41.4	D
				Weekday Post-Event	30.6	C	80.2	F
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	10.8	B	152.8	F
				Weekday Post-Event	11.1	B	65.6	E
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	80.7	F	131.7	F
				Weekday Post-Event	28.3	C	83.8	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	118.2	F	162.2	F
				Weekday Post-Event	16.7	B	17.2	B
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.6	D	28.9	C
				Weekday Post-Event	89.8	F	20.3	C
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	243.2	F	100.6	F
				Weekday Post-Event	45.1	D	31.6	C
38	Fir Ave/Firmona Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	202.4	F	113.2	F
				Weekday Post-Event	9.9	A	12.3	B
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	118.3	F	85.6	F
				Weekday Post-Event	11.1	B	20.4	C
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	142.8	F	123.7	F
				Weekday Post-Event	37.0	D	77.7	E
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	136.6	F	103.5	F
				Weekday Post-Event	6.3	A	12.2	B
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.2	D	37.6	D
				Weekday Post-Event	7.4	A	16.0	B
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	121.4	F	145.6	F
				Weekday Post-Event	73.7	E	129.8	F
44	Doty Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.4	D	74.6	E
				Weekday Post-Event	23.7	C	86.1	F

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	55.0	E	66.3	E
				Weekday Post-Event	18.5	B	180.9	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.2	E	68.5	E
				Weekday Post-Event	18.9	B	83.9	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	54.0	D	82.4	F
				Weekday Post-Event	16.7	B	59.5	E
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	105.9	F	156.4	F
				Weekday Post-Event	76.9	E	149.2	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	96.4	F	112.7	F
				Weekday Post-Event	13.7	B	30.0	C
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.775	C	0.846	D
				Weekday Post-Event	0.536	A	0.702	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.720	C	0.795	C
				Weekday Post-Event	0.465	A	0.643	B
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.394	A	0.472	A
				Weekday Post-Event	0.379	A	0.511	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.213	A	0.297	A
				Weekday Post-Event	0.197	A	0.339	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.745	C	0.915	E
				Weekday Post-Event	0.511	A	0.707	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	14.8	B	116.6	F
				Weekday Post-Event	9.2	A	9.6	A
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	72.8	E	75.2	F
				Weekday Post-Event	17.8	B	***	F
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	19.0	C	9.8	A
				Weekday Post-Event	5.8	A	21.3	C
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	17.7	C	86.3	F
				Weekday Post-Event	7.0	A	***	F

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	10.0	B	105.7	F
				Weekday Post-Event	5.7	A	5.7	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	16.9	B	25.8	C
				Weekday Post-Event	8.3	A	8.9	A
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	43.8	D	98.9	F
				Weekday Post-Event	15.3	B	98.0	F
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	175.8	F	187.0	F
				Weekday Post-Event	20.9	C	152.5	F
61	Doty Ave/ West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	209.9	F	132.1	F
				Weekday Post-Event	6.6	A	30.6	D
62	Yukon Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	126.7	F	175.3	F
				Weekday Post-Event	8.6	A	88.4	F
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	82.4	F	173.0	F
				Weekday Post-Event	12.2	B	63.7	E
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.301	A	0.363	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.758	C
				Weekday Post-Event	0.656	B	0.838	D
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	158.1	F	173.5	F
				Weekday Post-Event	5.3	A	18.4	B
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	81.6	F	62.7	E
				Weekday Post-Event	22.1	C	89.5	F
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	137.4	F	81.3	F
				Weekday Post-Event	8.1	A	52.9	D
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	9.7	A	12.1	B
				Weekday Post-Event	6.8	A	26.4	C
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.701	C	0.868	D
				Weekday Post-Event	0.630	B	0.775	C
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.706	C	0.841	D
				Weekday Post-Event	0.408	A	0.607	B

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	85.0	F	77.3	E
				Weekday Post-Event	43.2	D	113.5	F
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	9.4	A	8.3	A
				Weekday Post-Event	6.7	A	5.9	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.711	C	0.845	D
				Weekday Post-Event	0.483	A	0.663	B
		HCM	Caltrans	Weekday Pre-Event	22.5	C	26.1	C
				Weekday Post-Event	15.5	B	19.0	B
75	South Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	195.3	F	198.8	F
				Weekday Post-Event	65.8	E	141.2	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.766	C	0.832	D
				Weekday Post-Event	0.401	A	0.466	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	27.9	C	51.6	D
				Weekday Post-Event	50.0	D	22.4	C
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	180.4	F	106.2	F
				Weekday Post-Event	59.3	E	29.8	C
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	154.9	F	96.4	F
				Weekday Post-Event	9.4	A	15.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	94.9	F	110.9	F
				Weekday Post-Event	8.1	A	9.8	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.058	F	1.310	F
				Weekday Post-Event	0.729	C	0.958	E
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekday Pre-Event	103.6	F	91.8	F
				Weekday Post-Event	13.4	B	10.4	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.967	E	1.175	F
				Weekday Post-Event	0.841	D	0.987	E
		HCM	Caltrans	Weekday Pre-Event	94.5	F	220.1	F
				Weekday Post-Event	21.5	C	56.1	E
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	58.1	E	100.1	F
				Weekday Post-Event	18.8	B	18.5	B

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.750	C	0.823	D
				Weekday Post-Event	1.004	F	1.192	F
		HCM	Caltrans	Weekday Pre-Event	21.8	C	33.1	C
				Weekday Post-Event	38.1	D	106.9	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.787	C	0.936	E
				Weekday Post-Event	1.335	F	1.696	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.484	A
				Weekday Post-Event	0.446	A	0.612	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.310	A
				Weekday Post-Event	0.268	A	0.447	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.853	D
				Weekday Post-Event	0.633	B	0.771	C
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	36.2	D	54.2	D
				Weekday Post-Event	11.7	B	124.1	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	15.3	B	43.3	D
				Weekday Post-Event	149.2	F	184.6	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.943	E	1.083	F
				Weekday Post-Event	0.673	B	0.844	D
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.814	D	0.843	D
				Weekday Post-Event	0.551	A	0.665	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.729	C	0.762	C
				Weekday Post-Event	0.424	A	0.557	A
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.497	A	0.525	A
				Weekday Post-Event	0.271	A	0.388	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.706	C	0.739	C
				Weekday Post-Event	0.355	A	0.471	A
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.416	A	0.509	A
				Weekday Post-Event	0.260	A	0.348	A
		HCM	Caltrans	Weekday Pre-Event	19.3	B	21.7	C
				Weekday Post-Event	12.9	B	14.5	B

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
96	Olive St/110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.451	A	0.478	A
				Weekday Post-Event	0.248	A	0.367	A
		HCM	Caltrans	Weekday Pre-Event	10.0	A	10.7	B
				Weekday Post-Event	7.0	A	8.4	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.038	F	1.136	F
				Weekday Post-Event	0.777	C	0.933	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.900	D	1.005	F
				Weekday Post-Event	0.621	B	0.787	C
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.940	E	1.052	F
				Weekday Post-Event	0.723	C	0.872	D
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.713	C	0.778	C
				Weekday Post-Event	0.471	A	0.553	A
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.732	C	0.801	D
				Weekday Post-Event	0.537	A	0.627	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.653	B	0.716	C
				Weekday Post-Event	0.469	A	0.552	A
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.816	D	0.867	D
				Weekday Post-Event	0.725	C	0.815	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.560	A	0.676	B
				Weekday Post-Event	0.592	A	0.690	B
		HCM	Caltrans	Weekday Pre-Event	12.7	B	17.3	B
				Weekday Post-Event	13.2	B	17.0	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.541	A	0.541	A
				Weekday Post-Event	0.475	A	0.677	B
		HCM	Caltrans	Weekday Pre-Event	15.0	B	14.8	B
				Weekday Post-Event	12.2	B	12.9	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.214	F	1.252	F
				Weekday Post-Event	1.067	F	1.162	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.806	D	0.854	D
				Weekday Post-Event	0.429	A	0.503	A
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.951	E	0.961	E
				Weekday Post-Event	0.473	A	0.523	A

TABLE 3.14-70
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.951	E	0.987	E
				Weekday Post-Event	0.678	B	0.740	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.889	D	0.933	E
				Weekday Post-Event	0.573	A	0.645	B
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.722	C	0.746	C
				Weekday Post-Event	0.467	A	0.541	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.552	A	0.578	A
				Weekday Post-Event	0.287	A	0.365	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.904	E	0.916	E
				Weekday Post-Event	0.508	A	0.508	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.931	E
				Weekday Post-Event	0.617	B	0.690	B
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.063	F	1.074	F
				Weekday Post-Event	0.549	A	0.549	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.798	C	0.881	D
				Weekday Post-Event	0.517	A	0.527	A
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.896	D	0.946	E
				Weekday Post-Event	0.768	C	0.822	D
		HCM	Caltrans	Weekday Pre-Event	26.2	C	34.5	C
				Weekday Post-Event	18.8	B	22.4	C
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			31.2	C
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		62.8	E
				Weekday Post-Event			N / A	N / A

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes. Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.
SOURCE: Fehr & Peers, 2019.

TABLE 3.14-71
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	25.08	C	27.25	C
				Weekday Post-Event	20.38	C	20.76	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	18.90	B	20.48	C
				Weekday Post-Event	15.77	B	16.10	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	14.21	B	16.72	B
				Weekday Post-Event	12.01	B	12.30	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	10.50	A	12.18	B
				Weekday Post-Event	8.44	A	8.63	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	15.84	B	17.30	B
				Weekday Post-Event	13.22	B	13.39	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	11.91	B	13.58	B
				Weekday Post-Event	9.27	A	9.46	A
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	10.63	A	10.67	A
				Weekday Post-Event	6.34	A	6.37	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	16.81	B	16.94	B
				Weekday Post-Event	12.92	B	15.19	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	17.97	B	18.34	B
				Weekday Post-Event	16.89	B	24.04	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	30.69	D	30.94	D
				Weekday Post-Event	21.28	C	24.65	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	33.52	D	33.92	D
				Weekday Post-Event	28.71	D	35.23	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	16.75	B	17.42	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	17.36	B	17.37	B
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	22.48	C	22.49	C

TABLE 3.14-71
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	11.99	B	15.57	B
				Weekday Post-Event	10.10	A	10.13	A
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	5.30	A	7.31	A
				Weekday Post-Event	4.01	A	4.02	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	5.97	A	7.74	A
				Weekday Post-Event	5.70	A	6.42	A
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	5.43	A	5.91	A
				Weekday Post-Event	7.39	A	10.11	A
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.39	A	5.60	A
				Weekday Post-Event	9.27	A	12.40	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.13	B	11.21	B
				Weekday Post-Event	16.05	B	17.25	B
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	15.76	B	16.63	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	16.10	B	17.13	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	17.97	B	19.73	C
				Weekday Post-Event	18.23	C	19.85	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	24.74	C	26.58	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	13.63	B	15.21	B
				Weekday Post-Event	15.54	B	17.39	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	23.64	C	-	F

TABLE 3.14-71
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	20.81	C	32.09	D
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	17.23	B	18.09	C
				Weekday Post-Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	23.92	C	24.62	C
				Weekday Post-Event	27.03	C	35.21	E
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	20.42	C	21.29	C
				Weekday Post-Event	25.49	C	41.56	E
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	25.80	C	-	F
				Weekday Post-Event	18.01	B	20.37	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	29.49	D	-	F
				Weekday Post-Event	18.69	C	20.31	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.49	D	-	F
				Weekday Post-Event	18.69	C	20.31	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.05	C	37.46	E
				Weekday Post-Event	18.23	C	19.98	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	21.77	C	28.93	D
				Weekday Post-Event	14.97	B	16.41	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.36	B	24.37	C
				Weekday Post-Event	13.48	B	14.75	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	28.69	D	39.27	E
				Weekday Post-Event	19.04	C	20.54	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	27.88	D	32.75	D
				Weekday Post-Event	18.57	C	20.34	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.00	C	22.20	C
				Weekday Post-Event	20.79	C	23.97	C

TABLE 3.14-71
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with Midsize NFL Stadium Event) No Project		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.56	D	28.90	D
				Weekday Post-Event	26.65	D	32.12	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	30.31	D	31.02	D
				Weekday Post-Event	27.55	C	34.70	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.59	C	26.14	D
				Weekday Post-Event	22.57	C	28.70	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.62	C	26.18	C
				Weekday Post-Event	27.56	C	34.21	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	27.81	C	28.45	D
				Weekday Post-Event	27.61	C	35.19	E
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	21.90	C	27.24	C
				Weekday Post-Event	24.03	C	24.48	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	19.07	C	22.95	C
				Weekday Post-Event	21.36	C	21.51	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	20.99	C	24.09	C
				Weekday Post-Event	22.17	C	22.28	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.23	C	26.72	D
				Weekday Post-Event	23.33	C	23.45	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	28.74	D	33.59	D
				Weekday Post-Event	28.85	D	29.12	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	17.45	B	19.01	C
				Weekday Post-Event	17.52	B	17.53	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	24.62	C	25.22	C
				Weekday Post-Event	20.04	C	20.06	C

NOTES:
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-72
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold [2]	Adjusted Baseline (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Adjusted Baseline (with Midsize NFL Stadium Event) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	250	No	1,900	No
I-405 NB Off-Ramp at West Century Blvd	3,600	325	No	4,150	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	250	No	1,925	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,307	No	2,033	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,225	No	1,650	No
I-105 WB Off-Ramp at Crenshaw Ave	4,065	5,695	Yes	8,206	Yes
I-105 EB Off-Ramp at 120th St	3,850	634	No	1,038	No
I-110 SB Off-Ramp at West Century Blvd	2,430	772	No	1,235	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,157	No	1,781	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,369	No	1,369	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 PM and ends at 9:15 PM, a 25,000-person event at the NFL Stadium that begins at 7 PM and ends at 9:15 PM, and a major event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project

were then added to those volumes to yield the Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-73 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project and Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.053	F	1.082	F
				Weekday Post-Event	0.772	C	0.879	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.804	D	0.829	D
				Weekday Post-Event	0.487	A	0.544	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	318.4	F	284.9	F
				Weekday Post-Event	4.4	A	5.4	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	87.8	F	92.3	F
				Weekday Post-Event	25.5	C	25.6	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	146.4	F	149.0	F
				Weekday Post-Event	14.4	B	13.4	B
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.147	F	1.189	F
				Weekday Post-Event	0.769	C	0.820	D
		CMA	City of Los Angeles	Weekday Pre-Event	1.017	F	1.061	F
				Weekday Post-Event	0.614	B	0.667	B
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	132.7	F	140.8	F
				Weekday Post-Event	2.0	A	15.9	B
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	142.7	F	84.5	F
				Weekday Post-Event	4.0	A	52.2	D
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	81.3	F	71.9	E
				Weekday Post-Event	4.4	A	60.7	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.818	D	0.877	D
				Weekday Post-Event	0.799	C	0.920	E
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.042	F	1.119	F
				Weekday Post-Event	0.945	E	1.043	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	123.3	F	135.1	F
				Weekday Post-Event	110.1	F	128.8	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	91.3	F	69.5	E
				Weekday Post-Event	103.9	F	99.4	F
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	180.0	F	128.2	F
				Weekday Post-Event	148.5	F	181.0	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	103.4	F	95.9	F
				Weekday Post-Event	175.5	F	78.9	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.285	F	1.334	F
				Weekday Post-Event	1.238	F	1.426	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.580	A	0.604	B
				Weekday Post-Event	0.314	A	0.411	A
18	Market St/ La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.561	A	0.630	B
				Weekday Post-Event	0.412	A	0.501	A
19	South Prairie Ave/ Kelso St/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	128.5	F	105.6	F
				Weekday Post-Event	200.6	F	***	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	28.7	C	84.5	F
				Weekday Post-Event	197.1	F	***	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	92.2	F	150.6	F
				Weekday Post-Event	20.0	B	53.6	D
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	184.1	F	216.7	F
				Weekday Post-Event	27.7	C	160.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	128.9	F	159.6	F
				Weekday Post-Event	54.8	D	93.3	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	101.6	F	94.0	F
				Weekday Post-Event	103.7	F	210.5	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	222.5	F	127.6	F
				Weekday Post-Event	217.5	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	193.7	F	122.1	F
				Weekday Post-Event	11.0	B	10.1	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	121.7	F	8.3	A
				Weekday Post-Event	6.3	A	6.4	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	115.9	F	139.3	F
				Weekday Post-Event	124.7	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	12.1	B	25.2	C
				Weekday Post-Event	97.1	F	177.7	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.570	A	0.577	A
				Weekday Post-Event	0.349	A	0.389	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.501	A	0.509	A
				Weekday Post-Event	0.265	A	0.307	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	53.5	D	143.6	F
				Weekday Post-Event	20.7	C	18.4	B
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	79.7	E	100.3	F
				Weekday Post-Event	107.1	F	230.8	F
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	13.5	B	91.1	F
				Weekday Post-Event	69.4	E	105.2	F
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	76.6	E	124.5	F
				Weekday Post-Event	60.0	E	87.6	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	85.6	F	212.4	F
				Weekday Post-Event	15.4	B	26.2	C
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	44.5	D	43.3	D
				Weekday Post-Event	24.2	C	38.5	D
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	223.6	F	153.3	F
				Weekday Post-Event	17.4	B	45.6	D
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	191.0	F	175.1	F
				Weekday Post-Event	7.0	A	20.9	C
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	96.5	F	123.7	F
				Weekday Post-Event	11.3	B	12.8	B
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	172.5	F	196.5	F
				Weekday Post-Event	28.4	C	70.4	E
41	Myrtle Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	145.9	F	139.0	F
				Weekday Post-Event	27.1	C	7.9	A
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	41.2	D	57.8	E
				Weekday Post-Event	23.8	C	12.9	B

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	147.4	F	221.4	F
				Weekday Post-Event	185.9	F	205.6	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	46.4	D	153.6	F
				Weekday Post-Event	163.7	F	172.3	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	57.2	E	123.3	F
				Weekday Post-Event	133.2	F	192.4	F
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	64.2	E	128.4	F
				Weekday Post-Event	52.9	D	114.9	F
47	11th Ave/ Village Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.4	D	113.3	F
				Weekday Post-Event	30.6	C	93.0	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	107.3	F	200.1	F
				Weekday Post-Event	84.0	F	201.8	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	97.2	F	125.1	F
				Weekday Post-Event	13.5	B	38.0	D
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.780	C	0.873	D
				Weekday Post-Event	0.587	A	0.754	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.725	C	0.824	D
				Weekday Post-Event	0.520	A	0.697	B
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.402	A	0.499	A
				Weekday Post-Event	0.430	A	0.563	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.222	A	0.327	A
				Weekday Post-Event	0.253	A	0.394	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.791	C	0.961	E
				Weekday Post-Event	0.598	A	0.793	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	69.4	E	165.9	F
				Weekday Post-Event	8.8	A	8.9	A
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	96.5	F	197.5	F
				Weekday Post-Event	123.0	F	***	F
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.7	B	9.7	A
				Weekday Post-Event	5.8	A	59.1	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.2	C	108.2	F
				Weekday Post-Event	8.4	A	***	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	73.5	E	146.4	F
				Weekday Post-Event	5.6	A	5.5	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	110.5	F	126.4	F
				Weekday Post-Event	9.3	A	13.0	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	68.1	E	125.1	F
				Weekday Post-Event	16.2	B	102.5	F
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	207.3	F	269.3	F
				Weekday Post-Event	145.5	F	235.7	F
61	Doty Ave/ West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	197.5	F	180.1	F
				Weekday Post-Event	7.1	A	28.2	D
62	Yukon Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	82.7	F	206.3	F
				Weekday Post-Event	9.7	A	40.1	D
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	84.8	F	163.1	F
				Weekday Post-Event	14.4	B	73.6	E
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.541	A
				Weekday Post-Event	0.301	A	0.363	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.766	C	0.902	E
				Weekday Post-Event	1.106	F	1.415	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	188.5	F	266.6	F
				Weekday Post-Event	21.9	C	58.7	E
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	92.9	F	90.9	F
				Weekday Post-Event	195.5	F	153.0	F
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	169.3	F	115.5	F
				Weekday Post-Event	34.9	C	121.2	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	9.4	A	10.7	B
				Weekday Post-Event	6.1	A	7.8	A
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.717	C	0.884	D
				Weekday Post-Event	0.656	B	0.801	D
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.844	D	0.985	E
				Weekday Post-Event	0.650	B	0.849	D
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	113.1	F	126.8	F
				Weekday Post-Event	167.1	F	248.6	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	11.4	B	12.8	B
				Weekday Post-Event	6.5	A	5.7	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.889	D	1.053	F
				Weekday Post-Event	0.725	C	0.905	E
		HCM	Caltrans	Weekday Pre-Event	27.9	C	62.2	E
				Weekday Post-Event	19.5	B	57.4	E
75	South Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	217.9	F	244.2	F
				Weekday Post-Event	120.2	F	243.3	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.767	C	0.798	C
				Weekday Post-Event	0.451	A	0.507	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	61.6	E	123.0	F
				Weekday Post-Event	26.7	C	39.5	D
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	222.7	F	137.7	F
				Weekday Post-Event	70.3	E	44.1	D
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	197.6	F	140.9	F
				Weekday Post-Event	10.5	B	8.9	A
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	121.5	F	152.0	F
				Weekday Post-Event	9.0	A	10.0	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.033	F	1.367	F
				Weekday Post-Event	0.791	C	0.945	E
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekday Pre-Event	179.4	F	163.5	F
				Weekday Post-Event	12.9	B	10.3	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.987	E	1.199	F
				Weekday Post-Event	0.876	D	1.022	F
		HCM	Caltrans	Weekday Pre-Event	101.5	F	229.3	F
				Weekday Post-Event	24.1	C	70.1	E
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	103.6	F	128.9	F
				Weekday Post-Event	19.4	B	18.2	B
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.756	C	0.823	D
				Weekday Post-Event	1.032	F	1.220	F
		HCM	Caltrans	Weekday Pre-Event	22.4	C	34.2	C
				Weekday Post-Event	41.5	D	124.6	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.806	D	0.955	E
				Weekday Post-Event	1.390	F	1.752	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.612	B	0.684	B
				Weekday Post-Event	1.034	F	1.201	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.447	A	0.524	A
				Weekday Post-Event	0.896	D	1.075	F
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.919	E	0.985	E
				Weekday Post-Event	1.182	F	1.489	F
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.0	D	115.5	F
				Weekday Post-Event	153.0	F	189.5	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	67.8	E	92.0	F
				Weekday Post-Event	103.2	F	272.1	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.984	E	1.124	F
				Weekday Post-Event	0.750	C	0.921	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.833	D	0.867	D
				Weekday Post-Event	0.609	B	0.724	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.750	C	0.790	C
				Weekday Post-Event	0.492	A	0.624	B
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.500	A	0.545	A
				Weekday Post-Event	0.326	A	0.443	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.709	C	0.761	C
				Weekday Post-Event	0.402	A	0.517	A
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.431	A	0.532	A
				Weekday Post-Event	0.300	A	0.388	A
		HCM	Caltrans	Weekday Pre-Event	19.4	B	22.6	C
				Weekday Post-Event	13.8	B	15.4	B
96	Olive St/110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.459	A	0.485	A
				Weekday Post-Event	0.291	A	0.409	A
		HCM	Caltrans	Weekday Pre-Event	10.0	B	10.7	B
				Weekday Post-Event	7.5	A	9.0	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.164	F	1.262	F
				Weekday Post-Event	1.016	F	1.172	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.034	F	1.139	F
				Weekday Post-Event	0.876	D	1.043	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.086	F	1.198	F
				Weekday Post-Event	1.002	F	1.151	F

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.803	D	0.867	D
				Weekday Post-Event	0.641	B	0.723	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.828	D	0.896	D
				Weekday Post-Event	0.720	C	0.810	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.741	C	0.804	D
				Weekday Post-Event	0.636	B	0.719	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.894	D	0.963	E
				Weekday Post-Event	0.907	E	0.997	E
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.705	C	0.814	D
				Weekday Post-Event	0.789	C	0.887	D
		HCM	Caltrans	Weekday Pre-Event	18.6	B	31.5	C
				Weekday Post-Event	33.7	C	71.6	E
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.559	A
				Weekday Post-Event	0.785	C	0.987	E
		HCM	Caltrans	Weekday Pre-Event	15.1	B	15.0	B
				Weekday Post-Event	15.7	B	38.5	D
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.254	F	1.292	F
				Weekday Post-Event	1.144	F	1.239	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.856	D	0.905	E
				Weekday Post-Event	0.533	A	0.607	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.970	E	0.979	E
				Weekday Post-Event	0.489	A	0.540	A
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.981	E	1.018	F
				Weekday Post-Event	0.755	C	0.817	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.925	E	0.968	E
				Weekday Post-Event	0.663	B	0.735	C
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.777	C	0.802	D
				Weekday Post-Event	0.562	A	0.635	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.611	B	0.637	B
				Weekday Post-Event	0.387	A	0.466	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.922	E	0.934	E
				Weekday Post-Event	0.512	A	0.512	A
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.930	E	0.934	E
				Weekday Post-Event	0.711	C	0.785	C

TABLE 3.14-73
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.080	F	1.092	F
				Weekday Post-Event	0.549	A	0.549	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.971	E	1.054	F
				Weekday Post-Event	0.607	B	0.617	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.984	E	1.033	F
				Weekday Post-Event	0.871	D	0.926	E
		HCM	Caltrans	Weekday Pre-Event	36.4	D	52.1	D
				Weekday Post-Event	31.8	C	52.0	D
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			42.6	D
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		125.8	F
				Weekday Post-Event			N / A	N / A

NOTES:
Shaded cells Identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-74 displays the freeway LOS results under Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, many of which are considered significant. As shown in **Table 3.14-75**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to exceed their applicable threshold or further exacerbate an already unacceptable queuing condition.

TABLE 3.14-74
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	25.99	C	28.16	D
				Weekday Post-Event	20.48	C	20.86	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	19.90	B	21.47	C
				Weekday Post-Event	15.87	B	16.20	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	16.14	B	18.64	C
				Weekday Post-Event	12.04	B	12.32	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	16.96	B	18.42	B
				Weekday Post-Event	13.23	B	13.40	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	13.19	B	14.86	B
				Weekday Post-Event	9.29	A	9.48	A
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	11.80	B	11.84	B
				Weekday Post-Event	6.34	A	6.37	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	17.98	B	18.11	C
				Weekday Post-Event	18.55	C	20.81	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	18.97	B	19.34	B
				Weekday Post-Event	24.38	C	32.60	D
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	31.54	D	31.80	D
				Weekday Post-Event	25.25	C	29.09	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	34.69	D	35.09	E
				Weekday Post-Event	37.41	E	-	F
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	16.75	B	17.42	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	17.36	B	17.37	B
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	22.48	C	22.49	C

TABLE 3.14-74
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	13.30	B	16.88	B
				Weekday Post-Event	10.10	A	10.13	A
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	5.56	A	7.56	A
				Weekday Post-Event	4.01	A	4.02	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	5.47	A	5.68	A
				Weekday Post-Event	15.50	B	18.63	C
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	11.16	B	11.24	B
				Weekday Post-Event	18.45	C	19.65	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	17.27	B	18.46	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	17.62	B	18.63	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	18.25	C	20.02	C
				Weekday Post-Event	22.93	C	24.66	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	29.42	D	31.26	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	13.77	B	15.35	B
				Weekday Post-Event	21.61	C	23.49	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F	-	F

TABLE 3.14-74
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	41.61	E	-	F
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	17.36	B	18.22	C
				Weekday Post-Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	24.03	C	24.73	C
				Weekday Post-Event	35.94	E	-	F
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	20.55	C	21.43	C
				Weekday Post-Event	44.81	E	-	F
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	27.71	C	-	F
				Weekday Post-Event	18.34	B	20.70	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	33.09	D	-	F
				Weekday Post-Event	19.10	C	20.72	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	33.09	D	-	F
				Weekday Post-Event	19.10	C	20.72	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	28.00	D	42.91	E
				Weekday Post-Event	18.50	C	20.25	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	23.64	C	31.56	D
				Weekday Post-Event	15.18	B	16.61	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	20.83	C	25.84	C
				Weekday Post-Event	13.64	B	14.91	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	31.29	D	43.58	E
				Weekday Post-Event	19.25	C	20.75	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	28.49	D	33.52	D
				Weekday Post-Event	18.69	C	20.45	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.25	C	22.45	C
				Weekday Post-Event	24.19	C	-	F

TABLE 3.14-74
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	28.97	D	29.33	D
				Weekday Post-Event	32.55	D	40.03	E
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	30.64	D	31.36	D
				Weekday Post-Event	33.20	D	40.89	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.59	C	26.14	D
				Weekday Post-Event	27.70	D	35.83	E
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.91	C	26.47	C
				Weekday Post-Event	34.88	D	-	F
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	27.98	C	28.62	D
				Weekday Post-Event	35.11	E	-	F
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	24.24	C	29.66	D
				Weekday Post-Event	24.74	C	25.19	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	19.75	C	23.66	C
				Weekday Post-Event	21.48	C	21.62	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	21.53	C	24.63	C
				Weekday Post-Event	22.26	C	22.38	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	23.85	C	27.44	D
				Weekday Post-Event	24.27	C	24.40	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	29.81	D	34.66	D
				Weekday Post-Event	29.85	D	30.12	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	17.66	B	19.21	C
				Weekday Post-Event	18.19	C	18.20	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	24.87	C	25.45	C
				Weekday Post-Event	21.02	C	21.58	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-75
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) WEEKDAY PRE-EVENT PEAK HOUR CONDITIONS

		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) No Project Pre-Event Conditions		Adjusted Baseline (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) Pre-Event Conditions	
Off-Ramp [1]	Ramp Capacity Threshold[2]	95th Percentile Queue (ft.)[3] Weekday	Queue Exceeds Available Storage[4] Weekday	95th Percentile Queue (ft.)[3] Weekday	Queue Exceeds Available Storage[4] Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	1,925	No	3,100	Yes
I-405 NB Off-Ramp at West Century Blvd	3,600	3,975	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	1,950	Yes	3,100	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	2,463	No	4,173	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,475	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	5,871	Yes	8,403	Yes
I-105 EB Off-Ramp at 120th St	3,850	650	No	1,043	No
I-110 SB Off-Ramp at West Century Blvd	2,430	842	No	1,454	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,868	No	2,545	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,433	No	1,433	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 PM and ends at about 4:30 PM, an 17,500-person event at The Forum that begins at 7 PM, and a major event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour of Proposed Project Major Event traffic.

Traffic forecasts were developed for Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Adjusted Baseline No Project forecasts. Trips associated with the Proposed Project were then added to those volumes to yield the Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-76 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with The Forum and football game at NFL Stadium events) No Project and Adjusted Baseline (with The Forum and football game at NFL Stadium events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.770	C	0.850	D
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.576	A	0.601	B
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	229.8	F	83.1	F
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	31.4	C	32.1	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekend Pre-Event	147.3	F	138.8	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.908	E	0.944	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.763	C	0.801	D
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	159.7	F	142.2	F
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	214.6	F	167.5	F
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	142.5	F	95.1	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.730	C	0.808	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.905	E	0.991	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	149.0	F	145.8	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	133.0	F	119.0	F
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	216.5	F	222.1	F

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	101.2	F	122.1	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.231	F	1.349	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.393	A	0.436	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.423	A	0.470	A
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	226.0	F	196.7	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	126.8	F	62.9	E
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	20.3	C	29.0	C
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	54.1	D	54.3	D
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	57.1	E	35.8	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	111.2	F	50.6	D
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	225.0	F	146.0	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	12.4	B	121.8	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	8.6	A	283.9	F
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekend Pre-Event	67.6	E	46.1	D
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.7	B	47.8	D
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekend Pre-Event	0.473	A	0.478	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.397	A	0.403	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	26.9	C	***	F
32	South Prairie Ave/97th St	HCM	Inglewood	Weekend Pre-Event	93.8	F	37.0	D

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	13.9	B	212.3	F
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	24.3	C	297.2	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	C	232.0	F
36	Felton Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	17.9	B	65.8	E
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	28.2	C	275.4	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	A	240.2	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	6.8	A	139.3	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	38.6	D	178.3	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	53.9	D	157.8	F
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	20.6	C	34.2	C
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.0	F	152.9	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	104.2	F	82.1	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	165.3	F	139.4	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	153.9	F	143.0	F

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	127.3	F	101.7	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	187.6	F	197.5	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	118.3	F	126.7	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.691	B	0.887	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.630	B	0.839	D
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.398	A	0.541	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.217	A	0.370	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.727	C	0.963	E
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	9.1	A	224.2	F
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekend Pre-Event	116.5	F	29.4	D
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	224.2	F	5.0	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	154.8	F	32.5	D
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	7.8	A	175.5	F
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekend Pre-Event	13.7	B	28.7	C
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.1	C	147.5	F
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekend Pre-Event	170.9	F	216.5	F

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	14.3	B	211.5	F
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekend Pre-Event	13.8	B	96.3	F
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekend Pre-Event	90.8	F	191.5	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.430	A	0.442	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.661	B	0.671	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	5.7	A	89.2	F
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	21.4	C	64.0	E
68	South Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	134.2	F	144.3	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekend Pre-Event	9.9	A	10.8	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.498	A	0.593	A
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.583	A	0.608	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekend Pre-Event	81.3	F	82.2	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekend Pre-Event	8.3	A	8.5	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.592	A	0.643	B
		HCM	Caltrans	Weekend Pre-Event	17.9	B	20.8	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	170.6	F	171.3	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.579	A	0.593	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.8	B	17.4	B
78	South Prairie Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	41.4	D	51.3	D

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	11.8	B	12.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	11.9	B	11.9	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.841	D	0.955	E
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekend Pre-Event	18.2	B	19.1	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU	Hawthorne	Weekend Pre-Event	0.860	D	0.993	E
		HCM	Caltrans	Weekend Pre-Event	23.5	C	47.0	D
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekend Pre-Event	25.7	C	23.6	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekend Pre-Event	0.839	D	0.858	D
		HCM	Caltrans	Weekend Pre-Event	33.4	C	35.6	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	0.923	E	0.949	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.330	A	0.344	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.145	A	0.160	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.669	B	0.679	B
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	110.5	F	134.5	F
90	South Prairie Ave/Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	72.8	E	89.3	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.884	D	1.086	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.726	C	0.867	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.627	B	0.791	C
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.467	A	0.580	A

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.643	B	0.762	C
95	Grand Ave/ 110 SB Off-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.407	A	0.540	A
		HCM	Caltrans	Weekend Pre-Event	20.7	C	51.6	D
96	Olive St/ 110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.407	A	0.441	A
		HCM	Caltrans	Weekend Pre-Event	10.3	B	10.6	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.209	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.956	E	1.083	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.043	F	1.177	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.733	C	0.813	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.732	C	0.819	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.720	C	0.799	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.936	E
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.645	B	0.761	C
		HCM	Caltrans	Weekend Pre-Event	27.8	C	58.4	E
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.573	A	0.589	A
		HCM	Caltrans	Weekend Pre-Event	20.4	C	20.3	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.969	E	1.108	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.676	B	0.709	C
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.846	D	0.885	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	1.042	F	1.069	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.996	E	1.029	F

TABLE 3.14-76
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.669	B	0.680	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.499	A	0.511	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.765	C	0.780	C
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.882	D	0.885	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.819	D	0.834	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.960	E	1.022	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.829	D	0.901	E
		HCM	Caltrans	Weekend Pre-Event	22.3	B	26.4	C
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		N / A	N / A
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		61.3	E

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-77 displays the freeway LOS results under Adjusted Baseline (with The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-78**, a major event (assuming both other concurrent events) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-77
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	23.82	C	25.88	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	20.16	C	21.69	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	16.69	B	18.98	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	11.58	B	13.11	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	16.32	B	17.65	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	12.66	B	14.19	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekend Pre-Event	11.45	B	11.56	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekend Pre-Event	17.00	B	17.11	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	17.72	B	18.17	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	26.49	D	26.74	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	32.18	D	32.80	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekend Pre-Event	14.45	B	17.85	B

TABLE 3.14-77
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekend Pre-Event	7.03	A	10.23	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	9.59	A	10.05	A
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	18.25	C	18.43	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	15.17	B	15.31	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	14.94	B	15.08	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	17.32	B	18.19	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	24.67	C	26.43	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	11.77	B	11.96	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	15.96	B	16.24	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	22.60	C	22.83	C

TABLE 3.14-77
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	19.00	C	19.28	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	24.97	C	29.19	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	25.81	C	33.08	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	25.81	C	33.08	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	24.57	C	29.42	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre-Event	20.24	C	23.21	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	18.57	B	20.94	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekend Pre-Event	28.05	D	32.29	D
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.62	C	27.21	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre-Event	22.96	C	22.97	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekend Pre-Event	30.21	D	30.23	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	31.50	D	31.68	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	26.66	D	26.78	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	26.25	C	26.70	C

TABLE 3.14-77
FREEWAY OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre-Event	29.45	D	29.80	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	28.06	D	31.97	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	22.58	C	25.09	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	24.07	C	25.95	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	22.39	C	24.36	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	29.41	D	33.24	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre-Event	15.96	B	16.43	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekend Pre-Event	21.02	C	21.58	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-78
FREEWAY OFF-RAMP QUEUING ANALYSIS – ADJUSTED BASELINE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Adjusted Baseline (with The Forum and Football Game at NFL Stadium) No Project Pre-Event Conditions		Adjusted Baseline (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	1,750	No	2,700	No
I-405 NB Off-Ramp at West Century Blvd	3,600	2,325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	1,775	Yes	2,725	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	973	No	1,168	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	1,675	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	3,739	No	5,295	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,119	No	1,154	No
I-110 SB Off-Ramp at West Century Blvd	2,430	978	No	1,954	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	2,448	No	3,169	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,594	No	1,594	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-79 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Adjusted Baseline Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of overlapping events in the study area influences the magnitude of impacts. Scenarios are shown under relevant time periods. For example, Scenario 2 (Major Event at Proposed Project Plus NFL Football game at stadium) is not listed under Weekday Pre-Event Peak Hour because this scenario would arise on the weekend. That scenario is instead listed under Weekend Pre-Event Peak Hour.

Key findings from Table 3.14-79 include the following:

- With respect to intersections:
  - Proposed Project intersection impacts are more frequent during the weekday pre-event peak hour than during the other two study periods regardless of which concurrent event condition is being studied.
  - The number of intersections impacted by the Proposed Project increases substantially (from 42 to 62 during the weekday pre-event peak hour, from 11 to 45 during the weekday post-event peak hour, and from 26 to 41 during the weekend pre-event peak hour) when the concurrent event condition includes an event at The Forum.
  - The number of intersections impacted by the Proposed Project during the weekday pre-event and post-event peak hours is less when the background condition consists of a mid-sized weekday event at the NFL Stadium versus an event at The Forum. This is because the mid-sized event at the NFL Stadium occupies all of its surrounding parking, thereby requiring a greater number of Proposed Project attendees to park remotely and be shuttled to the Proposed Project. As a result, less trips are added and therefore fewer impacts occur in the immediate vicinity of the Project Site and the NFL Stadium.
  - The overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone. One measure of this is the number of study intersections projected to operate at LOS F under each scenario, as shown on **Table 3.14-80**.
- With respect to freeway facilities:
  - Proposed Project impacts on freeway segments would be generally more extensive during the weekday pre-event peak hour than during the other two study periods regardless of which concurrent event condition is being studied (the exception being the weekday post-event hour with concurrent events at both The Forum and the NFL Stadium).
- With respect to freeway off-ramp queuing:
  - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday pre-event hour and at two off-ramps during the weekend pre-event hour with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to two additional off-ramps depending on the concurrent event.

Cumulative Plus Project (Overlapping Major Events) Conditions

This subsection analyzes the Proposed Project under cumulative conditions assuming one or more overlapping events at the nearby NFL Stadium and The Forum. The same five overlapping major events scenarios analyzed under Adjusted Baseline conditions are also analyzed under cumulative conditions.

TABLE 3.14-79
SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

Facility Type	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	42	61	49	62	11	45	33	49	26	41	41	44
Freeway Facility Components	6	12	11	14	3	6	8	14	6	10	5	6
Freeway Off-Ramp Queuing	3	4	3	5	Not Applicable				2	4	2	4

NOTE:
Impacts of "Proposed Project" are judged directly against the Adjusted Baseline No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-80
SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER ADJUSTED BASELINE CONDITIONS

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Range of Analysis Scenarios											
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	5	31	42	55	0	11	10	31	0	7	2	35
With Project	28	63	55	75	9	39	27	44	14	30	28	52

SOURCE: Fehr & Peers, 2019.

Scenario 1 (Major Events at Proposed Project and The Forum)

This scenario is analyzed for the weekday pre-event and post-event peak hours and the weekend pre-event peak hour. Travel characteristics for the Proposed Project under this scenario are consistent with data reported in the Adjusted Baseline Plus Project (Major Event) Conditions subsection.

Table 3.14-81 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum) No Project and Cumulative (with The Forum) Plus Project (Major Event) conditions for the three event-related peak hours. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.189	F	1.343	F
				Weekday Post-Event	0.739	C	0.771	C
				Weekend Pre-Event	1.065	F	1.220	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.833	D	0.848	D
				Weekday Post-Event	0.520	A	0.592	A
				Weekend Pre-Event	0.748	C	0.757	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.7	C	9.6	A
				Weekday Post-Event	4.7	A	4.9	A
				Weekend Pre-Event	6.9	A	7.5	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	105.3	F	112.1	F
				Weekday Post-Event	26.4	C	26.8	C
				Weekend Pre-Event	32.9	C	33.1	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	97.9	F	87.8	F
				Weekday Post-Event	24.4	C	30.6	C
				Weekend Pre-Event	30.7	C	89.1	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.104	F	1.163	F
				Weekday Post-Event	0.810	D	0.893	D
				Weekend Pre-Event	0.982	E	1.041	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.971	E	1.032	F
				Weekday Post-Event	0.658	B	0.746	C
				Weekend Pre-Event	0.841	D	0.901	E
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	117.2	F	106.2	F
				Weekday Post-Event	4.1	A	92.5	F
				Weekend Pre-Event	3.6	A	173.0	F

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	117.9	F	110.1	F
				Weekday Post-Event	5.3	A	156.5	F
				Weekend Pre-Event	5.3	A	130.2	F
9	South Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	94.5	F	81.5	F
				Weekday Post-Event	7.5	A	119.2	F
				Weekend Pre-Event	10.6	B	87.4	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.296	F	1.389	F
				Weekday Post-Event	0.721	C	0.782	C
				Weekend Pre-Event	0.943	E	1.019	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.186	F	1.306	F
				Weekday Post-Event	0.694	B	0.914	E
				Weekend Pre-Event	0.936	E	1.056	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	78.2	E	89.1	F
				Weekday Post-Event	10.8	B	95.2	F
				Weekend Pre-Event	80.2	F	97.0	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	46.4	D	38.5	D
				Weekday Post-Event	8.3	A	104.8	F
				Weekend Pre-Event	51.2	D	44.9	D
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	190.4	F	171.7	F
				Weekday Post-Event	62.2	E	124.1	F
				Weekend Pre-Event	134.8	F	214.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	56.2	E	60.8	E
				Weekday Post-Event	13.4	B	81.9	F
				Weekend Pre-Event	54.4	D	81.2	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.638	F	1.710	F
				Weekday Post-Event	1.577	F	2.014	F
				Weekend Pre-Event	1.447	F	1.517	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.614	B	0.679	B
				Weekday Post-Event	0.295	A	0.444	A
				Weekend Pre-Event	0.440	A	0.502	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.571	A	0.637	B
				Weekday Post-Event	0.384	A	0.554	A
				Weekend Pre-Event	0.493	A	0.556	A
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	43.5	D	38.5	D
				Weekday Post-Event	61.6	E	130.3	F
				Weekend Pre-Event	21.9	C	86.8	F

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	14.9	B	13.6	B
				Weekday Post-Event	9.3	A	7.6	A
				Weekend Pre-Event	11.7	B	11.5	B
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	78.7	E	155.2	F
				Weekday Post-Event	19.3	B	35.7	D
				Weekend Pre-Event	32.6	C	137.3	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	123.2	F	136.4	F
				Weekday Post-Event	16.2	B	49.8	D
				Weekend Pre-Event	119.8	F	164.7	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.5	E	140.9	F
				Weekday Post-Event	21.2	C	133.1	F
				Weekend Pre-Event	32.8	C	152.2	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.1	E	75.6	E
				Weekday Post-Event	9.0	A	257.9	F
				Weekend Pre-Event	37.3	D	116.2	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	153.7	F	160.6	F
				Weekday Post-Event	90.9	F	217.2	F
				Weekend Pre-Event	79.4	E	97.1	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	86.4	F
				Weekday Post-Event	9.7	A	9.2	A
				Weekend Pre-Event	14.1	B	15.1	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.1	B	17.5	B
				Weekday Post-Event	7.4	A	11.0	B
				Weekend Pre-Event	9.6	A	9.4	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	53.6	D	61.3	E
				Weekday Post-Event	143.0	F	254.4	F
				Weekend Pre-Event	23.6	C	26.6	C
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.7	B	106.8	F
				Weekday Post-Event	98.1	F	97.9	F
				Weekend Pre-Event	9.6	A	55.6	E
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B
				Weekday Post-Event	0.341	A	0.402	A
				Weekend Pre-Event	0.503	A	0.507	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A
				Weekday Post-Event	0.157	A	0.221	A
				Weekend Pre-Event	0.330	A	0.334	A

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	43.7	D	225.0	F
				Weekday Post-Event	49.3	D	82.2	F
				Weekend Pre-Event	27.1	C	88.2	F
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	91.1	F	62.5	E
				Weekday Post-Event	29.0	C	99.2	F
				Weekend Pre-Event	13.2	B	12.2	B
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	28.4	C	179.8	F
				Weekday Post-Event	9.9	A	88.5	F
				Weekend Pre-Event	15.0	B	17.4	B
34	La Cienega Blvd/West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	76.5	E	249.1	F
				Weekday Post-Event	49.1	D	135.5	F
				Weekend Pre-Event	33.5	C	118.0	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	100.5	F	183.6	F
				Weekday Post-Event	28.0	C	32.0	C
				Weekend Pre-Event	17.1	B	124.9	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	62.4	E
				Weekday Post-Event	111.0	F	126.8	F
				Weekend Pre-Event	15.5	B	29.4	C
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	130.1	F	203.1	F
				Weekday Post-Event	28.1	C	151.1	F
				Weekend Pre-Event	35.7	D	127.0	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	167.2	F	194.9	F
				Weekday Post-Event	8.3	A	95.8	F
				Weekend Pre-Event	10.8	B	144.5	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	81.1	F	113.8	F
				Weekday Post-Event	12.2	B	108.7	F
				Weekend Pre-Event	10.7	B	73.0	E
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	85.6	F	136.8	F
				Weekday Post-Event	36.5	D	180.6	F
				Weekend Pre-Event	52.5	D	104.3	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	66.8	E	96.2	F
				Weekday Post-Event	7.3	A	97.5	F
				Weekend Pre-Event	7.7	A	14.3	B
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	23.7	C	39.1	D
				Weekday Post-Event	9.3	A	119.0	F
				Weekend Pre-Event	9.5	A	11.4	B

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	124.7	F	169.6	F
				Weekday Post-Event	96.4	F	188.8	F
				Weekend Pre-Event	71.0	E	94.4	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	59.0	E	117.5	F
				Weekday Post-Event	16.4	B	147.7	F
				Weekend Pre-Event	49.4	D	82.1	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	71.3	E	109.2	F
				Weekday Post-Event	16.1	B	135.5	F
				Weekend Pre-Event	33.2	C	75.4	E
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	91.7	F	119.3	F
				Weekday Post-Event	16.8	B	107.2	F
				Weekend Pre-Event	30.7	C	105.3	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	78.7	E	118.8	F
				Weekday Post-Event	19.4	B	81.5	F
				Weekend Pre-Event	42.1	D	87.3	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	133.8	F	220.4	F
				Weekday Post-Event	68.0	E	93.8	F
				Weekend Pre-Event	89.8	F	192.3	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	144.5	F
				Weekday Post-Event	12.7	B	17.9	B
				Weekend Pre-Event	14.5	B	148.0	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.845	D	0.957	E
				Weekday Post-Event	0.603	B	0.844	D
				Weekend Pre-Event	0.745	C	0.869	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.695	B	0.813	D
				Weekday Post-Event	0.435	A	0.693	B
				Weekend Pre-Event	0.589	A	0.719	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.460	A	0.575	A
				Weekday Post-Event	0.437	A	0.645	B
				Weekend Pre-Event	0.437	A	0.543	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.284	A	0.407	A
				Weekday Post-Event	0.259	A	0.481	A
				Weekend Pre-Event	0.259	A	0.371	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.916	E	1.120	F
				Weekday Post-Event	0.642	B	0.965	E
				Weekend Pre-Event	0.788	C	0.991	E

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	26.1	C	147.8	F
				Weekday Post-Event	12.2	B	12.4	B
				Weekend Pre-Event	11.9	B	37.4	D
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	104.5	F	182.6	F
				Weekday Post-Event	15.5	B	***	F
				Weekend Pre-Event	78.5	E	69.2	F
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.9	A	7.7	A
				Weekday Post-Event	5.6	A	9.4	A
				Weekend Pre-Event	7.1	A	7.9	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.7	C	58.9	F
				Weekday Post-Event	8.6	A	***	F
				Weekend Pre-Event	13.5	B	21.0	C
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	18.8	B	121.0	F
				Weekday Post-Event	7.3	A	7.1	A
				Weekend Pre-Event	5.4	A	25.3	C
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	21.5	C	27.1	C
				Weekday Post-Event	8.1	A	9.3	A
				Weekend Pre-Event	15.1	B	14.7	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	25.9	C	91.9	F
				Weekday Post-Event	16.3	B	101.2	F
				Weekend Pre-Event	23.8	C	82.9	F
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	190.4	F	232.7	F
				Weekday Post-Event	13.0	B	***	F
				Weekend Pre-Event	147.6	F	160.6	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	76.8	F	140.7	F
				Weekday Post-Event	6.9	A	108.8	F
				Weekend Pre-Event	7.7	A	10.2	B
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	24.1	C	45.5	D
				Weekday Post-Event	9.3	A	12.5	B
				Weekend Pre-Event	13.6	B	21.3	C
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	105.2	F	132.0	F
				Weekday Post-Event	13.5	B	25.0	C
				Weekend Pre-Event	58.8	E	140.2	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A
				Weekday Post-Event	0.308	A	0.334	A
				Weekend Pre-Event	0.447	A	0.460	A

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.749	C	0.769	C
				Weekday Post-Event	0.494	A	0.686	B
				Weekend Pre-Event	0.660	B	0.676	B
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	12.4	B	211.8	F
				Weekday Post-Event	7.4	A	120.4	F
				Weekend Pre-Event	10.7	B	178.1	F
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	47.0	D	80.3	F
				Weekday Post-Event	67.6	E	201.4	F
				Weekend Pre-Event	38.0	D	56.8	E
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	128.8	F	166.7	F
				Weekday Post-Event	19.4	B	82.8	F
				Weekend Pre-Event	109.3	F	118.3	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	10.7	B	12.4	B
				Weekday Post-Event	6.9	A	9.3	A
				Weekend Pre-Event	9.6	A	11.8	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.584	A	0.750	C
				Weekday Post-Event	0.445	A	0.630	B
				Weekend Pre-Event	0.507	A	0.675	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.752	C	0.811	D
				Weekday Post-Event	0.426	A	0.599	A
				Weekend Pre-Event	0.622	B	0.699	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	88.5	F	112.5	F
				Weekday Post-Event	116.0	F	91.5	F
				Weekend Pre-Event	77.7	E	80.3	F
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	9.9	A	9.5	A
				Weekday Post-Event	6.7	A	8.0	A
				Weekend Pre-Event	9.2	A	9.4	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.860	D
				Weekday Post-Event	0.488	A	0.661	B
				Weekend Pre-Event	0.634	B	0.745	C
		HCM	Caltrans	Weekday Pre-Event	23.7	C	26.9	C
				Weekday Post-Event	15.6	B	18.6	B
				Weekend Pre-Event	19.3	B	23.9	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	209.9	F	250.0	F
				Weekday Post-Event	56.3	E	59.0	E
				Weekend Pre-Event	161.8	F	201.7	F

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.844	D	0.848	D
				Weekday Post-Event	0.453	A	0.485	A
				Weekend Pre-Event	0.660	B	0.664	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	70.0	E	117.7	F
				Weekday Post-Event	69.6	E	72.7	E
				Weekend Pre-Event	19.2	B	20.3	C
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	167.9	F	243.0	F
				Weekday Post-Event	58.3	E	78.5	E
				Weekend Pre-Event	48.5	D	76.8	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	102.7	F	188.3	F
				Weekday Post-Event	11.5	B	68.1	E
				Weekend Pre-Event	14.5	B	97.1	F
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	76.6	E	169.9	F
				Weekday Post-Event	7.5	A	17.2	B
				Weekend Pre-Event	10.1	B	27.6	C
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.144	F
				Weekday Post-Event	0.622	B	0.880	D
				Weekend Pre-Event	0.916	E	1.067	F
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	48.7	D	225.0	F
				Weekday Post-Event	9.9	A	11.6	B
				Weekend Pre-Event	17.6	B	18.5	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.896	D	1.062	F
				Weekday Post-Event	0.732	C	0.920	E
				Weekend Pre-Event	0.878	D	1.050	F
		HCM	Caltrans	Weekday Pre-Event	49.7	D	132.1	F
				Weekday Post-Event	17.3	B	32.3	C
				Weekend Pre-Event	25.2	C	83.5	F
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	53.2	D	83.6	F
				Weekday Post-Event	19.3	B	18.8	B
				Weekend Pre-Event	25.4	C	24.1	C
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.787	C	0.833	D
				Weekday Post-Event	0.761	C	0.991	E
				Weekend Pre-Event	0.882	D	0.929	E
		HCM	Caltrans	Weekday Pre-Event	24.3	C	29.9	C
				Weekday Post-Event	20.3	C	34.7	C
				Weekend Pre-Event	37.7	D	46.1	D

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.831	D	0.954	E
				Weekday Post-Event	0.897	D	1.341	F
				Weekend Pre-Event	0.876	D	1.000	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A
				Weekday Post-Event	0.310	A	0.329	A
				Weekend Pre-Event	0.372	A	0.375	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A
				Weekday Post-Event	0.119	A	0.139	A
				Weekend Pre-Event	0.188	A	0.191	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D
				Weekday Post-Event	0.464	A	0.513	A
				Weekend Pre-Event	0.704	C	0.717	C
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	108.4	F
				Weekday Post-Event	12.0	B	143.4	F
				Weekend Pre-Event	20.2	C	67.7	E
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	30.9	C	21.4	C
				Weekday Post-Event	177.1	F	190.6	F
				Weekend Pre-Event	17.7	B	34.7	C
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F
				Weekday Post-Event	0.784	C	1.071	F
				Weekend Pre-Event	0.932	E	1.102	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.872	D	0.970	E
				Weekday Post-Event	0.650	B	0.842	D
				Weekend Pre-Event	0.801	D	0.901	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.797	C	0.911	E
				Weekday Post-Event	0.539	A	0.762	C
				Weekend Pre-Event	0.714	C	0.831	D
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A	0.653	B
				Weekday Post-Event	0.383	A	0.561	A
				Weekend Pre-Event	0.537	A	0.619	B
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.791	C	0.865	D
				Weekday Post-Event	0.496	A	0.658	B
				Weekend Pre-Event	0.706	C	0.793	C

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.524	A	0.638	B
				Weekday Post-Event	0.372	A	0.494	A
				Weekend Pre-Event	0.449	A	0.563	A
		HCM	Caltrans	Weekday Pre-Event	20.6	C	35.8	D
				Weekday Post-Event	15.3	B	17.4	B
				Weekend Pre-Event	19.6	B	40.2	D
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.545	A	0.574	A
				Weekday Post-Event	0.395	A	0.562	A
				Weekend Pre-Event	0.525	A	0.553	A
		HCM	Caltrans	Weekday Pre-Event	11.7	B	12.3	B
				Weekday Post-Event	9.6	A	12.9	B
				Weekend Pre-Event	13.2	B	14.0	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.392	F	1.536	F
				Weekday Post-Event	1.141	F	1.406	F
				Weekend Pre-Event	1.198	F	1.340	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.279	F	1.433	F
				Weekday Post-Event	1.010	F	1.293	F
				Weekend Pre-Event	1.070	F	1.222	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.341	F	1.508	F
				Weekday Post-Event	1.143	F	1.409	F
				Weekend Pre-Event	1.159	F	1.323	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.891	D	0.983	E
				Weekday Post-Event	0.759	C	0.896	D
				Weekend Pre-Event	0.739	C	0.823	D
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.003	F	1.096	F
				Weekday Post-Event	0.852	D	1.002	F
				Weekend Pre-Event	0.768	C	0.859	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.870	D	0.955	E
				Weekday Post-Event	0.752	C	0.889	D
				Weekend Pre-Event	0.727	C	0.810	D
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.037	F	1.131	F
				Weekday Post-Event	1.039	F	1.190	F
				Weekend Pre-Event	0.858	D	0.949	E

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.839	D	0.982	E
				Weekday Post-Event	0.908	E	1.027	F
				Weekend Pre-Event	0.596	A	0.745	C
		HCM	Caltrans	Weekday Pre-Event	36.4	D	64.4	E
				Weekday Post-Event	63.8	E	135.6	F
				Weekend Pre-Event	15.9	B	36.1	D
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.661	B
				Weekday Post-Event	0.819	D	1.151	F
				Weekend Pre-Event	0.634	B	0.639	B
		HCM	Caltrans	Weekday Pre-Event	16.7	B	16.6	B
				Weekday Post-Event	17.9	B	66.6	E
				Weekend Pre-Event	22.5	C	22.3	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.156	F	1.300	F
				Weekday Post-Event	0.991	E	1.098	F
				Weekend Pre-Event	0.922	E	1.057	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.912	E	0.933	E
				Weekday Post-Event	0.621	B	0.697	B
				Weekend Pre-Event	0.796	C	0.816	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.972	E
				Weekday Post-Event	0.525	A	0.573	A
				Weekend Pre-Event	0.810	D	0.824	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.041	F	1.080	F
				Weekday Post-Event	0.674	B	0.684	B
				Weekend Pre-Event	1.042	F	1.082	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.995	E	1.040	F
				Weekday Post-Event	0.569	A	0.579	A
				Weekend Pre-Event	0.996	E	1.043	F
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.771	C
				Weekday Post-Event	0.491	A	0.511	A
				Weekend Pre-Event	0.691	B	0.707	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.587	A	0.603	B
				Weekday Post-Event	0.313	A	0.334	A
				Weekend Pre-Event	0.521	A	0.538	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.935	E
				Weekday Post-Event	0.518	A	0.518	A
				Weekend Pre-Event	0.771	C	0.778	C

TABLE 3.14-81
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	E	0.977	E
				Weekday Post-Event	0.651	B	0.671	B
				Weekend Pre-Event	0.934	E	0.937	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.151	F	1.158	F
				Weekday Post-Event	0.589	A	0.589	A
				Weekend Pre-Event	0.881	D	0.887	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.045	F	1.162	F
				Weekday Post-Event	0.614	B	0.723	C
				Weekend Pre-Event	0.801	D	0.916	E
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F
				Weekday Post-Event	0.666	B	0.791	C
				Weekend Pre-Event	0.929	E	1.023	F
		HCM	Caltrans	Weekday Pre-Event	59.6	E	84.8	F
				Weekday Post-Event	16.1	B	21.6	C
				Weekend Pre-Event	33.0	C	43.0	D
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			96.8	F
				Weekend Pre-Event			N / A	N / A
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		109.5	F
				Weekday Post-Event			N / A	N / A
				Weekend Pre-Event			58.7	E

NOTES:
Shaded cells represent significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-82 displays the freeway LOS results under Cumulative (with The Forum) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-83**, a major event (assuming a concurrent event at The Forum) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	26.15	C	27.07	C
				Weekday Post-Event	21.36	C	21.74	C
				Weekend Pre-Event	25.56	C	26.64	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	22.14	C	23.81	C
				Weekday Post-Event	16.72	B	17.05	B
				Weekend Pre-Event	21.99	C	23.57	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	20.87	C	24.45	C
				Weekday Post-Event	13.48	B	13.76	B
				Weekend Pre-Event	19.02	C	21.32	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	14.97	B	17.29	B
				Weekday Post-Event	9.43	A	9.62	A
				Weekend Pre-Event	13.15	B	14.68	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	19.80	B	21.83	C
				Weekday Post-Event	14.12	B	14.28	B
				Weekend Pre-Event	17.73	B	19.07	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	16.42	B	18.74	C
				Weekday Post-Event	10.29	A	10.47	A
				Weekend Pre-Event	14.26	B	15.79	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	14.12	B	14.50	B
				Weekday Post-Event	6.24	A	6.28	A
				Weekend Pre-Event	12.76	B	12.91	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	20.74	C	21.14	C
				Weekday Post-Event	13.20	B	13.66	B
				Weekend Pre-Event	18.83	C	19.00	C
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	21.36	C	21.83	C
				Weekday Post-Event	22.37	C	-	F
				Weekend Pre-Event	19.23	B	19.57	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	34.50	D	34.93	D
				Weekday Post-Event	24.01	C	26.84	D
				Weekend Pre-Event	28.03	D	28.24	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	37.93	E	38.34	E
				Weekday Post-Event	27.93	C	37.09	E
				Weekend Pre-Event	31.73	D	31.99	D

TABLE 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.03	B	18.73	B
				Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.40	C	18.41	C
				Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	24.39	C	24.40	C
				Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	18.30	C	21.54	C
				Weekday Post-Event	12.39	B	12.40	B
				Weekend Pre-Event	16.73	B	20.39	C
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	6.81	A	8.86	A
				Weekday Post-Event	4.62	A	4.64	A
				Weekend Pre-Event	7.57	A	10.08	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	10.23	B	12.34	B
				Weekday Post-Event	9.92	A	14.07	B
				Weekend Pre-Event	10.00	A	12.41	B
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	8.99	A	9.28	A
				Weekday Post-Event	13.15	B	19.16	B
				Weekend Pre-Event	10.54	B	11.55	B
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.90	A	10.17	A
				Weekday Post-Event	16.08	B	22.57	C
				Weekend Pre-Event	12.84	B	13.10	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.11	B	13.22	B
				Weekday Post-Event	19.02	C	21.52	C
				Weekend Pre-Event	19.90	C	20.00	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	15.21	B	16.72	B
				Weekend Pre-Event	15.86	B	15.96	B

TABLE 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	17.22	B	19.20	B
				Weekend Pre-Event	15.95	B	16.04	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	18.68	C	19.37	C
				Weekday Post-Event	18.50	C	19.64	C
				Weekend Pre-Event	18.66	C	20.17	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	25.01	C	26.42	C
				Weekend Pre-Event	26.25	C	29.04	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	16.12	B	16.69	B
				Weekday Post-Event	15.78	B	17.00	B
				Weekend Pre-Event	13.13	B	13.73	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	26.50	C	-	F
				Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	22.37	C	31.54	D
				Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	18.70	C	19.62	C
				Weekday Post-Event	20.55	C	30.58	D
				Weekend Pre-Event	15.97	B	16.96	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	25.36	C	26.11	C
				Weekday Post-Event	25.36	C	32.34	D
				Weekend Pre-Event	22.89	C	23.70	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.03	C	22.97	C
				Weekday Post-Event	23.10	C	34.76	D
				Weekend Pre-Event	19.15	C	20.16	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	24.47	C	31.94	D
				Weekday Post-Event	18.04	B	18.53	B
				Weekend Pre-Event	24.14	C	32.37	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	27.18	D	43.77	E
				Weekday Post-Event	18.62	C	19.24	C
				Weekend Pre-Event	24.47	C	40.44	E
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	27.18	D	43.77	E
				Weekday Post-Event	18.62	C	19.24	C
				Weekend Pre-Event	24.47	C	40.44	E

TABLE 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.53	C	37.45	E
				Weekday Post-Event	18.24	C	18.63	C
				Weekend Pre-Event	22.76	C	35.29	E
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	22.28	C	29.18	D
				Weekday Post-Event	15.05	B	15.50	B
				Weekend Pre-Event	19.15	C	26.53	D
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	20.12	C	24.88	C
				Weekday Post-Event	14.69	B	15.17	B
				Weekend Pre-Event	18.27	B	23.88	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	29.85	D	40.43	E
				Weekday Post-Event	19.83	C	20.35	C
				Weekend Pre-Event	27.27	D	38.54	E
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	26.11	D	28.82	D
				Weekday Post-Event	19.65	C	20.11	C
				Weekend Pre-Event	25.44	C	27.75	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
				Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.88	C	23.01	C
				Weekday Post-Event	18.94	C	20.59	C
				Weekend Pre-Event	23.39	C	23.59	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	30.08	D	30.30	D
				Weekday Post-Event	23.96	C	26.35	D
				Weekend Pre-Event	30.96	D	31.32	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.03	D	32.69	D
				Weekday Post-Event	27.44	C	33.50	D
				Weekend Pre-Event	32.76	D	33.54	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	25.79	C	26.25	D
				Weekday Post-Event	21.36	C	25.50	C
				Weekend Pre-Event	26.81	D	27.41	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.86	C	28.51	D
				Weekday Post-Event	30.53	D	-	F
				Weekend Pre-Event	27.36	C	28.11	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	29.41	D	30.06	D
				Weekday Post-Event	28.78	D	35.84	E
				Weekend Pre-Event	30.38	D	31.17	D

TABLE 3.14-82
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	25.26	C	30.32	D
				Weekday Post-Event	25.21	C	25.67	C
				Weekend Pre-Event	28.32	D	33.95	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	20.29	C	23.50	C
				Weekday Post-Event	22.42	C	22.57	C
				Weekend Pre-Event	23.70	C	28.60	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.07	C	24.61	C
				Weekday Post-Event	23.09	C	23.21	C
				Weekend Pre-Event	25.04	C	28.35	D
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	24.60	C	27.61	D
				Weekday Post-Event	26.65	D	26.79	D
				Weekend Pre-Event	23.34	C	27.10	D
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	31.44	D	35.61	E
				Weekday Post-Event	32.14	D	32.41	D
				Weekend Pre-Event	30.33	D	35.11	E
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	17.71	B	18.89	C
				Weekday Post-Event	19.78	C	19.79	C
				Weekend Pre-Event	16.71	B	18.59	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	24.95	C	24.40	C
				Weekday Post-Event	20.20	C	20.22	C
				Weekend Pre-Event	21.89	C	24.17	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-83
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold [2]	Cumulative (with The Forum) No Project Pre-Event Conditions				Cumulative (with The Forum) Plus Project (Major Event) Pre-Event Conditions			
		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]		95th Percentile Queue (ft.) [3]		Queue Exceeds Available Storage [4]	
		Week-day	Week-end	Week-day	Week-end	Week-day	Week-end	Week-day	Week-end
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	1,675	1,825	No	No	2,075	800	No	No
I-405 NB Off-Ramp at West Century Blvd	3,600	3,650	3,350	Yes	No	>4,200	>4,200	Yes	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	1,700	1,850	Yes	Yes	2,100	1,525	Yes	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,288	1,053	No	No	2,072	1,666	No	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	8,575	4,525	No	No	>9,500	>9,500	Yes	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	4,459	3,912	Yes	No	6,755	6,240	Yes	Yes
I-105 EB Off-Ramp at 120th St	3,850	855	1,451	No	No	914	1,494	No	No
I-110 SB Off-Ramp at West Century Blvd	2,430	1,227	1,105	No	No	2,189	1,915	No	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	2,230	1,838	No	No	3,097	2,785	No	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,957	2,033	No	No	1,957	2,033	No	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)

This scenario consists of a 70,240-person NFL football game at the NFL Stadium that begins on a weekend at 1:25 PM and ends at about 4:30 PM, overlapping with a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour, which represents the combined peak hour of travel associated with attendees departing the football game and arriving to the concert.

Table 3.14-84 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Adjusted Baseline (with Football Game at NFL Stadium) No Project and Adjusted Baseline (with Football Game at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, the project would cause a number of intersections to have degraded operations, many of which are considered significant.

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.994	E	1.075	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.749	C	0.758	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	6.7	A	72.0	E
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	32.4	C	32.9	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	27.1	C	87.4	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.947	E	0.983	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.803	D	0.842	D
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	4.1	A	86.5	F
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	5.0	A	91.5	F
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	8.4	A	126.8	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.967	E	0.992	E
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.853	D	0.896	D
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	14.1	B	69.4	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	12.6	B	52.7	D
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	126.2	F	163.5	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	29.2	C	97.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.375	F	1.495	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	A	0.479	A

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
18	Market St/La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.466	A	0.513	A
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	30.9	C	155.0	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	9.6	A	63.3	E
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	28.7	C	115.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	48.0	D	115.8	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	29.2	C	186.9	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	10.5	B	189.5	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	24.9	C	110.8	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	14.1	B	167.6	F
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.8	A	207.7	F
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	25.8	C	163.6	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.0	A	95.3	F
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekend Pre-Event	0.507	A	0.512	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.5	C	283.4	F
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	10.6	B	39.8	D
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	14.9	B	173.8	F
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.5	C	213.8	F
35	NB 405 On/Off-Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	16.1	B	218.6	F

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.2	B	180.2	F
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	35.2	D	***	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.4	B	298.2	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	8.4	A	195.5	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	48.4	D	229.6	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	10.1	B	162.6	F
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	13.3	B	48.8	D
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	102.3	F	181.9	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	62.6	E	103.5	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	55.8	E	147.1	F
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	66.0	E	151.7	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	77.1	E	123.6	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	103.0	F	227.3	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	16.5	B	157.1	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.765	C	0.886	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.611	B	0.738	C
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.457	A	0.526	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.280	A	0.354	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.784	C	0.971	E

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	12.4	B	168.7	F
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekend Pre-Event	19.2	B	87.7	F
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.2	A	6.5	A
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	15.9	C	162.3	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	6.1	A	116.1	F
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekend Pre-Event	14.9	B	169.8	F
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	23.0	C	222.7	F
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekend Pre-Event	34.7	C	203.2	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	7.9	A	338.4	F
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekend Pre-Event	14.3	B	293.5	F
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekend Pre-Event	37.7	D	153.6	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.447	A	0.459	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	C	0.722	C
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	58.2	E	158.2	F
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	115.0	F	56.4	E
68	South Prairie Ave/108th St	HCM	Inglewood	Weekend Pre-Event	25.2	C	117.6	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekend Pre-Event	10.1	B	63.8	E
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.550	A	0.597	A

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	B	0.640	B
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	119.6	F	60.2	E
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	9.1	A	17.7	B
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.636	B	0.675	B
		HCM	Caltrans	Weekend Pre-Event	19.1	B	22.7	C
75	South Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	59.5	E	150.9	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.659	B	0.664	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	20.9	C	21.0	C
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	45.1	D	59.7	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	14.0	B	17.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	9.9	A	9.4	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.913	E	1.027	F
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekend Pre-Event	16.7	B	17.8	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekend Pre-Event	0.904	E	1.037	F
		HCM	Caltrans	Weekend Pre-Event	26.5	C	43.1	D
84	South Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	24.9	C	26.2	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekend Pre-Event	0.927	E	0.947	E
		HCM	Caltrans	Weekend Pre-Event	46.4	D	49.0	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.014	F	1.040	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.418	A	0.418	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	C	0.734	C

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	37.0	D	102.4	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	6.4	A	152.7	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.913	E	1.076	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.806	D	0.884	D
		CMA	City of Los Angeles	Weekend Pre-Event	0.720	C	0.812	D
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.536	A	0.625	B
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.680	B	0.799	C
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.438	A	0.560	A
		HCM	Caltrans	Weekend Pre-Event	19.3	B	38.4	D
96	Olive St/110 NB On-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.527	A	0.560	A
		HCM	Caltrans	Weekend Pre-Event	13.6	B	14.0	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.163	F	1.183	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.034	F	1.055	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.121	F	1.141	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.668	B	0.716	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.696	B	0.734	C
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.617	B	0.697	B
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.760	C	0.826	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.518	A	0.592	A
		HCM	Caltrans	Weekend Pre-Event	11.5	B	14.5	B
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.609	B	0.625	B
		HCM	Caltrans	Weekend Pre-Event	20.9	C	21.1	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	0.912	E	1.048	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.785	C	0.818	D

TABLE 3.14-84
INTERSECTION OPERATIONS – CUMULATIVE (WITH FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.783	C	0.806	D
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	1.000	E	1.028	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.947	E	0.979	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.676	B	0.687	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.505	A	0.517	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.755	C	0.770	C
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.935	E	0.938	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.872	D	0.880	D
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.581	A	0.644	B
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	0.892	D	0.903	E
		HCM	Caltrans	Weekend Pre-Event	34.5	C	38.3	D
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		N / A	N / A
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		77.1	E

NOTES:
Shaded cells represent significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions.

SOURCE: Fehr & Peers, 2019.

Table 3.14-85 displays the freeway LOS results under Adjusted Baseline (with Football Game at NFL Stadium) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-86**, a major event (assuming a concurrent Football Game at the NFL Stadium) would cause three freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-85
FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Stadium at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	24.76	C	26.82	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	21.11	C	22.64	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	17.10	B	19.38	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	11.87	B	13.39	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	16.61	B	17.94	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	12.98	B	14.50	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekend Pre-Event	11.59	B	11.70	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekend Pre-Event	17.70	B	17.81	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	19.02	B	19.48	B
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	27.73	D	27.99	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	34.03	D	34.67	D
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekend Pre-Event	15.88	B	19.27	C

TABLE 3.14-85
FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Stadium at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekend Pre-Event	7.32	A	10.53	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	13.18	B	13.64	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	20.03	C	20.21	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	16.55	B	16.69	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	16.25	B	16.39	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	18.59	C	19.47	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	26.17	C	27.92	C
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	13.06	B	13.25	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	17.48	B	17.77	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	24.12	C	24.34	C

TABLE 3.14-85
FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Stadium at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	20.68	C	20.97	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	22.45	C	26.67	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	22.25	C	28.24	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	22.25	C	28.24	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	20.42	C	24.44	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre-Event	17.41	B	20.36	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	16.87	B	19.23	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekend Pre-Event	25.19	C	28.84	D
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	24.91	C	26.45	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre-Event	23.53	C	23.54	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekend Pre-Event	31.22	D	31.24	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	33.27	D	33.46	D
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	27.97	C	28.42	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre-Event	31.17	D	31.52	D

TABLE 3.14-85
FREEWAY OPERATIONS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Football Game at NFL Stadium) No Project		Cumulative (with Football Stadium at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	26.04	C	29.93	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	23.13	C	25.71	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	24.61	C	26.49	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	22.95	C	24.97	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	29.63	D	33.46	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre-Event	16.59	B	17.06	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekend Pre-Event	21.74	C	22.31	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-86
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Cumulative (with Football Game at NFL Stadium) No Project Pre-Event Conditions		Cumulative (with Football Game at NFL Stadium) Plus Project Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	200	No	2,350	No
I-405 NB Off-Ramp at West Century Blvd	3,600	325	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	225	No	2,375	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,040	No	1,332	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	3,475	No	4,800	No
I-105 WB Off-Ramp at Crenshaw Ave	4,065	3,665	Yes	5,207	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,437	No	1,492	No
I-110 SB Off-Ramp at West Century Blvd	2,430	985	No	1,918	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,093	No	1,575	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,873	No	1,873	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 3 (Major Event at Proposed Project and Midsize Event at NFL Stadium)

Table 3.14-87 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis for weekday pre-event and post-event peak hour conditions under Cumulative (with Midsize Event at NFL Stadium) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-88 displays the freeway LOS results under Cumulative (with Midsize Event at NFL Stadium) conditions, without and with a major event at the Proposed Project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-89**, a major event at the Proposed Project (assuming a concurrent mid-sized event at NFL Stadium) would cause four freeway off-ramps to experience queuing that exceeds the applicable threshold.

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.265	F	1.308	F
				Weekday Post-Event	0.811	D	0.918	E
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.929	E	0.932	E
				Weekday Post-Event	0.465	A	0.522	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	137.4	F	151.8	F
				Weekday Post-Event	4.5	A	5.3	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	94.4	F	98.6	F
				Weekday Post-Event	26.6	C	26.6	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	103.3	F	117.4	F
				Weekday Post-Event	16.0	B	16.0	B
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.180	F	1.222	F
				Weekday Post-Event	0.692	B	0.741	C
		CMA	City of Los Angeles	Weekday Pre-Event	1.053	F	1.096	F
				Weekday Post-Event	0.531	A	0.585	A
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	99.6	F	118.9	F
				Weekday Post-Event	41.5	D	24.0	C
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	96.9	F	119.9	F
				Weekday Post-Event	13.4	B	78.7	E
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	73.2	E	99.9	F
				Weekday Post-Event	28.7	C	79.9	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.306	F	1.364	F
				Weekday Post-Event	0.739	C	0.861	D
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.085	F	1.161	F
				Weekday Post-Event	0.860	D	0.951	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	90.4	F	128.4	F
				Weekday Post-Event	68.9	E	97.4	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	62.6	E	94.9	F
				Weekday Post-Event	88.8	F	128.2	F
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	196.9	F	211.9	F
				Weekday Post-Event	190.9	F	182.1	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	68.3	E	82.6	F
				Weekday Post-Event	72.6	E	58.2	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.589	F	1.622	F
				Weekday Post-Event	1.049	F	1.236	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.615	B	0.639	B
				Weekday Post-Event	0.285	A	0.417	A

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
18	Market St/ La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.537	A	0.606	B
				Weekday Post-Event	0.304	A	0.442	A
19	South Prairie Ave/Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	145.9	F	189.7	F
				Weekday Post-Event	198.4	F	***	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	17.0	B	126.5	F
				Weekday Post-Event	10.1	B	119.7	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	60.9	E	107.9	F
				Weekday Post-Event	16.9	B	17.9	B
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	62.1	E	105.2	F
				Weekday Post-Event	66.6	E	31.8	C
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	29.9	C	193.6	F
				Weekday Post-Event	47.6	D	54.9	D
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	11.2	B	235.2	F
				Weekday Post-Event	121.7	F	188.2	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	47.8	D	151.6	F
				Weekday Post-Event	225.8	F	***	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	30.5	C	165.6	F
				Weekday Post-Event	9.4	A	9.4	A
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	59.9	E	33.6	C
				Weekday Post-Event	6.8	A	7.2	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	30.9	C	92.0	F
				Weekday Post-Event	133.6	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.2	B	141.5	F
				Weekday Post-Event	95.0	F	165.9	F
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.608	B	0.615	B
				Weekday Post-Event	0.361	A	0.401	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.441	A	0.449	A
				Weekday Post-Event	0.178	A	0.221	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	168.9	F	179.2	F
				Weekday Post-Event	25.8	C	29.2	C
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	36.9	D
				Weekday Post-Event	169.6	F	130.1	F
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	170.5	F	153.6	F
				Weekday Post-Event	11.0	B	71.2	E

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	207.4	F	227.5	F
				Weekday Post-Event	29.8	C	125.1	F
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	187.4	F	177.7	F
				Weekday Post-Event	18.1	B	57.3	E
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	66.0	E	56.7	E
				Weekday Post-Event	16.5	B	160.3	F
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	221.0	F	244.1	F
				Weekday Post-Event	19.0	B	136.6	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	186.6	F	186.5	F
				Weekday Post-Event	8.1	A	65.4	E
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	90.7	F	86.8	F
				Weekday Post-Event	9.9	A	55.3	E
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	116.1	F	149.3	F
				Weekday Post-Event	37.5	D	82.2	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	150.3	F	116.7	F
				Weekday Post-Event	42.0	D	14.2	B
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	51.6	D	48.0	D
				Weekday Post-Event	13.8	B	17.4	B
43	South Prairie Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	149.0	F	175.0	F
				Weekday Post-Event	161.8	F	216.6	F
44	Doty Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	82.8	F	150.4	F
				Weekday Post-Event	89.1	F	138.2	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	58.9	E	86.0	F
				Weekday Post-Event	98.0	F	214.6	F
46	Club Dr/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	64.2	E	138.1	F
				Weekday Post-Event	51.4	D	113.2	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	84.4	F	131.1	F
				Weekday Post-Event	43.4	D	94.3	F

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	172.5	F	260.4	F
				Weekday Post-Event	90.2	F	215.8	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	139.7	F	145.9	F
				Weekday Post-Event	11.7	B	34.2	C
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.862	D	0.932	E
				Weekday Post-Event	0.571	A	0.737	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.714	C	0.787	C
				Weekday Post-Event	0.401	A	0.579	A
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.465	A	0.542	A
				Weekday Post-Event	0.405	A	0.537	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.289	A	0.371	A
				Weekday Post-Event	0.225	A	0.367	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.892	D	1.062	F
				Weekday Post-Event	0.567	A	0.762	C
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	128.0	F	125.6	F
				Weekday Post-Event	10.7	B	11.5	B
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	72.9	E	84.7	F
				Weekday Post-Event	99.0	F	***	F
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.4	A	6.5	A
				Weekday Post-Event	6.4	A	10.4	B
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	14.0	B	29.2	D
				Weekday Post-Event	9.1	A	***	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	107.7	F	102.7	F
				Weekday Post-Event	7.7	A	7.0	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	30.7	C	32.2	C
				Weekday Post-Event	8.1	A	10.4	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	27.0	C	108.7	F
				Weekday Post-Event	17.2	B	29.0	C
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	175.3	F	183.6	F
				Weekday Post-Event	72.3	E	***	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	112.1	F	35.1	E
				Weekday Post-Event	7.5	A	105.8	F

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	18.9	B	59.2	E
				Weekday Post-Event	10.0	B	60.5	E
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	123.5	F	118.0	F
				Weekday Post-Event	17.0	B	85.7	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.559	A
				Weekday Post-Event	0.308	A	0.369	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.748	C	0.794	C
				Weekday Post-Event	0.682	B	0.865	D
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	201.9	F	196.2	F
				Weekday Post-Event	7.4	A	10.3	B
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	52.1	D	68.5	E
				Weekday Post-Event	160.5	F	223.8	F
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	120.2	F	125.0	F
				Weekday Post-Event	23.2	C	178.9	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	10.0	A	12.3	B
				Weekday Post-Event	6.9	A	46.7	D
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.747	C	0.915	E
				Weekday Post-Event	0.651	B	0.796	C
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.751	C	0.884	D
				Weekday Post-Event	0.429	A	0.628	B
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	78.9	E	90.3	F
				Weekday Post-Event	155.5	F	197.3	F
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	9.6	A	8.9	A
				Weekday Post-Event	7.0	A	7.0	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.761	C	0.887	D
				Weekday Post-Event	0.509	A	0.707	C
		HCM	Caltrans	Weekday Pre-Event	24.3	C	28.1	C
				Weekday Post-Event	16.4	B	20.1	C
75	South Prairie Ave/112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	208.3	F	221.9	F
				Weekday Post-Event	89.1	F	158.8	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.840	D	0.858	D
				Weekday Post-Event	0.443	A	0.491	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	23.5	C	75.3	E
				Weekday Post-Event	19.5	B	24.6	C
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	79.4	E	136.7	F
				Weekday Post-Event	54.5	D	37.9	D

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	78.1	E	112.6	F
				Weekday Post-Event	13.6	B	10.6	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	60.5	E	117.5	F
				Weekday Post-Event	10.0	A	8.6	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.121	F	1.410	F
				Weekday Post-Event	0.782	C	0.927	E
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	19.4	B	20.2	C
				Weekday Post-Event	19.7	B	10.5	B
83	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	1.053	F	1.260	F
				Weekday Post-Event	0.879	D	1.025	F
		HCM	Caltrans	Weekday Pre-Event	109.3	F	234.1	F
				Weekday Post-Event	24.8	C	71.8	E
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	53.9	D	46.1	D
				Weekday Post-Event	18.8	B	19.5	B
85	EB 105 On/Off-Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.827	D	0.927	E
				Weekday Post-Event	1.044	F	1.232	F
		HCM	Caltrans	Weekday Pre-Event	29.2	C	44.3	D
				Weekday Post-Event	43.0	D	120.9	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.877	D	1.025	F
				Weekday Post-Event	1.383	F	1.744	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.492	A
				Weekday Post-Event	0.507	A	0.643	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.319	A
				Weekday Post-Event	0.329	A	0.480	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.906	E
				Weekday Post-Event	0.658	B	0.800	C
89	Hollywood Park Casino Driveway/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	39.3	D	111.9	F
				Weekday Post-Event	77.2	E	201.1	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	39.3	D	161.8	F
				Weekday Post-Event	150.5	F	***	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.062	F	1.202	F
				Weekday Post-Event	0.717	C	0.888	D
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.913	E	0.942	E
				Weekday Post-Event	0.597	A	0.712	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.844	D	0.877	D
				Weekday Post-Event	0.478	A	0.611	B

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.592	A	0.620	B
				Weekday Post-Event	0.307	A	0.423	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.799	C	0.829	D
				Weekday Post-Event	0.396	A	0.512	A
95	Grand Ave/ 110 SB Off-Ramp/West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.487	A	0.589	A
				Weekday Post-Event	0.293	A	0.381	A
		HCM	Caltrans	Weekday Pre-Event	19.9	B	23.8	C
				Weekday Post-Event	13.6	B	15.3	B
96	Olive St/110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.562	A	0.590	A
				Weekday Post-Event	0.289	A	0.408	A
		HCM	Caltrans	Weekday Pre-Event	12.3	B	13.0	B
				Weekday Post-Event	7.9	A	9.6	A
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.269	F	1.349	F
				Weekday Post-Event	0.863	D	1.019	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.147	F	1.233	F
				Weekday Post-Event	0.713	C	0.880	D
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.208	F	1.290	F
				Weekday Post-Event	0.820	D	0.969	E
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.808	D	0.864	D
				Weekday Post-Event	0.519	A	0.601	B
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.876	D	0.945	E
				Weekday Post-Event	0.594	A	0.684	B
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.753	C	0.817	D
				Weekday Post-Event	0.515	A	0.598	A
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.920	E	0.979	E
				Weekday Post-Event	0.781	C	0.871	D
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.649	B	0.763	C
				Weekday Post-Event	0.641	B	0.739	C
		HCM	Caltrans	Weekday Pre-Event	14.3	B	22.4	C
				Weekday Post-Event	14.4	B	20.8	C
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.639	B	0.640	B
				Weekday Post-Event	0.535	A	0.737	C
		HCM	Caltrans	Weekday Pre-Event	16.4	B	16.2	B
				Weekday Post-Event	12.9	B	14.4	B
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.434	F	1.471	F
				Weekday Post-Event	1.156	F	1.250	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.897	D	0.945	E
				Weekday Post-Event	0.472	A	0.547	A

TABLE 3.14-87
INTERSECTION OPERATIONS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.974	E	0.983	E
				Weekday Post-Event	0.482	A	0.532	A
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.986	E	1.023	F
				Weekday Post-Event	0.701	C	0.763	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.931	E	0.975	E
				Weekday Post-Event	0.600	A	0.672	B
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.754	C	0.779	C
				Weekday Post-Event	0.483	A	0.557	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.585	A	0.611	B
				Weekday Post-Event	0.305	A	0.383	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.927	E	0.938	E
				Weekday Post-Event	0.519	A	0.519	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.972	E	0.975	E
				Weekday Post-Event	0.643	B	0.717	C
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.149	F	1.161	F
				Weekday Post-Event	0.589	A	0.589	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.803	D	0.886	D
				Weekday Post-Event	0.549	A	0.559	A
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.073	F	1.122	F
				Weekday Post-Event	0.813	D	0.868	D
		HCM	Caltrans	Weekday Pre-Event	52.6	D	64.1	E
				Weekday Post-Event	22.3	C	30.6	C
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			40.8	D
116	South Prairie Ave/West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		51.1	D
				Weekday Post-Event			N / A	N / A

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-88
FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	27.32	C	28.13	D
				Weekday Post-Event	21.82	C	22.19	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	21.27	C	22.84	C
				Weekday Post-Event	17.19	B	17.52	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	17.90	B	20.40	C
				Weekday Post-Event	14.14	B	14.43	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	12.99	B	14.66	B
				Weekday Post-Event	9.87	B	10.66	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	18.07	B	19.53	B
				Weekday Post-Event	14.50	B	14.67	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	14.43	B	16.11	B
				Weekday Post-Event	10.72	A	10.92	A
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	12.54	B	12.58	B
				Weekday Post-Event	6.93	A	6.96	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	19.16	C	19.29	C
				Weekday Post-Event	13.89	B	16.15	B
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	20.80	C	21.19	C
				Weekday Post-Event	18.14	B	25.47	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	33.75	D	34.04	D
				Weekday Post-Event	22.26	C	25.66	C
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	37.27	E	37.69	E
				Weekday Post-Event	30.30	D	37.00	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.11	B	18.80	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.47	C	18.49	C
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	24.47	C	24.48	C

TABLE 3.14-88
FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	15.96	B	19.54	C
				Weekday Post-Event	12.55	B	12.57	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	6.34	A	8.35	A
				Weekday Post-Event	4.62	A	4.64	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.76	A	9.97	A
				Weekday Post-Event	13.02	B	16.16	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.06	B	13.14	B
				Weekday Post-Event	17.84	B	19.04	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	16.83	B	18.02	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	17.13	B	18.14	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	20.08	C	21.85	C
				Weekday Post-Event	19.33	C	20.95	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	26.17	C	28.01	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	15.85	B	17.43	B
				Weekday Post-Event	16.51	B	18.36	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	25.47	C	-	F
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	21.88	C	33.84	D

TABLE 3.14-88
FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	19.46	C	20.32	C
				Weekday Post-Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	25.98	C	26.68	C
				Weekday Post-Event	27.99	C	36.17	E
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.81	C	23.72	C
				Weekday Post-Event	26.80	D	44.32	E
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	26.36	C	-	F
				Weekday Post-Event	18.49	B	20.85	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	30.34	D	-	F
				Weekday Post-Event	19.18	C	20.80	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	30.34	D	-	F
				Weekday Post-Event	19.18	C	20.80	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	25.06	C	37.47	E
				Weekday Post-Event	18.53	C	20.28	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	21.97	C	29.19	D
				Weekday Post-Event	15.27	B	16.71	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	19.87	B	24.88	C
				Weekday Post-Event	13.92	B	15.18	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	29.42	D	40.45	E
				Weekday Post-Event	19.54	C	21.04	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	27.96	D	32.85	D
				Weekday Post-Event	18.85	C	20.62	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	22.75	C	22.96	C
				Weekday Post-Event	21.37	C	24.61	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	29.85	D	30.22	D
				Weekday Post-Event	27.56	D	33.31	D

TABLE 3.14-88
FREEWAY OPERATIONS – CUMULATIVE (WITH MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with Midsize NFL Stadium Event) No Project		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density[1]	LOS [1]	Density[1]	LOS [1]
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.27	D	33.01	D
				Weekday Post-Event	28.78	D	36.08	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	26.25	D	26.83	D
				Weekday Post-Event	23.19	C	29.52	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.63	C	28.20	D
				Weekday Post-Event	28.75	D	35.40	E
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	29.53	D	30.18	D
				Weekday Post-Event	28.85	D	36.54	E
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	23.65	C	29.07	D
				Weekday Post-Event	25.16	C	25.62	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	20.61	C	24.59	C
				Weekday Post-Event	22.31	C	22.45	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.32	C	25.42	C
				Weekday Post-Event	23.00	C	23.12	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	24.80	C	28.57	D
				Weekday Post-Event	24.32	C	24.45	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	30.66	D	35.51	E
				Weekday Post-Event	30.01	D	30.28	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	18.38	C	19.93	C
				Weekday Post-Event	18.14	C	18.15	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	25.76	C	26.26	C
				Weekday Post-Event	20.72	C	20.74	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-89
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Cumulative (with Midsize NFL Stadium Event) No Project Pre-Event Conditions		Cumulative (with Midsize NFL Stadium Event) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	275	No	2,675	No
I-405 NB Off-Ramp at West Century Blvd	3,600	400	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	300	No	2,700	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,467	No	2,208	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	8,550	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	6,194	Yes	8,728	Yes
I-105 EB Off-Ramp at 120th St	3,850	848	No	1,262	No
I-110 SB Off-Ramp at West Century Blvd	2,430	957	No	1,821	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,200	No	1,837	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,791	No	1,791	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 4 (Major Events at Proposed Project and The Forum, and Midsize Event at NFL Stadium)

This scenario would consist of a weekday 17,500-person concert at The Forum that begins on a weekday at 7 PM and ends at 9:15 PM, a 25,000-person event at the NFL Stadium that begins at 7 PM and ends at 9:15 PM, and a Major Event at Proposed Project (18,000-person NBA game for pre-event peak hour and 18,500-person concert for post-event analysis).

Traffic forecasts were developed for Cumulative (with The Forum and Midsize NFL Stadium Event) No Project forecasts by adding the Forum Event and Midsize NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed Project were then added

to those volumes to yield the Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions.

Table 3.14-90 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum and Midsize NFL Stadium Event) No Project and Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event) conditions for the two peak hours under study. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-91 displays the freeway LOS results under Cumulative (with The Forum and Midsize NFL Stadium Event) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. As shown in **Table 3.14-92**, a major event (assuming both other concurrent events) would cause five freeway off-ramps to either experience queuing that exceeds the applicable threshold or worsen an already unacceptable queuing condition.

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.310	F	1.420	F
				Weekday Post-Event	0.958	E	1.065	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.944	E	0.956	E
				Weekday Post-Event	0.538	A	0.595	A
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	184.2	F	173.2	F
				Weekday Post-Event	5.0	A	5.3	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	102.2	F	106.6	F
				Weekday Post-Event	26.4	C	26.7	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	135.5	F	135.7	F
				Weekday Post-Event	15.0	B	17.2	B
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.230	F	1.272	F
				Weekday Post-Event	0.800	C	0.849	D
		CMA	City of Los Angeles	Weekday Pre-Event	1.106	F	1.149	F
				Weekday Post-Event	0.647	B	0.700	C
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	158.6	F	147.2	F
				Weekday Post-Event	2.2	A	34.3	C
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	165.5	F	149.3	F
				Weekday Post-Event	4.3	A	156.1	F

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	133.6	F	123.0	F
				Weekday Post-Event	5.0	A	156.2	F
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.360	F	1.418	F
				Weekday Post-Event	0.945	E	1.066	F
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.216	F	1.291	F
				Weekday Post-Event	1.002	F	1.102	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	86.2	F	88.5	F
				Weekday Post-Event	97.1	F	113.4	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	45.5	D	59.9	E
				Weekday Post-Event	80.2	F	93.0	F
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	211.1	F	227.7	F
				Weekday Post-Event	157.4	F	197.8	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	87.1	F	114.6	F
				Weekday Post-Event	98.9	F	188.7	F
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.626	F	1.660	F
				Weekday Post-Event	1.367	F	1.554	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.626	B	0.650	B
				Weekday Post-Event	0.333	A	0.425	A
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.618	B	0.687	B
				Weekday Post-Event	0.439	A	0.519	A
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	140.9	F	110.5	F
				Weekday Post-Event	151.3	F	***	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	10.8	B	131.4	F
				Weekday Post-Event	***	F	***	F
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	62.2	E	98.8	F
				Weekday Post-Event	54.3	D	63.4	E
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	89.3	F	96.5	F
				Weekday Post-Event	47.7	D	203.9	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	32.0	C	36.1	D
				Weekday Post-Event	57.5	E	98.3	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	14.2	B	12.8	B
				Weekday Post-Event	90.5	F	241.0	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	112.2	F	47.0	D
				Weekday Post-Event	208.5	F	520.5	F

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	14.9	B	27.9	C
				Weekday Post-Event	9.2	A	10.4	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	9.3	A	9.5	A
				Weekday Post-Event	6.3	A	6.3	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	27.6	C	21.4	C
				Weekday Post-Event	147.5	F	***	F
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	11.3	B	56.1	E
				Weekday Post-Event	136.5	F	216.9	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.608	B	0.615	B
				Weekday Post-Event	0.361	A	0.401	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.441	A	0.449	A
				Weekday Post-Event	0.178	A	0.221	A
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	144.4	F	175.6	F
				Weekday Post-Event	30.0	C	29.8	C
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	19.9	B	10.4	B
				Weekday Post-Event	143.7	F	115.0	F
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	20.5	C	26.5	C
				Weekday Post-Event	75.8	E	74.0	E
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	95.3	F	104.5	F
				Weekday Post-Event	80.7	F	103.3	F
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	67.9	E	117.9	F
				Weekday Post-Event	18.3	B	112.3	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	31.1	C	31.7	C
				Weekday Post-Event	16.9	B	142.5	F
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	154.2	F	175.6	F
				Weekday Post-Event	80.0	F	86.6	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	161.2	F	132.3	F
				Weekday Post-Event	14.8	B	37.1	D
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	78.8	E	62.2	E
				Weekday Post-Event	11.3	B	37.4	D

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	117.5	F	123.5	F
				Weekday Post-Event	33.4	C	74.5	E
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	134.0	F	52.2	D
				Weekday Post-Event	9.5	A	7.5	A
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.0	D	29.9	C
				Weekday Post-Event	14.6	B	9.1	A
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	139.6	F	142.6	F
				Weekday Post-Event	226.1	F	229.3	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	71.5	E	89.7	F
				Weekday Post-Event	137.1	F	147.4	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.3	E	72.1	E
				Weekday Post-Event	175.7	F	194.4	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	63.9	E	81.1	F
				Weekday Post-Event	160.0	F	130.5	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	81.3	F	110.3	F
				Weekday Post-Event	82.5	F	114.4	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	163.7	F	220.7	F
				Weekday Post-Event	140.0	F	226.8	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	141.1	F	149.9	F
				Weekday Post-Event	15.8	B	52.1	D
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.867	D	0.959	E
				Weekday Post-Event	0.622	B	0.789	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.719	C	0.817	D
				Weekday Post-Event	0.456	A	0.634	B
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.471	A	0.569	A
				Weekday Post-Event	0.456	A	0.589	A
		CMA	City of Los Angeles	Weekday Pre-Event	0.296	A	0.401	A
				Weekday Post-Event	0.280	A	0.421	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.937	E	1.108	F
				Weekday Post-Event	0.654	B	0.849	D

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	81.3	F	82.9	F
				Weekday Post-Event	10.4	B	10.8	B
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	74.0	E	77.1	F
				Weekday Post-Event	195.0	F	573.5	F
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	7.3	A	7.9	A
				Weekday Post-Event	5.8	A	30.7	D
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	13.4	B	49.9	E
				Weekday Post-Event	8.1	A	***	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	53.8	D	56.7	E
				Weekday Post-Event	7.4	A	7.6	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	98.1	F	115.4	F
				Weekday Post-Event	10.7	B	13.6	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekday Pre-Event	93.3	F	98.7	F
				Weekday Post-Event	15.7	B	32.9	C
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	181.2	F	155.2	F
				Weekday Post-Event	206.7	F	***	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	57.2	F	39.3	E
				Weekday Post-Event	7.5	A	57.4	F
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	19.4	B	43.0	D
				Weekday Post-Event	9.3	A	53.9	D
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	123.9	F	140.9	F
				Weekday Post-Event	30.0	C	108.4	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.544	A	0.559	A
				Weekday Post-Event	0.308	A	0.369	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.803	D	0.938	E
				Weekday Post-Event	1.129	F	1.438	F
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	212.1	F	197.6	F
				Weekday Post-Event	40.5	D	6.4	A
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	56.1	E	66.7	E
				Weekday Post-Event	204.1	F	225.9	F

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	122.8	F	111.4	F
				Weekday Post-Event	48.3	D	217.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.0	B	12.4	B
				Weekday Post-Event	6.2	A	52.9	D
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.763	C	0.931	E
				Weekday Post-Event	0.676	B	0.822	D
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekday Pre-Event	0.887	D	1.028	F
				Weekday Post-Event	0.670	B	0.870	D
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	78.7	E	75.9	E
				Weekday Post-Event	143.5	F	213.3	F
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	8.8	A	9.0	A
				Weekday Post-Event	6.7	A	7.5	A
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekday Pre-Event	0.931	E	1.096	F
				Weekday Post-Event	0.751	C	0.949	E
		HCM	Caltrans	Weekday Pre-Event	31.4	C	68.2	E
				Weekday Post-Event	20.8	C	74.2	E
75	South Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	200.8	F	210.2	F
				Weekday Post-Event	57.2	E	273.5	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.841	D	0.882	D
				Weekday Post-Event	0.493	A	0.533	A
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	22.3	C	55.0	E
				Weekday Post-Event	31.4	C	51.7	D
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	71.3	E	108.0	F
				Weekday Post-Event	32.0	C	57.7	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	86.4	F	104.1	F
				Weekday Post-Event	10.6	B	21.2	C
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	85.5	F	117.3	F
				Weekday Post-Event	7.2	A	9.4	A
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	1.139	F	1.316	F
				Weekday Post-Event	0.842	D	0.997	E
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekday Pre-Event	18.7	B	18.9	B
				Weekday Post-Event	10.7	B	10.3	B
83		ICU	Hawthorne	Weekday Pre-Event	1.073	F	1.284	F
				Weekday Post-Event	0.914	E	1.061	F

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
	Crenshaw Blvd/ WB 105 Off-Ramp/ 118th Pl	HCM	Caltrans	Weekday Pre-Event	116.4	F	243.4	F
				Weekday Post-Event	29.1	C	86.6	F
84	South Prairie Ave/ 120th St	HCM	Hawthorne	Weekday Pre-Event	47.8	D	49.1	D
				Weekday Post-Event	18.0	B	17.9	B
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekday Pre-Event	0.833	D	0.934	E
				Weekday Post-Event	1.072	F	1.259	F
		HCM	Caltrans	Weekday Pre-Event	30.1	C	45.2	D
				Weekday Post-Event	47.6	D	138.6	F
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.896	D	1.044	F
				Weekday Post-Event	1.438	F	1.800	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.574	A	0.626	B
				Weekday Post-Event	1.065	F	1.231	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.405	A	0.461	A
				Weekday Post-Event	0.929	E	1.108	F
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.973	E	1.038	F
				Weekday Post-Event	1.206	F	1.514	F
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.7	D	87.5	F
				Weekday Post-Event	151.0	F	168.0	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	42.1	D	13.8	B
				Weekday Post-Event	85.6	F	***	F
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.103	F	1.243	F
				Weekday Post-Event	0.794	C	0.965	E
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.931	E	0.960	E
				Weekday Post-Event	0.656	B	0.770	C
		CMA	City of Los Angeles	Weekday Pre-Event	0.865	D	0.899	D
				Weekday Post-Event	0.547	A	0.679	B
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.595	A	0.640	B
				Weekday Post-Event	0.361	A	0.479	A
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.803	D	0.851	D
				Weekday Post-Event	0.443	A	0.558	A
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.504	A	0.612	B
				Weekday Post-Event	0.333	A	0.421	A
		HCM	Caltrans	Weekday Pre-Event	20.1	C	27.0	C
				Weekday Post-Event	14.6	B	16.2	B

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.570	A	0.598	A
				Weekday Post-Event	0.332	A	0.454	A
		HCM	Caltrans	Weekday Pre-Event	12.4	B	13.0	B
				Weekday Post-Event	8.5	A	10.2	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.377	F	1.475	F
				Weekday Post-Event	1.102	F	1.259	F
		CMA	City of Los Angeles	Weekday Pre-Event	1.262	F	1.367	F
				Weekday Post-Event	0.969	E	1.135	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.323	F	1.436	F
				Weekday Post-Event	1.099	F	1.248	F
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.889	D	0.953	E
				Weekday Post-Event	0.689	B	0.771	C
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.972	E	1.040	F
				Weekday Post-Event	0.776	C	0.867	D
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.841	D	0.904	E
				Weekday Post-Event	0.682	B	0.765	C
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.005	F	1.075	F
				Weekday Post-Event	0.963	E	1.053	F
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.793	C	0.901	E
				Weekday Post-Event	0.838	D	0.936	E
		HCM	Caltrans	Weekday Pre-Event	26.7	C	45.7	D
				Weekday Post-Event	47.9	D	91.2	F
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.657	B
				Weekday Post-Event	0.844	D	1.046	F
		HCM	Caltrans	Weekday Pre-Event	16.4	B	16.3	B
				Weekday Post-Event	20.2	C	47.5	D
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.474	F	1.511	F
				Weekday Post-Event	1.233	F	1.327	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.947	E	0.996	E
				Weekday Post-Event	0.576	A	0.651	B
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.993	E	1.001	F
				Weekday Post-Event	0.498	A	0.549	A

TABLE 3.14-90
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE NFL STADIUM EVENT) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.019	F	1.054	F
				Weekday Post-Event	0.778	C	0.840	D
		CMA	City of Los Angeles	Weekday Pre-Event	0.968	E	1.011	F
				Weekday Post-Event	0.690	B	0.762	C
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.809	D	0.834	D
				Weekday Post-Event	0.578	A	0.651	B
		CMA	City of Los Angeles	Weekday Pre-Event	0.645	B	0.671	B
				Weekday Post-Event	0.405	A	0.483	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.944	E	0.956	E
				Weekday Post-Event	0.524	A	0.524	A
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	E	0.978	E
				Weekday Post-Event	0.737	C	0.811	D
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.080	F	1.178	F
				Weekday Post-Event	0.589	A	0.589	A
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.976	E	1.058	F
				Weekday Post-Event	0.639	B	0.649	B
114	Manchester Blvd/Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.161	F	1.209	F
				Weekday Post-Event	0.917	E	0.972	E
		HCM	Caltrans	Weekday Pre-Event	71.1	E	84.1	F
				Weekday Post-Event	28.0	C	37.1	D
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A
				Weekday Post-Event			46.5	D
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		64.8	E
				Weekday Post-Event			N / A	N / A

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekday Pre-Event	28.23	D	28.98	D
				Weekday Post-Event	21.91	C	22.29	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekday Pre-Event	22.27	C	23.84	C
				Weekday Post-Event	17.30	B	17.62	B
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekday Pre-Event	19.82	C	22.33	C
				Weekday Post-Event	14.17	B	14.46	B
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekday Pre-Event	14.27	B	15.94	B
				Weekday Post-Event	9.89	A	10.08	A
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekday Pre-Event	19.19	B	20.65	C
				Weekday Post-Event	14.52	B	14.69	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	15.72	B	17.39	B
				Weekday Post-Event	10.74	A	10.93	A
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekday Pre-Event	13.71	B	13.75	B
				Weekday Post-Event	6.93	A	6.96	A
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekday Pre-Event	20.34	C	20.46	C
				Weekday Post-Event	19.51	C	-	F
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekday Pre-Event	21.83	C	22.23	C
				Weekday Post-Event	25.78	C	34.21	D
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekday Pre-Event	34.73	D	35.04	E
				Weekday Post-Event	26.30	D	30.37	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekday Pre-Event	38.51	E	38.93	E
				Weekday Post-Event	39.26	E	-	F
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.11	B	18.80	B
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	18.47	C	18.49	C
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	24.47	C	24.48	C

TABLE 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekday Pre-Event	17.27	B	20.85	C
				Weekday Post-Event	12.55	B	12.57	B
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekday Pre-Event	6.60	A	8.60	A
				Weekday Post-Event	4.62	A	4.64	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekday Pre-Event	9.83	A	10.04	A
				Weekday Post-Event	19.25	C	22.38	C
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekday Pre-Event	13.09	B	13.17	B
				Weekday Post-Event	20.24	C	21.44	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	18.66	B	19.20	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	18.96	B	19.33	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekday Pre-Event	20.37	C	22.13	C
				Weekday Post-Event	24.09	C	25.91	C
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	30.85	D	32.69	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	15.99	B	17.58	B
				Weekday Post-Event	22.59	C	24.54	C
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	-	F	-	F

TABLE 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekday Pre-Event	-	F [2]	-	F [2]
				Weekday Post-Event	44.30	E	-	F
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekday Pre-Event	19.60	C	20.46	C
				Weekday Post-Event	-	F	-	F
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	26.09	C	26.79	C
				Weekday Post-Event	-	F	-	F
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekday Pre-Event	22.95	C	23.87	C
				Weekday Post-Event	-	F	-	F
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekday Pre-Event	28.27	D	-	F
				Weekday Post-Event	18.81	B	21.17	C
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekday Pre-Event	34.10	D	-	F
				Weekday Post-Event	19.59	C	21.21	C
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekday Pre-Event	34.10	D	-	F
				Weekday Post-Event	19.59	C	21.21	C
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekday Pre-Event	28.01	D	42.92	E
				Weekday Post-Event	18.80	C	20.55	C
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekday Pre-Event	23.85	C	31.86	D
				Weekday Post-Event	15.47	B	16.91	B
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekday Pre-Event	21.34	C	26.35	C
				Weekday Post-Event	14.08	B	15.35	B
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekday Pre-Event	32.12	D	44.99	E
				Weekday Post-Event	19.74	C	21.25	C
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekday Pre-Event	28.57	D	33.62	D
				Weekday Post-Event	18.96	C	20.73	C
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekday Pre-Event	-	F	-	F
				Weekday Post-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekday Pre-Event	23.01	C	23.22	C
				Weekday Post-Event	24.83	C	-	F

TABLE 3.14-91
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND MIDSIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Midsize NFL Stadium Event) No Project		Cumulative (with The Forum and Midsize NFL Stadium Event) Plus Project (Major Event)	
					Density [1]	LOS [1]	Density [1]	LOS [1]
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekday Pre-Event	30.30	D	30.67	D
				Weekday Post-Event	33.76	D	41.72	E
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	32.60	D	33.34	D
				Weekday Post-Event	34.53	D	42.38	E
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	26.25	D	26.83	D
				Weekday Post-Event	28.48	D	36.97	E
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	27.92	C	28.48	D
				Weekday Post-Event	36.07	E	-	F
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekday Pre-Event	29.70	D	30.35	D
				Weekday Post-Event	36.46	E	-	F
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekday Pre-Event	26.02	C	31.53	D
				Weekday Post-Event	25.87	C	26.34	C
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekday Pre-Event	21.29	C	25.35	C
				Weekday Post-Event	22.42	C	22.57	C
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	22.86	C	25.96	C
				Weekday Post-Event	23.09	C	23.21	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekday Pre-Event	25.46	C	29.36	D
				Weekday Post-Event	25.30	C	25.44	C
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekday Pre-Event	31.73	D	36.58	E
				Weekday Post-Event	31.02	D	31.29	D
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekday Pre-Event	18.58	C	20.14	C
				Weekday Post-Event	18.81	C	18.82	C
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekday Pre-Event	26.01	C	26.49	C
				Weekday Post-Event	21.68	C	21.70	C

NOTES:
Shaded cells represent significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions. Impacts are identified when the LOS worsens from D or better to E, or from E to F, or the volume increase is greater than 1 percent when already at F (see Appendix K.2).
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-92
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM AND MID-SIZE EVENT AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

Off-Ramp [1]	Ramp Capacity Threshold[2]	Cumulative (with The Forum and Mid-Size Event at NFL Stadium) No Project Pre-Event Conditions		Cumulative (with The Forum and Mid-Size Event at NFL Stadium) Plus Project (Major Event) Pre-Event Conditions	
		95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.) [3]	Queue Exceeds Available Storage [4]
		Weekday	Weekday	Weekday	Weekday
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	2,650	No	3,100	Yes
I-405 NB Off-Ramp at West Century Blvd	3,600	3,750	Yes	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	2,675	Yes	3,125	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	2,194	No	4,324	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	>9,500	Yes	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	6,370	Yes	8,927	Yes
I-105 EB Off-Ramp at 120th St	3,850	858	No	1,265	No
I-110 SB Off-Ramp at West Century Blvd	2,430	1,054	No	1,971	No
I-110 SB Off-Ramp at Manchester Blvd	3,215	1,916	No	2,595	No
I-110 NB Off-Ramp at Manchester Blvd	3,655	1,877	No	1,877	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

This scenario would consist of a weekend 70,240-person NFL football game at the NFL Stadium that begins at 1:25 PM and ends at about 4:30 PM, an 17,500-person event at The Forum that begins at 7 PM, and a Major Event at Proposed Project (18,500-person concert that begins at 7 PM). This scenario is studied for the 6 to 7 PM peak hour.

Traffic forecasts were developed for Cumulative (with The Forum and Football Game at NFL Stadium Events) No Project forecasts by adding the Forum Event and Football Game at NFL Stadium Event trips to the Cumulative No Project forecasts. Trips associated with the Proposed

Project were then added to those volumes to yield the Cumulative (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions.

Table 3.14-93 displays the LOS and average delay or V/C ratio at the 114 intersections selected for analysis under Cumulative (with The Forum and Football Game at NFL Stadium Events) No Project and Cumulative (with The Forum and Football Game at NFL Stadium Events) Plus Project (Major Event) conditions. As shown in the table, a large number of intersections would be significantly impacted under this scenario.

Table 3.14-94 displays the freeway LOS results under Cumulative (with The Forum and Football Game at NFL Stadium Events) conditions, without and with the project. As shown, a major event would cause degraded operations at several facilities, some of which are considered significant. **Table 3.14-95** shows that a major event (assuming both concurrent events) would cause six freeway off-ramps to experience queuing that exceeds the applicable threshold or worsens an already unacceptable queuing condition.

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	1.139	F	1.219	F
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	0.760	C	0.769	C
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	7.1	A	21.9	C
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	33.6	C	34.4	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekend Pre-Event	43.3	D	84.4	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekend Pre-Event	1.006	F	1.043	F
		CMA	City of Los Angeles	Weekend Pre-Event	0.867	D	0.905	E
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekend Pre-Event	3.6	A	68.0	E
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekend Pre-Event	8.2	A	63.7	E
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekend Pre-Event	22.5	C	49.4	D
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.026	F	1.104	F

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.061	F	1.146	F
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	86.0	F	94.1	F
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	39.5	D	48.8	D
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	155.0	F	148.7	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekend Pre-Event	64.7	E	66.0	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.625	F	1.744	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekend Pre-Event	0.437	A	0.479	A
18	Market St/ La Brea Ave	ICU	Inglewood	Weekend Pre-Event	0.488	A	0.533	A
19	South Prairie Ave/ Kelso St/Pincay Dr	HCM	Inglewood	Weekend Pre-Event	110.3	F	76.1	E
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekend Pre-Event	11.1	B	22.0	C
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	59.7	E	134.1	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	138.6	F	150.0	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	30.5	C	99.2	F
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	18.2	B	94.0	F
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekend Pre-Event	149.8	F	112.9	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	13.6	B	14.0	B
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	9.1	A	24.7	C
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekend Pre-Event	45.1	D	79.6	E
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekend Pre-Event	11.6	B	122.4	F
30	Van Ness Ave/ Hardy St/96th St	ICU	Inglewood	Weekend Pre-Event	0.507	A	0.512	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.334	A	0.339	A

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
31	La Cienega Blvd/ SB 405 On/Off-Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekend Pre-Event	29.8	C	149.9	F
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekend Pre-Event	63.3	E	39.1	D
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekend Pre-Event	16.2	B	215.3	F
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekend Pre-Event	34.2	C	258.4	F
35	NB 405 On/Off-Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekend Pre-Event	27.6	C	186.0	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	18.7	B	113.3	F
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	57.7	E	207.2	F
38	Fir Ave/ Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	88.8	F	276.6	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	68.7	E	134.2	F
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	71.5	E	118.8	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	71.4	E	97.3	F
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	25.5	C	22.9	C
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	125.4	F	129.0	F
44	Doty Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	72.5	E	75.5	E
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	79.7	E	147.5	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	83.2	F	146.8	F
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	54.7	D	108.9	F

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	157.0	F	226.3	F
49	5th Ave/West Century Blvd	HCM	Inglewood	Weekend Pre-Event	111.2	F	156.3	F
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Angeles County	Weekend Pre-Event	0.773	C	0.971	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.619	B	0.828	D
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.467	A	0.611	B
		CMA	City of Los Angeles	Weekend Pre-Event	0.291	A	0.444	A
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.875	D	1.113	F
53	La Cienega Blvd/ SB 405 On/Off-Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekend Pre-Event	12.3	B	178.6	F
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekend Pre-Event	81.7	F	43.2	E
55	Doty Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	6.8	A	5.2	A
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekend Pre-Event	19.0	C	207.1	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekend Pre-Event	5.4	A	132.6	F
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekend Pre-Event	15.2	B	65.0	E
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/ Los Angeles County	Weekend Pre-Event	25.4	C	35.8	D
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekend Pre-Event	155.4	F	156.4	F
61	Doty Ave/ West 104th St	HCM (unsig.)	Inglewood	Weekend Pre-Event	8.0	A	115.7	F
62	Yukon Ave/ West 104th St	HCM	Inglewood	Weekend Pre-Event	12.9	B	***	F
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekend Pre-Event	122.9	F	165.8	F

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekend Pre-Event	0.447	A	0.459	A
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.713	C	0.722	C
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekend Pre-Event	36.0	D	172.1	F
67	South Prairie Ave/Lennox Blvd	HCM	Inglewood	Weekend Pre-Event	65.8	E	52.7	D
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekend Pre-Event	128.9	F	124.4	F
69	Yukon Ave/ 108th St	HCM	Inglewood	Weekend Pre-Event	9.6	A	149.4	F
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekend Pre-Event	0.554	A	0.651	B
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/ Los Angeles County	Weekend Pre-Event	0.628	B	0.658	B
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	169.7	F	67.8	E
73	Yukon Ave/ 111th St	HCM	Inglewood	Weekend Pre-Event	8.5	A	98.4	F
74	Hawthorne Blvd/ WB 105 Off-Ramp	ICU	Hawthorne	Weekend Pre-Event	0.645	B	0.686	B
		HCM	Caltrans	Weekend Pre-Event	19.5	B	22.9	C
75	South Prairie Ave/ 112th St/ 105 On-Ramps	HCM	Inglewood/ Caltrans	Weekend Pre-Event	216.3	F	187.4	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekend Pre-Event	0.661	B	0.666	B
77	Freeman Ave/ EB 105 On-Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekend Pre-Event	19.4	B	18.3	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	78.0	E	71.4	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekend Pre-Event	80.3	F	70.5	E
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekend Pre-Event	40.2	D	18.5	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekend Pre-Event	0.967	E	1.082	F
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekend Pre-Event	17.9	B	19.3	B

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
83	Crenshaw Blvd/ WB 105 Off-Ramp/118th Pl	ICU/ Caltrans	Hawthorne	Weekend Pre-Event	0.957	E	1.091	F
		HCM	Caltrans	Weekend Pre-Event	29.5	C	71.1	E
84	South Prairie Ave/ 120th St	HCM	Hawthorne	Weekend Pre-Event	24.6	C	24.2	C
85	EB 105 On/Off-Ramp/120th St	ICU	Hawthorne	Weekend Pre-Event	0.931	E	0.950	E
		HCM	Caltrans	Weekend Pre-Event	46.3	D	48.8	D
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekend Pre-Event	1.024	F	1.050	F
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.418	A	0.418	A
		CMA	City of Los Angeles	Weekend Pre-Event	0.237	A	0.237	A
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.720	C	0.734	C
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekend Pre-Event	51.4	D	100.6	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekend Pre-Event	43.8	D	52.4	D
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	1.001	F	1.203	F
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekend Pre-Event	0.855	D	0.987	E
		CMA	City of Los Angeles	Weekend Pre-Event	0.778	C	0.931	E
93	Hoover St/West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.574	A	0.687	B
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.747	C	0.866	D
95	Grand Ave/ 110 SB Off-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.487	A	0.629	B
		HCM	Caltrans	Weekend Pre-Event	21.4	C	67.4	E
96	Olive St/ 110 NB On-Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.547	A	0.581	A
		HCM	Caltrans	Weekend Pre-Event	13.7	B	14.1	B
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	1.326	F	1.443	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.207	F	1.333	F
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	1.309	F	1.443	F

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

					Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.835	D	0.915	E
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.864	D	0.951	E
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.816	D	0.895	D
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.956	E	1.043	F
103	110 SB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.730	C	0.846	D
		HCM	Caltrans	Weekend Pre-Event	27.8	C	56.3	E
104	110 NB On/Off-Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekend Pre-Event	0.668	B	0.684	B
		HCM	Caltrans	Weekend Pre-Event	23.3	C	23.2	C
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekend Pre-Event	1.116	F	1.254	F
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekend Pre-Event	0.850	D	0.883	D
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	0.862	D	0.901	E
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekend Pre-Event	1.091	F	1.119	F
		CMA	City of Los Angeles	Weekend Pre-Event	1.053	F	1.085	F
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekend Pre-Event	0.707	C	0.718	C
		CMA	City of Los Angeles	Weekend Pre-Event	0.537	A	0.549	A
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekend Pre-Event	0.782	C	0.797	C
111	La Cienega Blvd/Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.943	E	0.946	E
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekend Pre-Event	0.892	D	0.907	E
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekend Pre-Event	0.982	E	1.044	F
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekend Pre-Event	1.017	F	1.088	F
		HCM	Caltrans	Weekend Pre-Event	44.6	D	55.5	E
115	West Century Blvd/West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		N / A	N / A

TABLE 3.14-93
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					V/C or Delay	LOS	V/C or Delay	LOS
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekend Pre-Event	Does Not Exist		41.9	D

NOTES:
Shaded cells identify significant impacts.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-94
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
1	I-405 Northbound	Off-Ramp at Imperial Highway	Diverge	Weekend Pre-Event	26.19	C	26.88	C
2	I-405 Northbound	C/D Off-Ramp	Diverge	Weekend Pre-Event	22.69	C	24.21	C
3	I-405 Northbound	C/D Off-Ramp to Imperial Highway On-Ramp	Basic	Weekend Pre-Event	20.08	C	22.37	C
4	I-405 Northbound	Imperial Highway EB On-Ramp	Merge	Weekend Pre-Event	13.86	B	15.38	B
5	I-405 Northbound	Imperial Highway WB On-Ramp	Merge	Weekend Pre-Event	18.35	B	19.68	B
6	I-405 Northbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	14.97	B	16.49	B
7	I-405 Northbound	West Century Blvd Off-Ramp to West Century Blvd On-Ramp	Basic	Weekend Pre-Event	13.40	B	13.51	B
8	I-405 Northbound	West Century Blvd On-Ramp	Merge	Weekend Pre-Event	19.51	C	19.62	C

TABLE 3.14-94
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
9	I-405 Northbound	West Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	Weekend Pre-Event	20.58	C	21.05	C
10	I-405 Northbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	-	F	-	F
11	I-405 Northbound	I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	Weekend Pre-Event	28.87	D	29.14	D
12	I-405 Northbound	Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	Weekend Pre-Event	36.00	E	36.66	E
13	I-405 Southbound	La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
14	I-405 Southbound	Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	Weekend Pre-Event	-	F	-	F
15	I-405 Southbound	La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
16	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o West Century Blvd.)	Diverge	Weekend Pre-Event	17.91	B	21.31	C
17	I-405 Southbound	La Cienega Blvd Off-Ramp to On-Ramp (n/o West Century Blvd)	Basic	Weekend Pre-Event	7.77	A	10.97	A
18	I-405 Southbound	La Cienega Blvd On-Ramp (n/o West Century Blvd) to La Cienega Blvd Off-Ramp (s/o West Century Blvd)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
19	I-405 Southbound	La Cienega Blvd On-Ramp (s/o West Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
20	I-405 Southbound	La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	Weekend Pre-Event	13.18	B	13.64	B
21	I-405 Southbound	I-405 Mainline C/D On-Ramp	Merge	Weekend Pre-Event	20.03	C	20.21	C
22	I-405 Southbound	La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	Weekend Pre-Event	16.55	B	16.69	B
23	I-405 Southbound	La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	Weekend Pre-Event	16.25	B	16.39	B
24	I-105 Eastbound	I-405 SB On-Ramp	Merge	Weekend Pre-Event	19.06	C	19.94	C

TABLE 3.14-94
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
25	I-105 Eastbound	South Prairie Ave Off-Ramp	Diverge	Weekend Pre-Event	26.96	C	28.72	D
26	I-105 Eastbound	South Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	13.31	B	13.50	B
27	I-105 Eastbound	Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	Weekend Pre-Event	-	F [2]	-	F [2]
28	I-105 Eastbound	120th St Off-Ramp to 120th St On-Ramp	Basic	Weekend Pre-Event	-	F [2]	-	F [2]
29	I-105 Eastbound	120th St On-Ramp	Merge	Weekend Pre-Event	17.57	B	17.85	B
30	I-105 Eastbound	NB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	24.19	C	24.41	C
31	I-105 Eastbound	Between Van Ness Ave and Normandie Ave Overcrossings	Basic	Weekend Pre-Event	20.77	C	21.05	C
32	I-105 Westbound	Vermont Ave On-Ramp	Merge	Weekend Pre-Event	25.56	C	29.78	D
33	I-105 Westbound	Between Normandie Ave and Van Ness Ave Overcrossings	Basic	Weekend Pre-Event	26.51	D	34.07	D
34	I-105 Westbound	Crenshaw Blvd Off-Ramp	Diverge	Weekend Pre-Event	26.51	D	34.07	D
35	I-105 Westbound	Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Basic	Weekend Pre-Event	24.48	C	29.30	D
36	I-105 Westbound	Crenshaw Blvd NB Loop On-Ramp	Merge	Weekend Pre-Event	20.37	C	23.35	C
37	I-105 Westbound	SB Crenshaw Blvd On-Ramp	Merge	Weekend Pre-Event	19.24	B	21.61	C
38	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp	Diverge	Weekend Pre-Event	28.85	D	33.27	D
39	I-105 Westbound	South Prairie/ Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	Weekend Pre-Event	25.77	C	27.37	D
40	I-105 Westbound	Imperial Hwy On-Ramp to I-405 Off-Ramp	Weave	Weekend Pre-Event	-	F	-	F
41	I-110 Northbound	I-105 On-Ramp	Merge	Weekend Pre-Event	23.91	C	23.92	C
42	I-110 Northbound	West 101st St On-Ramp to n/o West Century Blvd On-Ramp	Basic	Weekend Pre-Event	31.92	D	31.94	D
43	I-110 Northbound	West Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	33.76	D	33.96	D

TABLE 3.14-94
FREEWAY OPERATIONS – CUMULATIVE (WITH THE FORUM AND NFL FOOTBALL GAME) PLUS PROJECT (MAJOR EVENT) CONDITIONS

#	Freeway/ Direction	Component	Segment Type	Peak Hour	Cumulative (with The Forum and Football Game at NFL Stadium) No Project		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event)	
					Density[1]	LOS[1]	Density[1]	LOS[1]
44	I-110 Northbound	Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	27.58	D	27.71	D
45	I-110 Northbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	28.19	D	28.64	D
46	I-110 Northbound	WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	Weekend Pre-Event	31.31	D	31.66	D
47	I-110 Southbound	76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	Weekend Pre-Event	30.25	D	34.23	D
48	I-110 Southbound	Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	Weekend Pre-Event	24.48	C	27.24	D
49	I-110 Southbound	WB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	25.62	C	27.50	C
50	I-110 Southbound	EB Manchester Blvd On-Ramp	Merge	Weekend Pre-Event	24.02	C	26.14	D
51	I-110 Southbound	West Century Blvd Off-Ramp	Diverge	Weekend Pre-Event	31.59	D	35.42	E
52	I-110 Southbound	West Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	Weekend Pre-Event	16.90	B	17.36	B
53	I-110 Southbound	Imperial Hwy Off-Ramp	Diverge	Weekend Pre-Event	22.11	C	22.68	C

NOTES:
Shaded cells identify significant impacts.
[1] Density (expressed as passenger car equivalents per mile per lane) and LOS calculated using procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). Per the *HCM 6th Edition*, density is not provided for LOS F conditions.
[2] LOS F reported for this facility based on average existing speed of 35 mph or less (per Caltrans PeMS data). HCM results would have shown better LOS because of suppressed volumes due to downstream congestion.

SOURCE: Fehr & Peers, 2019.

TABLE 3.14-95
FREEWAY OFF-RAMP QUEUING ANALYSIS – CUMULATIVE (WITH THE FORUM AND FOOTBALL GAME AT NFL STADIUM) PLUS PROJECT (MAJOR EVENT) PRE-EVENT PEAK HOUR CONDITIONS

		Cumulative (with The Forum and Football Game at NFL Stadium) No Project Pre-Event Conditions		Cumulative (with The Forum and Football Game at NFL Stadium) Plus Project (Major Event) Pre-Event Conditions	
Off-Ramp [1]	Ramp Capacity Threshold [2]	95th Percentile Queue (ft.)[3]	Queue Exceeds Available Storage [4]	95th Percentile Queue (ft.)[3]	Queue Exceeds Available Storage [4]
		Weekend	Weekend	Weekend	Weekend
I-405 SB Off-Ramp at La Cienega Blvd (north of West Century Blvd)	3,085	2,075	No	2,550	No
I-405 NB Off-Ramp at West Century Blvd	3,600	3,450	No	>4,200	Yes
I-405 SB Off-Ramp at La Cienega Blvd (south of West Century Blvd)	1,265	2,100	Yes	2,575	Yes
I-105 WB Off-Ramp at Hawthorne Blvd	5,810	1,071	No	1,383	No
I-105 EB/WB Off-Ramp at South Prairie Ave	8,720	5,475	No	>9,500	Yes
I-105 WB Off-Ramp at Crenshaw Ave	4,065	4,367	Yes	5,883	Yes
I-105 EB Off-Ramp at 120th St	3,850	1,459	No	1,508	No
I-110 SB Off-Ramp at West Century Blvd	2,430	1,429	No	2,659	Yes
I-110 SB Off-Ramp at Manchester Blvd	3,215	2,510	No	3,225	Yes
I-110 NB Off-Ramp at Manchester Blvd	3,655	2,129	No	2,129	No

NOTES:
Shaded cells identify significant impacts.
[1] Auxiliary lanes are present at each of these off-ramps.
[2] Per Caltrans letter dated April 22, 2019, ramp threshold is 85 percent of maximum ramp length (which is measured from the ramp terminus to freeway off-ramp gore point), unless an auxiliary lane is present. If an auxiliary lane is present, the ramp threshold is calculated by summing the total length of the ramp from the intersection to the gore point and the lesser of 1,000 feet or one half the length of the auxiliary lane. Storage capacity in additional turn lanes at the ramp termini intersection is also included.
[3] 95th percentile queue estimated using HCM methodologies (Synchro or SimTraffic). This queue length implies a 5 percent probability that the actual queue will be greater than this estimate, and is routinely used in infrastructure design. Values shown represent the total length of 95th percentile queues across all turn lanes on the off-ramp.
[4] If the 95th percentile queue is greater than the ramp capacity threshold, then the queue exceeds the available storage.

SOURCE: Fehr & Peers, 2019.

Table 3.14-96 displays the specific number of study intersections, individual freeway facilities, and freeway off-ramps that would be significantly impacted by a major event at the Proposed Project for the Cumulative Plus Project and five overlapping event scenarios presented here. Data is organized by peak hour and increasing numbers of overlapping activities to enable readers to visualize how the number of events in the study area influences impact identification. Scenarios are shown under relevant time periods. For example, Scenario 2 (Major Event at Proposed Project Plus NFL Football game at stadium under cumulative conditions) is not listed under Weekday Pre-Event Peak Hour because this scenario would arise on the weekend. That scenario is instead listed under Weekend Pre-Event Peak Hour.

TABLE 3.14-96
SUMMARY OF PROPOSED PROJECT (MAJOR EVENT) SIGNIFICANT ROADWAY IMPACTS FOR CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS

Facility Type	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Proposed Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Intersections	61	71	67	63	21	53	43	53	40	58	66	60
Freeway Facilities	8	13	12	15	3	7	10	15	9	11	5	6
Freeway Off-Ramp Queuing	3	4	4	5	Not Applicable				3	4	3	6

NOTE:
Impacts of "Proposed Project" are judged directly against the Cumulative No Project condition. For all other scenarios, Proposed Project impacts are judged against the given scenario. Values specified in cells refer to the specific number of study intersections, individual freeway facilities, and freeway off-ramps that are significantly impacted for the given scenario and peak hour.

SOURCE: Fehr & Peers, 2019.

Key findings from Table 3.14-96 include the following:

- With respect to intersections:
  - Under weekday pre-event peak hour cumulative conditions, the Proposed Project would cause significant impacts at more than half of study intersections.
  - When compared to Adjusted Baseline impacts, Proposed Project impacts under cumulative conditions would be more frequent regardless of which peak hour or concurrent event condition is being studied. This is due to increased background traffic, which increases the potential for Proposed Project vehicle trips to exacerbate unacceptable conditions.
  - The increase in Proposed Project impacts between Adjusted Baseline and cumulative conditions would be the lowest when all three venues would be operating concurrently. This is due to severe congestion that is projected to be equally present under both Adjusted Baseline and cumulative conditions.
  - As for Adjusted Baseline conditions, the overall operation of the street system is projected to be substantially worse under each concurrent event scenario than for the Proposed Project alone under cumulative conditions. One measure of this is the number of study intersections project to operate at LOS F under each scenario, as shown on **Table 3.14-97**.
  - The overall operation of the street system is generally projected to be worse under cumulative conditions than under Adjusted Baseline conditions due to increased background traffic. Comparing Table 3.14-80 to Table 3.14-97, the number of study intersections projected to operate at LOS F consistently increases from Adjusted Baseline to cumulative conditions.

- With respect to freeway facilities:
  - Cumulative freeway impacts due to the Proposed Project would be more frequent than under Adjusted Baseline conditions. Concurrent background events typically cause one or two additional components to be impacted between Adjusted Baseline and cumulative conditions.

- With respect to freeway off-ramp queuing:
  - Off-ramp queues longer than the applicable standard would be expected at three off-ramps during the weekday and weekend pre-event hours with the Proposed Project but without events at the other two venues. The estimated queues would be longer with each added concurrent event. Off-ramp queues would be projected to exceed the applicable standard at up to three additional off-ramps depending on the concurrent event.

TABLE 3.14-97
SUMMARY OF NUMBER OF STUDY INTERSECTIONS PROJECTED TO OPERATE AT LOS F FOR MAJOR EVENT CONCURRENT SCENARIOS UNDER CUMULATIVE CONDITIONS

	Weekday Pre-Event Peak Hour				Weekday Post-Event Peak Hour				Weekend Pre-Event Peak Hour			
	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 3 (+ Midsize Stadium Event)	Sc. 4 (+ The Forum + Midsize Stadium Event)	Proposed Project Alone	Sc. 1 (+ The Forum)	Sc. 2 (+ NFL Football Game)	Sc. 5 (+ The Forum + NFL Football Game)
Without Project	11	41	44	49	0	12	21	35	3	13	10	31
With Project	42	71	70	64	14	55	39	55	31	49	60	57

SOURCE: Fehr & Peers, 2019.

Project-Specific Impacts and Mitigation Measures Associated with Other Concurrent Events

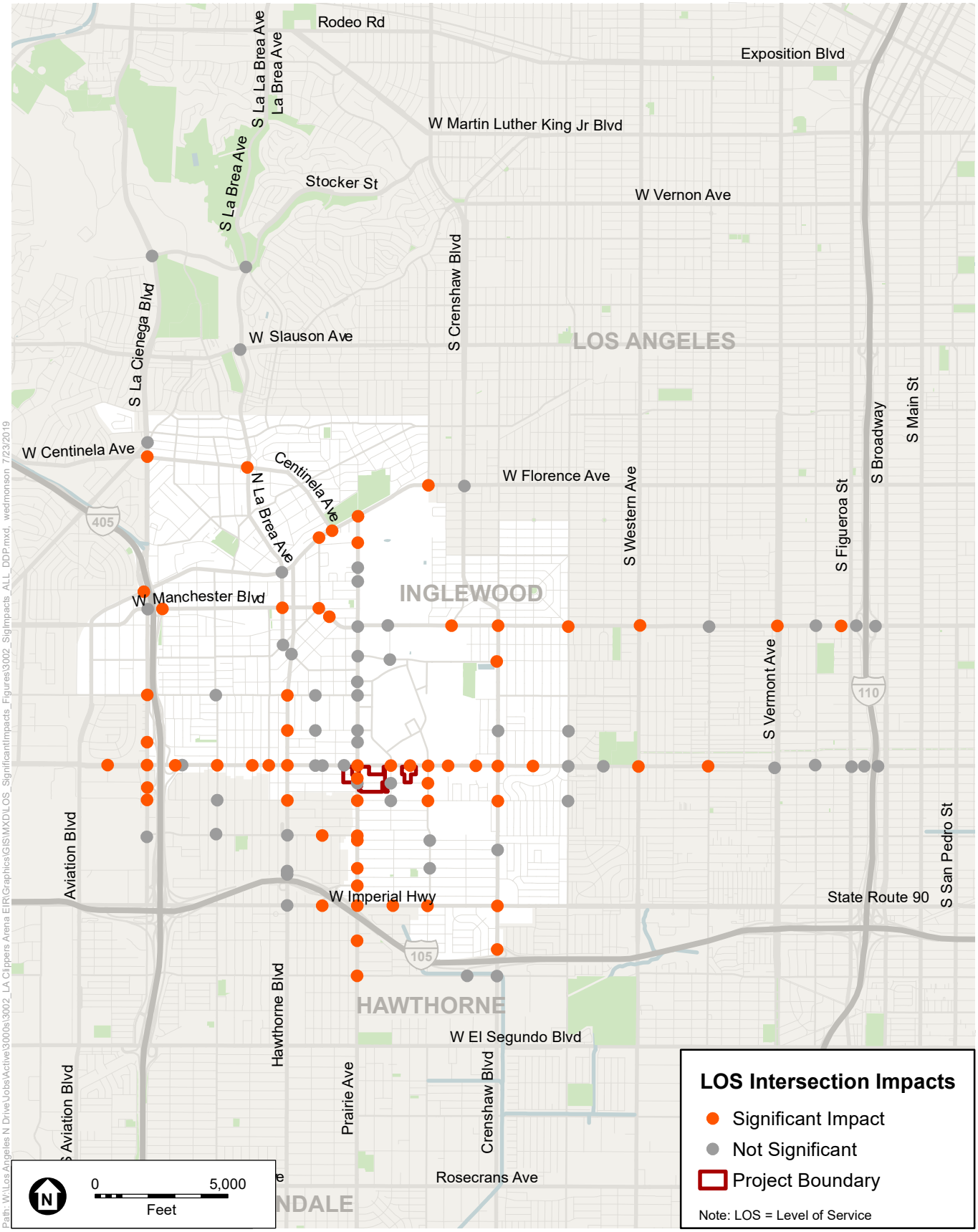
As described above and summarized in Table 3.14-3, this EIR analyzes combined effect of the Proposed Project assuming that one or more overlapping events would be occurring at the nearby NFL Stadium and The Forum. The following five overlapping major events scenarios are analyzed:

- Scenario 1 (Major Events at Proposed Project and The Forum)
- Scenario 2 (Major Event at Proposed Project and Football Game at NFL Stadium)
- Scenario 3 (Major Event at Proposed Project and Mid-Sized Event at NFL Stadium)
- Scenario 4 (Major Events at Proposed Project and The Forum, and Mid-Sized Event at NFL Stadium)
- Scenario 5 (Major Events at Proposed Project and The Forum, and Football Game at NFL Stadium)

As described previously, analyses of neighborhood traffic volumes were not performed for these concurrent scenarios. Also as described previously, concurrent event Scenario 1 was selected as the most appropriate concurrent event to mitigate because it would occur much more frequently than the other scenarios, direct Project impacts are greater in Scenario 1 than Scenarios 2 and 3, and Scenarios 4 and 5 would be infrequent. The detailed results are presented below.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the results in Tables 3.14-64, 3.14-67, 3.14-70, 3.14-73, and 3.14-76 and the significance criteria. **Figures 3.14-24**, **3.14-25**, and **3.14-26** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. **Figures 3.14-27** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. **Figures 3.14-28** and **3.14-29** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. **Figures 3.14-30** and **3.14-31** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. **Figure 3.14-32** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

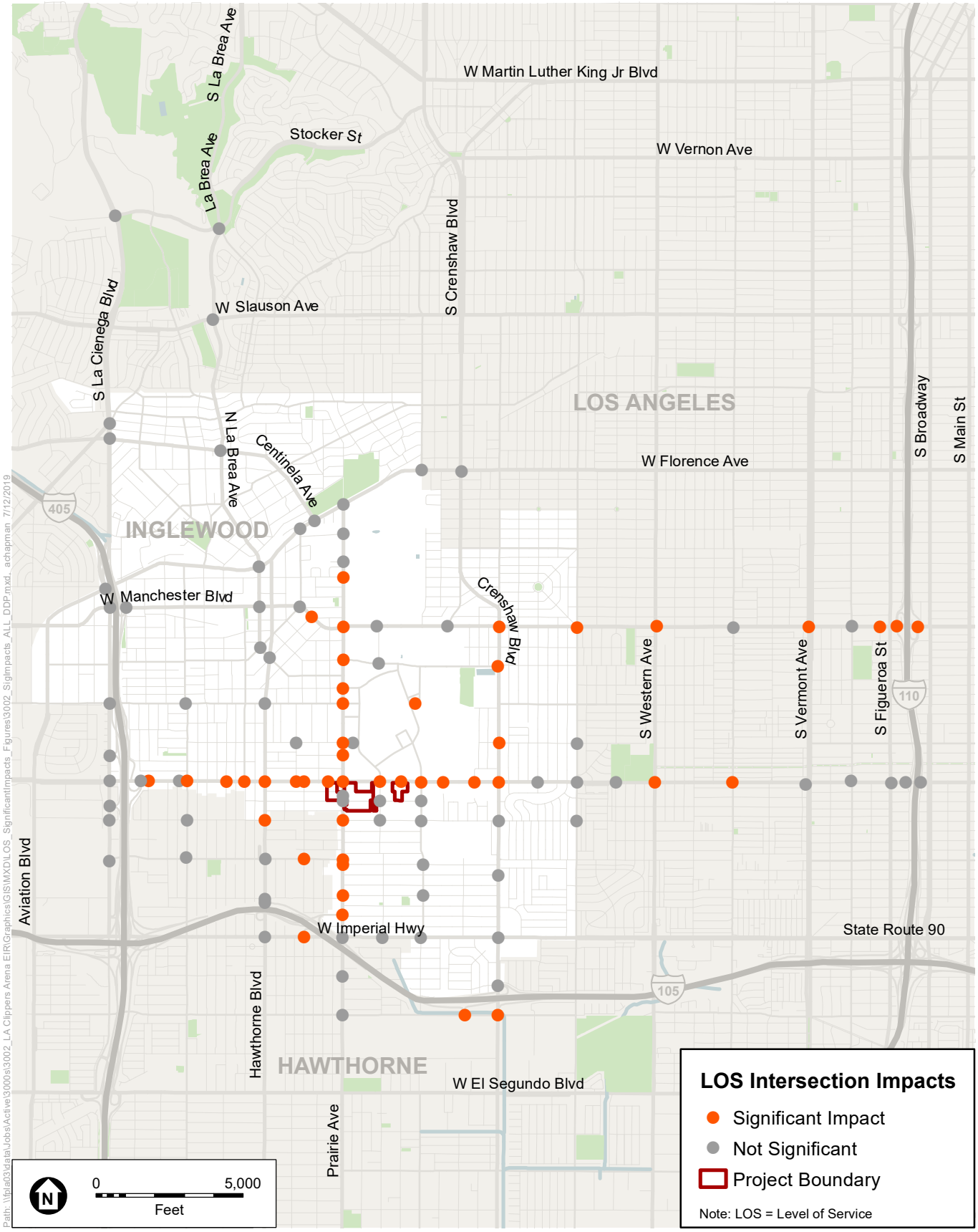


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-24
Impacted Intersections:
Baseline (With The Forum) Plus Major Event Weekday Pre-Event Peak Hour

ESA

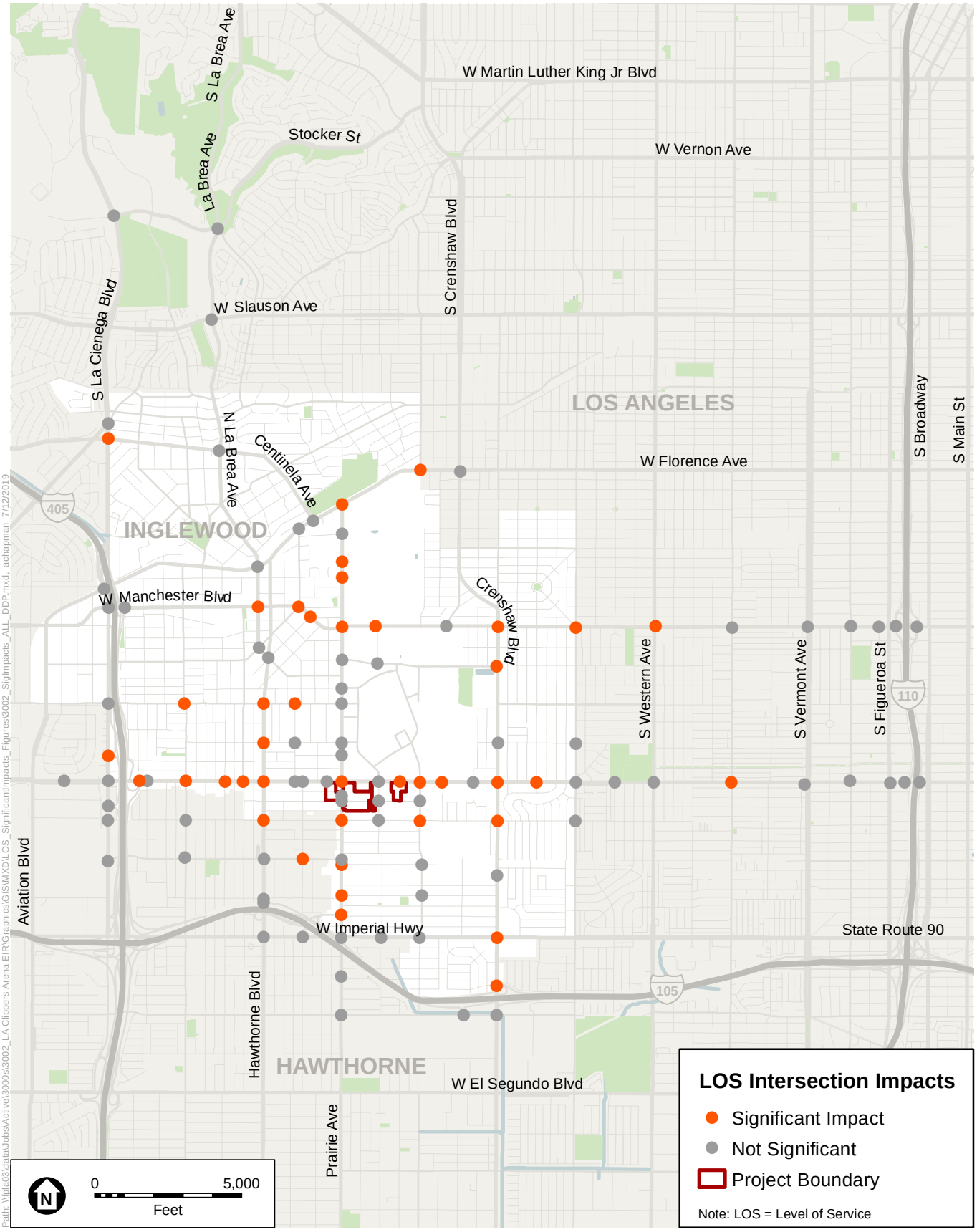


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-25
Impacted Intersections:
Baseline (With The Forum) Plus Major Event Weekday Post-Event Peak Hour

ESA



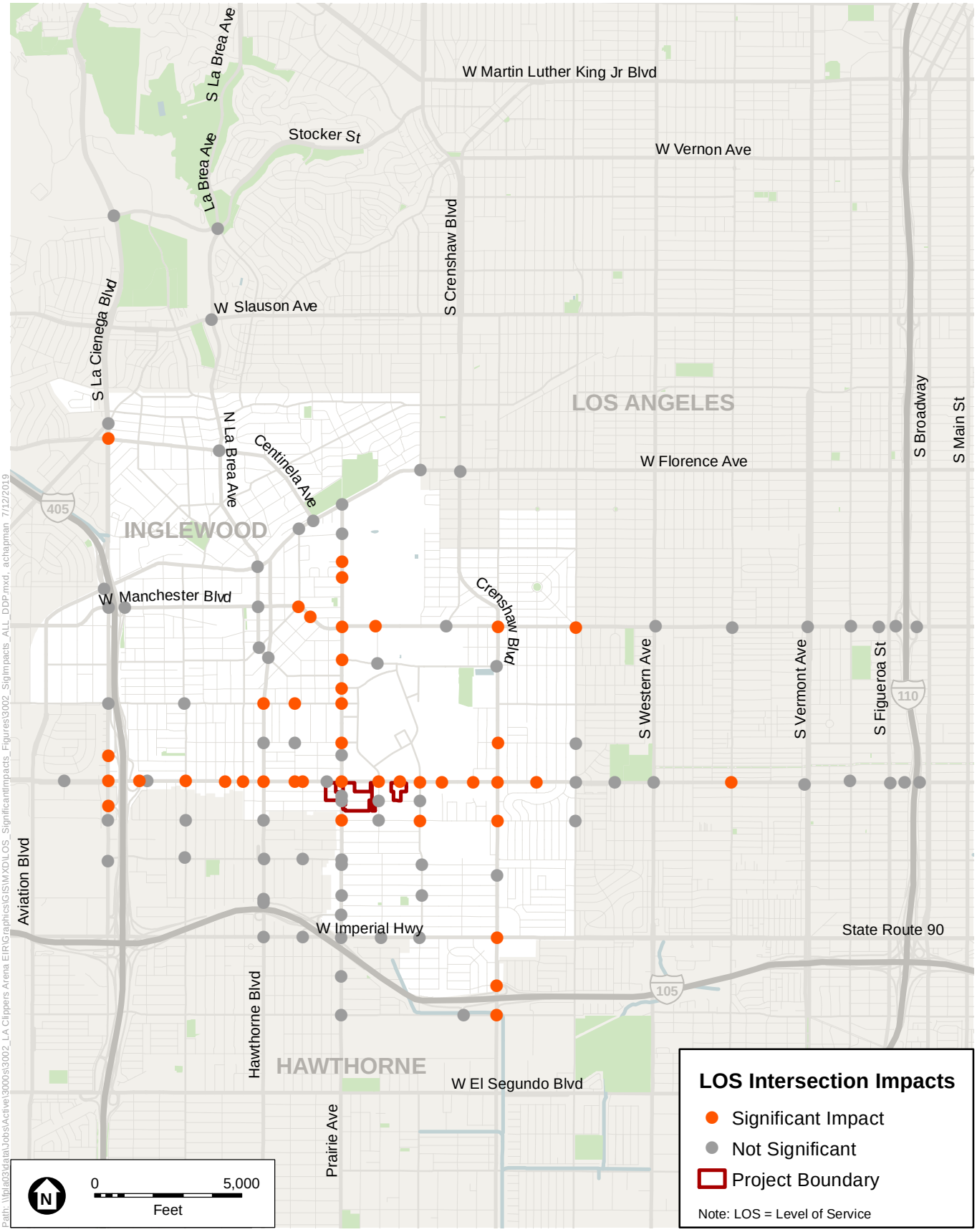
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-26

Impacted Intersections:
Baseline (With The Forum) Plus Major Event Weekend Pre-Event Peak Hour

ESA

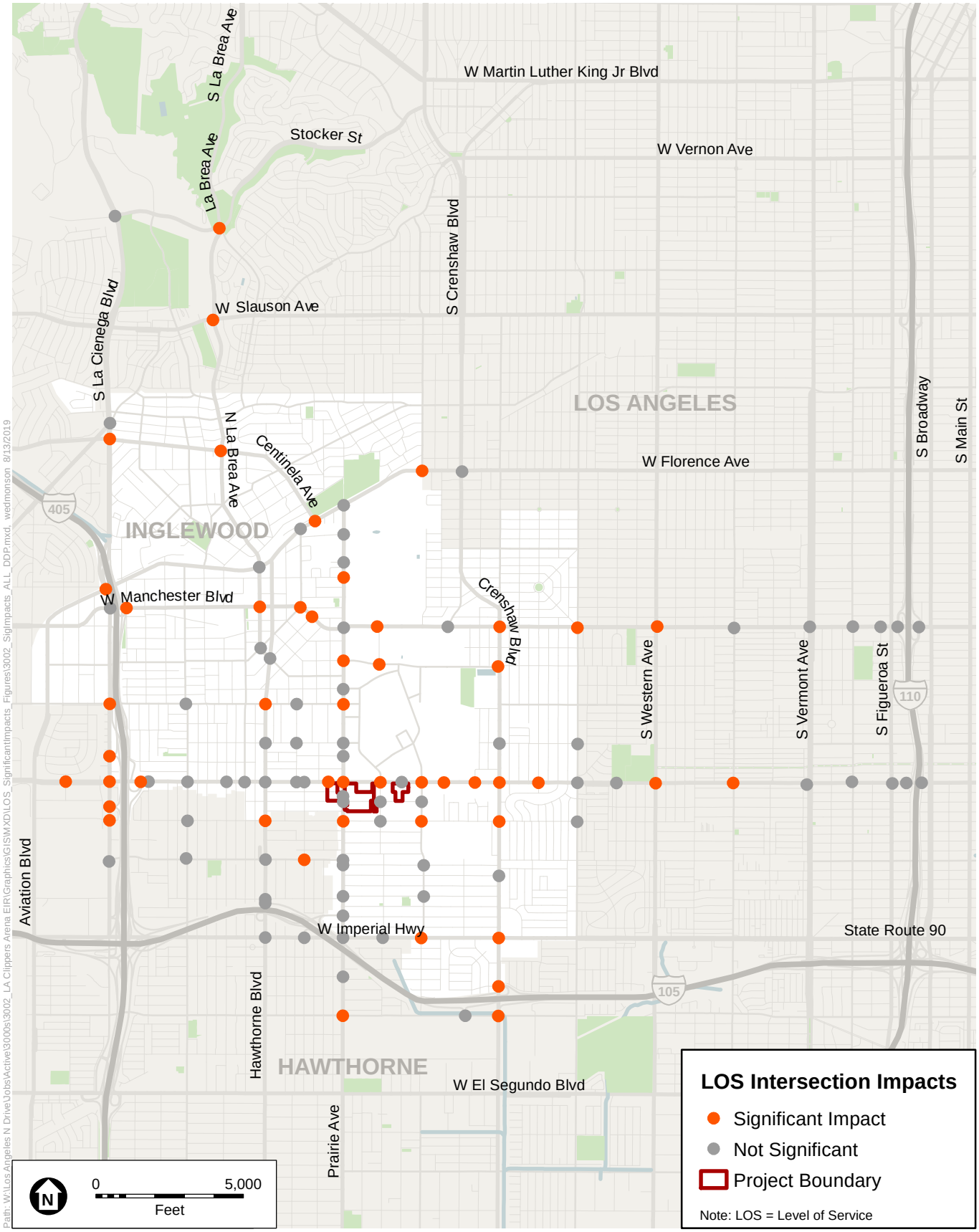


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-27
Impacted Intersections:
Baseline (With Football Game at NFL Stadium) Plus Major Event Weekend Pre-Event Peak Hour

ESA



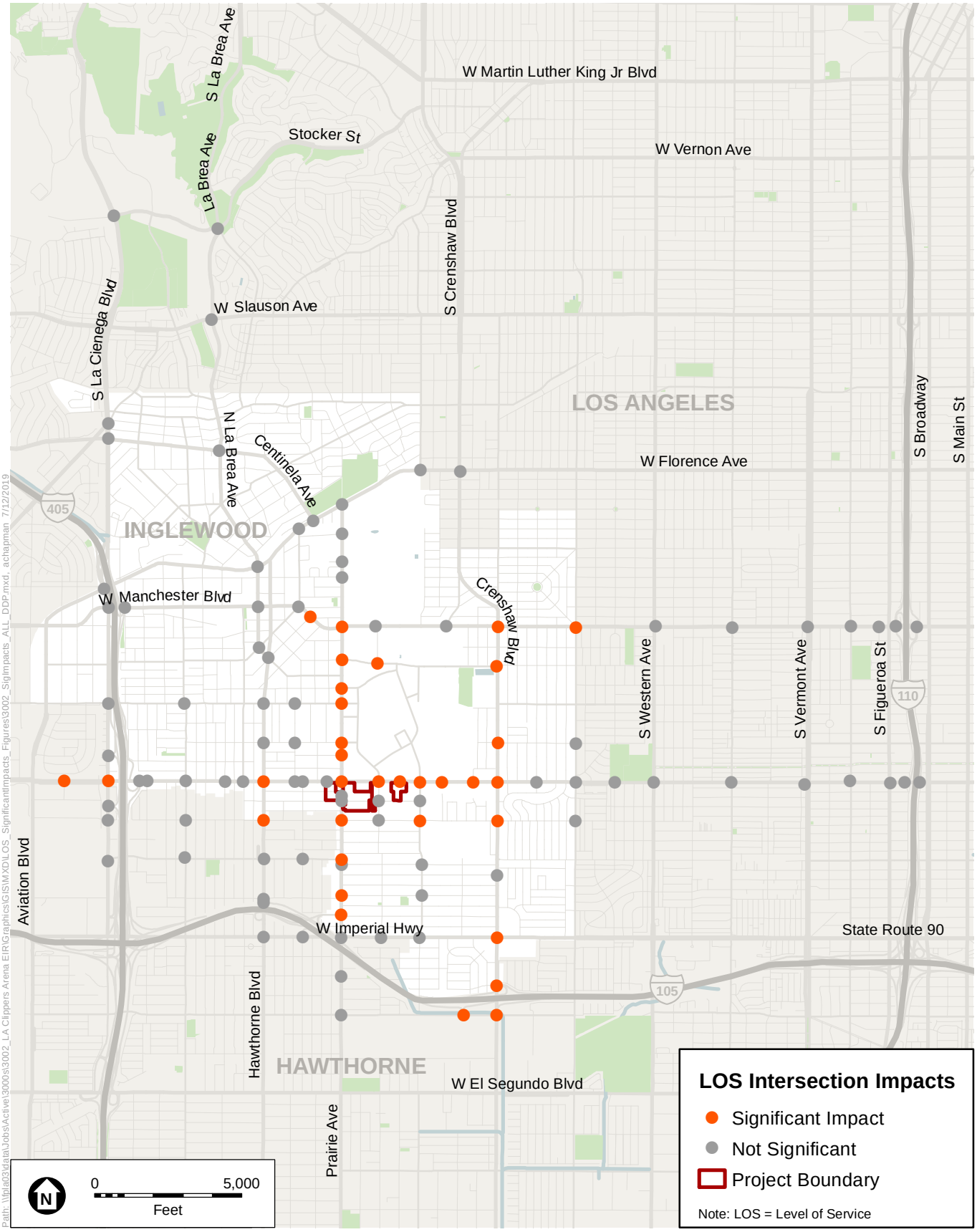
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-28

Impacted Intersections:
Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday Pre-Event Peak Hour

ESA



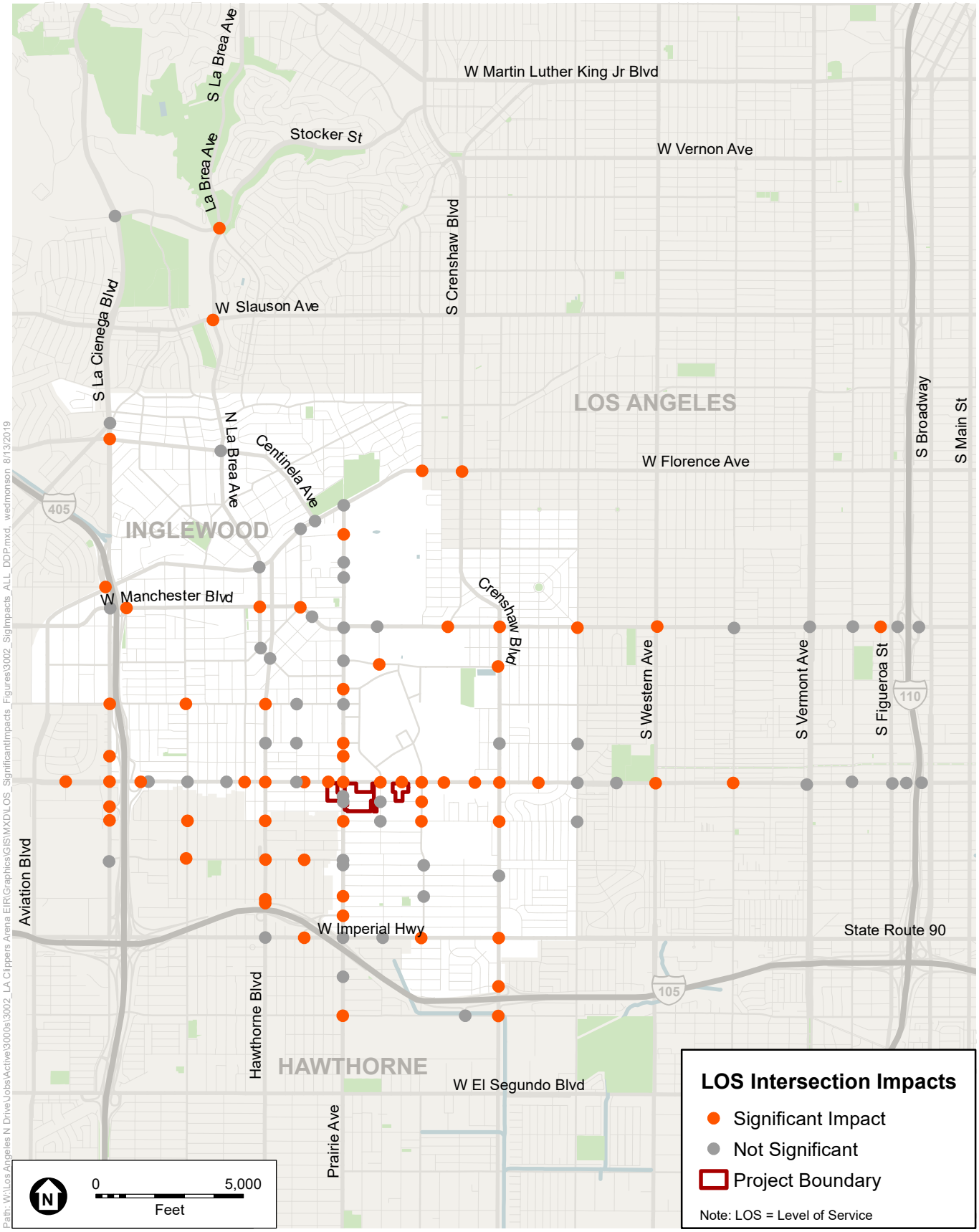
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-29

Impacted Intersections: Baseline (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday Post-Event Peak Hour

ESA

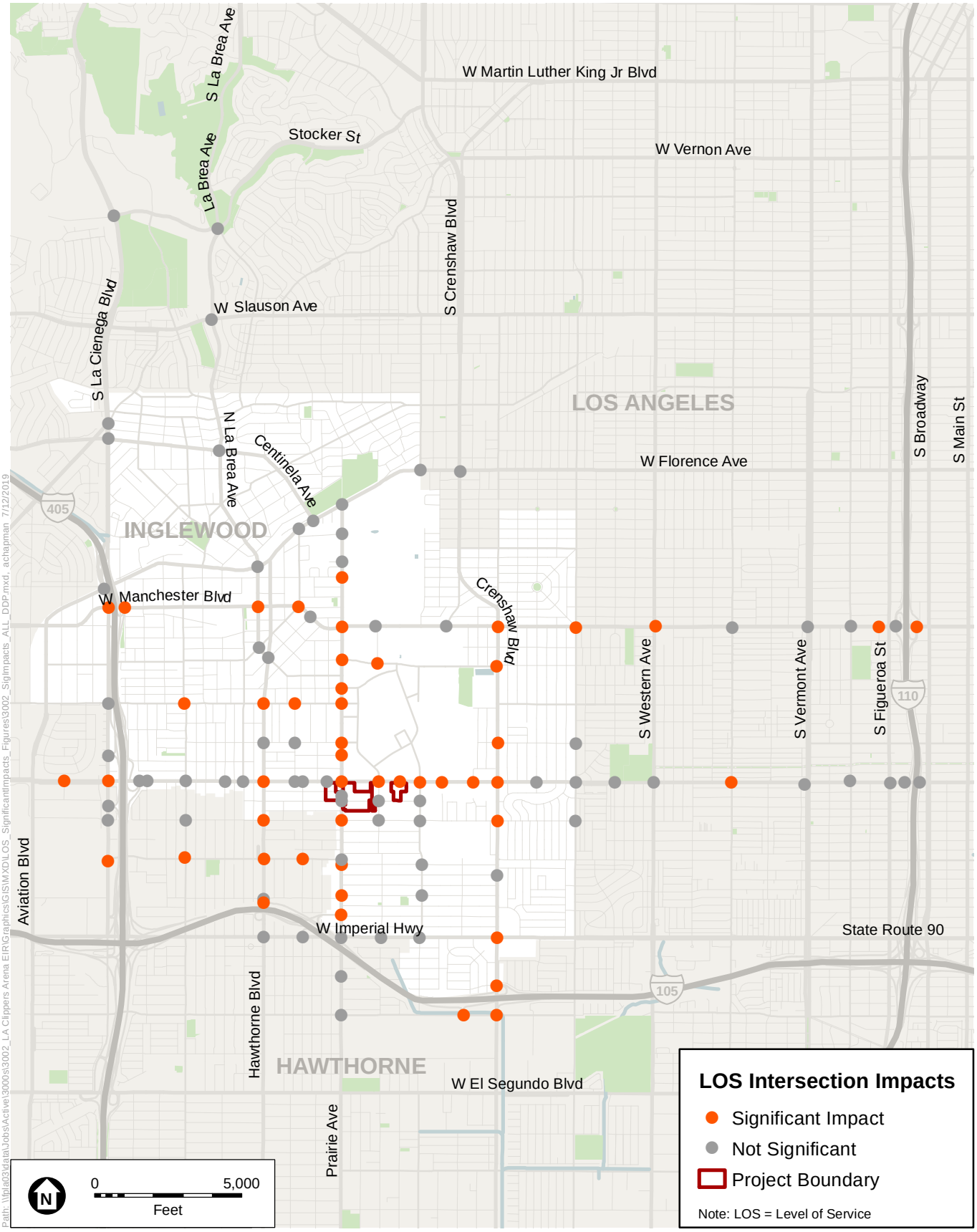


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-30
Impacted Intersections:
Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event
Weekday Pre-Event Peak Hour

ESA

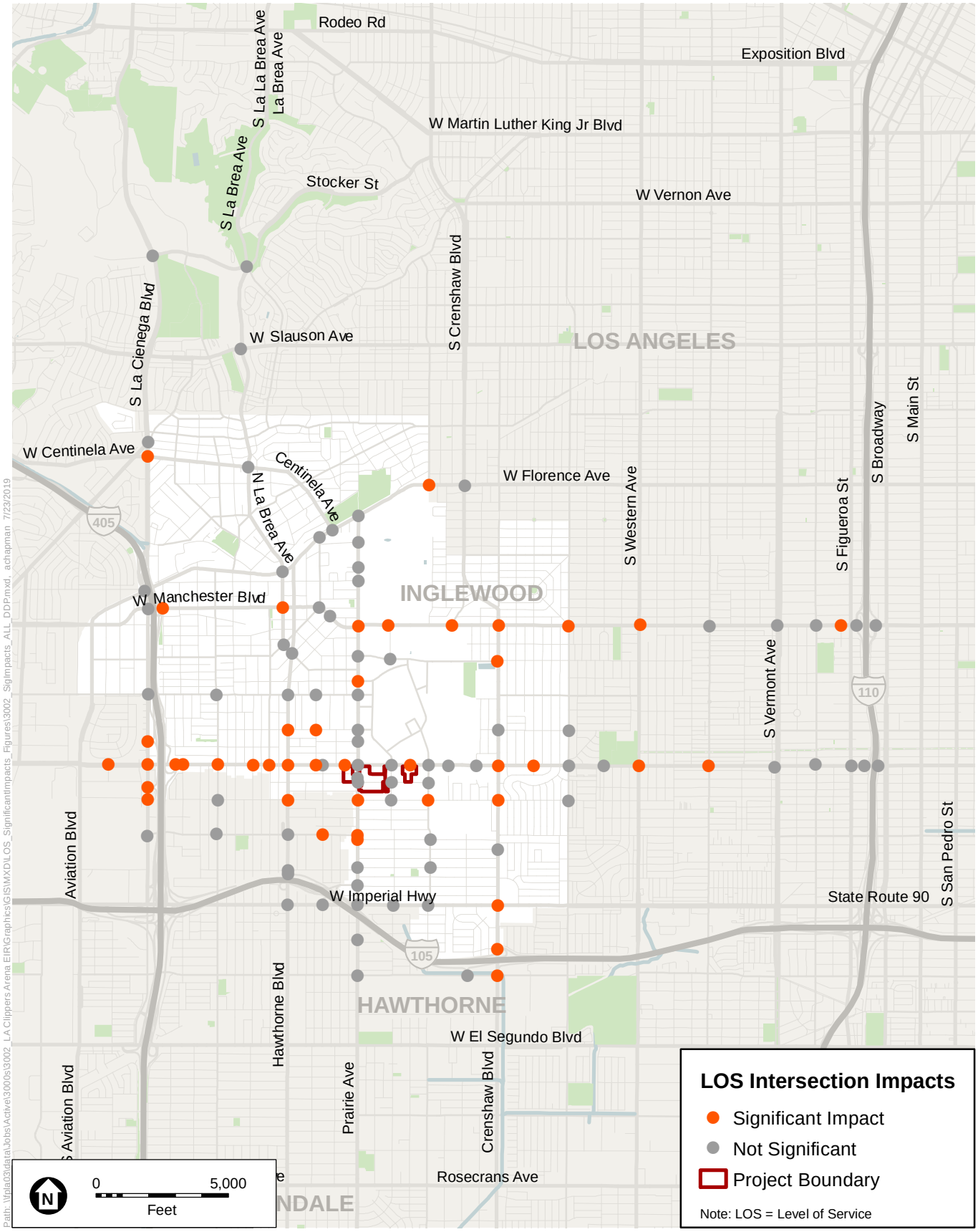


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-31
Impacted Intersections:
Baseline (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event
Weekday Post-Event Peak Hour

ESA



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-32

Impacted Intersections:
Baseline (With The Forum and Football Game at NFL Stadium) Plus Major Event
Weekend Pre-Event Peak Hour

ESA

Intersections could also be significantly impacted under concurrent event conditions for a situation in which the Proposed Project is not hosting a daytime or major event, a football game is played at the NFL Stadium, and attendees to the football game park in one or more of the Proposed Project garages. During such conditions, the Proposed Project would not operate its Event TMP, and therefore, traffic operational concerns could arise at the garage access points, which could affect adjacent intersections.

These impacts are considered **significant**.

The above figures refer to "baseline" conditions as the various scenarios atop of which the Proposed Project's impacts are measured. The term "baseline" as used in these figures, does not refer to the existing environmental setting as described in CEQA Guidelines section 15125. Each figure describes the specific scenario that constitutes the concurrent event baseline condition to which the project's traffic is added.

Mitigation Measure 3.14-28(a)

Implement Mitigation Measures 3.14-3(a) through 3.14-3(o).

Mitigation Measure 3.14-28(b)

The project applicant shall make a funding contribution to the City of Inglewood Public Works Traffic Division to help fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified.

Mitigation Measure 3.14-28(c)

On days with concurrent events at The Forum, the City shall coordinate the Event TMP with the operator of The Forum to expand traffic control officer coverage and implement temporary lane assignments through the use of cones as follows:

- *At South Prairie Avenue and Arbor Vitae Street under pre-event conditions, through the use of cones and signs temporarily suspend curb parking to allow approximately 150' eastbound right turn pocket; lane widths may be reduced to approximately 11' to accommodate the turn pocket. This modification reduces a bottleneck during the pre-event peak hour that affects upstream traffic.*

- *At Hawthorne Boulevard and West Century Boulevard, through the placement of a TCO and cones, temporarily reassign the northbound approach as 2 left turn lanes, 2 through lanes, and 2 right turn lanes, allowing a northbound right turn phase overlap with the westbound left turns.*

Mitigation Measure 3.14-28(d)

On days with concurrent events at the NFL Stadium, the City shall coordinate the Event TMP with the operator of the NFL Stadium Transportation Management and Operations Plan (TMOP).

Mitigation Measure 3.14-28(e)

Implement Mitigation Measure 3.14-2(c) (West Century Boulevard/La Cienega Boulevard Improvements).

Mitigation Measure 3.14-28(f)

The City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages.

Level of Significance After Mitigation: Mitigation Measures 3.14-3(a) and 3.14-3(b) identified within Mitigation Measure 3.14-28(a) require implementation of the Event TMP and TDM program, respectively. Mitigation Measures 3.14-3(c) – (n) identified within Mitigation Measure 3.14-28(a) and 3.14-2(c) identified within Mitigation Measure 3.14-28(e) consist of physical and/or operational improvements at a variety of surface streets and freeway off-ramps significantly impacted by the Proposed Project. Mitigation Measure 3.14-3(o) requires coordination with the City to operate corridors with coordinated, special event signal timings.

Mitigation Measure 3.14-28(b) requires a contribution to the ITS Program; refer to Mitigation Measure 3.14-2(o) for details of the ITS Program. The financial contribution shall be available for ITS improvements at the following intersections and to the corridors where these intersections are located. The list below contains only those intersections that are significantly impacted (under either/both Adjusted Baseline or cumulative conditions) due to a Major Event at the Proposed Project operating concurrently with an event at The Forum (i.e., they are not listed in Mitigation Measure 3.14-2(o)).

- Hillcrest Boulevard/Florence Avenue
- Arbor Vitae Street/La Brea Avenue
- West Century Boulevard/Van Ness Avenue
- Yukon Avenue/Imperial Highway
- Crenshaw Boulevard/Manchester Boulevard

The modifications included in Mitigation Measure 3.14-28(c) would improve operations throughout the network, particularly along South Prairie Avenue and West Century Boulevard approaching the Project Site and The Forum. The ability to implement these measures would depend, in part, on The Forum venue operator's willingness to cooperate, which is currently unknown.

Mitigation Measure 3.14-28(d) requires the City to coordinate with operators of the NFL Stadium TMOP and the Event TMP on days with concurrent events at each venue. This would allow each plan to operate more efficiently and in coordination with each other.

Mitigation Measure 3.14-28(f) requires the City to ensure that the NFL Stadium TMOP operator conducts traffic management at Proposed Project garages in a manner generally consistent with the Event TMP for conditions in which NFL football game attendees park in these garages, and the Proposed Arena is otherwise not utilized.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-98** for Scenario 1 (with The Forum)**.** Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes their effectiveness during each peak hour.

Weekday Pre-Event Peak Hour

Of the 61 significant intersection impacts, the above mitigation measures would cause 15 to become **less than significant**. These mitigation measures would not cause any otherwise not significantly impacted intersections to become a secondary, significant impact. The average percent demand served at the intersections analyzed using microsimulation increased from 58 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 71 percent with the recommended mitigation measures in place.

Weekday Post-Event Peak Hour

Of the 45 significant intersection impacts, the above mitigation measures would cause ten to become **less than significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. Opportunities for physical or further operational/signal timing improvements at these locations were investigated, but no feasible mitigations were identified. The average percent demand served at the intersections analyzed using microsimulation increased from 65 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 69 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 41 significant intersection impacts identified during the weekend pre-event peak hour, the above mitigation measures would cause 15 to become **less than significant**. These mitigation measures would cause an additional three intersections to become new secondary, significantly impacted locations. The average percent demand served at the intersections analyzed using microsimulation increased from 79 percent (Adjusted Baseline (With The Forum) Plus Project without mitigation) to 85 percent with the recommended mitigation measures in place.

The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. The above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies, and there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.853	D	1.006	F		
				Weekday Post-Event	0.553	A	0.586	A		
				Weekend Pre-Event	0.696	B	0.850	D		
2	La Brea Ave/Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.693	B	0.720	C		
				Weekday Post-Event	0.469	A	0.541	A		
				Weekend Pre-Event	0.564	A	0.577	A		
3	Hillcrest Blvd/Florence Ave	HCM	Inglewood	Weekday Pre-Event	258.5	F	***	F	***	F
				Weekday Post-Event	4.5	A	5.4	A	5.2	A
				Weekend Pre-Event	6.5	A	6.6	A	29.5	C
4	Centinela Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	192.8	F	204.3	F	219.8	F
				Weekday Post-Event	21.3	C	20.3	C	20.9	C
				Weekend Pre-Event	16.6	B	18.0	B	30.3	C
5	South Prairie Ave/Florence Ave	HCM	Inglewood	Weekday Pre-Event	133.8	F	142.5	F	141.0	F
				Weekday Post-Event	20.8	C	17.4	B	32.1	C
				Weekend Pre-Event	26.0	C	68.2	E	72.6	E
6	West Blvd/Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.021	F	1.080	F		
				Weekday Post-Event	0.779	C	0.863	D		
				Weekend Pre-Event	0.884	D	0.943	E		
		CMA	City of Los Angeles	Weekday Pre-Event	0.883	D	0.945	E		
				Weekday Post-Event	0.625	B	0.713	C		
				Weekend Pre-Event	0.737	C	0.799	C		
7	South Prairie Ave/Grace Ave	HCM	Inglewood	Weekday Pre-Event	133.4	F	139.0	F	132.1	F
				Weekday Post-Event	3.3	A	2.5	A	15.8	B
				Weekend Pre-Event	3.3	A	36.6	D	88.6	F
8	South Prairie Ave/East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	163.6	F	80.2	F	73.0	E
				Weekday Post-Event	4.8	A	28.8	C	45.9	D
				Weekend Pre-Event	4.7	A	104.9	F	112.2	F

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
9	South Prairie Ave/E Regent Street	HCM	Inglewood	Weekday Pre-Event	87.0	F	81.2	F	78.0	E
				Weekday Post-Event	6.0	A	67.0	E	53.5	D
				Weekend Pre-Event	7.6	A	68.3	E	65.4	E
10	La Cienega Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.847	D		
				Weekday Post-Event	0.566	A	0.668	B		
				Weekend Pre-Event	0.626	B	0.719	C		
11	La Brea Ave/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.017	F	1.137	F	1.051	F
				Weekday Post-Event	0.647	B	0.855	D	0.855	D
				Weekend Pre-Event	0.782	C	0.901	E	0.820	D
12	Hillcrest Blvd/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	150.4	F	178.6	F	213.8	F
				Weekday Post-Event	10.8	B	24.6	C	13.8	B
				Weekend Pre-Event	101.0	F	131.9	F	131.6	F
13	Spruce Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	53.3	D	62.7	E	62.7	E
				Weekday Post-Event	6.6	A	55.3	E	16.9	B
				Weekend Pre-Event	77.5	E	109.5	F	98.2	F
14	South Prairie Ave/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	169.0	F	128.8	F	144.8	F
				Weekday Post-Event	105.8	F	126.0	F	169.1	F
				Weekend Pre-Event	106.1	F	179.2	F	197.1	F
15	Kareem Ct/Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	155.0	F	131.2	F	123.3	F
				Weekday Post-Event	42.8	D	54.0	D	60.8	E
				Weekend Pre-Event	53.5	D	78.9	E	72.8	E
16	Crenshaw Blvd/Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.346	F	1.425	F	1.262	F
				Weekday Post-Event	1.427	F	1.751	F	1.671	F
				Weekend Pre-Event	1.051	F	1.122	F	1.055	F
17	La Brea Ave/Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.568	A	0.633	B		
				Weekday Post-Event	0.271	A	0.410	A		
				Weekend Pre-Event	0.397	A	0.460	A		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.515	A	0.580	A		
				Weekday Post-Event	0.350	A	0.510	A		
				Weekend Pre-Event	0.429	A	0.493	A		
19	South Prairie Ave/Kelso St/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	70.0	E	35.2	D	70.5	E
				Weekday Post-Event	129.3	F	182.8	F	107.9	F
				Weekend Pre-Event	29.1	C	26.2	C	76.0	E
20	Kareem Ct/Pincay Dr	HCM	Inglewood	Weekday Pre-Event	13.1	B	12.4	B	12.5	B
				Weekday Post-Event	107.4	F	8.3	A	7.7	A
				Weekend Pre-Event	13.2	B	11.7	B	16.9	B
21	La Cienega Blvd/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	168.1	F	184.8	F	146.3	F
				Weekday Post-Event	19.7	B	19.6	B	16.0	B
				Weekend Pre-Event	20.6	C	42.0	D	21.3	C
22	Inglewood Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	192.2	F	179.1	F	133.4	F
				Weekday Post-Event	18.1	B	20.2	C	19.0	B
				Weekend Pre-Event	29.9	C	109.6	F	52.8	D
23	La Brea Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	138.7	F	146.1	F	111.9	F
				Weekday Post-Event	21.0	C	53.0	D	19.2	B
				Weekend Pre-Event	49.4	D	94.9	F	31.7	C
24	Myrtle Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	126.2	F	68.4	E	60.2	E
				Weekday Post-Event	7.8	A	133.1	F	8.4	A
				Weekend Pre-Event	94.0	F	99.3	F	20.7	C
25	South Prairie Ave/Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	83.4	F	60.3	E	61.6	E
				Weekday Post-Event	97.8	F	***	F	202.8	F
				Weekend Pre-Event	69.7	E	72.1	E	49.2	D
26	La Brea Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	13.1	B	82.9	F	34.1	C
				Weekday Post-Event	10.8	B	9.6	A	9.1	A
				Weekend Pre-Event	13.1	B	68.0	E	14.1	B

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
27	Myrtle Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	8.2	A	7.4	A	19.6	B
				Weekday Post-Event	6.9	A	7.0	A	6.8	A
				Weekend Pre-Event	9.7	A	8.8	A	9.2	A
28	South Prairie Ave/Hardy St	HCM	Inglewood	Weekday Pre-Event	21.2	C	24.6	C	27.0	C
				Weekday Post-Event	147.6	F	***	F	287.7	F
				Weekend Pre-Event	19.9	B	24.2	C	20.7	C
29	Crenshaw Blvd/Hardy St	HCM	Inglewood	Weekday Pre-Event	9.7	A	48.5	D	9.8	A
				Weekday Post-Event	102.4	F	107.8	F	110.9	F
				Weekend Pre-Event	9.1	A	8.7	A	8.7	A
30	Van Ness Ave/Hardy St/96th St	ICU	Inglewood	Weekday Pre-Event	0.558	A	0.571	A		
				Weekday Post-Event	0.329	A	0.390	A		
				Weekend Pre-Event	0.469	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.488	A	0.502	A		
				Weekday Post-Event	0.243	A	0.308	A		
				Weekend Pre-Event	0.393	A	0.397	A		
31	La Cienega Blvd/SB 405 On/Off Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	143.7	F	***	F	104.2	F
				Weekday Post-Event	25.4	C	49.5	D	56.6	E
				Weekend Pre-Event	17.1	B	149.7	F	41.2	D
32	South Prairie Ave/97th St	HCM	Inglewood	Weekday Pre-Event	15.5	B	21.3	C	10.9	B
				Weekday Post-Event	26.0	C	232.5	F	34.3	C
				Weekend Pre-Event	11.5	B	14.6	B	14.2	B
33	Concourse Way/West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	9.8	A	72.9	E	28.3	C
				Weekday Post-Event	10.7	B	11.1	B	9.3	A
				Weekend Pre-Event	11.6	B	10.3	B	11.5	B

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
34	La Cienega Blvd/West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	35.6	D	189.9	F	110.9	F
				Weekday Post-Event	30.3	C	41.8	D	33.6	C
				Weekend Pre-Event	27.4	C	47.5	D	45.2	D
35	NB 405 On/Off Ramp/West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	19.3	B	203.5	F	179.6	F
				Weekday Post-Event	17.0	B	22.0	C	76.2	E
				Weekend Pre-Event	13.3	B	114.1	F	32.4	C
36	Felton Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.6	B	51.7	D	33.3	C
				Weekday Post-Event	95.6	F	148.9	F	118.1	F
				Weekend Pre-Event	13.2	B	19.6	B	15.7	B
37	Inglewood Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	27.4	C	220.7	F	159.1	F
				Weekday Post-Event	45.2	D	131.0	F	84.9	F
				Weekend Pre-Event	27.4	C	121.6	F	67.4	E
38	Fir Ave/Firmona Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	20.8	C	234.2	F	158.1	F
				Weekday Post-Event	9.7	A	75.0	E	24.5	C
				Weekend Pre-Event	6.4	A	157.5	F	114.9	F
39	Grevillea Ave/West Century Blvd	HCM	Inglewood	Weekday Pre-Event	32.2	C	97.2	F	79.1	E
				Weekday Post-Event	11.4	B	63.1	E	16.6	B
				Weekend Pre-Event	5.7	A	83.5	F	62.6	E
40	Hawthorne Blvd/La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	68.7	E	131.5	F	136.4	F
				Weekday Post-Event	37.9	D	118.8	F	64.8	E
				Weekend Pre-Event	40.8	D	126.6	F	108.7	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	87.5	F	81.5	F	50.9	D
				Weekday Post-Event	6.3	A	105.6	F	18.8	B
				Weekend Pre-Event	8.8	A	50.7	D	33.9	C

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	24.3	C	31.9	C	21.5	C
				Weekday Post-Event	7.3	A	85.3	F	49.8	D
				Weekend Pre-Event	9.3	A	22.1	C	19.2	B
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	111.2	F	144.9	F	121.6	F
				Weekday Post-Event	70.1	E	259.5	F	134.7	F
				Weekend Pre-Event	71.2	E	94.7	F	108.2	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	34.6	C	164.6	F	110.5	F
				Weekday Post-Event	19.4	B	206.9	F	188.4	F
				Weekend Pre-Event	32.0	C	38.8	D	69.6	E
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	47.3	D	149.0	F	101.9	F
				Weekday Post-Event	14.8	B	143.8	F	130.4	F
				Weekend Pre-Event	21.2	C	67.1	E	96.8	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.3	D	159.1	F	112.8	F
				Weekday Post-Event	19.3	B	115.2	F	107.4	F
				Weekend Pre-Event	38.8	D	72.5	E	67.8	E
47	11th Ave/ Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	49.2	D	113.3	F	73.3	E
				Weekday Post-Event	17.0	B	147.1	F	76.3	E
				Weekend Pre-Event	27.7	C	51.6	D	52.7	D
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	60.6	E	169.1	F	158.6	F
				Weekday Post-Event	76.5	E	119.7	F	107.3	F
				Weekend Pre-Event	39.2	D	142.0	F	159.6	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	12.1	B	123.4	F	100.1	F
				Weekday Post-Event	13.8	B	19.1	B	21.8	C
				Weekend Pre-Event	14.1	B	108.5	F	98.3	F

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.758	C	0.870	D		
				Weekday Post-Event	0.568	A	0.809	D		
				Weekend Pre-Event	0.658	B	0.786	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.701	C	0.821	D		
				Weekday Post-Event	0.499	A	0.757	C		
				Weekend Pre-Event	0.595	A	0.731	C		
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.388	A	0.505	A		
				Weekday Post-Event	0.410	A	0.619	B		
				Weekend Pre-Event	0.362	A	0.473	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.207	A	0.333	A		
				Weekday Post-Event	0.231	A	0.453	A		
				Weekend Pre-Event	0.179	A	0.297	A		
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.771	C	0.973	E		
				Weekday Post-Event	0.587	A	0.910	E		
				Weekend Pre-Event	0.641	B	0.842	D		
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o West Century)	HCM	Inglewood/ Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	10.9	B	186.3	F	130.6	F
				Weekday Post-Event	9.2	A	10.4	B	10.6	B
				Weekend Pre-Event	9.0	A	9.4	A	11.3	B
54	South Prairie Ave/ West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	94.3	F	151.0	F	35.7	E
				Weekday Post-Event	6.2	A	***	F	***	F
				Weekend Pre-Event	85.6	F	23.2	C	14.0	B
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	33.0	D	10.0	B	9.3	A
				Weekday Post-Event	5.7	A	79.3	F	4.9	A
				Weekend Pre-Event	10.2	B	8.2	A	9.1	A

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
56	Yukon Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	91.5	F	***	F	218.0	F
				Weekday Post-Event	7.4	A	***	F	***	F
				Weekend Pre-Event	15.1	C	79.7	F	188.9	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	9.9	A	99.1	F	27.7	C
				Weekday Post-Event	5.8	A	5.3	A	5.2	A
				Weekend Pre-Event	7.4	A	7.5	A	8.2	A
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	16.0	B	18.8	B	21.9	C
				Weekday Post-Event	8.3	A	9.5	A	7.8	A
				Weekend Pre-Event	15.6	B	16.0	B	14.7	B
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	23.8	C	165.1	F	146.0	F
				Weekday Post-Event	15.7	B	94.6	F	17.8	B
				Weekend Pre-Event	24.8	C	109.8	F	44.5	D
60	South Prairie Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	141.0	F	250.7	F	142.9	F
				Weekday Post-Event	9.3	A	236.8	F	139.8	F
				Weekend Pre-Event	143.9	F	188.8	F	134.7	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	24.7	C	207.1	F	88.0	F
				Weekday Post-Event	6.6	A	6.6	A	8.9	A
				Weekend Pre-Event	7.8	A	242.4	F	198.4	F
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	14.9	B	204.3	F	83.3	F
				Weekday Post-Event	8.4	A	12.3	B	34.7	C
				Weekend Pre-Event	12.9	B	135.4	F	52.9	D
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	28.3	C	115.5	F	107.5	F
				Weekday Post-Event	11.7	B	19.3	B	17.6	B
				Weekend Pre-Event	22.6	C	167.0	F	132.3	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/ Los Angeles County	Weekday Pre-Event	0.525	A	0.544	A		
				Weekday Post-Event	0.301	A	0.327	A		
				Weekend Pre-Event	0.430	A	0.443	A		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.704	C	0.732	C		
				Weekday Post-Event	0.471	A	0.662	B		
				Weekend Pre-Event	0.612	B	0.629	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	22.7	C	265.1	F	8.9	A
				Weekday Post-Event	5.4	A	102.2	F	56.9	E
				Weekend Pre-Event	6.5	A	204.5	F	7.1	A
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	26.3	C	67.5	E	32.7	C
				Weekday Post-Event	7.6	A	151.1	F	129.9	F
				Weekend Pre-Event	32.2	C	54.9	D	37.4	D
68	South Prairie Ave/108th St	HCM	Inglewood	Weekday Pre-Event	64.0	E	109.7	F	63.2	E
				Weekday Post-Event	7.3	A	66.6	E	62.6	E
				Weekend Pre-Event	108.5	F	114.2	F	81.6	F
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	8.9	A	10.5	B	17.5	B
				Weekday Post-Event	6.7	A	8.2	A	7.5	A
				Weekend Pre-Event	9.2	A	12.3	B	12.7	B
70	Crenshaw Blvd/ 109th St	ICU	Inglewood	Weekday Pre-Event	0.538	A	0.703	C		
				Weekday Post-Event	0.425	A	0.609	B		
				Weekend Pre-Event	0.450	A	0.617	B		
71	Hawthorne Blvd/ 111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.706	C	0.768	C		
				Weekday Post-Event	0.405	A	0.578	A		
				Weekend Pre-Event	0.576	A	0.649	B		
72	South Prairie Ave/111th St	HCM	Inglewood	Weekday Pre-Event	31.1	C	100.9	F	91.7	F
				Weekday Post-Event	33.4	C	176.1	F	172.3	F
				Weekend Pre-Event	54.7	D	62.4	E	106.9	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	7.9	A	8.5	A	36.7	D
				Weekday Post-Event	6.3	A	6.4	A	5.8	A
				Weekend Pre-Event	8.6	A	8.4	A	9.1	A

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.700	B	0.817	D		
				Weekday Post-Event	0.461	A	0.634	B		
				Weekend Pre-Event	0.582	A	0.702	C		
		HCM	Caltrans	Weekday Pre-Event	21.0	C	25.2	C		
				Weekday Post-Event	15.0	B	17.9	B		
				Weekend Pre-Event	17.6	B	22.4	C		
75	South Prairie Ave/ 112th St/ 105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	94.9	F	230.7	F	282.5	F
				Weekday Post-Event	66.7	E	172.5	F	135.6	F
				Weekend Pre-Event	51.6	D	164.1	F	207.0	F
76	Hawthorne Blvd/ Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.770	C	0.773	C		
				Weekday Post-Event	0.411	A	0.443	A		
				Weekend Pre-Event	0.578	A	0.608	B		
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	25.6	C	98.1	F	73.1	E
				Weekday Post-Event	51.3	D	61.5	E	70.3	E
				Weekend Pre-Event	16.8	B	15.8	B	15.7	B
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	83.3	F	128.1	F	111.9	F
				Weekday Post-Event	62.5	E	55.1	E	43.8	D
				Weekend Pre-Event	39.2	D	45.8	D	63.3	E
79	Doty Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	58.6	E	117.5	F	108.8	F
				Weekday Post-Event	9.5	A	7.5	A	7.6	A
				Weekend Pre-Event	12.2	B	12.4	B	13.3	B
80	Yukon Ave/ Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	19.4	B	130.9	F	127.2	F
				Weekday Post-Event	8.2	A	12.0	B	9.3	A
				Weekend Pre-Event	12.6	B	11.5	B	12.4	B
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.888	D	1.037	F		
				Weekday Post-Event	0.570	A	0.820	D		
				Weekend Pre-Event	0.790	C	0.940	E		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
82	South Prairie Ave/118th St	HCM	Hawthorne	Weekday Pre-Event	21.1	C	112.0	F	117.8	F
				Weekday Post-Event	13.4	B	10.1	B	10.2	B
				Weekend Pre-Event	18.3	B	18.6	B	19.7	B
83	Crenshaw Blvd/ WB 105 Off Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.810	D	0.977	E	0.969	E
				Weekday Post-Event	0.693	B	0.880	D	0.835	D
				Weekend Pre-Event	0.782	C	0.952	E	0.943	E
		HCM	Caltrans	Weekday Pre-Event	44.1	D	117.0	F	71.5	E
				Weekday Post-Event	15.6	B	25.6	C	21.5	C
				Weekend Pre-Event	21.3	C	59.0	E	33.0	C
84	South Prairie Ave/120th St	HCM	Hawthorne	Weekday Pre-Event	55.6	E	135.9	F	132.0	F
				Weekday Post-Event	18.6	B	18.2	B	18.4	B
				Weekend Pre-Event	25.2	C	24.2	C	25.5	C
85	EB 105 On/Off Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.710	C	0.742	C		
				Weekday Post-Event	0.721	C	0.951	E		
				Weekend Pre-Event	0.790	C	0.837	D		
		HCM	Caltrans	Weekday Pre-Event	18.5	B	23.2	C		
				Weekday Post-Event	18.5	B	30.4	C		
				Weekend Pre-Event	27.6	C	34.3	C		
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.742	C	0.865	D	0.821	D
				Weekday Post-Event	0.849	D	1.293	F	0.748	C
				Weekend Pre-Event	0.775	C	0.898	D	0.862	D
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.412	A	0.424	A		
				Weekday Post-Event	0.248	A	0.268	A		
				Weekend Pre-Event	0.284	A	0.296	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.233	A	0.246	A		
				Weekday Post-Event	0.079	A	0.089	A		
				Weekend Pre-Event	0.098	A	0.109	A		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.787	C	0.801	D		
				Weekday Post-Event	0.444	A	0.487	A		
				Weekend Pre-Event	0.648	B	0.662	B		
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	14.8	B	150.8	F	81.6	F
				Weekday Post-Event	11.2	B	166.3	F	178.1	F
				Weekend Pre-Event	15.4	B	82.1	F	108.7	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	21.0	C	13.4	B	20.2	C
				Weekday Post-Event	168.5	F	235.6	F	201.7	F
				Weekend Pre-Event	16.5	B	16.9	B	17.2	B
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.967	E	1.140	F		
				Weekday Post-Event	0.740	C	1.027	F		
				Weekend Pre-Event	0.815	D	0.985	E		
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.773	C	0.876	D		
				Weekday Post-Event	0.603	B	0.794	C		
				Weekend Pre-Event	0.671	B	0.781	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.682	B	0.802	D		
				Weekday Post-Event	0.484	A	0.707	C		
				Weekend Pre-Event	0.563	A	0.691	B		
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.489	A	0.558	A		
				Weekday Post-Event	0.347	A	0.525	A		
				Weekend Pre-Event	0.431	A	0.513	A		
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.698	B	0.775	C		
				Weekday Post-Event	0.455	A	0.617	B		
				Weekend Pre-Event	0.602	B	0.689	B		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.452	A	0.558	A		
				Weekday Post-Event	0.339	A	0.461	A		
				Weekend Pre-Event	0.371	A	0.473	A		
		HCM	Caltrans	Weekday Pre-Event	20.1	C	27.8	C		
				Weekday Post-Event	14.5	B	16.3	B		
				Weekend Pre-Event	20.1	C	28.5	C		
96	Olive St/ 110 NB On Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.432	A	0.461	A		
				Weekday Post-Event	0.354	A	0.518	A		
				Weekend Pre-Event	0.385	A	0.414	A		
		HCM	Caltrans	Weekday Pre-Event	9.4	A	10.1	B		
				Weekday Post-Event	8.5	A	10.8	B		
				Weekend Pre-Event	9.9	A	10.6	B		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.179	F	1.323	F		
				Weekday Post-Event	1.054	F	1.319	F		
				Weekend Pre-Event	0.962	E	1.105	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.051	F	1.205	F		
				Weekday Post-Event	0.917	E	1.200	F		
				Weekend Pre-Event	0.819	D	0.971	E		
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.104	F	1.270	F		
				Weekday Post-Event	1.048	F	1.313	F		
				Weekend Pre-Event	0.894	D	1.058	F		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.805	D	0.897	D		
				Weekday Post-Event	0.711	C	0.848	D		
				Weekend Pre-Event	0.637	B	0.721	C		
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.859	D	0.952	E		
				Weekday Post-Event	0.795	C	0.946	E		
				Weekend Pre-Event	0.637	B	0.728	C		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

					Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.770	C	0.855	D		
				Weekday Post-Event	0.706	C	0.843	D		
				Weekend Pre-Event	0.631	B	0.715	C		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.926	E	1.019	F		
				Weekday Post-Event	0.983	E	1.134	F		
				Weekend Pre-Event	0.752	C	0.843	D		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.752	C	0.895	D		
				Weekday Post-Event	0.892	D	0.979	E		
				Weekend Pre-Event	0.509	A	0.660	B		
		HCM	Caltrans	Weekday Pre-Event	22.1	C	52.1	D		
				Weekday Post-Event	47.0	D	114.7	F		
				Weekend Pre-Event	17.2	B	38.2	D		
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.559	A	0.563	A		
				Weekday Post-Event	0.760	C	1.092	F		
				Weekend Pre-Event	0.539	A	0.544	A		
		HCM	Caltrans	Weekday Pre-Event	15.4	B	15.2	B		
				Weekday Post-Event	14.4	B	57.2	E		
				Weekend Pre-Event	19.7	B	19.6	B		
105	Crenshaw Blvd/ Pincay Dr	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.137	F		
				Weekday Post-Event	0.938	E	1.113	F		
				Weekend Pre-Event	0.776	C	0.913	E		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.778	C	0.819	D		
				Weekday Post-Event	0.578	A	0.653	B		
				Weekend Pre-Event	0.622	B	0.664	B		
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.937	E	0.948	E	0.927	E
				Weekday Post-Event	0.515	A	0.562	A	0.562	A
				Weekend Pre-Event	0.794	C	0.806	D	0.806	D

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.006	F	1.044	F	0.947	E
				Weekday Post-Event	0.652	B	0.660	B	0.627	B
				Weekend Pre-Event	0.993	E	1.033	F	0.956	E
		CMA	City of Los Angeles	Weekday Pre-Event	0.953	E	0.998	E	0.885	D
				Weekday Post-Event	0.542	A	0.552	A	0.513	A
				Weekend Pre-Event	0.939	E	0.986	E	0.896	D
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.723	C	0.738	C		
				Weekday Post-Event	0.475	A	0.495	A		
				Weekend Pre-Event	0.653	B	0.669	B		
		CMA	City of Los Angeles	Weekday Pre-Event	0.553	A	0.570	A		
				Weekday Post-Event	0.295	A	0.316	A		
				Weekend Pre-Event	0.481	A	0.499	A		
110	La Brea Ave/ Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.906	E	0.913	E		
				Weekday Post-Event	0.507	A	0.507	A		
				Weekend Pre-Event	0.754	C	0.760	C		
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.930	E	0.932	E		
				Weekday Post-Event	0.624	B	0.644	B		
				Weekend Pre-Event	0.873	D	0.876	D		
112	La Brea Ave/ Overhill Drive/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.064	F	1.071	F		
				Weekday Post-Event	0.549	A	0.549	A		
				Weekend Pre-Event	0.807	D	0.814	D		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.036	F	1.153	F		
				Weekday Post-Event	0.627	B	0.666	B		
				Weekend Pre-Event	0.779	C	0.894	D		

TABLE 3.14-98
INTERSECTION OPERATIONS – ADJUSTED BASELINE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction[1]	Peak Hour	Baseline (with The Forum) No Project		Baseline (with The Forum) Plus Project		Baseline (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
114	Manchester Blvd/ Ash St/I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	0.931	E	0.996	E		
				Weekday Post-Event	0.620	B	0.745	C		
				Weekend Pre-Event	0.768	C	0.861	D		
		HCM	Caltrans	Weekday Pre-Event	26.3	C	45.6	D		
				Weekday Post-Event	14.9	B	18.2	B		
				Weekend Pre-Event	18.5	B	21.3	C		
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A		
				Weekday Post-Event			129.8	F	60.5	E
				Weekend Pre-Event			N / A	N / A	N / A	N / A
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		109.2	F	36.4	D
				Weekday Post-Event			N / A	N / A	N / A	N / A
				Weekend Pre-Event			51.2	D	35.7	D

NOTES:
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.
Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions. (Significant and Unavoidable)

Significant impacts were identified based on the significance criteria and the results are presented for freeway operations in Tables 3.14-65, 3.14-68, 3.14-71, 3.14-74, and 3.14-77 and for freeway ramp queuing in Tables 3.14-66, 3.14-69, 3.14-72, 3.14-75, and 3.14-78. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts at a number of the study freeway components (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 6 impacted components on I-405
- 7 to 8 impacted components on I-105
- 0 impacted components on I-110
- Project causes or contributes to queue exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 2 to 3 impacted components on I-405
- 2 to 6 impacted components on I-105
- 1 to 6 impacted components on I-110

Weekend Day Pre-Event Hour

- 3 to 4 impacted components on I-405
- 2 to 7 impacted components on I-105
- 0 impacted components on I-110
- Project causes or contributes to queue exceeding storage at up to four off-ramps depending on the concurrent scenario

These freeway components and ramp queue impacts are considered **significant**.

Mitigation Measure 3.14-29(a)

Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-29(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-29(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets).

Mitigation Measure 3.14-29(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-29(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-29(f)

Implement the trip reduction measures included in the Project Transportation Demand Management Program described in ***Mitigation Measure 3.14-2(b)****.*

Mitigation Measure 3.14-29(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

Level of Significance After Mitigation: The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 off-ramp at South Prairie Avenue, the maximum vehicle queue would be reduced from an estimated 9,175 feet (without mitigation) to 7,700 feet with mitigation, which is less than the applicable 8,720-foot storage. Thus, storage would be adequate with mitigation.

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from an estimated 6,247 feet (without mitigation) to 3,585 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.

- The surface street improvements and traffic management strategies would result in small decreases in the maximum queue at the I-405 northbound and southbound off-ramps at West Century Boulevard. However, the northbound off-ramp and the more southerly southbound off-ramp (south of West Century Boulevard) would continue to exceed the applicable storage threshold.

These mitigation measures, if implemented, would reduce two of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating impacts at these off-ramps to less than significant. However, the maximum queue at the I-405 northbound off-ramp onto West Century Boulevard and at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard) would continue to exceed the applicable storage

threshold. **S**ince the improvement**s** involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impact**s** are considered to be **significant and unavoidable**.

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions. (Significant and Unavoidable)

The project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant**.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District[34] states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations.

Project-related vehicular traffic is not expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium will increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes. This impact is considered to be **less than significant**.

As discussed previously, a concurrent event scenario when there is an overlapping event at the NFL Stadium would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within the HPSP site to be parked in various other off-site remote locations when there is an overlapping event at the NFL Stadium. Under such a scenario, about 3,500 vehicles and 7,600 attendees would have otherwise

[34] City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

parked in stadium parking lots at the HPSP site, but would instead park at various remote locations and be transported to/from the Proposed Arena via shuttle bus. At an average capacity of 45 persons per bus, this would equate to about 170 busloads required in each direction of travel. Several loading zones may be considered to accommodate this level of bus loading demand including the South Prairie Avenue project frontage, East Transportation Hub, and a four-acre transit center within Hollywood Park Specific Plan. While the majority of bus loadings would be expected to occur at the above locations, it may also be necessary to load attendees from the Proposed Project internal access road as well as portions of Doty Avenue. Because details of how bus route/loadings/pedestrian staging during these types of concurrent events are not known, this impact is considered **significant**.

The following mitigation measures have been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-30(a)

The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (Transportation Demand Management Program), and the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Mitigation Measure 3.14-30(b)

The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Mitigation Measure 3.14-30(c)

The project applicant shall coordinate with the City and NFL Stadium operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.

Level of Significance After Mitigation: Mitigation Measure 3.14-30(b) would provide additional load/unload area for shuttles and would also allow for the lane to serve as a bus queue jumper (operated by traffic control officers) at the South Prairie Avenue/West Century Boulevard intersection during the pre-event and post-event period. Moreover, implementation of the Event TMP would require that the Proposed Project to provide sufficient shuttles to ensure that there is successful and convenient connectivity with short wait times to light rail stations such that peak wait times before or after major events does not exceed 15 minutes. As such, implementation of Mitigation Measures 3.14-30(a) and 3.14-30(b) would reduce transit impacts associated with attendees using shuttles to access light rail under a concurrent event scenario.

Mitigation Measure 3.14-30(c) requires coordination with the City and the NFL Stadium operator to develop a strategy for accommodating the shuttle buses required to transport Project Major Event attendees to/from remote parking locations when there is a concurrent event at the Stadium. The draft TMP does not prescribe precisely how many buses should drop-off/pick-up attendees or employees at specific locations for several reasons. First, these types of overlapping events would be rare and will include unique types of artists/attractions, which could influence event start/end times and desire for off-

site parking. Real-time planning for such conditions should occur. Second, observations of operating conditions at the NFL Stadium and IBEC will be valuable in understanding where such pick-up/drop-off locations make the most sense (e.g., where can buses most directly access curb space, where are pedestrian areas most accommodating, which areas have reduced travel times to enter/exit, etc.).

Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions; as such, the impacts on public bus operations are considered during concurrent events are considered **significant and unavoidable**. During a concurrent event with the NFL Stadium, project impacts on access to transit are considered **significant and unavoidable** because a plan has not been prepared to adequately accommodate shuttle bus loadings for each venue.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions. (Significant and Unavoidable)

As documented in **Impact 3.14-28,** on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created would result in significant delays at multiple intersections along the key major corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue. According to Table 3.14-66, concurrent major events at the Proposed Project and The Forum would cause four freeway off-ramps along the I-405 and I-105 corridors to experience excessive levels of vehicular queuing during pre-event conditions. Recommended mitigations would be able to reduce the amount of queuing below the applicable threshold at two of those ramps, though vehicle queues would remain lengthy and cause substantial delays to off-ramp traffic at all four locations. Because this scenario would result in increased travel times to exit the freeway and reach surface streets (and since alternative routes are equally congested), the impact on emergency access with concurrent major events is considered **significant**.

Mitigation Measure 3.14-31

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The above mitigation measure would reduce travel times to access the CHMC once vehicles reach surface streets. However, the added delays motorists would experience during concurrent events while waiting to exit the freeway ramps would not be remedied by the plan.

The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. This impact is considered **significant and unavoidable**.

Impact 3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions. (Significant and Unavoidable)

Temporary construction impacts of the Proposed Project on traffic, access, bus stops, and on-street parking were identified in **Impact 3.14-15**. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary lane closures along the Project frontage, and temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**. When an event is being held at The Forum or NFL Stadium, surrounding roadways experience more traffic and congestion develops. For example, according to Table 3.14-98, an event at The Forum would result in LOS F conditions during the weekday pre-event peak hour and LOS E conditions during the weekday post-event and weekend pre-event peak hours at the South Prairie Avenue/West Century Boulevard intersection. During construction of the Proposed Project, lane closures would cause the capacity of this intersection to be reduced. This would result in greater delays at this intersection, and the potential for diversion of traffic to other routes, thereby worsening conditions along those corridors. Since lane closures along the project frontage would occur for nearly a three-year duration, the construction-related effects under concurrent event conditions would be noticeable and considered a **significant** impact.

Mitigation Measure 3.14-32

The project applicant shall implement Mitigation Measure 3.14-15, Construction Traffic Management Plan.

Level of Significance after Mitigation: As described in Mitigation Measure 3.14-15, the Construction Traffic Management Plan includes strategies for reducing the adverse effects during events at The Forum or NFL Stadium of construction-related closures of travel lanes along the project frontage. The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. Lane closures at the South Prairie Avenue/West Century Boulevard intersection would cause temporary, but noticeable worsening of traffic conditions throughout construction, and particularly when events are held at The Forum or NFL Stadium. This impact is considered **significant and unavoidable**.

Cumulative Project Impacts and Mitigation Measures with Other Concurrent Events

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions. (Significant and Unavoidable)

As presented in Tables 3.14-81, 3.14-84, 3.14-87, 3.14-90, and 3.14-93, and based on the significance criteria, significant impacts were identified at intersections during Major Events at the Proposed Project, when operating concurrently with major events at The Forum and/or the

NFL Stadium. **Figures 3.14-33**, **3.14-34**, and **3.14-35** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event, weekday post-event, and weekend pre-event peak hours, respectively, for Scenario 1. **Figures 3.14-36** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hours for Scenario 2. **Figures 3.14-37** and **3.14-38** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 3. **Figures 3.14-39** and **3.14-40** are study area maps displaying those intersections that would be significantly impacted during the weekday pre-event and weekday post-event peak hours, respectively, for Scenario 4. **Figure 3.14-41** is a study area map displaying those intersections that would be significantly impacted during the weekend pre-event peak hour for Scenario 5.

Intersections could also be significantly impacted under concurrent event conditions for a situation in which the Proposed Project is not hosting a daytime or major event, a football game is played at the NFL Stadium, and attendees to the football game park in one or more of the Proposed Project garages. During such conditions, the Proposed Project would not operate its Event TMP, and therefore, traffic operational concerns could arise at the garage access points, which could affect adjacent intersections.

These impacts are considered **significant**.

Mitigation Measure 3.14-33(a)

Implement Mitigation Measures 3.14-18(a) through 3.14-18(r).

Mitigation Measure 3.14-33(b)

Implement Mitigation Measure 3.14-28(b) (Additional TCO placement and temporary lane changes at select intersections).

Mitigation Measure 3.14-33(c)

Implement Mitigation Measure 3.14-28(f) (City of Inglewood shall require the NFL Stadium TMOP to incorporate special traffic management provisions to cover conditions during which attendees to an NFL football game would utilize parking within the Project garages).

Level of Significance After Mitigation: Mitigation Measures 3.14-33(a) and 3.14-33(b) requires implementation of the Event TMP and TDM program, payment into the City's ITS Program, and various physical and/or operational improvements at a variety of surface streets and freeway off-ramps significantly impacted by the Proposed Project.

Mitigation Measure 3.14-33(c) requires the City to coordinate with operators of the NFL Stadium TMOP and the Event TMP on days with concurrent events at each venue. This would allow each plan to operate more efficiently and in coordination with each other.

The combined effectiveness of the above mitigation measures is displayed on **Table 3.14-99** for Scenario 1 (with The Forum). Based on network-level microsimulation analysis, under major event conditions, the mitigations at major bottlenecks often result

in increased traffic flow at adjacent and/or downstream intersections. Improving the flow at major bottleneck locations, although desirable, can cause secondary, significant impacts. The following describes the effectiveness of the above mitigation measures during each peak hour.

Weekday Pre-Event Peak Hour

Of the 71 significant intersection impacts, the above mitigation measures would cause 16 to become **less than significant**. No intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the intersections analyzed using microsimulation increased from 60 percent without mitigation 65 percent with the recommended mitigation measures in place.

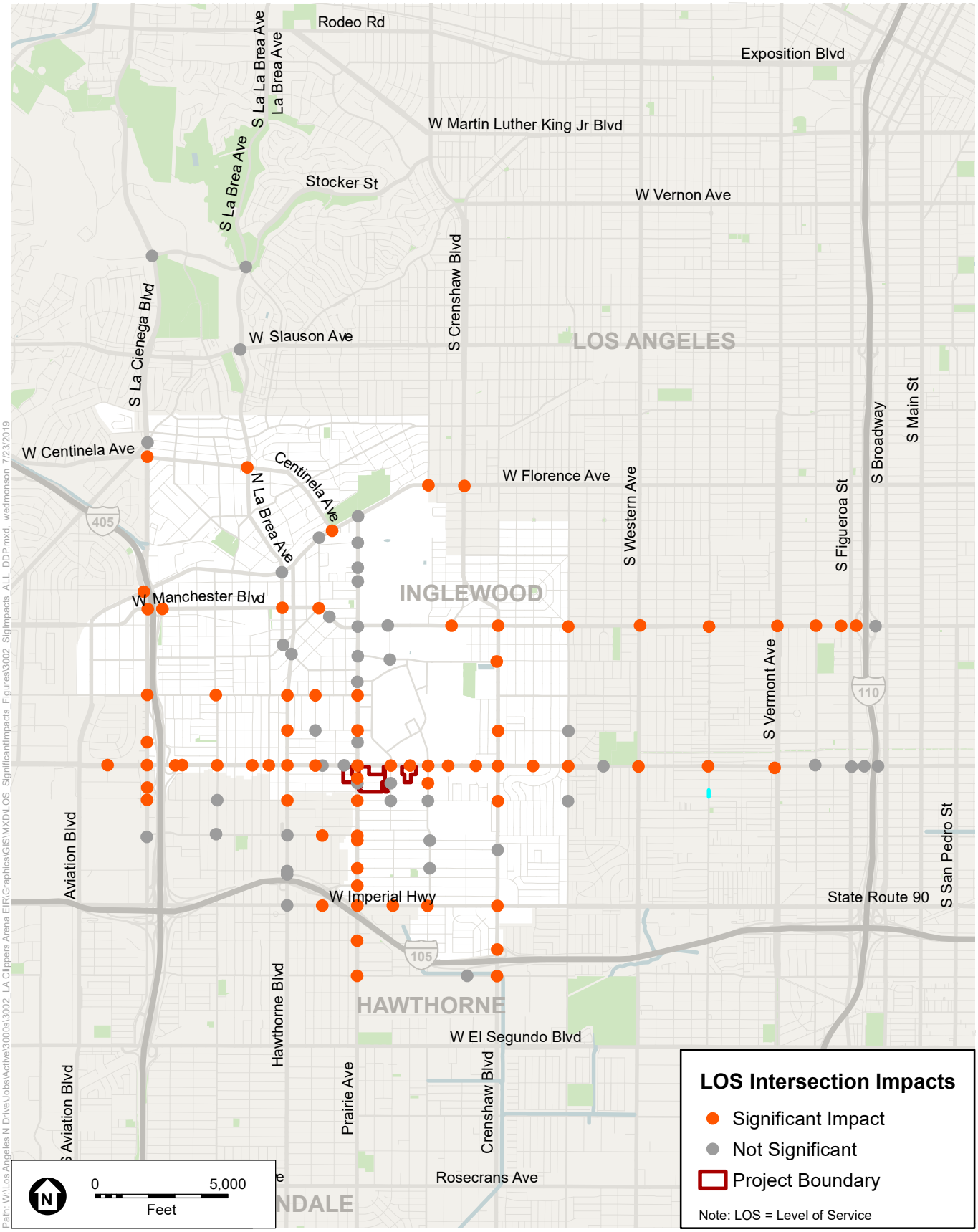
Weekday Post-Event Peak Hour

Of the 53 significant intersection impacts, the above mitigation measures would cause 14 to become **less than significant**. Two intersections would experience a secondary, significant impact due to these mitigation measures. The average percent demand served at the intersections analyzed using microsimulation increased from 61 percent without mitigation to 70 percent with the recommended mitigation measures in place.

Weekend Pre-Event Peak Hour

Of the 58 significant intersection impacts, the above mitigation measures would cause eight to become **less than significant**. These mitigation measures would cause one additional intersection to become new secondary, significantly impacted location. The average percent demand served at the intersections analyzed using microsimulation increased from 72 percent without mitigation to 78 percent with the recommended mitigation measures in place.

The precise degree of effectiveness of proposed TDM strategies to shift the mode split away from driving and reduce the project's vehicular trip generation is not known. Therefore, mitigation measure testing did not explicitly account for a certain amount of reduced vehicle travel due to TDM strategies. The above list of mitigation measures would reduce vehicle travel demand, accommodate the remaining travel demand in a more efficient manner, and provide physical improvements, where feasible, to add capacity to the roadway system. None of the physical improvements described above would require additional right-of-way; however, some would require coordination with other responsible agencies. Further, there would be no assurances that these agencies would permit these improvements to be constructed. Thus, for the various reasons described here, these impacts are considered **significant and unavoidable**.

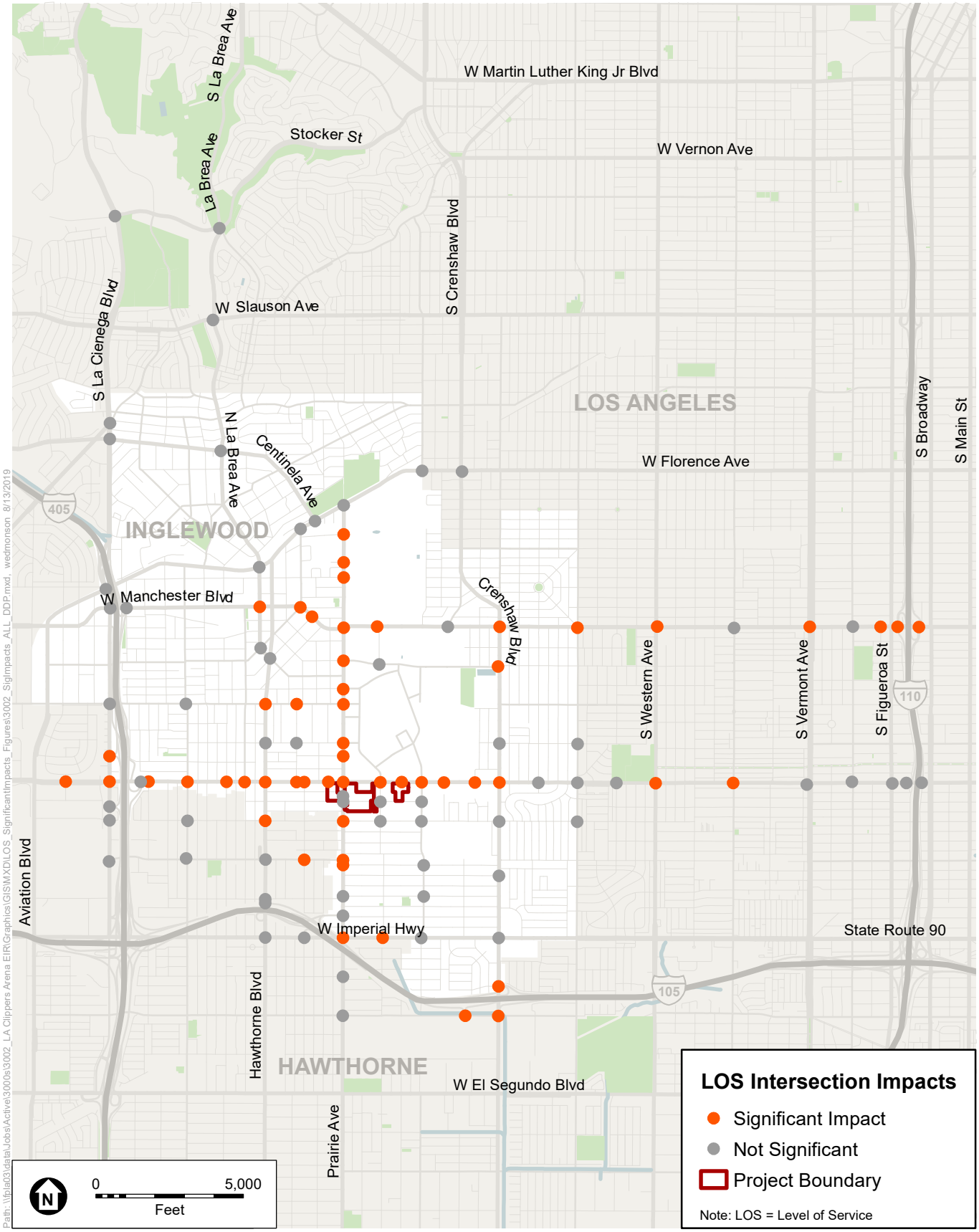


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-33
Impacted Intersections:
Cumulative (With The Forum) Plus Major Event Weekday Pre-Event Peak Hour

ESA



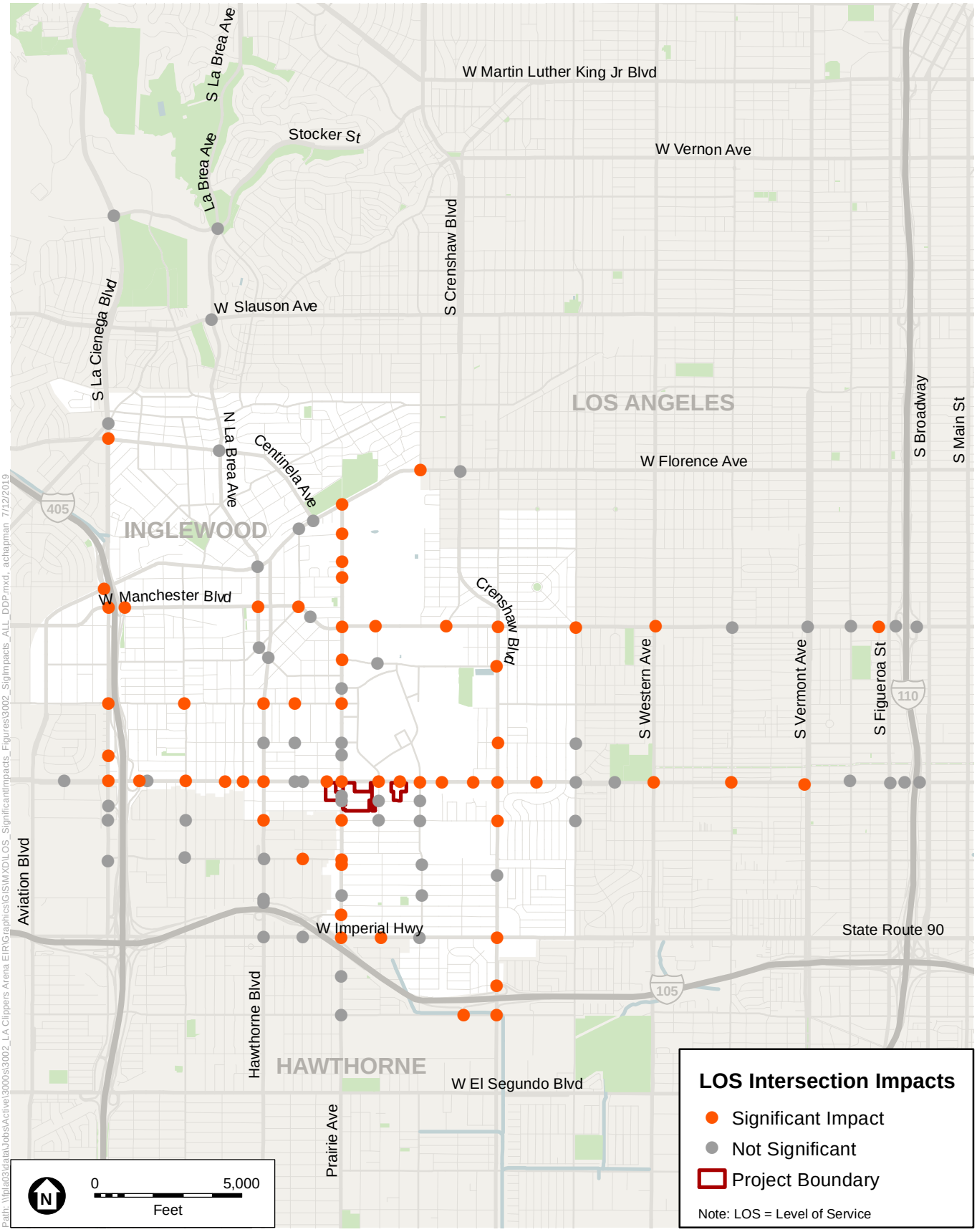
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-34

Impacted Intersections:
Cumulative (With The Forum) Plus Major Event Weekday Post-Event Peak Hour

ESA

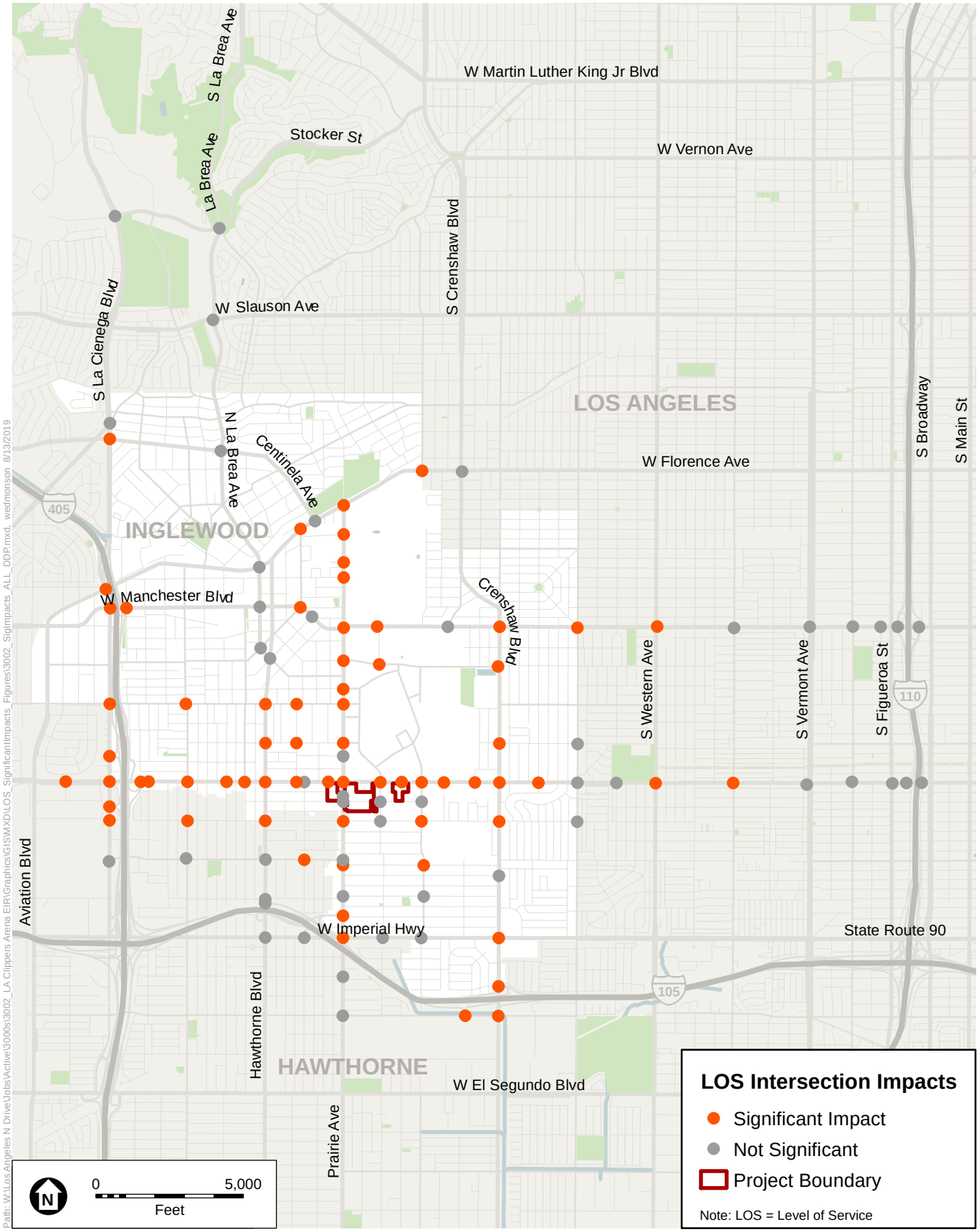


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-35
Impacted Intersections:
Cumulative (With The Forum) Plus Major Event Weekend Pre-Event Peak Hour

ESA



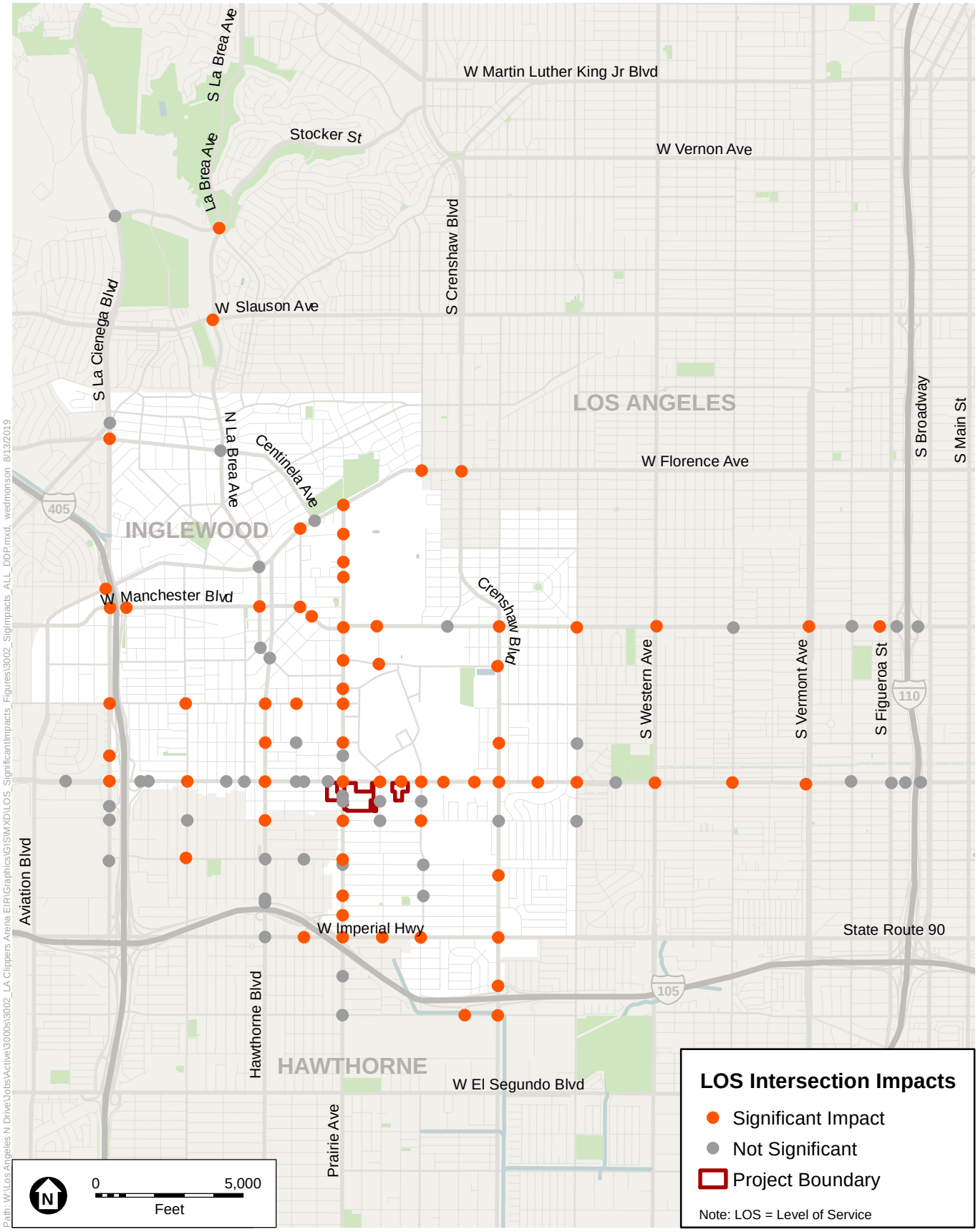
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-36

Impacted Intersections: Cumulative (With Football Game at NFL Stadium) Plus Major Event Weekend Pre-Event Peak Hour

ESA



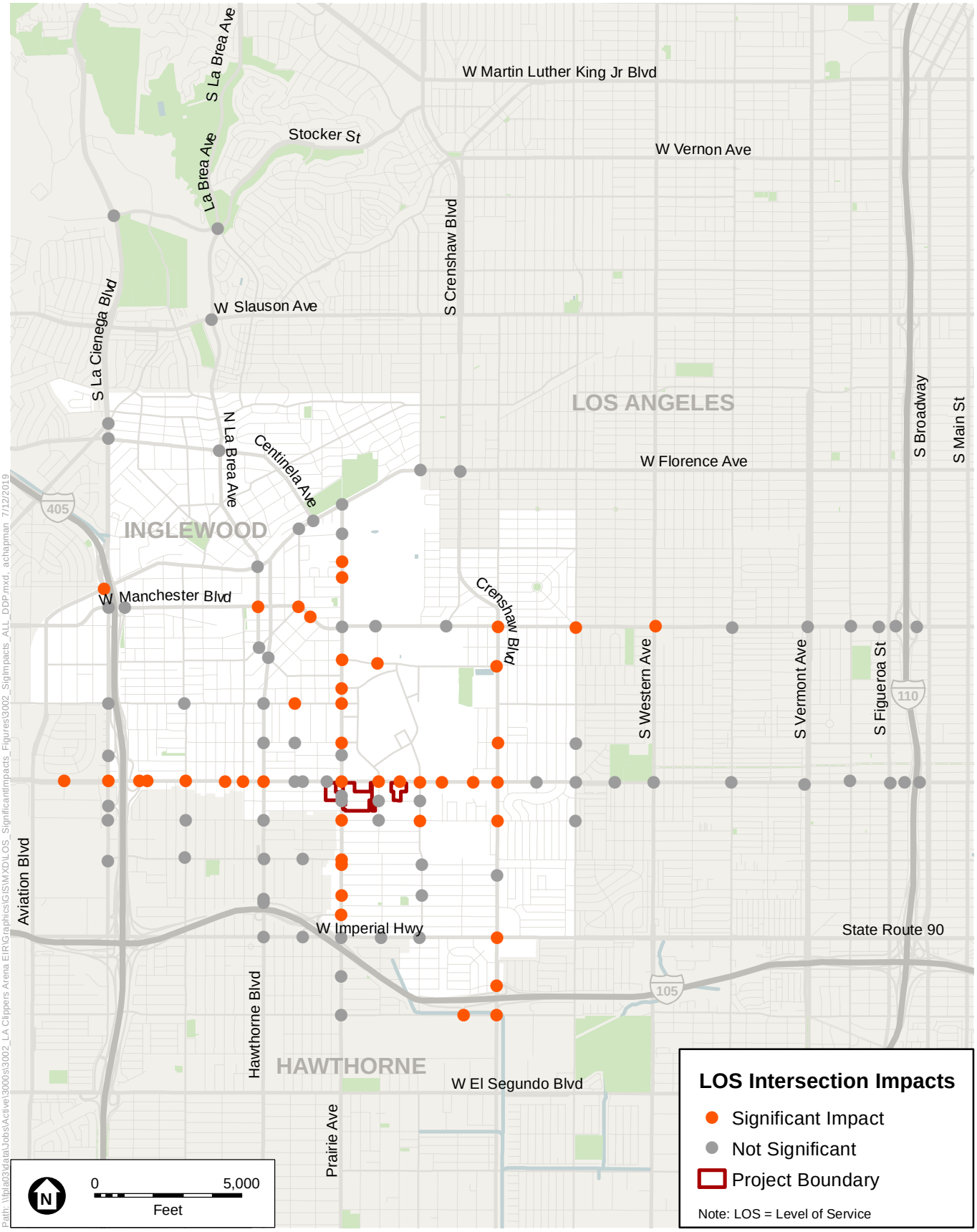
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-37

Impacted Intersections: Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday Pre-Event Peak Hour

ESA

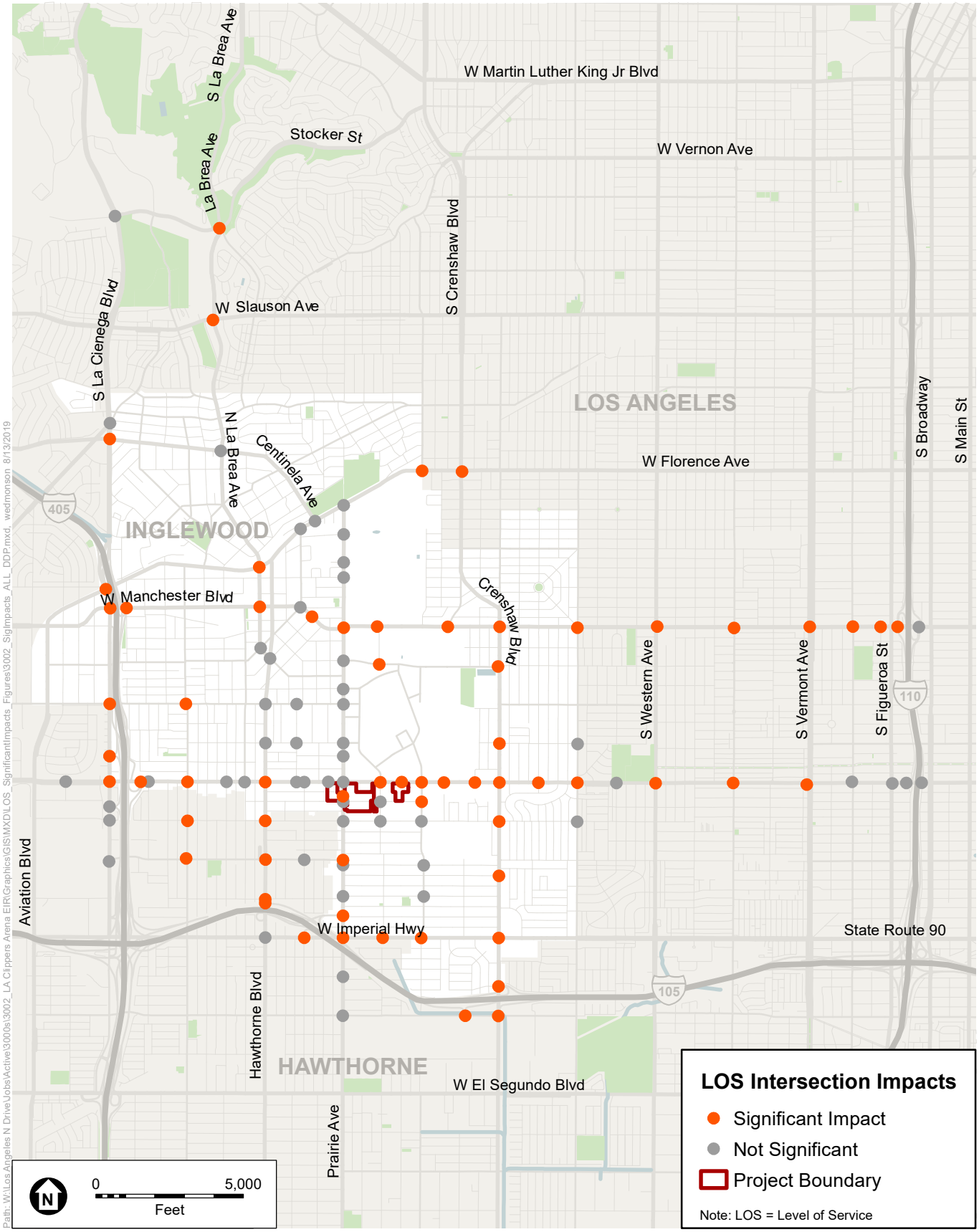


SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-38
Impacted Intersections:
Cumulative (With Mid-Sized Event at NFL Stadium) Plus Major Event Weekday Post-Event Peak Hour

ESA



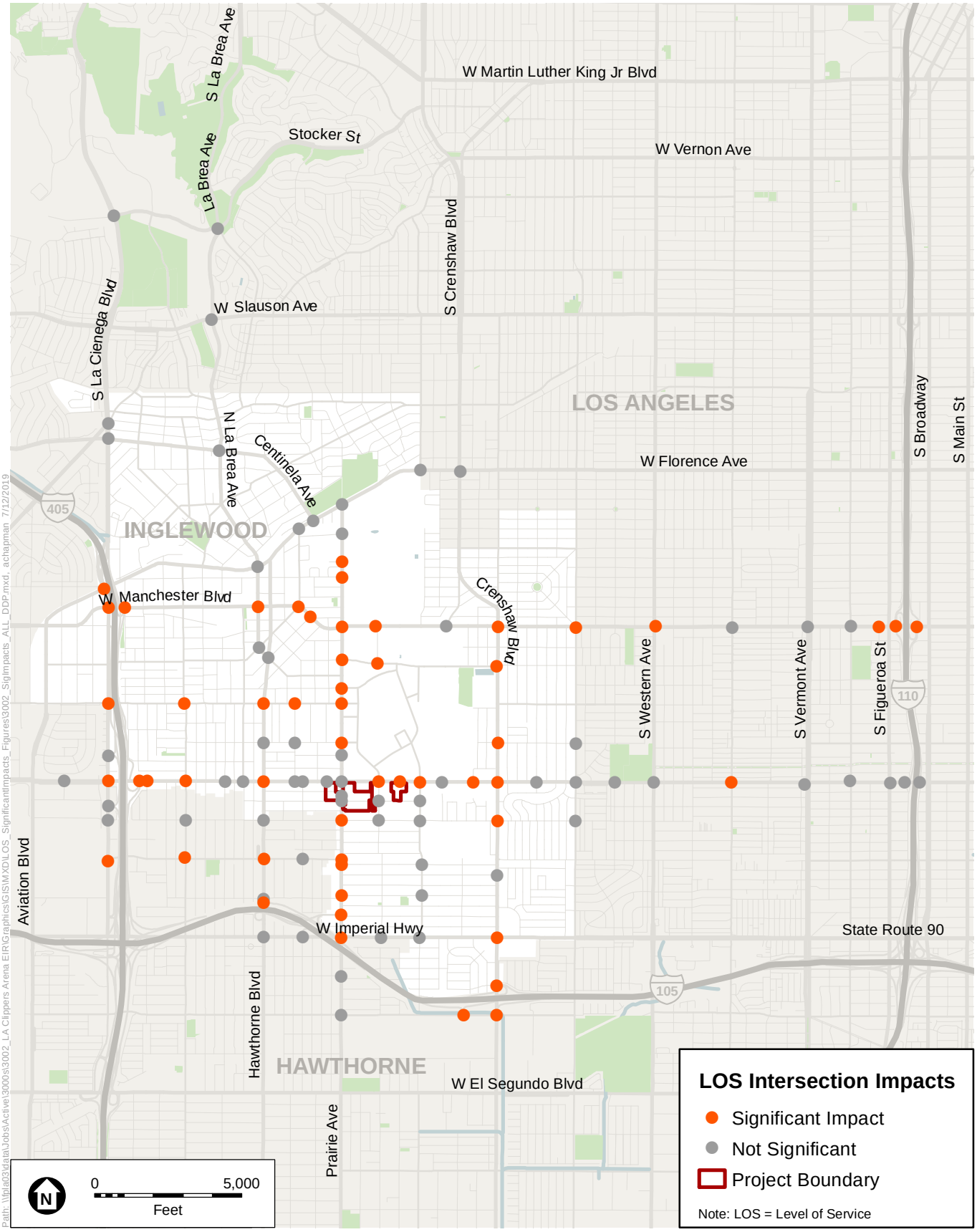
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-39

Impacted Intersections:
Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event
Weekday Pre-Event Peak Hour

ESA



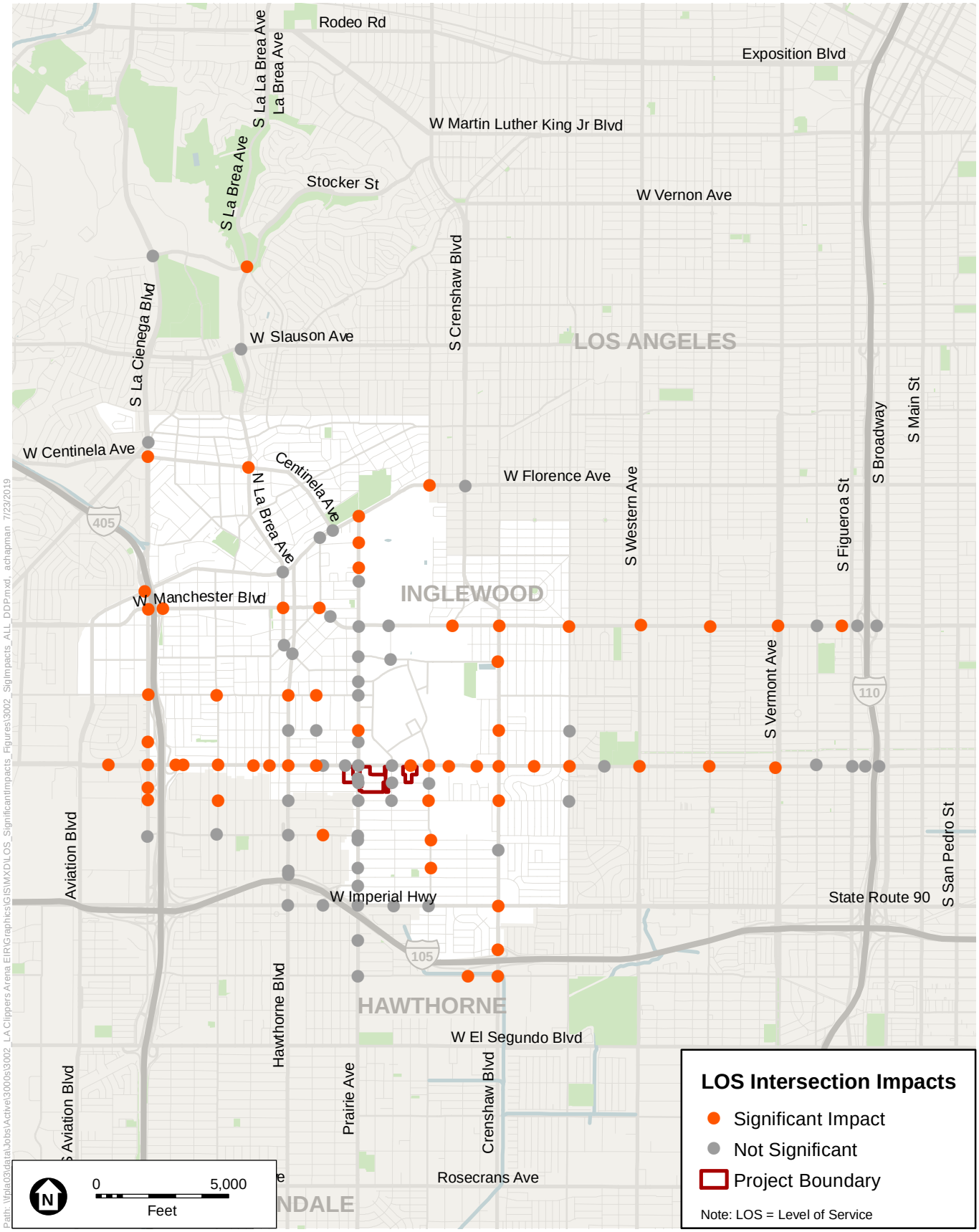
SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-40

Impacted Intersections:
Cumulative (With The Forum and Mid-Sized Event at NFL Stadium) Plus Major Event
Weekday Post-Event Peak Hour

ESA



SOURCE: Fehr and Peers, 2019

Inglewood Basketball and Entertainment Center

Figure 3.14-41

Impacted Intersections:
Cumulative (With The Forum and Football Game at NFL Stadium) Plus Major Event Weekend Pre-Event Peak Hour

ESA

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1	La Cienega Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.189	F	1.343	F		
				Weekday Post-Event	0.739	C	0.771	C		
				Weekend Pre-Event	1.065	F	1.220	F		
2	La Brea Ave/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	0.833	D	0.848	D		
				Weekday Post-Event	0.520	A	0.592	A		
				Weekend Pre-Event	0.748	C	0.757	C		
3	Hillcrest Blvd/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	27.7	C	9.6	A	39.2	D
				Weekday Post-Event	4.7	A	4.9	A	4.9	A
				Weekend Pre-Event	6.9	A	7.5	A	8.6	A
4	Centinela Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	36.9	D	88.3	F	112.1	F
				Weekday Post-Event	19.4	B	21.1	C	22.3	C
				Weekend Pre-Event	20.0	C	22.4	C	26.5	C
5	South Prairie Ave/ Florence Ave	HCM	Inglewood	Weekday Pre-Event	97.9	F	87.8	F	102.4	F
				Weekday Post-Event	24.4	C	30.6	C	31.5	C
				Weekend Pre-Event	30.7	C	89.1	F	88.5	F
6	West Blvd/ Florence Ave	ICU	Inglewood	Weekday Pre-Event	1.104	F	1.163	F		
				Weekday Post-Event	0.810	D	0.893	D		
				Weekend Pre-Event	0.982	E	1.041	F		
		CMA	City of Los Angeles	Weekday Pre-Event	0.971	E	1.033	F		
				Weekday Post-Event	0.658	B	0.746	C		
				Weekend Pre-Event	0.841	D	0.901	E		
7	South Prairie Ave/ Grace Ave	HCM	Inglewood	Weekday Pre-Event	117.2	F	106.2	F	123.4	F
				Weekday Post-Event	4.1	A	92.5	F	44.3	D
				Weekend Pre-Event	3.6	A	173.0	F	103.6	F
8	South Prairie Ave/ East Carondelet Way	HCM	Inglewood	Weekday Pre-Event	117.9	F	110.1	F	125.7	F
				Weekday Post-Event	5.3	A	156.5	F	99.1	F
				Weekend Pre-Event	5.3	A	130.2	F	100.9	F

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
9	South Prairie Ave/ E Regent Street	HCM	Inglewood	Weekday Pre-Event	94.5	F	81.5	F	106.6	F
				Weekday Post-Event	7.5	A	119.2	F	91.8	F
				Weekend Pre-Event	10.6	B	87.4	F	55.7	E
10	La Cienega Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.296	F	1.389	F		
				Weekday Post-Event	0.721	C	0.782	C		
				Weekend Pre-Event	0.943	E	1.019	F		
11	La Brea Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.186	F	1.306	F	1.214	F
				Weekday Post-Event	0.694	B	0.914	E	0.914	E
				Weekend Pre-Event	0.936	E	1.056	F	0.971	E
12	Hillcrest Blvd/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	78.2	E	89.1	F	91.5	F
				Weekday Post-Event	10.8	B	95.2	F	94.4	F
				Weekend Pre-Event	80.2	F	97.0	F	78.2	E
13	Spruce Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	46.4	D	38.5	D	35.4	D
				Weekday Post-Event	8.3	A	104.8	F	97.3	F
				Weekend Pre-Event	51.2	D	44.9	D	33.5	C
14	South Prairie Ave/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	190.4	F	171.7	F	192.6	F
				Weekday Post-Event	62.2	E	124.1	F	162.3	F
				Weekend Pre-Event	134.8	F	214.5	F	170.9	F
15	Kareem Ct/ Manchester Blvd	HCM	Inglewood	Weekday Pre-Event	56.2	E	60.8	E	62.7	E
				Weekday Post-Event	13.4	B	81.9	F	62.2	E
				Weekend Pre-Event	54.4	D	81.2	F	62.6	E
16	Crenshaw Blvd/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.638	F	1.710	F	1.478	F
				Weekday Post-Event	1.577	F	2.014	F	1.890	F
				Weekend Pre-Event	1.447	F	1.517	F	1.378	F
17	La Brea Ave/ Hillcrest Blvd	ICU	Inglewood	Weekday Pre-Event	0.614	B	0.679	B		
				Weekday Post-Event	0.295	A	0.444	A		
				Weekend Pre-Event	0.440	A	0.502	A		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
18	Market St/La Brea Ave	ICU	Inglewood	Weekday Pre-Event	0.571	A	0.637	B		
				Weekday Post-Event	0.384	A	0.554	A		
				Weekend Pre-Event	0.493	A	0.556	A		
19	South Prairie Ave/ Kelso St/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	43.5	D	38.5	D	110.7	F
				Weekday Post-Event	61.6	E	130.3	F	98.1	F
				Weekend Pre-Event	21.9	C	86.8	F	98.2	F
20	Kareem Ct/ Pincay Dr	HCM	Inglewood	Weekday Pre-Event	14.9	B	13.6	B	14.2	B
				Weekday Post-Event	9.3	A	7.6	A	8.0	A
				Weekend Pre-Event	11.7	B	11.5	B	11.6	B
21	La Cienega Blvd/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	78.7	E	155.2	F	130.9	F
				Weekday Post-Event	19.3	B	35.7	D	21.4	C
				Weekend Pre-Event	32.6	C	137.3	F	103.4	F
22	Inglewood Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	123.2	F	136.4	F	192.8	F
				Weekday Post-Event	16.2	B	49.8	D	19.4	B
				Weekend Pre-Event	119.8	F	164.7	F	142.2	F
23	La Brea Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.5	E	140.9	F	144.3	F
				Weekday Post-Event	21.2	C	133.1	F	52.7	D
				Weekend Pre-Event	32.8	C	152.2	F	75.6	E
24	Myrtle Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	66.1	E	75.6	E	93.7	F
				Weekday Post-Event	9.0	A	257.9	F	142.8	F
				Weekend Pre-Event	37.3	D	116.2	F	72.2	E
25	South Prairie Ave/ Arbor Vitae St	HCM	Inglewood	Weekday Pre-Event	153.7	F	160.6	F	90.3	F
				Weekday Post-Event	90.9	F	217.2	F	204.1	F
				Weekend Pre-Event	79.4	E	97.1	F	100.6	F
26	La Brea Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.4	B	86.4	F	15.6	B
				Weekday Post-Event	9.7	A	9.2	A	10.0	B
				Weekend Pre-Event	14.1	B	15.1	B	17.5	B

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
27	Myrtle Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	10.1	B	17.5	B	9.2	A
				Weekday Post-Event	7.4	A	11.0	B	6.8	A
				Weekend Pre-Event	9.6	A	9.4	A	9.4	A
28	South Prairie Ave/ Hardy St	HCM	Inglewood	Weekday Pre-Event	53.6	D	61.3	E	33.5	C
				Weekday Post-Event	143.0	F	254.4	F	234.2	F
				Weekend Pre-Event	23.6	C	26.6	C	75.4	E
29	Crenshaw Blvd/ Hardy St	HCM	Inglewood	Weekday Pre-Event	17.7	B	106.8	F	68.4	E
				Weekday Post-Event	98.1	F	97.9	F	82.5	F
				Weekend Pre-Event	9.6	A	55.6	E	111.7	F
30	Van Ness Ave/ Hardy St/ 96th St	ICU	Inglewood	Weekday Pre-Event	0.595	A	0.608	B		
				Weekday Post-Event	0.341	A	0.402	A		
				Weekend Pre-Event	0.503	A	0.507	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.428	A	0.442	A		
				Weekday Post-Event	0.157	A	0.221	A		
				Weekend Pre-Event	0.330	A	0.334	A		
31	La Cienega Blvd/ SB 405 On/Off Ramps (n/o West Century)	HCM	Inglewood/ City of Los Angeles/ Caltrans	Weekday Pre-Event	43.7	D	225.0	F	165.9	F
				Weekday Post-Event	49.3	D	82.2	F	31.1	C
				Weekend Pre-Event	27.1	C	88.2	F	61.8	E
32	South Prairie Ave/ 97th St	HCM	Inglewood	Weekday Pre-Event	91.1	F	62.5	E	24.7	C
				Weekday Post-Event	29.0	C	99.2	F	49.4	D
				Weekend Pre-Event	13.2	B	12.2	B	39.3	D
33	Concourse Way/ West Century Blvd	HCM	City of Los Angeles	Weekday Pre-Event	28.4	C	179.8	F	171.2	F
				Weekday Post-Event	9.9	A	88.5	F	55.6	E
				Weekend Pre-Event	15.0	B	17.4	B	26.8	C

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
34	La Cienega Blvd/ West Century Blvd	HCM	Inglewood/ City of Los Angeles/ County of Los Angeles	Weekday Pre-Event	76.5	E	249.1	F	199.0	F
				Weekday Post-Event	49.1	D	135.5	F	124.1	F
				Weekend Pre-Event	33.5	C	118.0	F	112.7	F
35	NB 405 On/Off Ramp/ West Century Blvd	HCM	Inglewood/ Caltrans	Weekday Pre-Event	100.5	F	183.6	F	233.0	F
				Weekday Post-Event	28.0	C	32.0	C	27.8	C
				Weekend Pre-Event	17.1	B	124.9	F	171.9	F
36	Felton Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	62.4	E	47.2	D
				Weekday Post-Event	111.0	F	126.8	F	110.6	F
				Weekend Pre-Event	15.5	B	29.4	C	31.6	C
37	Inglewood Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	130.1	F	203.1	F	169.3	F
				Weekday Post-Event	28.1	C	151.1	F	83.3	F
				Weekend Pre-Event	35.7	D	127.0	F	138.0	F
38	Fir Ave/Firmona Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	167.2	F	194.9	F	179.2	F
				Weekday Post-Event	8.3	A	95.8	F	27.7	C
				Weekend Pre-Event	10.8	B	144.5	F	153.2	F
39	Grevillea Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	81.1	F	113.8	F	79.6	E
				Weekday Post-Event	12.2	B	108.7	F	23.6	C
				Weekend Pre-Event	10.7	B	73.0	E	71.0	E
40	Hawthorne Blvd/ La Brea Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	85.6	F	136.8	F	120.5	F
				Weekday Post-Event	36.5	D	180.6	F	63.0	E
				Weekend Pre-Event	52.5	D	104.3	F	109.5	F
41	Myrtle Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	66.8	E	96.2	F	72.0	E
				Weekday Post-Event	7.3	A	97.5	F	13.4	B
				Weekend Pre-Event	7.7	A	14.3	B	46.8	D

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
42	Freeman Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	23.7	C	39.1	D	28.7	C
				Weekday Post-Event	9.3	A	119.0	F	22.6	C
				Weekend Pre-Event	9.5	A	11.4	B	20.0	B
43	South Prairie Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	124.7	F	169.6	F	166.4	F
				Weekday Post-Event	96.4	F	188.8	F	151.0	F
				Weekend Pre-Event	71.0	E	94.4	F	129.7	F
44	Doty Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	59.0	E	117.5	F	92.5	F
				Weekday Post-Event	16.4	B	147.7	F	141.1	F
				Weekend Pre-Event	49.4	D	82.1	F	108.6	F
45	Yukon Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	71.3	E	109.2	F	86.1	F
				Weekday Post-Event	16.1	B	135.5	F	141.1	F
				Weekend Pre-Event	33.2	C	75.4	E	93.5	F
46	Club Dr/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	91.7	F	119.3	F	99.8	F
				Weekday Post-Event	16.8	B	107.2	F	126.2	F
				Weekend Pre-Event	30.7	C	105.3	F	120.4	F
47	11th Ave/Village Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	78.7	E	118.8	F	97.2	F
				Weekday Post-Event	19.4	B	81.5	F	98.1	F
				Weekend Pre-Event	42.1	D	87.3	F	144.1	F
48	Crenshaw Blvd/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	133.8	F	220.4	F	207.1	F
				Weekday Post-Event	68.0	E	93.8	F	125.3	F
				Weekend Pre-Event	89.8	F	192.3	F	232.5	F
49	5th Ave/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	30.9	C	144.5	F	146.3	F
				Weekday Post-Event	12.7	B	17.9	B	23.9	C
				Weekend Pre-Event	14.5	B	148.0	F	153.5	F

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
50	Van Ness Ave/ West Century Blvd	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.845	D	0.957	E		
				Weekday Post-Event	0.603	B	0.844	D		
				Weekend Pre-Event	0.745	C	0.869	D		
		CMA	City of Los Angeles	Weekday Pre-Event	0.695	B	0.813	D		
				Weekday Post-Event	0.435	A	0.693	B		
				Weekend Pre-Event	0.589	A	0.719	C		
51	Gramercy Pl/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.460	A	0.575	A		
				Weekday Post-Event	0.437	A	0.645	B		
				Weekend Pre-Event	0.437	A	0.543	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.284	A	0.407	A		
				Weekday Post-Event	0.259	A	0.481	A		
				Weekend Pre-Event	0.259	A	0.371	A		
52	Western Ave/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.916	E	1.120	F		
				Weekday Post-Event	0.642	B	0.965	E		
				Weekend Pre-Event	0.788	C	0.991	E		
53	La Cienega Blvd/ SB 405 On/Off Ramps (s/o West Century)	HCM	Inglewood/Los Angeles County/ Caltrans/City of Los Angeles	Weekday Pre-Event	26.1	C	147.8	F	123.8	F
				Weekday Post-Event	12.2	B	12.4	B	13.0	B
				Weekend Pre-Event	11.9	B	37.4	D	48.6	D
54	South Prairie Ave/West 102nd St	HCM[3]	Inglewood	Weekday Pre-Event	104.5	F	182.6	F	61.4	F
				Weekday Post-Event	15.5	B	***	F	***	F
				Weekend Pre-Event	78.5	E	69.2	F	25.1	D
55	Doty Ave/West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	6.9	A	7.7	A	26.9	D
				Weekday Post-Event	5.6	A	9.4	A	50.7	F
				Weekend Pre-Event	7.1	A	7.9	A	8.1	A

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
56	Yukon Ave/ West 102nd St	HCM (unsig.)	Inglewood	Weekday Pre-Event	16.7	C	58.9	F	200.2	F
				Weekday Post-Event	8.6	A	***	F	***	F
				Weekend Pre-Event	13.5	B	21.0	C	123.0	F
57	La Cienega Blvd/ West 104th St	HCM	Los Angeles County/City of Los Angeles	Weekday Pre-Event	18.8	B	121.0	F	99.7	F
				Weekday Post-Event	7.3	A	7.1	A	7.3	A
				Weekend Pre-Event	5.4	A	25.3	C	38.6	D
58	Inglewood Ave/ West 104th St	HCM	Los Angeles County	Weekday Pre-Event	21.5	C	27.1	C	49.6	D
				Weekday Post-Event	8.1	A	9.3	A	9.7	A
				Weekend Pre-Event	15.1	B	14.7	B	20.6	C
59	Hawthorne Blvd/ West 104th St	HCM	Inglewood/Los Angeles County	Weekday Pre-Event	25.9	C	91.9	F	118.7	F
				Weekday Post-Event	16.3	B	101.2	F	20.3	C
				Weekend Pre-Event	23.8	C	82.9	F	78.1	E
60	South Prairie Ave/ West 104th St	HCM	Inglewood	Weekday Pre-Event	190.4	F	232.7	F	136.8	F
				Weekday Post-Event	13.0	B	***	F	256.8	F
				Weekend Pre-Event	147.6	F	160.6	F	122.4	F
61	Doty Ave/West 104th St	HCM (unsig.)	Inglewood	Weekday Pre-Event	76.8	F	140.7	F	75.9	F
				Weekday Post-Event	6.9	A	108.8	F	7.7	A
				Weekend Pre-Event	7.7	A	10.2	B	8.7	A
62	Yukon Ave/West 104th St	HCM	Inglewood	Weekday Pre-Event	24.1	C	45.5	D	25.6	C
				Weekday Post-Event	9.3	A	12.5	B	14.9	B
				Weekend Pre-Event	13.6	B	21.3	C	35.2	D
63	Crenshaw Blvd/ West 104th St	HCM	Inglewood	Weekday Pre-Event	105.2	F	132.0	F	148.9	F
				Weekday Post-Event	13.5	B	25.0	C	27.0	C
				Weekend Pre-Event	58.8	E	140.2	F	169.1	F
64	Van Ness Ave/ West 104th St	ICU	Inglewood/Los Angeles County	Weekday Pre-Event	0.544	A	0.562	A		
				Weekday Post-Event	0.308	A	0.334	A		
				Weekend Pre-Event	0.447	A	0.460	A		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
65	Hawthorne Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.749	C	0.769	C		
				Weekday Post-Event	0.494	A	0.686	B		
				Weekend Pre-Event	0.660	B	0.676	B		
66	Freeman Ave/ Lennox Blvd	HCM	Los Angeles County	Weekday Pre-Event	12.4	B	211.8	F	161.8	F
				Weekday Post-Event	7.4	A	120.4	F	33.5	C
				Weekend Pre-Event	10.7	B	178.1	F	7.0	A
67	South Prairie Ave/ Lennox Blvd	HCM	Inglewood	Weekday Pre-Event	47.0	D	80.3	F	66.5	E
				Weekday Post-Event	67.6	E	201.4	F	213.4	F
				Weekend Pre-Event	38.0	D	56.8	E	29.1	C
68	South Prairie Ave/ 108th St	HCM	Inglewood	Weekday Pre-Event	128.8	F	166.7	F	89.8	F
				Weekday Post-Event	19.4	B	82.8	F	57.1	E
				Weekend Pre-Event	109.3	F	118.3	F	78.7	E
69	Yukon Ave/108th St	HCM	Inglewood	Weekday Pre-Event	10.7	B	12.4	B	11.6	B
				Weekday Post-Event	6.9	A	9.3	A	9.3	A
				Weekend Pre-Event	9.6	A	11.8	B	11.8	B
70	Crenshaw Blvd/109th St	ICU	Inglewood	Weekday Pre-Event	0.584	A	0.750	C		
				Weekday Post-Event	0.445	A	0.630	B		
				Weekend Pre-Event	0.507	A	0.675	B		
71	Hawthorne Blvd/111th St	ICU	Hawthorne/Los Angeles County	Weekday Pre-Event	0.752	C	0.811	D		
				Weekday Post-Event	0.426	A	0.599	A		
				Weekend Pre-Event	0.622	B	0.699	B		
72	South Prairie Ave/ 111th St	HCM	Inglewood	Weekday Pre-Event	88.5	F	112.5	F	71.8	E
				Weekday Post-Event	116.0	F	91.5	F	133.6	F
				Weekend Pre-Event	77.7	E	80.3	F	91.1	F
73	Yukon Ave/111th St	HCM	Inglewood	Weekday Pre-Event	9.9	A	9.5	A	24.4	C
				Weekday Post-Event	6.7	A	8.0	A	7.6	A
				Weekend Pre-Event	9.2	A	9.4	A	9.0	A

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
74	Hawthorne Blvd/ WB 105 Off Ramp	ICU	Hawthorne	Weekday Pre-Event	0.748	C	0.860	D		
				Weekday Post-Event	0.488	A	0.661	B		
				Weekend Pre-Event	0.634	B	0.745	C		
		HCM	Caltrans	Weekday Pre-Event	23.7	C	26.9	C	0.9	D
				Weekday Post-Event	15.6	B	18.6	B	0.7	B
				Weekend Pre-Event	19.3	B	23.9	C	0.7	C
75	South Prairie Ave/ 112th St/105 On Ramps	HCM	Inglewood/ Caltrans	Weekday Pre-Event	209.9	F	250.0	F	328.0	F
				Weekday Post-Event	56.3	E	59.0	E	57.5	E
				Weekend Pre-Event	161.8	F	201.7	F	283.7	F
76	Hawthorne Blvd/Imperial Hwy	ICU	Hawthorne	Weekday Pre-Event	0.844	D	0.848	D		
				Weekday Post-Event	0.453	A	0.485	A		
				Weekend Pre-Event	0.660	B	0.664	B		
77	Freeman Ave/ EB 105 On Ramp/ Imperial Hwy	HCM	Inglewood/ Caltrans	Weekday Pre-Event	70.0	E	117.7	F	112.9	F
				Weekday Post-Event	69.6	E	72.7	E	113.7	F
				Weekend Pre-Event	19.2	B	20.3	C	31.9	C
78	South Prairie Ave/ Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	167.9	F	243.0	F	168.9	F
				Weekday Post-Event	58.3	E	78.5	E	76.0	E
				Weekend Pre-Event	48.5	D	76.8	E	86.1	F
79	Doty Ave/Imperial Hwy	HCM	Inglewood/ Hawthorne	Weekday Pre-Event	102.7	F	188.3	F	177.8	F
				Weekday Post-Event	11.5	B	68.1	E	66.0	E
				Weekend Pre-Event	14.5	B	97.1	F	77.2	E
80	Yukon Ave/Imperial Hwy	HCM	Inglewood	Weekday Pre-Event	76.6	E	169.9	F	168.3	F
				Weekday Post-Event	7.5	A	17.2	B	10.2	B
				Weekend Pre-Event	10.1	B	27.6	C	49.8	D
81	Crenshaw Blvd/ Imperial Hwy	ICU	Inglewood	Weekday Pre-Event	0.994	E	1.144	F		
				Weekday Post-Event	0.622	B	0.880	D		
				Weekend Pre-Event	0.916	E	1.067	F		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
82	South Prairie Ave/ 118th St	HCM	Hawthorne	Weekday Pre-Event	48.7	D	225.0	F	33.8	C
				Weekday Post-Event	9.9	A	11.6	B	12.3	B
				Weekend Pre-Event	17.6	B	18.5	B	17.9	B
83	Crenshaw Blvd/ WB 105 Off Ramp/ 118th Pl	ICU	Hawthorne	Weekday Pre-Event	0.896	D	1.062	F	1.054	F
				Weekday Post-Event	0.732	C	0.920	E	0.869	D
				Weekend Pre-Event	0.878	D	1.050	F	1.040	F
		HCM	Caltrans	Weekday Pre-Event	49.7	D	132.1	F	89.2	F
				Weekday Post-Event	17.3	B	32.3	C	24.1	C
				Weekend Pre-Event	25.2	C	83.5	F	42.3	D
84	South Prairie Ave/ 120th St	HCM	Hawthorne	Weekday Pre-Event	53.2	D	83.6	F	51.8	D
				Weekday Post-Event	19.3	B	18.8	B	17.4	B
				Weekend Pre-Event	25.4	C	24.1	C	25.8	C
85	EB 105 On/Off Ramp/ 120th St	ICU	Hawthorne	Weekday Pre-Event	0.787	C	0.833	D		
				Weekday Post-Event	0.761	C	0.991	E		
				Weekend Pre-Event	0.882	D	0.929	E		
		HCM	Caltrans	Weekday Pre-Event	24.3	C	29.9	C		
				Weekday Post-Event	20.3	C	34.7	C		
				Weekend Pre-Event	37.7	D	46.1	D		
86	Crenshaw Blvd/ 120th Street	ICU	Hawthorne	Weekday Pre-Event	0.831	D	0.954	E	0.903	E
				Weekday Post-Event	0.897	D	1.341	F	0.773	C
				Weekend Pre-Event	0.876	D	1.000	E	0.950	E
87	La Cienega Blvd/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.440	A	0.451	A		
				Weekday Post-Event	0.310	A	0.329	A		
				Weekend Pre-Event	0.372	A	0.375	A		
		CMA	City of Los Angeles	Weekday Pre-Event	0.262	A	0.274	A		
				Weekday Post-Event	0.119	A	0.139	A		
				Weekend Pre-Event	0.188	A	0.191	A		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
88	Inglewood Ave/ Lennox Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.841	D	0.855	D		
				Weekday Post-Event	0.464	A	0.513	A		
				Weekend Pre-Event	0.704	C	0.717	C		
89	Hollywood Park Casino Driveway/ West Century Blvd	HCM	Inglewood	Weekday Pre-Event	37.3	D	108.4	F	86.1	F
				Weekday Post-Event	12.0	B	143.4	F	158.6	F
				Weekend Pre-Event	20.2	C	67.7	E	85.8	F
90	South Prairie Ave/ Buckthorn Street	HCM	Inglewood	Weekday Pre-Event	30.9	C	21.4	C	24.4	C
				Weekday Post-Event	177.1	F	190.6	F	214.6	F
				Weekend Pre-Event	17.7	B	34.7	C	44.3	D
91	Normandie Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	1.086	F	1.259	F		
				Weekday Post-Event	0.784	C	1.071	F		
				Weekend Pre-Event	0.932	E	1.102	F		
92	Vermont Ave/ West Century Blvd	ICU	Los Angeles County	Weekday Pre-Event	0.872	D	0.970	E		
				Weekday Post-Event	0.650	B	0.842	D		
				Weekend Pre-Event	0.801	D	0.901	E		
		CMA	City of Los Angeles	Weekday Pre-Event	0.797	C	0.911	E		
				Weekday Post-Event	0.539	A	0.762	C		
				Weekend Pre-Event	0.714	C	0.831	D		
93	Hoover St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.585	A	0.653	B		
				Weekday Post-Event	0.383	A	0.561	A		
				Weekend Pre-Event	0.537	A	0.619	B		
94	Figueroa St/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.791	C	0.865	D		
				Weekday Post-Event	0.496	A	0.658	B		
				Weekend Pre-Event	0.706	C	0.793	C		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
95	Grand Ave/ 110 SB Off Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.524	A	0.638	B		
				Weekday Post-Event	0.372	A	0.494	A		
				Weekend Pre-Event	0.449	A	0.563	A		
		HCM	Caltrans	Weekday Pre-Event	20.6	C	35.8	D		
				Weekday Post-Event	15.3	B	17.4	B		
				Weekend Pre-Event	19.6	B	40.2	D		
96	Olive St/ 110 NB On Ramp/ West Century Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.545	A	0.574	A		
				Weekday Post-Event	0.395	A	0.562	A		
				Weekend Pre-Event	0.525	A	0.553	A		
		HCM	Caltrans	Weekday Pre-Event	11.7	B	12.3	B		
				Weekday Post-Event	9.6	A	12.9	B		
				Weekend Pre-Event	13.2	B	14.0	B		
97	Van Ness Ave/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.392	F	1.536	F		
				Weekday Post-Event	1.141	F	1.406	F		
				Weekend Pre-Event	1.198	F	1.340	F		
		CMA	City of Los Angeles	Weekday Pre-Event	1.279	F	1.433	F		
				Weekday Post-Event	1.010	F	1.293	F		
				Weekend Pre-Event	1.070	F	1.222	F		
98	Western Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.341	F	1.508	F		
				Weekday Post-Event	1.143	F	1.409	F		
				Weekend Pre-Event	1.159	F	1.323	F		
99	Normandie Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.891	D	0.983	E		
				Weekday Post-Event	0.759	C	0.896	D		
				Weekend Pre-Event	0.739	C	0.823	D		
100	Vermont Ave/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.003	F	1.096	F		
				Weekday Post-Event	0.852	D	1.002	F		
				Weekend Pre-Event	0.768	C	0.859	D		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
101	Hoover St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.870	D	0.955	E		
				Weekday Post-Event	0.752	C	0.889	D		
				Weekend Pre-Event	0.727	C	0.810	D		
102	Figueroa St/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	1.037	F	1.131	F		
				Weekday Post-Event	1.039	F	1.190	F		
				Weekend Pre-Event	0.858	D	0.949	E		
103	110 SB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.839	D	0.982	E		
				Weekday Post-Event	0.908	E	1.027	F		
				Weekend Pre-Event	0.596	A	0.745	C		
		HCM	Caltrans	Weekday Pre-Event	36.4	D	64.4	E		
				Weekday Post-Event	63.8	E	135.6	F		
				Weekend Pre-Event	15.9	B	36.1	D		
104	110 NB On/Off Ramps/ Manchester Blvd	CMA	City of Los Angeles	Weekday Pre-Event	0.657	B	0.661	B		
				Weekday Post-Event	0.819	D	1.151	F		
				Weekend Pre-Event	0.634	B	0.639	B		
		HCM	Caltrans	Weekday Pre-Event	16.7	B	16.6	B		
				Weekday Post-Event	17.9	B	66.6	E		
				Weekend Pre-Event	22.5	C	22.3	C		
105	Crenshaw Blvd/Pincay Dr	ICU	Inglewood	Weekday Pre-Event	1.156	F	1.300	F		
				Weekday Post-Event	0.991	E	1.098	F		
				Weekend Pre-Event	0.922	E	1.057	F		
106	Crenshaw Blvd/ Florence Ave	CMA	City of Los Angeles	Weekday Pre-Event	0.912	E	0.940	E		
				Weekday Post-Event	0.621	B	0.697	B		
				Weekend Pre-Event	0.796	C	0.816	D		
107	La Brea Ave/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	0.960	E	0.972	E	0.950	E
				Weekday Post-Event	0.525	A	0.573	A	0.573	A
				Weekend Pre-Event	0.810	D	0.824	D	0.824	D

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
108	La Cienega Blvd/ Centinela Ave	ICU	Inglewood	Weekday Pre-Event	1.041	F	1.080	F	0.982	E
				Weekday Post-Event	0.674	B	0.684	B	0.650	B
				Weekend Pre-Event	1.042	F	1.082	F	1.004	F
		CMA	City of Los Angeles	Weekday Pre-Event	0.995	E	1.040	F	0.925	E
				Weekday Post-Event	0.569	A	0.579	A	0.539	A
				Weekend Pre-Event	0.996	E	1.043	F	0.951	E
109	La Cienega Blvd/ La Tijera Blvd	ICU	Inglewood	Weekday Pre-Event	0.755	C	0.771	C		
				Weekday Post-Event	0.491	A	0.511	A		
				Weekend Pre-Event	0.691	B	0.707	C		
		CMA	City of Los Angeles	Weekday Pre-Event	0.587	A	0.603	B		
				Weekday Post-Event	0.313	A	0.334	A		
				Weekend Pre-Event	0.521	A	0.538	A		
110	La Brea Ave/Slauson Ave	ICU	Los Angeles County	Weekday Pre-Event	0.928	E	0.935	E		
				Weekday Post-Event	0.518	A	0.518	A		
				Weekend Pre-Event	0.771	C	0.778	C		
111	La Cienega Blvd/ Stocker St	ICU	Los Angeles County	Weekday Pre-Event	0.975	E	0.977	E		
				Weekday Post-Event	0.651	B	0.671	B		
				Weekend Pre-Event	0.934	E	0.937	E		
112	La Brea Ave/ Overhill Drive/Stocker St	ICU	Los Angeles County	Weekday Pre-Event	1.151	F	1.158	F		
				Weekday Post-Event	0.589	A	0.589	A		
				Weekend Pre-Event	0.881	D	0.887	D		
113	Crenshaw Dr/ Manchester Blvd	ICU	Inglewood	Weekday Pre-Event	1.045	F	1.162	F		
				Weekday Post-Event	0.614	B	0.723	C		
				Weekend Pre-Event	0.801	D	0.916	E		

TABLE 3.14-99
INTERSECTION OPERATIONS – CUMULATIVE (WITH THE FORUM) PLUS PROJECT (MAJOR EVENT) WITH MITIGATION CONDITIONS

#	Intersection	Methodology[1,2]	Jurisdiction [1]	Peak Hour	Cumulative (with The Forum) No Project		Cumulative (with The Forum) Plus Project		Cumulative (with The Forum) Plus Project With Mitigation	
					V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
114	Manchester Blvd/Ash St/ I-405 NB Off-Ramp	ICU	Inglewood	Weekday Pre-Event	1.108	F	1.201	F		
				Weekday Post-Event	0.666	B	0.791	C		
				Weekend Pre-Event	0.929	E	1.023	F		
		HCM	Caltrans	Weekday Pre-Event	59.6	E	84.8	F		
				Weekday Post-Event	16.1	B	21.6	C		
				Weekend Pre-Event	33.0	C	43.0	D		
115	West Century Blvd/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		N / A	N / A		
				Weekday Post-Event			96.8	F	52.3	D
				Weekend Pre-Event			N / A	N / A		
116	South Prairie Ave/ West Structure Driveway	HCM	Inglewood	Weekday Pre-Event	Does Not Exist		109.5	F	54.7	D
				Weekday Post-Event			N / A	N / A		
				Weekend Pre-Event			58.7	E	28.9	C

NOTES:
Shaded cells identify significant impacts.
Blank cells under the "With Mitigation" columns represent intersections that do not require mitigation and therefore LOS results are anticipated to be similar.
Intersections analyzed using HCM may show "with mitigation" LOS results despite the particular intersection not being impacted because micro-simulation analysis of mitigations reveals effects on nearby intersections.
[1] Analysis methods vary by jurisdiction (refer to previous pages for description).
[2] Each of the above intersections are signalized with exception of 55, 56, and 61, which feature stop-control and are located within Inglewood. They were analyzed using HCM methods. Impacts are identified when the Plus Project LOS grade is E or F and the peak hour signal warrant is met.
[3] Intersection 54 becomes a side-street stop-controlled intersection under the Plus Project conditions and is analyzed using HCM methods. Although this method is not directly comparable with ICU, impacts are identified when the Plus Project LOS grade is at LOS E or F and the peak hour signal warrant is met.
*** Represents over-saturated conditions (i.e., average delay exceeds five minutes). Per the HCM, delay estimates in over-saturated conditions are unreliable.
N / A = Not applicable because intersection 115 would permit inbound right-turns only under pre-event conditions, while intersection 116 would be manually controlled with continuous flow for all movements under post-event conditions.

SOURCE: Fehr & Peers, 2019.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions. (Significant and Unavoidable)

Significant impacts for were identified based on the significance criteria and the results for freeway operations in Tables 3.14-82, 3.14-85, 3.14-88, 3.14-91, and 3.14-94 and in Tables 3.14-83, 3.14-86, 3.14-89, 3.14-92, and 3.14-95 for freeway ramp queuing. Major events at the Proposed Project Arena, when held concurrently with major events at the NFL Stadium and/or The Forum, would cause significant impacts on the study freeway components and off-ramps (refer to tables for specific segments and off-ramps under each scenario).

Weekday Pre-Event Hour

- 3 to 6 impacted components on I-405
- 7 to 8 impacted components on I-105
- 1 impacted component on I-110
- Project causes or contributes to queues exceeding storage at up to five off-ramps depending on the concurrent scenario

Weekday Post-Event Hour

- 2 to 3 impacted components on I-405
- 2 to 6 impacted components on I-105
- 2 to 6 impacted components on I-110

Weekend Day Pre-Event Hour

- 3 impacted components on I-405
- 2 to 7 impacted components on I-105
- 0 to 1 impacted components on I-110
- Project causes or contributes to queues exceeding storage at up to six off-ramps depending on the concurrent scenario

These freeway components and ramp queue impacts are considered **significant**.

Mitigation Measure 3.14-34(a)

Implement Mitigation Measure 3.14-3(h) (I-105 Westbound Off-ramp Widening at Crenshaw Boulevard).

Mitigation Measure 3.14-34(b)

Implement Mitigation Measure 3.14-3(c) (Restripe I-405 NB Off-Ramp at West Century Boulevard).

Mitigation Measure 3.14-34(c)

Implement Mitigation Measure 3.14-3(o) (Retime and optimize traffic signals on Inglewood streets).

Mitigation Measure 3.14-34(d)

Implement Mitigation Measure 3.14-3(g) (I-105 Off-ramp Widening at South Prairie Avenue).

Mitigation Measure 3.14-34(e)

Implement Mitigation Measure 3.14-2(a) (Implement Event TMP).

Mitigation Measure 3.14-34(f)

Implement the trip reduction measures included in the Project Transportation Demand Management Program described in ***Mitigation Measure 3.14-2(b)****.*

Mitigation Measure 3.14-34(g)

Implement Mitigation Measure 3.14-8(b) (Work with Caltrans to implement traffic management system improvements along the I-105 corridor).

Level of Significance After Mitigation: The combined effect of the above mitigation measures would be improved operations of streets in the vicinity of the Proposed Project, which would result in less overall delay and vehicle queuing. Additionally, widening and/or lane reassignments on several of the impacted off-ramps would improve their capacity and ability to store vehicles. The following describes how impacted off-ramps would be improved in concurrent Scenario 1 (with The Forum) (for the more critical weekday pre-event peak hour):

- At the I-105 Westbound off-ramp at Crenshaw Boulevard, the maximum vehicle queue would be reduced from an estimated 6,755 feet (without mitigation) to 3,926 feet with mitigation, which is less than the applicable 4,065-foot storage. Thus, storage would be adequate with mitigation.

- The surface street improvements and traffic management strategies would result in decreases in the maximum queue at the I-405 northbound and southerly southbound off-ramps at West Century Boulevard and at the I-105 westbound off-ramp to South Prairie Avenue. However, the queues on these ramps would continue to exceed the applicable storage threshold.

These mitigation measures, if implemented, would reduce one of the impacted off-ramp queues to within the available ramp storage during the weekday and weekend pre-event peak hours under concurrent Scenario 1, thereby mitigating this impact to less than significant. However, the maximum queues at the I-405 northbound off-ramp onto West Century Boulevard, at the I-405 southbound off-ramp onto La Cienega (south of West Century Boulevard), and at the I-105 off-ramp onto South Prairie Avenue would continue to exceed the applicable storage threshold**.** Since the improvement**s** involve another jurisdiction in addition to the City of Inglewood, however, their implementation cannot be guaranteed and the impact**s** are considered to be **significant and unavoidable.**

The queue impacts on the off-ramps under the other concurrent event scenarios and the freeway segment impacts are considered **significant and unavoidable**.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions. (Significant and Unavoidable)

The Proposed Project vehicular traffic has the potential to affect on-time performance for buses operating in the study area because of congestion associated with event arrival and departure traffic under cumulative conditions with a major event at The Forum or the NFL Stadium. This adverse impact to bus operations is considered **significant** and the project contribution would be considerable. Consistent with OPR guidance, an increase in transit demand is not considered an impact for CEQA purposes.

The draft Transportation Management and Operations Plan for the Inglewood Sports & Entertainment District[35] states that Metro is proposing to run special event service for large events at the Stadium, serving the Hawthorne/Lennox and Crenshaw Stations on the Green Line and the Downtown Inglewood Station on the Crenshaw/LAX line, and that shuttle bus service would be provided between the Inglewood Intermodal Transit Facility adjacent to the NFL Stadium and the light rail stations.

Project-related vehicular traffic would not be expected to affect Green Line and Crenshaw/LAX Transit Corridor run time, as the Green Line is fully grade separated, and the Crenshaw/LAX Transit Corridor is grade separated at most major arterial crossings. However, increased ridership generated by concurrent project events and events at The Forum or the NFL Stadium and cumulative development would increase station dwell time at the Downtown Inglewood and Hawthorne/Lennox Stations, compared with non-event conditions. As there would be no other impacts to run time, this extra station dwell time should be able to be made up along the routes, and therefore no adverse impact to rail transit operations is expected for either line. This impact is considered to be **less than significant**.

As discussed previously, a concurrent event scenario when there is an overlapping event at the NFL Stadium would result in all parking in the NFL Stadium lots being fully utilized by NFL Stadium event attendees and employees. Thus, the major event at the Proposed Project would require between 3,100 and 3,500 vehicles related to the NBA game or concert at the Proposed Project that would have otherwise parked at stadium parking facilities within the HPSP site to be parked in various other off-site remote locations when there is an overlapping event at the NFL Stadium. Under such a scenario, about 3,500 vehicles and 7,600 attendees would have otherwise parked in the stadium parking lots at the HPSP site, but would instead park at various remote

[35] City of Inglewood, Public Works Department, *Inglewood Sports & Entertainment District, Transportation Management and Operations Plan*, July 2019 draft.

locations and be transported to/from the Proposed Arena via shuttle bus. At an average capacity of 45 persons per bus, this would equate to about 170 busloads required in each direction of travel. Several loading zones may be considered to accommodate this level of bus loading demand including the South Prairie Avenue project frontage, East Transportation Hub, and a four-acre transit center within Hollywood Park Specific Plan. While the majority of bus loadings would be expected to occur at the above locations, it may also be necessary to load attendees from the Proposed Project internal access road as well as portions of Doty Avenue. Because details of how bus route/loadings/pedestrian staging during these types of concurrent events are not known, this impact is considered **significant**.

The following mitigation measures have been identified that could reduce the impacts regarding adequate access to transit.

Mitigation Measure 3.14-35(a)

The project applicant shall implement Mitigation Measures 3.14-2(a) (Event Transportation Management Plan), 3.14-2(b) (TDM Program), and the entirety of the intersection improvements in Mitigation Measures 3.14-2 and 3.14-3.

Mitigation Measure 3.14-35(b)

The project applicant shall implement Mitigation Measures 3.14-11(b) to lengthen the proposed shuttle pull-out.

Mitigation Measure 3.14-35(c)

The project applicant shall coordinate with the City and NFL Stadium TMOP operator prior to concurrent events to develop a mutually acceptable strategy for accommodating shuttles buses that would transport Project Major Event attendees to/from remote parking locations.

Level of Significance After Mitigation: Implementation of these mitigation measures would reduce but not eliminate project impacts on traffic operational conditions; as such, the impacts on public bus operations under a concurrent event scenario are considered **significant and unavoidable**. During a concurrent event with the NFL Stadium, project impacts on access to transit are considered **significant and unavoidable** because a plan has not been prepared to adequately accommodate shuttle bus loadings for each venue.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions. (Significant and Unavoidable)

As documented in **Impact 3.14-33**, on the infrequent days when there would be overlapping or concurrent events at the Proposed Project, the NFL Stadium, and/or The Forum, the congestion created under cumulative conditions with cumulative traffic growth (particularly buildout of HPSP Phase 2) would result in significant delays at multiple intersections along the key major

corridors accessing the Project area, including West Century Boulevard, South Prairie Avenue, Crenshaw Avenue, Manchester Boulevard, and La Brea/Hawthorne Avenue.

Concurrent major events at the Proposed Project and The Forum would cause up to six different freeway off-ramps along the I-405 and I-105 corridors to experience excessive levels of vehicular queuing during pre-event conditions. Because this scenario would result in increased travel times to exit the freeway and reach surface streets (and since alternative routes are equally congested), the cumulative impact on emergency access with concurrent major events is considered **significant**.

Mitigation Measure 3.14-36

Implement Mitigation Measure 3.14-14 (Local Hospital Access Plan).

Level of Significance After Mitigation: The above mitigation measure would reduce travel times to access the CHMC once vehicles reach surface streets. However, the added delays motorists would experience during concurrent events while waiting to exit the freeway ramps would not be remedied by the plan.

The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. This impact is considered **significant and unavoidable**.

Impact 3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions. (Significant and Unavoidable)

The cumulative context for construction impacts would be other projects in the immediate vicinity that would be constructed concurrently with the Proposed Project. As discussed in **Impact 3.14-27**, the only known related projects in the vicinity of the Proposed Project that could have construction occurring concurrently with the construction of the Proposed Project would be construction of elements of the Hollywood Park Specific Plan Phase 1 that would not be completed prior to commencement of construction of the Proposed Project and construction at the hotel renovation project at 3900 West Century Boulevard adjacent to the Project Site if it is not completed prior to commencement of construction of the Proposed Project. Cumulative construction impacts on traffic, access, bus stops, and on-street parking during major events at The Forum and/or the NFL Stadium would therefore be similar to those identified in **Impact 3.14-27** for the Proposed Project itself. In that section, construction impacts on traffic were determined to be **significant** in the vicinity of the South Prairie Avenue/West Century Boulevard intersection due to temporary but prolonged lane closures along the Project frontage, which would result in degraded operations throughout the duration of construction. The project's contribution to cumulative construction impacts would be considerable. Temporary impacts on access, bus stops and on-street parking was determined to be **less than significant**.

Mitigation Measure 3.14-37

The project applicant shall implement Mitigation Measure 3.14-15 (Construction Traffic Management Plan).

Level of Significance after Mitigation: The implementation of the above mitigation measure would reduce the significance of this impact, but not to a less-than-significant level. Lane closures at the South Prairie Avenue/West Century Boulevard intersection would cause temporary, but noticeable worsening of traffic conditions throughout construction. This impact is considered **significant and unavoidable**.

3.15 Utilities and Service Systems

This section describes and evaluates potential impacts of the Proposed Project related to utility and service systems including water supply, wastewater generation and treatment, storm drainage capacity and conveyance, and solid waste generation and landfill capacity that could result from implementation of the Proposed Project. The section contains: (1) a description of the existing environmental setting as well as a description of the Adjusted Baseline Environmental Setting for each utility and service system; (2) a summary of the federal, state, and local regulations related to the utilities and service systems; and (3) an analysis of potentially significant environmental impacts related to utilities and service systems that could result from the Proposed Project as well as identification of potentially feasible mitigation measures that could mitigate significant impacts.

Comments received in response to the NOP for the EIR regarding utilities and service systems can be found in Appendix B. Any applicable issues and concerns regarding potential impacts related to utilities and service systems that were raised in comments on the NOP are analyzed within this section.

The analysis in this section is based on Project-specific construction and operational features, data provided in the City of Inglewood General Plan, the *Sewer Area Study Inglewood Basketball and Entertainment Center* (Sewer Area Study) (Appendix L), the Golden State Water Company's (GSWC) Urban Water Management Plan (UWMP), CalRecycle's Solid Waste Information System, a Water Supply Assessment prepared for the City by Todd Groundwater (Appendix M), and the *Inglewood Basketball and Entertainment Center Low-Impact Development (LID) Report* (Appendix Q). Also refer to Section 3.9, Hydrology and Water Quality, as it relates to the analysis for storm drainage capacity and conveyance.

Water Supply

3.15.1 Environmental Setting

Regional and Local Setting

Water Sources and Supplies

Water for drinking, irrigation, and other municipal and industrial purposes is supplied to areas within the City of Inglewood within three distinct water service areas. The City of Inglewood serves water to the largest area of the City, GSWC serves water to the southern portion of the City, and Cal-America Water Company serves water to a small area in the northwest part of the City.

Water Suppliers

Golden State Water Company

The Project Site is located in the portion of Inglewood served by the GSWC – Southwest System. GSWC's Southwest System is located in Los Angeles County and serves the Cities of Gardena and Lawndale, parts of the cities of Carson, Compton, El Segundo, Redondo Beach, Hawthorne

and Inglewood, and portions of unincorporated parts of Los Angeles County. The service area is primarily characterized by residential, commercial, and industrial land uses.

GSWC owns 39 water systems throughout California and currently serves more than 1 million customers across the state. It serves 54,994 customers in southwest Los Angeles County.[1] GSWC infrastructure includes approximately 2,800 miles of pipe, 200 groundwater wells, 400 booster pump stations, 25,000 hydrants, and four surface-water treatment plants.

The GSWC Southwest System obtains its water supply from three sources: treated imported surface water, local groundwater via GSWC-operated groundwater wells, and recycled water.[2] Imported surface water is provided to GSWC through wholesalers West Basin Municipal Water District (WBMWD) and Central Basin Municipal Water District (CBMWD), which in turn obtain imported water from Metropolitan Water District of Southern California (Metropolitan). GSWC provides groundwater to this service area through GSWC-owned wells in the West Coast Groundwater Basin (WCGB) and Central Basin. In addition, recycled water is supplied to GSWC by WBMWD.

To meet the water supply needs of the Southwest System service area, GSWC draws on a variety of supply sources, each of which is generally described below. GSWC relies on a combination of groundwater and imported surface water and the percentage that each contributes to the annual total water supply varies; between 2010 and 2015 imported surface water represented approximately 42 to 77 percent of the annual delivered supply while groundwater supplies constituted from 22 to 57 percent of annual deliveries. Recycled water represents about 1 percent of annual supply deliveries and is used for landscape irrigation. **Table 3.15-1** and **Table 3.15-2** present GSWC's recent past water supplies.

TABLE 3.15-1
HISTORICAL WATER SUPPLY ALL SOURCES (AFY)

Water Supply	Source	2010	2015
Purchased or Imported Water	Central Basin Municipal Water District	12,594	3,627
Purchased or Imported Water	West Basin Municipal Water District		17,397
Groundwater	Central and West Coast Subbasin	17,073	5,914
Recycled Water	West Basin Municipal Water District	219	393
TOTAL		**29,886**	**27,331**

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July, 2019, Table 8a [EIR Appendix M].

1 Golden State Water Company, 2018. Infrastructure Investments. Available: https://www.gswater.com/infrastructure-investments/. Accessed on October 9, 2018.

2 Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019.

TABLE 3.15-2
HISTORICAL GROUNDWATER SUPPLY BY AQUIFER (AFY)

Water Supply	Source	2010	2011	2012	2013	2014	2015
Groundwater	Central Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	3,230	3,260	3,250	2,920	2,861	430
Groundwater	West Coast Subbasin in the Coastal Plain of Los Angeles Groundwater Basin	13,843	13,116	12,732	12,738	13,333	5,484
Groundwater	**Total**	**17,073**	**16,376**	**15,982**	**15,658**	**16,194**	**5,914**

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July, 2019. Table 8b [EIR Appendix M].

West Basin Municipal Water District

As described in its most recent UWMP, WBMWD has an approximately 185-square-mile service area and provides wholesale potable water to 17 cities through three investor-owned utilities, four municipal water departments and one county waterworks district, in southwest Los Angeles County. WBMWD supplies recycled water to over 400 customer meter connections for municipal, commercial and industrial use as well as for injection into the West Coast Basin Seawater Barrier to halt seawater intrusion and replenish the WCGB aquifers.[3]

WBMWD has been able to support the diversification of supplies available to its customer agencies by providing access to imported water supplies from Metropolitan as well as through the development of recycled water supplies. These supplies are served directly to its customer agencies and indirectly as the replenishment supplies necessary to maintain groundwater production. WBMWD is projected to increase current recycled water supplies as well as invest in over 20,000 acre-feet per year (AFY) of ocean water desalination supply. In combination with additional conserved supply through water use efficiency programs, imported water use is expected to be reduced significantly by 2040, just over 50 percent now to less than 40 percent, as a percentage of WBMWD's overall annual supply deliveries.

Central Basin Municipal Water District

CBMWD was established in 1952 to provide access to imported water as an alternative to groundwater. CBMWD joined Metropolitan in 1954 to purchase, on a wholesale level, imported potable water for resale to cities, mutual water companies, investor-owned utilities, water districts and private water companies in the region. In addition, CBMWD supplies recycled water to the region for municipal, commercial and industrial use. With a diversified portfolio of water supplies (groundwater, imported and recycled water), CBMWD is able to serve its customer agencies and help protect the Central Groundwater Basin from overdraft conditions. Central

[3] West Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*. p. 2-1.

Basin's service area is approximately 227 square miles and includes 24 cities and several unincorporated areas in southeast Los Angeles County.[4]

CBMWD has provided its retail agencies with supplemental supplies to reliably meet their demands. With diversification a key to a reliable future water supply, CBMWD has been able to support the diversification of supplies available to its customer agencies by providing access to imported water supplies from Metropolitan as well as through the development of recycled water supplies. These supplies are served directly to its retail agencies and indirectly as the replenishment supplies necessary to maintain groundwater production. Diversification of water resources is expected to continue over the next 25 years with recycled water system expansions along with increased conservation efforts including groundwater storage opportunities. CBMWD's dependence on imported sources is expected to continue to decrease with the expansion of these alternative sources.[5]

Metropolitan Water District of Southern California

Metropolitan is a public agency formed by a legislative act in 1928 to form a regional water cooperative "for the purpose of developing, storing, and distributing water" to the rapidly urbanizing areas of Southern California[6] As a wholesaler, Metropolitan has no retail customers, and distributes treated and untreated water directly to its 26 member agencies, including the City. Some member agencies, provide retail water service, while others provide water to the local area as wholesalers; some member agencies provide water both as a retailer and a wholesaler. These member agencies and sub agencies provide water for nearly 19 million people across six Southern California counties. Metropolitan is governed by a 38-member Board of Directors made up of representatives from each of Metropolitan's member agencies.

Metropolitan's service area encompasses the Southern California coastal plain and covers nearly 5,200 square miles, including portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. Notably, Metropolitan's service area contains only 13 percent of the land area of those counties but nearly 90 percent of the county populations. Metropolitan provides 45 to 60 percent of all municipal, industrial, and agricultural water used in its service area.

Water Sources

Imported Surface Water

Metropolitan draws imported water supplies from the Colorado River through the Colorado River Aqueduct (CRA), which it owns and operates; from Northern California via its participation in the State Water Project (SWP); and also from storage facilities and agreements, water system programs, and transfer arrangements. Imported water from the CRA and SWP is treated prior to distribution to its 26 member agencies.

4 Central Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*. p. 1-7.
5 Central Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*. p. 3-1.
6 Metropolitan Water District of Southern California, 2016. *Integrated Resources Plan*, 2015 Update p. ES-VI; 2005. *Regional Urban Water Management Plan*, p. I-3.

CBMWD and WBMWD are two of Metropolitan's member agencies. They are large wholesale purveyors of water in the central and west portions of Los Angeles County that purchase imported surface water supply from Metropolitan and retail this water to their respective retail agencies. Imported surface water is delivered through purchase order agreements. Long-term purchase order agreements are contract vehicles that establish water supply terms and conditions between Metropolitan and its member agencies. Purchase orders[7] are voluntary agreements that establish both an obligation to purchase a minimum quantity of imported water over a 10-year term, also known as a Purchase Commitment, and an annual limit that allows the member agency to purchase water at the lower Tier 1 rate (Tier 1 Maximum) while encouraging local supply development.

Prior to 2014, GSWC and other retail agencies entered into 10-year purchase agreements with both wholesale agencies. GSWC had 5-year purchase agreements with WBMWD and CBMWD that were effective January 1, 2008, through December 31, 2012. The purchase agreements were extended an additional two years to December 31, 2014. The purchase agreements were both based on a two-tier rate structure: Tier 1 for quantities purchased within the Tier 1 allocation and Tier 2 for supply purchases in excess of the Tier 1 quantity. In November 2014, Metropolitan approved a new 10-year purchase order that provides a framework for individual Purchase Agreements between the member agencies and their water retailers.[8] Effective January 1, 2015, both CBMWD and WBMWD entered into new 10-year purchase agreements with Metropolitan that run through December 31, 2024. For the first 5 years of the new purchase agreement terms, WBMWD staff recommended against entering into new purchase agreements with its customer agencies including GSWC.

During the term of the original Purchase Order with Metropolitan, WBMWD executed "Purchase Agreements" with each of the retail water agencies to protect against the potential financial risk to WBMWD of purchasing imported water at the higher Tier 2 rate. Instead of encumbering its member agencies with another 10-year agreement, WBMWD offered consecutive 5 year agreements with its retail agencies. In the previous contractual terms, WBMWD met its Purchase Commitment with Metropolitan and did not exceed its Tier 1 maximum in any year of the original Purchase Order. As a result of not exceeding its Tier 1 maximum in any year, for the first five years of the new Purchase Order term, WBMWD staff recommends not entering into agreements with its retail agencies.

WBMWD staff determined its Purchase Commitment with Metropolitan is attainable given the flexible terms that allows the commitment to be met cumulatively by the end of the Purchase Order term (over 10 years), and that allow an appeal for the unmet commitment that could result from local resource production such as recycled water brought on-line after 2015. With this

7 The Purchase Order establishes contractual conditions between Metropolitan and its 26 member agencies. The Purchase Order provides a framework for individual Purchase Agreements between the member agencies and their water retailers.

8 Imported Water Purchase Order Agreement, December 2014, WBMWD Agenda Item 22.

determination, WBMWD staff concluded that there was no reasonable risk of WBMWD exceeding the Tier 1 Maximum during the term of the Purchase Order. WBMWD staff therefore concluded that the administrative burden of executing and administering agreements with every customer agency was no longer justified.[9] However, at the 5-year mark, WBMWD staff will reevaluate the need to have purchase order agreements with the retail agencies with which it contracts. As noted in WBMWD Resolution 22 on December 16, 2014, this change was not unusual as several other Metropolitan member agencies did not have purchase order agreements with their retail agencies during the previous 12-year period. CBMWD also did not enter into purchased water agreements with its retail agencies but instead staff recommended a Tier 1 budget for each agency establishing annual Tier 1 water purchase limits. These limits are shared by all of GSWC's systems served by CBMWD.

GSWC purchases treated surface water purchased from WBMWD and CBMWD. GSWC takes delivery of imported surface water through thirteen water connections: two with CBMWD for maximum supply of 18,057 AFY and eleven with WBMWD for a maximum supply of 76,020 AFY. Combined, these connections have a total delivery capacity of 83,304 AFY.[10]

Groundwater

Regional

Groundwater sources account for about 90 percent of the local water supplies, which are found in many basins throughout the Southern California region and provide an annual average total production of about 1.35 million AFY. Groundwater within the underlying water-bearing units comes from natural recharge from the percolation of rainfall and stream runoff and active recharge from spreading and injection of captured stormwater, recycled water, and imported water. In certain major drainage areas, runoff is retained in flood control reservoirs and released into spreading basins for percolation into the ground. In Los Angeles County, many groundwater recharge facilities located along the upper reaches of the Los Angeles River and San Gabriel River systems provide recharge to San Fernando, Raymond, Main San Gabriel, Central, and West Coast groundwater basins.[11]

Almost all major groundwater basins in Southern California are either adjudicated or managed by special districts or agencies. Over 90 percent of the groundwater used in Metropolitan's service area is produced from adjudicated or managed groundwater basins. Adjudicated basins in the region include: Raymond Basin, Upper Los Angeles River Area basins (which include San Fernando, Sylmar, Verdugo, and Eagle Rock Basins), Main San Gabriel Basin, Central Basin, West Coast Basin, Six Basins, Chino Basin, and Cucamonga Basin.[12]

Central Groundwater Basin. The Central Basin underlies approximately 277 square miles in the southeastern part of the of the Los Angeles Coastal Plain. The Central Basin is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills; to the east by the

[9] Imported Water Purchase Order Agreement, December 2014, WBMWD Agenda Item 22.
[10] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. p. 6-1.
[11] Metropolitan Water District of Southern California, 2016. *2015 Urban Water Management Plan* p. A.2-4.
[12] Metropolitan Water District of Southern California, 2016. *2015 Urban Water Management Plan* p. A.2-4.

Los Angeles County/Orange County line; and to the south and west by the Newport-Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest-trending hills including the Baldwin Hills, Dominguez Hills, and Signal Hill. Twelve aquifers underlie the Central Groundwater Basin. The Central Groundwater Basin is divided into four sections—the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area.[13,14]

Central Basin storage capacity is estimated to be approximately 13.8 million AF.[15] The two forebays represent areas of unconfined aquifers that allow percolation of surface water down into the deeper production aquifers to replenish the rest of the basin. The Whittier Area and Pressure Area are confined aquifer systems that receive relatively minimal recharge from surface water, but are replenished from the upgradient forebay areas or other groundwater basins.

The Montebello Forebay in the northeast corner of the basin straddles the San Gabriel River and the Rio Hondo (a tributary of the Los Angeles River) at the point where they emit from the Whittier Narrows. The Montebello Forebay lies directly downstream of the San Gabriel Valley. The Los Angeles Forebay straddles the Los Angeles River. Due to the concrete lining of the Los Angeles River and the lack of spreading facilities, only minor amounts of water are recharged into the Central Groundwater Basin through the Los Angeles River system.

The Central Groundwater Basin is adjudicated and based upon Watermaster services under two Court Judgements: The Third Amended Central Basin Judgement, managed by the Central Basin Water Rights Panel and the Long Beach Judgement, which is managed by the San Gabriel River Watermaster.

Long Beach Judgment – San Gabriel River Watermaster. Entered in 1965, the Long Beach Judgment provides an adjudication of Upper and Lower Areas on the San Gabriel River supply through Whittier Narrows and is administered by the court appointed San Gabriel River Watermaster. The water supply of the San Gabriel River System is divided at Whittier Narrows, the boundary between San Gabriel Valley upstream and Los Angeles County downstream. The area downstream from Whittier Narrows receives a quantity of water from the San Gabriel River system. This includes water exported to the Lower Area, usable surface flow and subsurface flow at Whittier Narrows. The San Gabriel River Watermaster monitors and reviews activities affecting water supply in the river system, performs operational repairs as deemed necessary and compiles data to determine usable water and make-up water. Four agencies that include the Upper San Gabriel Valley Municipal Water District, Central Basin, the City of Long Beach and the City of Compton rely on the San Gabriel River Watermaster to cover hydrologic analyses, data collection, field inspection, report calculations, conservancy and master planning.[16]

13 Central Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.
14 Department of Water Resources, Published January 2018. Coastal Plain of Los Angeles Groundwater Basin 4-11.04. California's Groundwater Bulletin 118.
15 Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019.
16 Central Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.

Third Amended Central Basin Judgement – Central Basin Water Rights Panel. The production of groundwater from the Central Groundwater Basin underwent adjudication in the early 1960s, which developed an allowable pumping allocation at 217,367 AFY. In 2014, a Third Amended Judgement was enacted, which allowed development of a Central Basin Water Rights Panel to govern issues pertaining to parties with groundwater pumping rights. The Third Amended Judgement also established the Water Replenishment District of Southern California (WRD) as the new Watermaster, which replaced the California DWR in the prior role.

West Coast Basin. The West Coast Basin covers approximately 140 square miles and is bounded on the north by the Baldwin Hills and the Ballona Escarpment (a bluff just south of Ballona Creek), on the east by the Newport-Inglewood Uplift, to the south by San Pedro Bay and the Palos Verdes Hills, and to the west by Santa Monica Bay.[17]

In the West Coast Basin, aquifers are generally confined and receive the majority of their natural replenishment from adjacent groundwater basins or from the Pacific Ocean (seawater intrusion). Both the Newport-Inglewood Uplift and the Charnock Fault (in the West Coast Basin) are partial barriers to groundwater flow, causing differences in water levels on opposite sides of each fault system. Groundwater flows between the West Coast and Central Basins based on the groundwater elevations on either side of the Newport-Inglewood Uplift. The storage capacity of the West Coast Basin is estimated to be approximately 6.5 million AF.

In the early 1940s, extensive over pumping of the West Coast Basin had led to critically low groundwater levels, resulting in seawater intrusion along the coast, serious overdraft, and the decline of water levels. Annual pumping prior to the adjudication of groundwater rights in the early 1960s reached levels as high as 94,100 AF. This situation precipitated an adjudication that limits the allowable extraction that could occur in any given year and assigned water rights to West Coast Basin pumpers. The adjudication for the West Coast Basin was set at 64,468.25 AFY. This amount was set higher than the natural replenishment amounts, creating an annual deficit known as the "Annual Overdraft." In order to combat this Annual Overdraft, the WRD purchases and recharges additional water to make up for the overdraft.[18]

In December 2014, the Superior Court granted a motion by WRD, City of Inglewood, City of Long Beach, City of Manhattan Beach, City of Los Angeles, City of Torrance, California Water Service, GSWC and other parties to amend the West Coast Basin Judgment to establish a legal framework for the storage and extraction of stored water in the West Coast Basin. The Judgment Amendment will permit the storage of up to 120,000 AF, which is the available, safe storage capacity of that basin. The legal framework permits a groundwater pumper with adjudicated rights to store water and subsequently extract that stored water without the extraction counting against its water rights and without having to pay the Replenishment Assessment (RA). The Judgment Amendment makes possible the storage of surplus imported water in the rare instances

[17] West Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.
[18] West Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.

when it is available for use in the more frequent instances when it is not, further enhancing the region's water supply reliability.

Pursuant to the Judgment Amendment, WRD assumed administrative Watermaster duties from the California DWR on July 1, 2015.[19]

Golden State Water Company

GSWC can pump and use groundwater from both the WCGB and the Central Subbasin. CBMWD and WBMWD manage groundwater underlying their respective service areas. Retail agencies within CBMWD and WBMWD service areas own and operate their groundwater wells but are subject to groundwater extraction limits also known as Allowed Pumping Allocation (APA). These groundwater pumping limitations were established through court adjudication processes as described below.

In 1961, due to serious overdraft of the WCGB, water levels declined, groundwater was lost from storage, and seawater intruded into the groundwater basin. To remedy this problem, the courts adjudicated the basin to limit pumping, and the total WCGB adjudication was set at 64,468 AFY. The City of Inglewood's WCGB adjudicated APA is 4,449 AFY per year, and the GSWC's adjudicated annual limit is 7,502 AFY.

Similar to the WCGB, the Central Basin was adjudicated by the courts in 1965 due to over pumping and a decline in water levels. The Central Basin adjudication was originally set at 267,900 AFY, and adjusted to 217,367 AFY to impose stricter control.[20] The GSWC's Central Basin adjudicated annual pumping limit is 16,439 AFY.[21]

The annual groundwater pumping limit for each basin is the allotted amount for all GSWC systems, not just the Southwest System. However, the total allowable pumping allocation can be adjusted based on carryover rules and additional water can be leased from other water rights holders in the Central Basin.

The California DWR estimated groundwater for urban use in the WCGB at 51,673 AFY. Estimates of urban groundwater extraction in the Central Basin are significantly higher at 204,335 AFY. The Salt and Nutrient Management Plan for the Central Basin and West Coast Basin[22] documents that average salt and nutrient concentrations in the WCGB groundwater do not meet water quality objectives of the Regional Water Quality Control Board (RWQCB) because of historical seawater intrusion. However, existing and planned implementation measures

19 West Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.
20 Water Replenishment District of Southern California, 2016. *Groundwater Basins Master Plan*. Available: https://www.wrd.org/sites/pr/files/GBMP_FinalReport_Text%20and%20Appendicies.pdf. Accessed October 3, 2018. p. 1-4.
21 Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. p. 7-6.
22 Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July, 2019.

(including the barrier projects, desalters, recharge projects and other programs) are designed to ensure that salt and nutrient levels in groundwater will achieve the objectives in the future.

GSWC operates and maintains ten groundwater well sites; two in the Central Basin and eight in the WCGB. The groundwater wells for the Southwest System in the WCGB meet all current state and federal drinking water standards; however there are impacts from manganese, hydrogen sulfide, and iron, which are treated as needed at the well-head to insure compliance with drinking water standards.[23]

Regional Agencies Managing West Coast Groundwater Basin and Central Basin

As part of the adjudication process for these two groundwater basins, the WRD was created to manage, regulate, and replenish the Central Basin and WCGB. WRD along with the Los Angeles County Department of Public Works (LACDPW), and CBMWD and WBMWD, work with the water producers to ensure that the APA is available to the pumpers in both basins.

LACDPW operates and maintains the Rio Hondo and San Gabriel spreading grounds in the Montebello forebay. LACDPW diverts and recharges storm flows from the Rio Hondo and San Gabriel Rivers, highly treated wastewater from the Sanitation Districts of Los Angeles County (LACSD) (Whittier and San Jose Wastewater Reclamation Plants), and purchased water from Metropolitan (including both SWP water and Colorado River water). LACDPW, in conjunction with Orange County Water District, WRD, City of Long Beach and GSWC, operates and maintains the Alamitos Barrier Project to recharge imported water into this injection barrier, which is designed to prevent seawater intrusion into the Central Basin.

WRD collects a replenishment assessment from all groundwater producers in the Central Basin to pay for water supplies to replenish the Basin. Annually, by statute, WRD is required to determine replenishment requirements. WRD pays CBMWD for imported and recycled water for recharge into the Central Basin.

In the West Coast Basin, LACDPW operates and maintains the West Coast Barrier Project and the Dominguez Gap Barrier Project. Both of these projects involve monitoring groundwater levels at the coast line, and injecting groundwater as necessary to establish a groundwater "barrier" to prevent seawater intrusion. LACDPW injects a combination of equal parts of highly treated wastewater from the WBMWD's water recycling plant located in El Segundo and imported water from Metropolitan (including both SWP water and Colorado River water).

WBMWD is expanding the West Basin recycled water plant to allow up to 100 percent recycled water injection into the West Coast Basin Barrier Project. LACDPW injects imported water from Metropolitan (including both SWP water and Colorado River water) into the Dominguez Gap Barrier Project. The project currently is permitted for up to 6 million gallons per day (MGD) of recycled

[23] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. p. 6-5.

water to be injected into the barrier with a 50 percent blend with potable water over a 60-month running average. Plans are underway to increase the permitted amount to 100 percent by 2018.

WRD collects a replenishment assessment from all groundwater producers in the Basin to pay for water supplies to replenish the Basin. The Basin is replenished by injecting water to establish and maintain the groundwater barriers described above. WRD determines replenishment requirements annually. WRD pays WBMWD for imported and recycled water for recharge into the West Coast Basin.

Recycled Water (Non-Potable)

The GSWC purchases non-potable recycled water from WBMWD.[24] WBMWD acquires, controls, distributes, and sells recycled water to several cities, agencies, and customers in the greater Los Angeles area. The GSWC Southwest System currently receives recycled water from WBMWD as part of the District's West Basin Recycled Water Project. The West Basin Recycled Water Project collects secondary effluent from the Hyperion Waste Water Treatment Plant and treats it to meet Title 22 recycled water standards at WBMWD's West Basin Water Recycling Facility in El Segundo, California. The recycled water purchased is used throughout the region for beneficial uses such as landscape irrigation, industrial applications (including cooling water and boiler feeder water), and other purposes such as groundwater injections to control seawater intrusion. GSWC is pursuing opportunities to increase its use of recycled water as part of its overall water supply portfolio.

Existing Water Demand

Golden State Water Company Southwest System Service Area

Existing water demand within GSWC's Southwest System service area is primarily for residential uses (both single-family and multi-family), which makes up 60 to 70 percent of the total annual demand, but also includes commercial, industrial, institutional/governmental, irrigation, agricultural uses and more.[25] During preparation of its current 2015 UWMP, GSWC analyzed water use within the Southwest System service area since 1994 to assess historical water usage trends. Connection and water sales data were grouped into eight DWR use categories as shown in **Table 3.15-3**.

GSWC considers the period of 2008 through 2013 to be representative of the Southwest System's average water demand pattern as GSWC implemented tiered rates beginning in 2008. Water use for recent years 2014-2015 is considered atypical because it reflects mandatory conservation imposed by the Governor's drought emergency declarations. Water use began to decline in the service area in 2007 leading to a decline of approximately 19 percent from 2008 to 2015, from a high of approximately 38,500 AFY to a low of approximately 27,000 AFY. As noted in GSWC UWMP (p. 4-3), "the recent decline in water use is not fully understood, but may be the result of several factors including implementation of tiered water rates, changes in plumbing codes, the economic downturn beginning in 2008 and the statewide drought that extended from 2012 to 2016."

[24] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest.* p. 6-12.
[25] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest.* p. 4-2 through 4-5.

TABLE 3.15-3
DEMANDS FOR POTABLE AND RAW WATER WITHIN GSWC SOUTHWEST SYSTEM BY USE CATEGORY

	2015 Actual	
Use Type	**Level of Treatment When Delivered**	**Volume (AFY)**
Single Family	Drinking Water	9,027
Multi-Family	Drinking Water	8,784
Commercial	Drinking Water	4,133
Industrial	Drinking Water	1,770
Institutional/Governmental	Drinking Water	904
Landscape	Drinking Water	672
Agricultural irrigation	Drinking Water	378
Other	Drinking Water	10
Losses	Drinking Water	1,262
Total		**26,940**

NOTES:
1. Potable demands only. Raw water is not used within the Southwest System.
2. 2015 losses are preliminary and estimated as the volume of potable water entering the distribution system minus metered uses.

SOURCE: Golden State Water Company, *Final Report, 2015 Urban Water Management Plan – Southwest*, Table 4-1, p. 4-2.

As shown in **Table 3.15-4**, total water supply delivered to customers in 2010 was 28,013 AFY and in 2015 was slightly less at 27,333 AFY (Appendix M, Table 6). The largest reductions in water use between 2010 and 2015, as a percent, occurred in the single-family residential and landscape irrigation customer type categories. GSWC projected a slight increase in potable water demand for 2017 through 2019 to 29,823 AFY, as reported in its report filing to the State Water Resources Control Board (SWRCB) in June 2016 to comply with emergency conservation regulations.[26]

Project Site

Under existing conditions, the Project Site includes eight parcels currently occupied by various uses including a fast-food restaurant, a hotel, warehouse and light manufacturing facilities. Actual water usage for these parcels was not available from GSWC, but water use was estimated by Stetson Engineers to be approximately 7.6 AFY.[27] The estimate was based on water use records of similar establishments in the City of Lakewood, City of Inglewood, and City of Long Beach.

[26] From GSWC website under Drought Tab: On June 22, 2016, Golden State Water submitted its self-certification data on local water supply, anticipated demand and conservation strategies to the SWRCB to comply with the revised emergency regulations that were issued by the State on May 18, 2016. This data considers a three-dry-year scenario based on hydrology of the 2012-13, 2013-14 and 2014-15 water years and demand from 2013-14.

[27] Stetson Engineers, 2019. Review of Water Demands Memo.

TABLE 3.15-4
HISTORICAL WATER DEMAND BY WATER USE SECTORS (AFY)

Customer Type	Actual Water Demand (AFY)	
	2010	2015
Single-Family Residential	10,422	9,027
Multi-Family Residential	9,367	8,784
Commercial	4,425	4,133
Industrial	1,921	1,770
Institutional/Governmental	873	904
Landscape Irrigation	755	672
Agricultural	4	378
Other	27	10
Losses	—[a]	1,262
Total Potable Demand	**27,794**	**26,940**
Recycled Water Demand	219	393
TOTAL WATER CONSUMPTION	**28,013**	**27,333**

NOTE:
[a] Losses not calculated in GSWC 2010 UWMP.

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. Table 6 [EIR Appendix M].

Existing Water Infrastructure

Golden State Water Company Southwest System Service Area

GSWC operates and maintains ten active groundwater well sites; two in the Central Basin and eight in the WCGB. These wells serve multiple GSWC service areas including the Southwest System. Imported water supplied to GSWC from Metropolitan is delivered through two connections with CBMWD and eleven connections with WBMWD and finally to GSWC's conveyance system for distribution within its Southwest System. The Southwest System service area is comprised of four pressure zones – the Lawndale-Gardena 250 Hydraulic Grade Line (HGL) Gradient, the Dominguez 310 HGL Gradient, the Belhaven 310 HGL Gradient, and the Athens-Normandie 350 HGL Gradient. The Proposed Project location is located within Southwest System's largest Lawndale-Gardena 250 HGL Gradient service area. Lawndale-Gardena 250 HGL Gradient has redundant water supply sources and capacity through multiple Metropolitan connections and GSWC's water supply wells.

Metropolitan

Metropolitan operates and maintains five water treatment facilities: the F.E Weymouth Treatment Plant in La Verne; the Robert B. Diemer (Diemer) Treatment Plant in Yorba Linda; the Joseph Jensen (Jensen) Treatment Plant in the northwest end of San Fernando Valley; the Henry J. Mills Treatment Plant in the City of Riverside and the Robert A. Skinner Treatment Plant near Hemet. Metropolitan treats imported water at each of these water treatment plants prior to transmission

and distribution to its member agencies throughout the Los Angeles basin, Orange County, and San Diego County. CBMWD, and WBMWD receive treated water from either the Diemer Treatment Plant or the F.E Weymouth Treatment Plant.

The Diemer Filtration Plant has an operating capacity of 550 MGD and at times delivers up to 400 MGD,[28] while the F.E Weymouth Filtration Plant currently has an operating capacity of 520 MGD.[29] The 10-year average (2009–2018) daily treatment flow at Diemer Treatment Plant is 220 MGD, while daily treatment flow at F.E. Weymouth is 205 MGD.[30]

Project Site

Arena Site

The Arena Site is the central part of the Project Site that would include the Arena, public plaza, outdoor stage, community space, practice facility, retail/restaurants, employee access pavilion, and a parking structure. The Arena Site currently includes a fast food restaurant, motel, a warehouse and light manufacturing facility, a commercial catering business, a City groundwater well, and vacant commercial uses. Existing water lines are located within West Century Boulevard north of the Arena Site, and include 8-inch-, 36-inch-, and 54-inch-diameter lines. South Prairie Avenue includes an 8-inch-diameter water line and a 36-inch-diameter reclaimed water pipeline. West 102nd Street bisects the Arena Site in an east–west direction, and includes a 6-inch- and 27-inch-diameter water line.

West Parking Garage Site

The West Parking Garage Site is part of the Project Site west of the Arena Site. The West Parking Garage Site is currently vacant, with West 101st Street bisecting the site in an east–west direction. This portion of the Project Site includes an 8-inch-diameter water line within West 101st Street and a 27-inch-diameter water line within West 102nd Street. This portion of the Project Site also utilizes the abovementioned 8-inch-, 36-inch-, and 54-inch-diameter water line within West Century Boulevard.

East Transportation and Hotel Site

The East Transportation and Hotel Site is an element of the Project Site that is located east of the Arena Site and would include a hotel and parking structure and transportation hub. The East Transportation and Hotel Site is currently vacant. An existing water line is located within South Doty Avenue. In addition, West 102nd Street includes 27-inch- and 6-inch-diameter water lines. This portion of the Project Site also is proximate to the abovementioned 8-inch, 36-inch, and 54-inch-diameter water lines within West Century Boulevard.

[28] Metropolitan Water District of Southern California, Robert B. Diemer Treatment Plant http://mwdh2o.com/AboutYourWater/Water-Quality/robert-b-diemer/Pages/default.aspx.
[29] Metropolitan Water District of Southern California, F.E Weymouth Treatment Plan, http://mwdh2o.com/AboutYourWater/Water-Quality/F-E-Weymouth/Pages/default.aspx.
[30] Metropolitan Water District of Southern California, 10-year average daily treatment flow. Pers. Comm. Media Relations, July 31, 2019.

Well Relocation Site

The Well Relocation Site is located east of the Arena Site and would contain a city-owned and operated potable water well. The Well Relocation Site is currently vacant. This portion of the Project Site is adjacent to a 6-inch- and a 27-inch-diameter water line within West 102nd Street.

3.15.2 Adjusted Baseline Environmental Setting

Section 3.15, Utilities and Service Systems assumes the Adjusted Baseline Environmental Setting as discussed in Section 3.0, Introduction to the Analysis. Accordingly, the changes to water supply associated with these developments within the Hollywood Park Specific Plan (HPSP) area are considered as part of the Adjusted Baseline.

3.15.3 Regulatory Setting

Federal

Clean Water Act

The federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw treated water quality criteria. The United States Environmental Protection Agency (US EPA) established primary drinking water standards in CWA section 304. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of 81 individual constituents have been established under the federal Safe Drinking Water Act (SDWA), as amended in 1985, described further below. The US EPA may add additional constituents in the future.

The GSWC is required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act

Enacted in 1974 and implemented by the US EPA, the federal SDWA imposes water quality and infrastructure standards for potable water delivery systems nationwide. The primary standards are health-based thresholds established for numerous toxic substances. Secondary standards are recommended thresholds for taste and mineral content.

State

State Drinking Water Act

The 2014 transfer of the California Department of Public Health Drinking Water Program (DWP) to the SWRCB brought with it not only the primary enforcement authority to enforce federal and state SDFAs, and the regulatory oversight of ~8,000 public water systems throughout California, but also the responsibility for completing the next Safe Drinking Water Plan.

With the transfer of DWP to the SWRCB, while the role and responsibility remained unchanged, the name was changed to the Division of Drinking Water (DDW). DDW has been granted primary enforcement responsibility for the federal SDWA. California enacted its own SDWA.

The DDW is responsible for implementing the federal SDWA and its updates, as well as California statutes and regulations related to drinking water. As part of their efforts, the DDW inspects and provides regulatory oversight for public water systems within California. The RWQCB also has the responsibility for protecting the beneficial uses of the state's waters, including groundwater, and these include municipal drinking water supply, as well as various other uses.

California Administrative Code Title 22 establishes DDW authority and stipulates drinking water quality and monitoring standards. These standards are equal to, or more stringent than, the federal standards. Public water system operators are required to monitor their drinking water sources regularly for microbiological, chemical, and radiological contaminants to show that drinking water supplies meet the regulatory requirements listed in California Code of Regulations (CCR) Title 22 as primary maximum contaminant levels.

Recycled Water Policy (Policy for Water Quality Control for Recycled Water)

The Recycled Water Policy was first adopted in 2009, and then subsequently amended in 2013 and 2018. The purpose of the Recycled Water Policy is to increase the use of recycled water from municipal wastewater sources that meets the definition in California Water Code (CWC) section 13050(n), in a manner that implements federal and state water quality laws. More specifically, recycled water is the reuse of treated wastewater derived from municipal sources (i.e., water that is covered under CCR Title 22, Water Recycling Criteria). The Recycled Water Policy provides goals for recycled water use in California, guidance for use of recycled water that considers protection of water quality, criteria for streamlined permitting of recycled water projects, and requirements for monitoring recycled water for constituents of emerging concern (CECs).

The 2018 amendment codified the following:

(1) Removes statewide recycled water mandates;

(2) Sets narrative goals for the production and use of recycled water;

(3) Establishes treated wastewater and recycled water reporting requirements statewide;

(4) Clarifies the process for recycled water project proponents to comply with CWC section 1211 for wastewater change petitions;

(5) Updates requirements for salt and nutrient management planning;

(6) Improves consistency in permitting of recycled water projects by encouraging the use of statewide water reclamation requirements for non-potable recycled water use, removing streamlined permitting criteria for landscape irrigation recycled water projects, and adding permitting guidance for reservoir augmentation projects, updates monitoring requirements for CECs in recycled water used for groundwater recharge and reservoir water augmentation; and

(7) Incorporates other substantive and non-substantive changes.

Title 22

The CWC requires the DDW to establish water reclamation criteria. In 1975, the DDW prepared Title 22 regulations to satisfy this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, secondary effluent and tertiary effluent. Primary effluent typically includes grit removal and initial sedimentation or settling tanks. Secondary effluent is adequately disinfected, oxidized effluent, which typically involves aeration and additional settling basins. Tertiary effluent is adequately disinfected, oxidized, coagulated, clarified, filtered effluent which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

Water Conservation Projects Act

California's requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (CWC sections 11950–11954), as reflected below:

> 11952 (a). It is the intent of the Legislature in enacting this chapter to encourage local agencies and private enterprise to implement potential water conservation and reclamation project.

Water Supply Assessments (CWC Sections 10910 through 10915)

Senate Bill (SB) 610 was adopted in 2001 and reflects the State's awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the statutes of the Urban Water Management Planning Act, as well as the CWC section 10910 et seq.

Water supply planning under CWC sections 10910–10915 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by a project, as well as the cumulative demand for the general region over the next 20 years, under a range of water conditions including normal, single-dry-, and multiple-dry-year conditions. This information is typically found in the current water supplier's UWMP. SB 610 requires the identification of the public water supplier. Under SB 610, a WSA need only be prepared if a project exceeds thresholds of development identified, thereby relieving projects of less significance from the requirements of the bill. Although it is unclear whether the Proposed Project is required to prepare a WSA pursuant to CWC section 10912,[31] a WSA was prepared by Todd Groundwater for the Proposed Project and is included as Appendix M in this Draft EIR.

[31] CWC section 10912 does not specifically identify an arena or sports and entertainment venue as a use for which a WSA is required. Sections 10912(a)(2, 3, and 5) refer to industrial, retail, or office projects that employ more than 1,000 people. The Proposed Project is not exclusively one of those uses, and only employs more than 1,000 persons when considering the event-related employment which are not full time jobs. Section 10912(a)(7) requires a WSA for "a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project." Based on an estimated 127 gpd identified in the 2015 GSWC UWMP, a 500 dwelling unit project would generate a demand for approximately 211 AFY, more than double the estimated demand for the Proposed Project.

Urban Water Management Planning Act

The California Urban Water Management Planning Act was established in 1983, which recognizes that the waters of the state are a limited and renewable resource, and that planning and implementation of water management programs can best be accomplished at the local level. One of the Act's primary goals is to encourage urban water suppliers to develop long range plans in an effort to ensure appropriate levels of reliability in their water service during normal, dry, and multiple dry years. Thus, in accordance with the Act, urban water suppliers are required to develop water management plans to actively pursue the efficient use of available supplies. Specifically, the Act requires that urban water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 AF of water annually prepare and adopt an UWMP. In accordance with this Act, GSWC has prepared an UWMP for the Southwest System every five years since 1985, with its most recent in 2015.

Senate Bill 7 of the Seventh Extraordinary Session of 2009

SB 1 (or SBX7 1) from the Extraordinary Legislative Session of the fall of 2009 established a statutory framework intended to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento-San Joaquin River Delta ecosystem. The co-equal goals will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the Delta. Specifically, SB 1:

- Created the Delta Stewardship Council, consisting of seven members with diverse expertise providing a broad statewide perspective. The Chairperson of the Delta Protection Commission (DPC) is a permanent member of the Council. The Council was also tasked with:
    a. Developing a Delta Plan to guide state and local actions in the Delta in a manner that furthers the co-equal goals of Delta restoration and water supply reliability
    b. Developing performance measures for the assessment and tracking of progress and changes to the health of the Delta ecosystem, fisheries, and water supply reliability
    c. Determining if a state or local agency's project in the Delta is consistent with the Delta Plan and the co-equal goals, and acting as the appellate body in the event of a claim that such a project is inconsistent with the goals
    d. Determining the consistency of the Bay-Delta Conservation Plan (BDCP) with the co-equal goals
- Ensured that the Department of Fish and Wildlife and the SWRCB identify the water supply needs of the Delta estuary for use in determining the appropriate water diversion amounts associated with BDCP
    a. Establishes the Sacramento-San Joaquin Delta Conservancy to implement ecosystem restoration activities within the Delta. In addition to the restoration duties the Conservancy is required to:
    b. Adopt a strategic plan for implementation of the Conservancy goals
    c. Promote economic vitality in the Delta through increased tourism and the promotion of Delta legacy communities

d. Promote environmental education about, and the public use of, public lands in the Delta

e. Assist in the preservation, conservation, and restoration of the region's agricultural, cultural, historic, and living resources

- Restructured the current DPC, reducing the membership from 23 to 15 members, and tasks DPC with the duties of:

  a. Adopting an economic sustainability plan for the Delta, which is to include flood protection recommendations to state and local agencies

  b. Submitting the economic sustainability plan to the Delta Stewardship Council for inclusion in the Delta Plan

- Appropriated funding from Proposition 84 to fund the Two-Gates Fish Protection Demonstration Program, a project in the central Delta, which will utilize operable gates for protection of sensitive species and management of water supply.

The following are key legislative findings from SB 1, now found in various provisions of the CWC:

85002. The Legislature finds and declares that the Sacramento–San Joaquin Delta is a critically important natural resource for California and the nation. It serves Californians concurrently as both the hub of the California water system and the most valuable estuary and wetland ecosystem on the west coast of North and South America.

85004. The Legislature finds and declares all of the following:

(a) The economies of major regions of the state depend on the ability to use water within the Delta watershed or to import water from the Delta watershed. More than two-thirds of the residents of the state and more than 2 million acres of highly productive farmland receive water exported from the Delta watershed.

(b) Providing a more reliable water supply for the state involves implementation of water use efficiency and conservation projects, wastewater reclamation projects, desalination, and new and improved infrastructure, including water storage and Delta conveyance facilities.

85020. The policy of the State of California is to achieve the following objectives that the Legislature declares are inherent in the coequal goals for management of the Delta:

(a) Manage the Delta's water and environmental resources and the water resources of the state over the long term.

(b) Protect and enhance the unique cultural, recreational, and agricultural values of the California Delta as an evolving place.

(c) Restore the Delta ecosystem, including its fisheries and wildlife, as the heart of a healthy estuary and wetland ecosystem.

(d) Promote statewide water conservation, water use efficiency, and sustainable water use.

(e) Improve water quality to protect human health and the environment consistent with achieving water quality objectives in the Delta.

(f) Improve the water conveyance system and expand statewide water storage.

(g) Reduce risks to people, property, and state interests in the Delta by effective emergency preparedness, appropriate land uses, and investments in flood protection.

(h) Establish a new governance structure with the authority, responsibility, accountability, scientific support, and adequate and secure funding to achieve these objectives.

The legislation also recognizes, however, that Southern California should do more going forward to make the most of regionally available water resources:

85021. The policy of the State of California is to reduce reliance on the Delta in meeting California's future water supply needs through a statewide strategy of investing in improved regional supplies, conservation, and water use efficiency. Each region that depends on water from the Delta watershed shall improve its regional self-reliance for water through investment in water use efficiency, water recycling, advanced water technologies, local and regional water supply projects, and improved regional coordination of local and regional water supply efforts.

The Water Conservation Act of 2009 (SBx7 7), amended and repealed CWC section 10631.5 to add Part 2.55 (commencing with section 10608) to CWC Division 6, and repealed and added Part 2.8 (commencing with section 10800) of CWC Division 6, relating to water. Specific text from CWC Part 2.55 for urban water suppliers as it relates to water conservation and water use efficiencies is listed below. The complete text for the Water Conservation Act of 2009 can be found at https://water.ca.gov/LegacyFiles/wateruseefficiency/sb7/docs/SB7-7-TheLaw.pdf.

Specifically, SBx7 7 from this Extraordinary Session requires each urban retail water supplier to develop urban water use targets to help meet the 20 percent reduction goal by 2020 (20x2020), and an interim water reduction target by 2015. Key elements of the CWC text are listed below:

It is the intent of the Legislature, by the enactment of this part, to do all of the following:

CWC Section 10608.4.

(a) Require all water suppliers to increase the efficiency of use of this essential resource.

(b) Establish a framework to meet the state targets for urban water conservation identified in this part and called for by the Governor.

(c) Measure increased efficiency of urban water use on a per capita basis.

(d) Establish a method or methods for urban retail water suppliers to determine targets for achieving increased water use efficiency by the year 2020, in accordance with the Governor's goal of a 20-percent reduction.

(e) Establish consistent water use efficiency planning and implementation standards for urban water suppliers and agricultural water suppliers.

(f) Promote urban water conservation standards that are consistent with the California Urban Water Conservation Council's adopted best management practices and the requirements for demand management in section 10631.

(g) Establish standards that recognize and provide credit to water suppliers that made substantial capital investments in urban water conservation since the drought of the early 1990s.

(h) Recognize and account for the investment of urban retail water suppliers in providing recycled water for beneficial uses.

(i) Require implementation of specified efficient water management practices for agricultural water suppliers.

(j) Support the economic productivity of California's agricultural, commercial, and industrial sectors.

(k) Advance regional water resources management.

CWC Section 10608.16.

(a) The state shall achieve a 20-percent reduction in urban per capita water use in California on or before December 31, 2020.

(b) The state shall make incremental progress towards the state target specified in subdivision (a) by reducing urban per capita water use by at least 10 percent on or before December 31, 2015.

CWC Section 10608.20.

(a) (1) Each urban retail water supplier shall develop urban water use targets and an interim urban water use target by July 1, 2011. Urban retail water suppliers may elect to determine and report progress toward achieving these targets on an individual or regional basis, as provided in subdivision (a) of section 10608.28, and may determine the targets on a fiscal year or calendar year basis.

(2) It is the intent of the Legislature that the urban water use targets described in subdivision (a) cumulatively result in a 20 percent reduction from the baseline daily per capita water use by December 31, 2020.

(b) An urban retail water supplier shall adopt one of the following methods for determining its urban water use target pursuant to subdivision (a):

- Method 1—Eighty percent of the water supplier's baseline per capita potable water use
- Method 2—Per capita daily water use estimated using the sum of performance standards applied to indoor residential use; landscape area water use, and commercial, industrial, and institutional uses
- Method 3—Ninety-five percent of the applicable state hydrologic region target as stated in the state's draft 20x2020 Water Conservation Plan.
- Method 4—Draft Provisional Target Method 4 (January 2011)

CWC Section 10608.24.

(a) Each urban retail water supplier shall meet its interim urban water use target by December 31, 2015.

(b) Each urban retail water supplier shall meet its urban water use target by December 31, 2020.

CWC Section 10608.28.

(a) An urban retail water supplier may meet its urban water use target within its retail service area, or through mutual agreement, by any of the following:

(1) Through an urban wholesale water supplier.

(2) Through a regional agency authorized to plan and implement water conservation, including, but not limited to, an agency established under the Bay Area Water Supply and Conservation Agency Act (Division 31 [commencing with section 81300]).

(3) Through a regional water management group as defined in section 10537.

(4) By an integrated regional water management funding area.

(5) By hydrologic region.

(6) Through other appropriate geographic scales for which computation methods have been developed by the department.

(b) A regional water management group, with the written consent of its member agencies, may undertake any or all planning, reporting, and implementation functions under this chapter for the member agencies that consent to those activities. Any data or reports shall provide information both for the regional water management group and separately for each

Model Water Efficient Landscape Ordinance, CCR Title 23, Waters Division 2, Department of Water Resources Chapter 2.7

In 2015, Executive Order B-29-15 charged DWR with revising the 2010 MWELO to increase water efficiency standards for new and retrofitted landscapes through encouraging the use of more efficient irrigation systems, graywater usage, and on-site stormwater capture, and by limiting the portion of landscapes that can be covered in turf. The Executive Order B-29-15 also required that agencies report on their implementation and enforcement of local ordinances.

(b) Consistent with the legislative findings, the purpose of this [Model Water Efficient Landscape Ordinance] is to:

(1) promote the values and benefits of landscaping practices that integrate and go beyond the conservation and efficient use of water;

(2) establish a structure for planning, designing, installing, maintaining and managing water efficient landscapes in new construction and rehabilitated projects by encouraging the use of a watershed approach that requires cross-sector collaboration of industry, government and property owners to achieve the many benefits possible;

(3) establish provisions for water management practices and water waste prevention for existing landscapes;

(4) use water efficiently without waste by setting a Maximum Applied Water Allowance as an upper limit for water use and reduce water use to the lowest practical amount;

(5) promote the benefits of consistent landscape ordinances with neighboring local and regional agencies;

(6) encourage local agencies and water purveyors to use economic incentives that promote the efficient use of water, such as implementing a tiered-rate structure; and

(7) encourage local agencies to designate the necessary authority that implements and enforces the provisions of the Model Water Efficient Landscape Ordinance or its local landscape ordinance.

(c) Landscapes that are planned, designed, installed, managed and maintained with the watershed based approach can improve California's environmental conditions and provide benefits and realize sustainability goals. Such landscapes will make the urban environment resilient in the face of climatic extremes. Consistent with the legislative findings and purpose of the Ordinance, conditions in the urban setting will be improved by:

(1) Creating the conditions to support life in the soil by reducing compaction, incorporating organic matter that increases water retention, and promoting productive plant growth that leads to more carbon storage, oxygen production, shade, habitat and esthetic benefits.

(2) Minimizing energy use by reducing irrigation water requirements, reducing reliance on petroleum based fertilizers and pesticides, and planting climate appropriate shade trees in urban areas.

(3) Conserving water by capturing and reusing rainwater and graywater wherever possible and selecting climate appropriate plants that need minimal supplemental water after establishment.

(4) Protecting air and water quality by reducing power equipment use and landfill disposal trips, selecting recycled and locally sourced materials, and using compost, mulch and efficient irrigation equipment to prevent erosion.

(5) Protecting existing habitat and creating new habitat by choosing local native plants, climate adapted non-natives and avoiding invasive plants. Utilizing integrated pest management with least toxic methods as the first course of action.

California Green Building Standards Code, CCR Title 24, Part 11

CALGreen is California's first green building code and first in the nation state-mandated green building code. CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly-constructed building or structure. The purpose of CALGreen is to improve public health, safety, and general welfare through enhanced design and construction of buildings.

CALGreen was adopted to address the five divisions of building construction:

- Planning and design
- Energy efficiency
- Water efficiency and conservation
- Material conservation and resource efficiency
- Environmental quality

CALGreen provisions under the jurisdiction of the California Department of Housing and Community Development (HCD) are for newly constructed residential structures, as well as additions and alterations to existing buildings which increase the building's "conditioned area, interior volume or size. "CALGreen applies to the following types of residential structures:

- Hotels, motels, lodging houses
- Apartment houses, condominiums
- One- and two-family dwellings, townhouses, factory-built housing
- Dormitories, shelters for homeless persons, congregate residences, employee housing
- Other types of dwellings containing sleeping accommodations with or without common toilets or cooking facilities

These areas are required to be provided with both a potable water supply system and a recycled water supply system allowing the use of reclaimed (recycled) water for landscape irrigation systems. HCD developed new requirements for outdoor recycled water supply systems for all newly constructed residential developments, hotels and motels, if disinfected tertiary recycled water is available from a municipal source.

HCD amended the maximum flow rate of showerheads from 2.0 gallons per minute (gpm) to 1.8 gpm to align with CCR Title 20, Appliance Efficiency Regulations.

HCD adopted a new elective measure for hot water recirculation systems.

Making Conservation a Way of Life, Implementing Executive Order B-37-16

After the most recent drought, in 2018 the California State Legislature enacted to policy bills: SB 606 and Assembly Bill (AB) 1168 to establish a new foundation for long-term improvements in water conservation goals and drought planning to adapt to the longer and more intense droughts climate change is causing in California.

Collectively, these efforts provide a road map for all Californians to work together to ensure that we will have enough water now and in the future. The 2018 legislation applies to the actions of DWR, the SWRCB, and water suppliers.

DWR and the SWRCB will work closely together to develop new standards for:

- Indoor residential water use standard will be 55 gallons per capita daily until January 2025; the standard will become stronger over time, decreasing to 50 gallons per capita daily in January 2030. For the water use objective, the indoor use is aggregated across population in an urban water supplier's service area, not each household;
- Outdoor residential water use standard will be based on land cover [landscaping], climate, and other factors, i.e., geography, pastures and other irrigated lands, or open space determined by the DWR and the SWRCB. The SWRCB will adopt the outdoor standard by June 2022;
- Commercial, industrial, and institutional water use for landscape irrigation with dedicated meters; and
- System water losses, formerly known as unaccounted for water.

Urban water suppliers must stay within annual water budgets based on these standards for their service areas. The 2018 legislation also supports drought planning. In urban areas, drought plans will be primarily led by local water suppliers. DWR and the SWRCB will develop recommendations to strengthen drought planning in rural areas and areas served by small water systems by coordinating with counties and other stakeholders.

Regional

Metropolitan Water District of Southern California – Integrated Water Resources Plan

Metropolitan, its member agencies, sub-agencies, and groundwater basin managers developed an Integrated Water Resources Plan (IRP) that was adopted by the Board in January 1996 as a long-term planning guideline for resources and capital investments. The purpose of the IRP was the development of a preferred resource mix to meet the water supply reliability and water quality needs for the region in a cost-effective and environmentally sound manner. The IRP has been updated several times since its inception. The most recent update occurred in 2015.

The 2015 IRP Update focused on ascertaining how conditions have changed in the region since 2010 when the last IRP was adopted. The 2015 Update involved developing new reliability targets to meet the evolving outlook of the region's reliability needs, assessing strategies for managing short and long-term uncertainty and communicating technical findings. The 2015 IRP Update also identified areas where policy development and implementation approaches are needed.[32]

As described above, Metropolitan's principal sources of water are the SWP and the CRA. In 1996, Metropolitan developed its Preferred Resource Mix that identified a balance of local and imported water resources within Metropolitan's service area. Over the last 15 years Metropolitan has continually reviewed and updated its IRP in five year increments and the associated resource targets and capital expenditure strategies necessary to reflect changing demand and supply conditions.

The following paragraphs describe the key elements of Metropolitan's water supply portfolio and investment programs.

Water Conservation

Conservation and water use efficiency are the foundation of the IRP. Metropolitan and its member agencies have invested in conservation programs since the 1980s.

Water conservation is encouraged through financial rebates and incentives for water-efficient fixtures and devices, and through plumbing codes and regulations that facilitate water savings. In addition, retail customer conservation and efficient water use is encouraged through tiered pricing: as consumers are shown the higher cost-of-service of increased water use in higher priced tiers, customers seek ways to become more efficient and reduce water use. Public outreach and education brings awareness for the need to adopt conservation measures in dry years. Water savings can be achieved through three primary programs: active (e.g., investment and rebate) programs that incentivize water use efficiency; code-based (passive) efficiency through new plumbing codes for smart-controllers, devices, fixtures, equipment and price-effect conservation attained through usage reductions resulting from increases in the price of water.

[32] Metropolitan Water District of Southern California, 2016. Integrated Resources Plan. 2015 Update. Report No. 1518.

Local Water Supplies

Local supplies are a significant and growing component to Metropolitan's water supply portfolio. According to the IRP Update 2015, local supplies can provide over half of the region's water in a given year. Local supplies reduce dependence on imported water and combined with conservation bolster the regions water supply sufficiency. Local supplies are composed of five main sources: Groundwater; Recycled Water; Seawater desalination; Los Angeles Aqueduct (LAA); Local surface water sources; and, other identified resources.

Groundwater

Groundwater basins within Metropolitan's service area provide the potential for operational flexibility to manage water supplies in Southern California. Many local groundwater storage programs have been implemented over the years to maximize the use of in-region water supplies. The integration of groundwater and surface water has been part of the local water management in Metropolitan's service area since the 1950s. Groundwater recovery projects have been implemented to recover otherwise unusable groundwater that has been degraded by minerals and other contaminants. These projects include the treatment of groundwater contaminated by various industrial operations and the desalination of brackish groundwater, which has a higher salinity than fresh water, but a lower salinity than seawater. In the last 10 years, groundwater storage levels in the region have dropped significantly. However, groundwater production has remained relatively constant despite a substantial decrease in groundwater recharge. Use of imported water for groundwater recharge has also declined in recent years, and has partially been replaced with greater recharge of recycled water. Expansion of recycled water recharge has buffered the region from more severe declines in groundwater supplies.[33]

Recycled Water

Recycled water is wastewater that has been treated so that it can be beneficially used for a variety of purposes ranging from landscape irrigation to groundwater recharge. Recycled water uses include:

- Non-potable reuse for non-consumptive use (agriculture, landscape irrigation and industrial uses);
- Indirect potable reuse (groundwater recharge and surface water augmentation); and
- Direct potable reuse (purified water directly into a potable water supply distribution system).

Metropolitan and its member agencies continue to invest in recycled water development programs that will enhance current and future recycled water programs. In July 2014, because retrofitting existing plumbing is generally cost-prohibitive, Metropolitan established the On-Site Retrofit Pilot Program to provide financial incentives to customers for the conversion of their potable industrial and irrigation systems to recycled water.

[33] Metropolitan Water District of Southern California. 2016. Integrated Resources Plan, 2015 Update. p. 3.8-3.9.

In 2014, non-potable, and indirect potable reuse projects in the Metropolitan service area collectively produced a total of 414,000 acre-feet (AF). Regulations are currently under development for direct potable reuse and surface water augmentation.[34]

Saltwater Desalination

The constant availability of ocean water is one of the key benefits of seawater desalination. In 2014, Metropolitan included seawater desalination projects in the Local Projects Program (LRP) for the development of additional local supplies. With this initiative in place, desalination will eventually become an important component of Local Water Supplies. Recently, the San Diego County Water Authority completed construction of the 56,000 AF capacity Carlsbad Desalination project.

Los Angeles Aqueduct

Los Angeles Department of Water and Power (LADWP), a Metropolitan member agency, imports water from the eastern Sierra Nevada through the LAA. Average LAA deliveries since 1990 have been approximately 240,000 AF, meeting about 40 percent of the LADWP's total water needs.

Local Surface Water

Local surface water resources consist of runoff captured in storage reservoirs and diversions from streams. Reservoirs hold the runoff for later direct use, and diversions from streams are delivered directly to local water systems. Within Metropolitan's service area, local water agencies currently own and operate 34 reservoirs. Although these reservoirs provide a storage capacity of 737,000 AF, annual yield is dependent on rainfall, runoff and other operational considerations.

Other Identified Resources

On-Site Stormwater Capture and Use

On-Site Stormwater Capture and Use includes: on-site cisterns and the collection of rainwater for use in cooling towers, truck washes, drip irrigation, toilet flushing, rain barrels and other non-potable uses such as restrooms, on-site irrigation and subregional/regional storage.

Graywater

Graywater includes wastewater from bathtubs, showers, bathroom washbasins, clothes washing machines and laundry tubs. The effectiveness of graywater systems can vary based on recycled water programs that are in place.

Storage and Transfers

Over the past two decades, Metropolitan has developed a large regional storage portfolio that includes both dry year and emergency storage capacity. Storage enables the capture of surplus amounts of water in normal and wet hydrologic conditions. Stored water can then be used in dry years when augmented water supplies are needed to meet regional demands. Storage generally takes two forms: surface reservoirs and groundwater basin storage. Metropolitan has developed

[34] Metropolitan Water District of Southern California, 2016. Integrated Resources Plan, 2015 Update. p. 3.8-3.9.

dry-year storage with a capacity of more than 5.5 million AF. Groundwater and surface water storage generally takes two forms: surface reservoirs and groundwater basin storage.

Groundwater Storage

- Member Agency Conjunctive Use Programs (210,000 AF)
- Semitropic Storage Program (350,000 AF)
- Arvin-Edison Storage Program (350,000 AF)
- San Bernardino Municipal Water District Storage Program (50,000 AF)
- Kern Delta Water District Storage Program (250,000 AF)
- Mojave Storage Program (390,000 AF)

Surface Water Storage

- Diamond Valley Lake (810,000 AF);
- SWP Article 56 Carryover Storage (up to 200,000 AF);
- Flexible Storage in Castaic Lake and Lake Perris (219,000 AF);
- Intentionally Created Surplus in Lake Mead (1.5 million AF).

State Water Project

One of Metropolitan's two major sources of water is the SWP, which is owned by the State and operated by the state DWR. This project transports Feather River water stored in and released from Oroville Dam and unregulated flows diverted directly from the San Francisco Bay/Sacramento-San Joaquin River Delta (Bay-Delta) south via the California Aqueduct to four delivery points near the northern and eastern boundaries of Metropolitan's service area. The total length of the California Aqueduct is approximately 444 miles.

In 1960, Metropolitan signed a contract with DWR. Metropolitan is one of 29 agencies that have long-term contracts for water service from DWR, and is the largest agency in terms of the number of people it serves (almost 19 million), the share of SWP water that it has contracted to receive (approximately 46 percent), and the percentage of total annual payments made to DWR by agencies with state water contracts (approximately 60 percent in 2008). Upon expiration of the state water contract term (currently in 2035), Metropolitan has the option to continue service under substantially the same terms and conditions. Metropolitan presently intends to exercise this option to continue service to at least 2052.

Metropolitan's Table A contract amount for SWP water is 1,911,500 AFY. This represents the amount of water supply that would be available to Metropolitan in years where there is sufficient water supply for the SWP to deliver 100 percent of its total contract amounts.

Article 21 Interruptible Supplies

Metropolitan has a contract right to water supplies that are made available on an intermittent basis. Storm flows can occasionally make water supplies available that are in excess to the Table A allocation. State water contractors can take delivery of these supplies, with their rights being

based on their proportional Table A contract amounts. Historically, Article 21 interruptible supplies have ranged from 0 to 240,000 AFY.

Turnback Pool

State water contractors have an option to return unused water supplies. These unused supplies are then made available through the Turnback Pool and can be purchased by other contractors. Turnback Pool supplies have ranged from 0 to 282,000 AFY but historically, these supplies are not frequently available.

Article 56 Carryover Storage

Metropolitan has the right to store its allocated Table A contract amount for delivery in the following year. Metropolitan can store between 100,000 and 200,000 AF, depending on the final water supply allocation percentage.

SWP Terminal Storage

Metropolitan has contractual rights to store up to 65,000 AF of water in Lake Perris (East Branch terminal reservoir) and 153,940 AF of water in Castaic Lake (West Branch terminal reservoir). This storage provides Metropolitan with additional options for managing SWP deliveries to maximize yield from the project.

Agreements with Desert Water Agency/Coachella Valley Water District

Metropolitan has several agreements in place with Desert Water Agency/Coachella Valley Water District that allows for CRA to be delivered to Desert Water Agency/Coachella Valley Water District in place of their Table A SWP water. Other agreements with Desert Water Agency/Coachella Valley Water District allow for operational flexibility through Table A supply transfers, special deliveries and arrangements between Metropolitan and Desert Water Agency/Coachella Valley Water Districts.

Colorado River Aqueduct

The Colorado River was Metropolitan's original source of water after Metropolitan's establishment in 1928. Metropolitan has a legal entitlement to receive water from the Colorado River under a permanent service contract with the Secretary of the Interior. Water from the Colorado River or its tributaries is also available to other users in California, as well as users in the states of Arizona, Colorado, Nevada, New Mexico, Utah, and Wyoming (the "Colorado River Basin States"), resulting in both competition and the need for cooperation among these holders of Colorado River entitlements. In addition, under a 1944 treaty, Mexico has an allotment of 1.5 million AFY of Colorado River water except in the event of extraordinary drought, or serious accident to the delivery system in the United States, when the water allotted to Mexico would be curtailed. Mexico also can schedule delivery of an additional 200,000 AFY of Colorado River water if water is available in excess of the requirements in the United States and the 1.5 million AF allotted to Mexico.

The CRA, which is owned and operated by Metropolitan, transports water from the Colorado River approximately 242 miles to its terminus at Lake Mathews in Riverside County. After deducting for conveyance losses and considering maintenance requirements, up to 1.2 million AFY of water may be conveyed through the CRA to Metropolitan's member agencies, subject to availability of Colorado River water for delivery to Metropolitan as described below. California is apportioned the use of 4.4 million AFY of water from the Colorado River plus one-half of any surplus that may be available for use collectively in Arizona, California and Nevada. In addition, California has historically been allowed to use Colorado River water apportioned to but not used by Arizona or Nevada when such supplies have been requested for use in California. Under the 1931 priority system that has formed the basis for the distribution of Colorado River water made available to California, Metropolitan holds the fourth priority right to 550,000 AFY. This is the last priority within California's basic apportionment of 4.4 million AF. In addition, Metropolitan holds the fifth priority right to 662,000 AF of water, which is in excess of California's basic apportionment.

Imperial Irrigation District/Metropolitan Conservation Program

Since 1988, Metropolitan has funded water conservation programs within Imperial Irrigation District's service area. The conserved water from these programs is then transferred to Metropolitan. Conservation approaches range from distribution system improvements. Through this conservation program, 105,000 AF of water is saved annually.

Palo Verde Land Management & Crop Rotation Program

In 2005, Metropolitan entered into a 35-year program with the Palo Verde Irrigation District (PVID). Under the program, participating farmers in PVID are paid to reduce water use by leaving up to 35 percent of their PVID acreage unirrigated. Between 33,000 and 133,000 AF are made available to Metropolitan under this program.

Southern Nevada Water Authority Exchange

In 2004, Metropolitan and Southern Nevada Water Authority (SNWA) entered into an interstate storage and release program, in which Metropolitan stores otherwise unused SNWA supplies with an agreement to return the stored water in the future when needed by SNWA. As of 2015, Metropolitan had stored more than 400,000 AF of water on behalf of SNWA, with a commitment to return 330,000 AF at a later date.

Intentionally Created Surplus Program

Metropolitan and the Bureau of Reclamation executed an agreement on May 26, 2006 for a demonstration program that allowed Metropolitan to leave conserved water in Lake Mead that Metropolitan would otherwise have used in previous years. Only "intentionally-created surplus" water (water that has been conserved through an extraordinary conservation measure, such as land fallowing) was eligible for storage in Lake Mead under this program.

Comprehensive Transfers and Exchanges Strategy

Water transfers and exchanges can play a major role in addressing near-term vulnerability. A comprehensive strategy to pursue transfers and exchanges can be used to hedge against these shorter-term imbalances until long-term solutions are in place. Water transfers and exchanges can be used to augment water supplies, offset storage withdrawals and add to storage reserves. This strategy places an emphasis on obtaining larger amounts of transfer and exchange supplies in wet and normal years.

Case for Supply Sufficiency

Of the 91 supply and demand modelling scenarios Metropolitan performed while preparing the IRP 2015 Update, investigated the potential benefits of developing additional supplies to guard against the risk of reduced local supplies, for this scenario 200,000 AF was added to the supplies available in 2006 through 2015. In this case, even with actual local supplies being reduced by 10 percent, the additional supplies improved storage reserves and allowed for effectively managing drought and reduced imported supplies. The additional supplies also improved the overall balance between water supplies and demands in each year. In this analysis, regional storage levels never fell below 1 million AF. Having an additional 200,000 AF available would have fully mitigated the risk from reduced supplies and allowed for managing through the 10-year period without a need for a supply allocation in any of the years.

With this scenario as key result the Metropolitan's "Integrated Water Resources Plan Approach" case builds in the additional development targeted for CRA, SWP, conservation, and local supplies as described above. For long-term water supply planning purposes, Metropolitan and its member agencies will be implementing several programs, plans and initiatives as described above. With these programs, plans and initiatives in place and in progress, over the planning horizon of 2040 water supplies will continue to improve as shown in **Table 3.15-5**.

TABLE 3.15-5
METROPOLITAN INTEGRATED WATER RESOURCES PLAN SUPPLY SUFFICIENCY

Achieve Additional Conservation Savings	Develop Additional Local Water Supplies	Maintain CRA Supplies	Stabilize SWP Supplies	Maximize the Effectiveness of Storage and Transfer
Pursue further water conservation savings of 485,000 AFY by 2040 through increased emphasis on outdoor water-use efficiency using incentives, outreach/ education and other programs.	Develop 230,000 AF of additional local supplies produced by existing and future projects. The region would reach a target of 2.4 million AF by 2040, a key to providing water supply reliability into the future.	Develop programs to ensure that a minimum of 900,000 AF is available when needed, with access to 1.2 million AF in dry years.	Manage SWP supplies in compliance with regulatory restrictions in the near-term for an average of 980,000 AF of SWP supplies	Manage SWP supplies in compliance with regulatory restrictions in the near-term for an average of 980,000 AF of SWP supplies

SOURCE: Metropolitan Water District of Southern California, 2016. *Integrated Water Resources Plan, 2015 Update*, pp. 6.1–6.4.

Central Basin Municipal Water District UWMP

CBMWD's UWMP was finalized in May 2015. This UWMP provides a detailed summary of CBMWD's present and future water resources and demands within its service area and assesses its water resource needs. Specifically, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single dry year, and multiple dry years.

West Basin Municipal Water District UWMP

WBMWD's UWMP was finalized in June 2016. This UWMP provides a detailed summary of WBMWD's present and future water resources and demands within its service area and assesses its water resource needs. Specifically, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. The demand analysis must identify supply reliability under three hydrologic conditions: a normal year, a single dry year, and multiple dry years.

Local

Golden State Water Company UWMP

GSWC's adopted 2015 UWMP reflects the GSWC's Southwest System water supply and demand comparison in 5-year increments showing future supplies, demand forecasts and measures to monitor and control future demand. The UWMP, along with Water Master Plan, Capital Improvement Plan and other water resources planning documents, is used by GWSC staff to guide the water use and management efforts over a 20-year planning horizon.

City of Inglewood General Plan

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapter III of the Conservation Element address resource conservation and management and contains several goals, objectives, and policies related to water production. The following goals and policies from the City of Inglewood General Plan Conservation Element are relevant to the Proposed Project.

> ***Policy 2:*** Reduce the ever-increasing demand being placed on the aquifers and on the statewide water sources.

The Proposed Project would increase demand for water supply over existing levels at the Project Site and within GSWC's Southwest System service area. The Proposed Project would be within the planned growth for the City of Inglewood and, correspondingly, is anticipated within the water supply plans for the agencies charged with providing adequate water supplies to meet the land use plans of the jurisdictions they serve. The Proposed Project would incorporate water conserving design and operational features to insure not only that water usage complies with all relevant state, regional and local water conservation requirements but also meets the voluntary standards of the LEED Gold certification program, which set water conservation performance

expectations above and beyond the mandatory compliance levels. With this commitment to a high level of water conservation and use efficiency, the Proposed Project would reduce water supply demand consistent with the City of Inglewood's policy.

In addition, as reported in the GSWC 2015 UWMP – water use per capita within its Southwest System service area has declined notably over the last decade due to a combination of factors including tiered water pricing, increasing water conservation regulations, the extended drought, and the recession. This documented reduction in per capita water use, combined with GSWC's commitment to continued water conservation efforts and compliance with relevant State requirements, as well as efforts by WBMWD to increase recycled water use, further reinforce that both the Proposed Project and water service within GSWC's Southwest System are in alignment with the City's policy regarding water demand management.

The final determination of consistency with the City's General Plan is the responsibility of the City of Inglewood City Council.

3.15.4 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to water supply. The following thresholds of significance have been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Require or result in the relocation or construction of new or expanded water treatment facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects; or
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Methodology and Assumptions

Estimating Project Water Demand

As detailed in the Water Supply Assessment (Appendix M), potential water demand for the Proposed Project was estimated using a water use factor and a base unit for each use. For example, water use in the Arena is estimated with a maximum capacity of 18,500 attendees and 4 gallons per day (gpd) per attendee. The Arena water demand factor is based on a Water and Sewer Analysis prepared for the Golden State Warriors Arena in San Francisco.[35] Water demand estimates for the plaza assumed approximately 10 percent of the space would be landscaping and the remainder would be hardscaping. Outdoor hardscaping water demand is assumed to be driven by washing surfaces, assumed to occur four times per year.

[35] Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019.

Estimating GSWC Future Demand

Population, housing, and employment projections were developed for the Southwest System using the Southern California Association of Governments (SCAG) population, housing, and employment data. SCAG updated its projections in 2012 for population, household, and employment growth through the year 2035 using 2010 U.S. Census data. SCAG's methodology is summarized below, followed by the derivation of population projections for the Southwest System. On a regional level, the SCAG forecast uses a cohort component model to project birth and death rates based on demographic factors and estimates migration based on economic fluctuations. Projected growth of an individual jurisdiction is assumed to be proportionate to the jurisdiction's historic contribution to county growth. SCAG's projections undergo extensive local review, incorporating zoning information from city and county general plans. A detailed explanation of the population, household and employment projection process employed by SCAG can be found in the report: Growth Forecast, a supplemental report to the SCAG Regional Transportation Plan, 2012–2035.

SCAG city level projections were used to determine projected population from 2020 to 2040. The Southwest System serves the Cities of Gardena and Lawndale, parts of the cities of Carson, Compton, El Segundo, Redondo Beach, Hawthorne and Inglewood, and portions of unincorporated parts of Los Angeles County. The SCAG historic growth rate for the City of Hawthorne more closely matches that of the Southwest System's historic population growth rate than that for the surrounding cities or unincorporated areas. Therefore, the SCAG growth rate for 2015 through 2035 for the City of Hawthorne was used to project the population, household, and employment of the Southwest System. This methodology applies the SCAG growth rate to a consistent system boundary through 2040; therefore, it is assumed that the projected population accounts for system in-fill only and does not include geographic growth such as tariff area expansion. **Table 3.15-6** presents the current and projected population for the Southwest System.

TABLE 3.15-6
GSWC SOUTHWEST SYSTEM SERVICE AREA – POPULATION PROJECTIONS

Population	2015	2020	2025	2030	2035	2040
GSWC-SW Population Served	275,369	282,455	289,326	296,365	303,576	310,961
Assumed Annual Growth	0	0.51%	0.48%	0.48%	0.48%	0.48%

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. Table 5 [EIR Appendix M].

According to SCAG data for Hawthorne, population is expected to increase by a total of 14 percent from 2008 to 2035, which translates to a 0.5 percent growth rate per year. The number of households is expected to grow 7 percent during the same period, which equates to an annual household growth rate of 0.3 percent. Employment is expected to grow 6 percent during the same period, which equates to an annual employment growth rate of 0.2 percent.

Growth projections for the number of service connections and water use were calculated for the year 2020 through 2040 in 5-year increments using the SCAG-based approach. SCAG (Hawthorne) household projections were used to determine the growth in single family and multi-family service connections for the years 2020, 2025, 2030, 2035, and 2040. For example, the percent growth rate in households from the year 2015 to year 2020 was multiplied by the number of service connections in 2015 to obtain a projection of the number of connections in the year 2020. Similarly, employment growth projections were used to determine the growth for commercial, industrial, institutional/government, agricultural irrigation, landscape, and other service connections.

Impacts and Mitigation Measures

Impact 3.15-1: Construction and operation of the Proposed Project could require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects. (Less Than Significant)

Water Conveyance Infrastructure

GSWC operates a water supply system currently consisting of 8 wells that pump from the WCGB and 2 wells that pump from the Central Basin, 13 imported water connections, storage and distribution reservoirs, and a variety of transmission and conveyance facilities. Wells vary in production capacity but all wells combined to serve the Southwest System can produce up to 10,865 gpm or 17,525 AFY.[36] GSWC takes delivery of imported surface water through two water connections with CBMWD for maximum supply of 18,057 AFY and eleven connections with WBMWD for a maximum supply of 76,020 AFY. Combined, these connections have a total delivery capacity of approximately 94,059 AFY.[37]

The existing water pipelines throughout the project area would provide some of the infrastructure necessary to provide water service to future uses. However, it is likely that new on-site and off-site improvements would be required to provide adequate service for the increase in water demand. Project plans indicate that some existing water pipelines on the Project Site, currently within the rights-of-way of West 101st and West 102nd streets, would be relocated to the perimeter of the site as the existing parcels and streets are reconfigured for the Proposed Project.

Within the Project Site, new water distribution infrastructure would be constructed as part of the project development. Construction of new water pipes would require demolition of surface improvements and excavation activities. Future construction of water infrastructure would adhere to existing laws and regulations, and the water conveyance infrastructure would be appropriately sized for each site-specific development, which includes potable water, domestic irrigation, and fire flow demands. The environmental effects of building the on-site water distribution infrastructure are addressed in environmental analyses in other sections of this Draft EIR, such as

[36] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. pp. 6-1, 6-8.
[37] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. pp. 6-1, 6-8

in Sections 3.4, Cultural and Tribal Cultural Resources; 3.6, Geology and Soils; 3.8, Hazards and Hazardous Materials; 3.9, Hydrology and Water Quality; and 3.11, Noise and Vibration.

Water Treatment Facilities

The demand for groundwater generated by the Proposed Project is not anticipated to require additional treatment facilities because GSWC has existing facilities that are maintained in place and connected to existing boost pumps, transmission and distribution systems. These facilities provide direct water treatment at the originating wells prior to distribution within GSWC's service area.

GSWC maximum delivery from imported water is up to 58,313 gpm (74.4 MGD) and maximum groundwater is extraction 10,865 gpm (15.6 MGD). GSWC annual average production and delivery from imported water between 2011 and 2015 averaged 14.8 MGD and groundwater production averaged 12.5 MGD over the same period. Average total water deliveries were 27.3 MGD. Assuming a total system capacity of 69,178 gpm or 90.1 MGD, there remains a surplus capacity of 62.7 MGD. Therefore, existing capacity within the groundwater supply system or surplus capacity within the imported water supply system could easily accommodate the new demand of 0.056 MGD generated by the Proposed Project.

As stated above, Metropolitan treats imported water at five treatment plants located around the Los Angeles basin. It is expected that the majority of the CBMWD and WBMWD supplies from Metropolitan come from either the Diemer Treatment Plant or the F.E Weymouth Treatment Plant, which treat water prior to distribution to Los Angeles, Orange County, parts of Los Angeles County, including the San Gabriel Valley and areas of Orange County. The Diemer Filtration Plant has an operating capacity of 550 MGD. Diemer Treatment Plant's 10-year average daily treatment is 220 MGD, while the F.E Weymouth Treatment Plant has an operating capacity of 520 MGD with a 10-year average daily treatment of 205 MGD. If the proposed Project water demands were to be treated solely at either filtration plant, this increase would represent less than 1 percent (0.0001 percent at Diemer Treatment Plant or 0.0001 percent at F.E. Weymouth Treatment Plant) of the design capacities of either facility. In terms of comparing the proposed Project's contribution to the average daily treatment flows from Diemer Treatment Plant or F.E. Weymouth Treatment Plant, water demand from the Proposed Project (0.056 MGD) would be less than 1 percent (0.0003 MGD) of the average daily treatment flow at either water treatment plant.

Because water supply for the proposed Project represents a fraction of the remaining operating capacity at both Diemer Treatment Plant and F.E Weymouth Treatment Plant, it is expected that the existing plants could adequately serve the additional demand generated by the Proposed Project without requiring new facilities or expansions to these facilities. Furthermore, Metropolitan manages and maintains all of the treatment plants, and any improvements or expansions are the responsibility of Metropolitan and would not adversely affect the CBMWD, WBMWD, GSWC, or the Proposed Project. In terms of groundwater, GSWC's existing groundwater treatment systems associated with its ten wells and existing water distribution

system combined with imported water from CBMWD or WBMWD could adequately meet the new water demand associated with the Proposed Project. Therefore, this impact is considered **less than significant**, and no mitigation is required.

City of Inglewood Well 6 Relocation

The City of Inglewood has several groundwater wells within its service area. Currently, groundwater well (Well 6) is located within the Project Site. As a result of the Proposed Project, Well 6 would be abandoned in place and a new Well 8 would be constructed and installed in order to maintain water supply to this portion of the City's distribution system.

Well 6 was constructed in 2003 and has experienced declining pumping capacity over the years. Well 6 was designed for 2,800 gpm but initial pumping tests were at flows of 1,500 to 4,400 gpm. The pump was replaced in 2011 with a reduced flow of 1,400 gpm, since then water quality issues have reduced the average day use to approximately 1,200 gpm. The City of Inglewood scheduled Well 6 for rehabilitation to increase its capacity to 1,500 gpm in 2017. However, rehabilitation of the Well 6 has been postponed and Well 8 would be constructed and installed at new location outside of the Proposed Project area. In July 2018, the City of Inglewood prepared a Preliminary Well Design Report for the proposed new Well 8 that would replace Well 6.

The City of Inglewood has identified Lot 35, located near the intersection of Doty Avenue and 102nd Street, as the proposed location for Well 8. Well 8 would be approximately 500 feet from Well 6. Lot 35 is rough-graded level and unimproved with native grasses. This is an urbanized area. Lot 35 is bounded on the north by 102nd Street, residential properties on the east and south and commercial property to the west. Based on the Preliminary Well Design Report, Well 8 would be designed as an in-kind replacement of Well 6 with no capacity upgrades.

Typically, groundwater well construction and installation activities are short-term projects, less than 30 days to drill, develop, test, and then connect to the existing distribution system. Well 8 improvements would occur on 0.75 acres with 3,000 square feet of imperious surfaces. Construction and installation of Well 8 could potentially cause adverse environmental impacts that would be reduced or eliminated through standard operating procedures, scheduling, best management practices, and adherence to municipal codes and ordinances. Above-ground structures and facilities associated with Well 8 would be designed to match the local urbanized surroundings with landscaped areas along the sidewalk of 102nd Street. New impervious site improvements would be a new 15-foot-wide paved access road leading to a small paved area around Well 8 and appurtenances. The remainder of Lot 35 would be unpaved and pervious, allowing some stormwater to percolate to groundwater and excess stormwater to flow to the on-site catch basin.

Operation of Well 8 would be similar to existing groundwater well facilities in the City of Inglewood and would not have adverse environmental effects.

Mitigation Measure

None required.

Impact 3.15-2: Construction and operation of the Proposed Project could result in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Less Than Significant)

Construction

Project construction would require water for dust suppression, grading, and general demolition and construction activities. Water would be supplied by existing water mains and connections within surrounding streets. As described in the setting section, existing water use at the Project site is estimated to be about 8 AFY. As the existing on-site uses (a fast-food restaurant, a hotel, and warehouse and light manufacturing facilities) would cease to operate prior to the start of project construction, water currently used at the site would instead be available to support construction activities.

Construction water demand was estimated for the project site, using landscape irrigation assumptions appropriate to the Los Angeles region's Mediterranean climate and assuming high water demand landscaping materials, which yield a demand factor of 20.94 gallons per year per square foot of area.[38] Total construction period water demand for the Proposed Project is estimated to be 42 AF over the three-year construction period. Construction water use per year over the project construction period would depend on how the construction proceeds in phases over the three-year period and thus would be less than the full 42 AF in a single year. However, for purposes of analyzing whether there would be adequate water supply to meet project construction demands along with other water demands within the GSWC's service area, the 42 AF total construction water demand is considered to occur in a single year.

A 42 AFY demand for construction water is just under half the annual water demand of 103 AFY estimated for full project operation. Please see the detailed discussion in the section below on Project Operation that analyzes the water supply sufficiency to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. That analysis documents that GSWC has adequate supply to serve the project operations and future projected demands within its Southwest System service and therefore also confirms that GSWC has adequate supply to meet the construction period water demands of the Proposed Project. The impact of project construction on water supply, therefore, would be **less than significant**.

Operation

Consistent with the analysis undertaken in the WSA that was prepared and is provided in Appendix M of this Draft EIR, this assessment of water supply sufficiency first reviews the

[38] U.S. Department of Energy, Energy Efficiency and Renewable Energy, Federal Energy Management Program, "Guidelines for Estimating Unmetered Landscaping Water Use" July 2010, p. 12, Table 4.

projected water demand for both the Proposed Project and future uses within the GSWC Southwest System service area, then reviews GSWC's projected future water supply sources and amounts to meet that demand, and finally, reviews the reliability of GSWC's future water supplies under three scenarios: a normal year, a single dry year, and multiple dry years.

Project Water Demand

Water demand for operation of the Proposed Project was estimated by Stetson Engineers.[39] Annual Proposed Project water demands were assessed under two scenarios – standard water conservation measures and enhanced water conservation and water reuse measures based on the requirements established for the Leadership in Energy and Environmental Design (LEED) certification.

Proposed Project water demand estimates are shown in **Table 3.15-7**. Future annual water demand for the Proposed Project is estimated to be 103 AFY under the standard conservation measures scenario, and 63 AFY as described above, under LEED Gold certification requirements scenario that would result in annual water savings of 40 AF.

TABLE 3.15-7
SUMMARY OF STETSON ENGINEERS WATER DEMANDS ANALYSIS

	Estimated Water Demands (AFY)	
Water Use Type	**Baseline Conservation**	**LEED Gold Certification**
Indoor		
Arena and Plaza Events[a]	21.0	10.7
Office Space	8.8	6.1
Retail Space	8.1	4.0
Restaurant Space	8.1	4.4
Indoor Washdown	2.4	2.4
Hotel (150 rooms)	21.0	13.7
Subtotal – Indoor	69.4	41.3
Outdoor		
Landscape	14.3	6.6
Outdoor Washdown	0.7	0.7
Subtotal – Outdoor	15.0	7.3
Other		
Arena and Plaza Events[b]	18.4	14.7
Subtotal – Other	18.4	14.7
Total	**102.8**	**63.3**
Total (rounded)	**103.0**	**63.0**

NOTES:
[a] Excludes Arena Structure cooling tower water demands
[b] Arena Structure cooling tower water demands
[c] Pursuant to the LEED's "Indoor Water Use Reduction" category
SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. Table 1 [EIR Appendix M].

[39] Stetson Engineers, 2019. Review of Water Demands Memo.

LEED Gold Water Conservation

For Proposed Project to achieve LEED certification it must fulfill three perquisites in order to receive LEED points under the Water Efficiency" credit category. The LEED certification prerequisites for new building construction are:

1. Outdoor Water Use Reduction
   - Designed to reduce outdoor water use (by at least 30 percent from a calculated baseline) or eliminate the need for [outdoor] water usage.
2. Indoor Water Use Reduction
   - Reduce aggregate water use by 20 percent from the baseline. Install only toilets, urinals, private lavatory faucets and showerheads that are labeled as WaterSense eligible or meet WaterSense criteria.
3. Building-Level Water Metering
   - Install permanent meters that measure total potable water (indoor and outdoor), and record total water use data on a monthly basis, and
   - Agree to share the water data with the U.S. Green Building Council (USGBC) for five years following project certification or building occupancy, whichever comes first.

According to the Sustainability/LEED Checklist[40] the Proposed Project could fulfill the LEED certifications prerequisites through the following actions:

- Use recycled water to service water conscious landscape design necessary to reduce outdoor water use by at least 50 percent;
- Incorporate water efficient fixtures to necessary to achieve approximately 40 percent reduction in indoor water use; and
- Install smart water meters.

Upon fulfilling the LEED prerequisites, the Proposed Project could earn LEED certification points, through four Water Efficiency categories as listed below:

1. Outdoor Water Use Reduction – earn 2 points by eliminating outdoor water use or reducing outdoor water use by 50 percent or more;
2. Indoor Water Use Reduction- earn up to 6 points by reducing indoor water use by more than 20 percent;
3. Cooling Tower Water Use – earn 2 points through makeup water efficiencies while effectively controlling microbes, corrosion and scale in the condenser water system; and
4. Additional Water Metering – earn 1 point each for installing submeters for two or more of the following:
   - Irrigation
   - Indoor plumbing fixtures and fittings
   - Domestic hot water

[40] Sustainability / LEED Checklist, AECOM, August 2018

- Boilers
- Reclaimed water
- Other process water

The Proposed Project would be designed for LEED Gold certification that would be attained by earning 60 to 79 LEED certification points. Within the Water Efficiency categories, the Proposed Project would earn LEED certification points through installation of:

- Landscape materials that would result in a 50 percent reduction in outdoor water use and designing for, and installing plumbing to use recycled water for the majority of outdoor irrigation purposes;
- Water efficient fixtures and equipment that achieves 40 percent reduction in indoor water use;
- A specialized cooling tower system that is equipped with water-efficient technologies. Per the Sustainability/LEED Checklist, recycled water could be used blended into the makeup water while maximizing the cycles of concentration; and
- Submeters to track water use for indoor hot water, boiler make-up water, and recycled water systems.

Water Demand Confirmation

In preparing the WSA for the Proposed Project, an independent review and analysis of water demand for the Proposed Project corroborated the estimated annual water demand for the Proposed Project to be about 100 AFY. **Table 3.15-8** summarizes the independent calculation of water demand for the Proposed Project prepared by Todd Groundwater. This independent assessment confirmed that the total water demand estimate prepared for the Proposed Project by Stetson Engineers of 103 AFY is reasonable given the anticipated events, uses and level of use proposed, and assuming implementation of standard conservation measures (rather than the LEED Gold certification criteria for water-use efficiency, which the Proposed Project would be designed to achieve and would result in total water use for the Proposed Project of 63 AFY).

GSWC Southwest System – Projected Future Water Demand

Table 3.15-9 summarizes actual 2015 and projected future water demands for the GSWC's Southwest System's service area from 2020 to 2040 (see the methodology section above for an overview of how GSWC developed its future water demand projections based on SCAG projections of population, household and employment growth). Between 2015 and 2040 total annual water demands are projected to increase about 30 percent, an increase of 7,458 AFY from 2015 use levels of 27,331 AFY to a projected 2040 use of 34,789 AFY. Demands are projected to increase in all water use categories but predominantly residential and commercial uses. As described in the setting section, water use within the Southwest System service area declined between 2000 and 2015 due to several factors and the projected 2040 demand remains below the 2000 actual water use, which exceeded 35,000 AF.[41]

[41] Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. Figure 4-1, p. 4-3.

TABLE 3.15-8
CONFIRMATION OF PROPOSED PROJECT WATER DEMAND

Land Use	Area (sf)	Demand Factor (gpd per sf)	Water Demand (gpd)	Water Demand (AFY)
Arena Structure	18,500 seats	4 gpd/seat	based on event	22.7
Practice and Training Facility	85,000	0.0625	5,314	6.0
Office Space	71,000	0.15	10,863	12.2
Sports Medicine Clinic	25,000	0.62	15,462	17.3
Outdoor Plaza	65,000			
Retail[a]	24,000	0.172	4,128	4.6
Community Space	15,000	0.47	7,050	7.9
Restaurants[b]	24,000	0.3	7,200	8.1
Hardscape	58,500	0.00164	96	0.1
Landscape	6,500	0.0195	127	0.1
Hotel	150 rooms	115 gpd/room	17,250	19.3
Parking Facilities[c]	—	0.0	0	0.0
Project Total			**67,490**	**98.4**

NOTES:
sf = square feet; gpd = gallons per day; AFY = acre-feet per year
[a] Restaurant Uses includes all food service facilities, i.e., full service and bar, quick service, and coffee shop.
[b] Retail Uses includes all retail facilities, i.e., LA Clippers Team Store, LA Clippers Experience, and general retail shops.
[c] Parking Facilities includes all parking garages.

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019, Table 3 [EIR Appendix M].

TABLE 3.15-9
GSWC ACTUAL AND PROJECTED WATER DEMAND BY WATER USE SECTOR (AFY)

	Actual Demand	Projected Water Demand				
Customer Type	**2015**	**2020**	**2025**	**2030**	**2035**	**2040**
Single-Family Residential	9,027	11,324	11,463	11,604	11,746	11,891
Multi-Family Residential	8,784	10,004	10,127	10,252	10,379	10,506
Commercial	4,133	4,724	4,775	4,828	4,882	4,936
Industrial	1,770	1,851	1,872	1,893	1,913	1,936
Institutional/Governmental	904	993	1,004	1,016	1,027	1,039
Landscape Irrigation	672	1,074	1,088	1,103	1,117	1,131
Agricultural	378	263	296	329	361	394
Other	10	23	24	24	24	25
Losses	1,262	2,017	2,043	2,069	2,095	2,122
Subtotal Potable Demand	*26,938*	*32,271*	*32,692*	*33,116*	*33,545*	*33,980*
Recycled Water Demand	393	809	809	809	809	809
Total Water Demand	**27,331**	**33,080**	**33,501**	**33,925**	**34,354**	**34,789**

SOURCE: Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest*. pp. 4-2 through 4-5.

Analysis of GSWC Supply Availability to Meet Future Demands

Table 3.15-10 shows actual water supply by source delivered by GSWC in years 2010 and 2015 and the projected water supply by source that GSWC proposes to make use of to meet the projected future demands within the Southwest System service area. As Table 3.15-10 shows, in 2015 GSWC purchased more imported surface water supply and used less groundwater supply than it did in 2010. The supply mix pattern for 2015 was atypical. In 2015, GSWC's purchased imported supply of 21,000 AF represented 77 percent of the annual total and groundwater represented only 22 percent of the annual total. GSWC indicates that it experienced operational issues in 2015 and 2016 that reduced groundwater pumping. GSWC's projected future supply through 2040 reflects the more typical supply source mix, with purchased imported water representing about 50 percent of the annual supply and groundwater representing about 50 percent of the supply. Recycled water use is projected to increase from 1 to 2 percent of the total supply.

TABLE 3.15-10
GSWC HISTORICAL AND PROJECTED WATER SUPPLY SOURCES (AFY)

Water Supply	Source	2010	2015	2020	2025	2030	2035	2040
Purchased Imported Water	CBMWD	12,594	3,627	2,800	2,800	2,800	2,800	2,800
Purchased Imported Water	WBMWD		17,397	13,371	13,792	14,216	14,645	15,080
Imported Water Subtotal		*12,594*	*21,024*	*16,171*	*16,592*	*17,016*	*17,445*	*17,880*
Percent of Total		*42%*	*77%*	*49%*	*50%*	*50%*	*51%*	*51%*
Groundwater	Central Basin	3,230	430	3,100	3,100	3,100	3,100	3,100
Groundwater	WCGB	13,843	5,484	7,502	7,502	7,502	7,502	7,502
Groundwater	WCGB (leased ground water rights)*	—	—	5,498	5,498	5,498	5,498	5,498
Groundwater Subtotal		*17,073*	*5,914*	*16,100*	*16,100*	*16,100*	*16,100*	*16,100*
Percent of Total		*57%*	*22%*	*49%*	*48%*	*47%*	*47%*	*46%*
Recycled Water	WBMWD	219	393	809	809	809	809	809
Percent of Total		*1%*	*1%*	*2%*	*2%*	*2%*	*2%*	*2%*
Total		**29,886**	**27,331**	**33,080**	**33,501**	**33,925**	**34,354**	**34,789**

NOTE:
* In addition to GSWC's groundwater adjudicated rights in the WCGB and Central Basin, GSWC also has the ability to annually lease groundwater rights, if needed and available.

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019 [EIR Appendix M].

To assess its future water supply portfolio, GSWC assumes constant supplies through 2040 of imported water from CBMWD, as well as constant supplies of groundwater from the Central Basin and WCGB, and recycled water. To meet rising demand in the future (7,458 AFY over 2015 by 2040), GSWC plans to increase imported water supply purchases from WBMWD and to lease additional groundwater from the WCGB. In general, GSWC's supply is expected to be highly reliable through 2040. This reliability is a result of the following:

- Adjudicated groundwater rights in the Central and West Coast basins;

- Availability of contractual purchases of leased groundwater;
- Benefits of conjunctive use storage programs to be developed in accordance with the Central and West Coast Basin Judgments;
- Water supplies available from the supplemental supplier, Metropolitan, projected to be highly reliable;
- Conservation derived supply; and
- Availability of recycled water.

In addition to GSWC's groundwater adjudication rights in the WCGB and Central Basin, GSWC also has the ability to annually lease groundwater rights, if needed and available. GSWC estimates that it would lease approximately 5,498 AFY of additional groundwater supply. While quantifiable estimates of groundwater leases are not available for future years, projections are based on historical pumping amounts, including leased groundwater, and assume that available unpumped groundwater would continue to be available as in the past.[42] As discussed in its 2015 UWMP (page 6-8), GSWC has historically obtained leases to augment its APA in the Central Basin, averaging 4,190 AFY from 1999 to 2015 and leased groundwater pumping rights in the West Coast Basin, averaging 5,336 AFY over the last ten years. Leases for additional groundwater in both the Central Basin and West Coast Basin are renewed annually, on an as needed basis, and after an evaluation of the economic benefits to rate payers.

In each year, between 27,392 AFY and 61,067 AFY of available APA has not been pumped in the Central Basin and between 31,678 and 39,889 AFY of adjudicated rights has not been pumped in the West Coast Basin. A portion of this un-pumped water could be available for GSWC to lease, on an annual basis, to augment its Central Basin APA and/or West Coast Basin water rights and support overall water supply reliability. In addition, under the adjudication terms, GSWC (and other authorized pumpers) have an opportunity to store additional water in the groundwater basin up to 200 percent of their APA per year. Water transfers and exchanges may also be undertaken as part of conjunctive use storage programs to be developed.

GSWC's projected future water demands reflect demand increases associated with general commercial and residential growth in the Southwest System service area and have not been allocated to specific development projects. GSWC requires that new projects within the service area register as a new business and provide information about proposed water supplies needs. GSWC assesses each application to determine if each project would be within the capability of its water system. The Proposed Project submitted preliminary information to GSWC and received a "will serve" letter in November 2017 indicating GSWC ability to serve the project.[43]

The Proposed Project would be operational by mid-2024. With an estimated water demand of 103 AFY that does not include a greater level of water savings that would achieved by meeting LEED Gold certification standards (potentially reducing water demand to 63 AFY), the Proposed

42 Golden State Water Company, *Final Report, 2015 Urban Water Management Plan – Southwest*, p. 6-20.
43 Golden State Water Company, 2017. Will Serve Letter for 17-Acre Development between Century Boulevard to the north, 103rd Street to the south, Prairie Avenue to the west and Doty Avenue to the east. November 13.

Project would represent approximately 2 percent of the 2025 projected commercial use water demand in the GSWC service area. By 2025, commercial water use in the service area is projected to increase 642 AFY over 2015 levels; the Proposed Project would represent 16 percent of this projected commercial use demand increase. By 2040, GSWC is planning for an additional 161 AFY increase in commercial demand. GSWC is planning sufficient supply for commercial development within the Southwest System service area to serve the Proposed Project, as well as other reasonably foreseeable development in all water use categories (e.g., residential, commercial, etc.) through 2040.

GSWC future water supply projections by source, shown above in Table 3.15-10, reflect a normal year condition. In order to assess supply availability during drought conditions, the WSA prepared for the Proposed Project also evaluates future supply reliability in single- and a multiple-dry-year scenarios. As discussed in the WSA, and in their respective UWMPs, WBMWD and CBMWD each document that they each have sufficient water supplies to meet projected future demands within their regional service areas during all future conditions, including normal, dry, and multiple dry years.[44,45,46] Furthermore, Metropolitan's IRP describes a diversified water supply portfolio with current and water supplies to meet its member agencies demands.[47] Please see Appendix M for the WSA prepared for the Proposed Project for more detailed review of these agencies' supply reliability assessments.

Based on information provided by these three wholesale water agencies that supply water to GSWC, the future reliability of GSWC's supply portfolio was evaluated. **Table 3.15-11** compares GSWC supply availability in a single dry year scenario and projected future demand and **Table 3.15-12** compares GSWC supply availability in a multiple-dry-year scenario and projected future demand. As these tables indicate, based on information provided by Metropolitan, WBMWD and CBMWD in their respective UWMPs, GSWC projects that it would be able to acquire sufficient water supplies each year from the multiple and diverse sources it has in its supply portfolio to match the projected future demand. Thus, these tables show no difference between supply and demand. Further, because the future demand projections already incorporate conservation and water use efficiency, the demand estimates for single and multiple-dry-year scenarios are the same as for normal year. GSWC is not expected to rely on water use cutbacks to meet demand in dry years.

As detailed in the WSA and GSWC's UWMP, and shown in these two tables, GSWC has sufficient water supply to fulfill demand in normal, dry, and multiple dry years during a 20-year projection.[48] To further increase its supply portfolio, GSWC plans to purchase and store water in the Central Basin and/or WCGB. The exact amounts to be supplied from these projects are not yet quantified, pending further development of purchase agreements, but base agreement water

44 Metropolitan Water District of Southern California, 2016. Integrated Resources Plan.
45 West Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.
46 Central Basin Municipal Water District, 2016. *2015 Urban Water Management Plan*.
47 Metropolitan Water District of Southern California, 2016. Integrated Resources Plan, 2015 Update.
48 Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019.

supply will continue to be available. GSWC has a portfolio of supplies to rely on during normal and dry years. The most recent multi-year drought that extended from 2012 through 2016 provides a useful demonstration of the reliability the supply portfolio as GSWC was supplied with 100 percent of demand through this period.

TABLE 3.15-11
SINGLE-DRY-YEAR SUPPLY AND DEMAND COMPARISON (AFY)

Water Sources	2020	2025	2030	2035	2040
Available Supply (AF)					
Total Supply	33,080	33,501	33,925	34,354	34,789
Normal Year Supply	33,080	33,501	33,925	34,354	34,789
% of Normal Year	100%	100%	100%	100%	100%
Demand (AF)					
Total Dry Demand	33,080	33,501	33,925	34,354	34,789
Normal Year Demand	33,080	33,501	33,925	34,354	34,789
% of Normal Year	100%	100%	100%	100%	100%
Supply/Demand Comparison (AF)					
Supply/Demand Difference	**0**	**0**	**0**	**0**	**0**

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. Table 13 [EIR Appendix M].

TABLE 3.15-12
MULTIPLE-DRY-YEAR SUPPLY AND DEMAND COMPARISON (AFY)

Water Sources	2020	2025	2030	2035	2040
First Year					
Supply totals	33,080	33,501	33,925	34,354	34,789
Demand totals	33,080	33,501	33,925	34,354	34,789
Difference	**0**	**0**	**0**	**0**	**0**
Second Year					
Supply totals	33,080	33,501	33,925	34,354	34,789
Demand totals	33,080	33,501	33,925	34,354	34,789
Difference	**0**	**0**	**0**	**0**	**0**
Third Year					
Supply totals	33,080	33,501	33,925	34,354	34,789
Demand totals	33,080	33,501	33,925	34,354	34,789
Difference	**0**	**0**	**0**	**0**	**0**

SOURCE: Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. Table 14 [EIR Appendix M].

As presented in the UWMP reviewed in this section for the relevant agencies that provide water supply to GSWC, to achieve supply adequacy to meet future demand increases across Southern California, various actions and projects will be needed to both further reduce demand and augment supply. There are three proposed projects in particular that would play a notable role in insuring adequate supply availability to GSWC for its Southwest System service area.

- **SWProject – Delta Conveyance Project.** The California DWR is revising its proposal to modernize the delta conveyance infrastructure component of the SWP. The current proposed project, now under development, will modify the former WaterFix project proposal, and centers on a single Delta tunnel and smaller capacity. The project is intended to help stabilize the reliability of surface water supplies from the Sacramento-San Joaquin Delta while protecting the resources of the Delta. As discussed in the Setting section above, Metropolitan imports surface via the SWP and distributes this supply to its member agencies, including WBMWD and CBMWD. WBMWD and CBMWD, in turn, sell a portion of the imported supply to GSWC and also use some of it to replenish the WCGB and CGWB, from which GSWC pumps groundwater. The WaterFix Project Final EIR was certified on July 21, 2018, and the project was approved that same day. The EIR certification and approval has since been rescinded by DWR Director, Karla Nemeth on May 2, 2019[49] consistent with Governor Newsom's comments at the February 12, 2019 State of the State address indicating that he did not support the WaterFix project as presently configured and consistent with the Governor's April 29,2019 Executive Order N-10-19 directing preparation of a water resilience portfolio that would include developing a revised delta conveyance project. DWR has stated that it will initiate a new environmental review and permitting process for the updated delta conveyance project with a single tunnel solution.

- **WBMWD Desalinated Ocean Water Supply Project.** WBMWD is pursuing an ocean desalination project that would provide up to 21,500 AFY to its long-term water supply and represents its chief plan to increase water supply to meet future demand increases. GSWC indicates in its UWMP that it plans to look primarily to WBMWD for the additional water supply it needs to meet increases in future demand. WBMWD released a Draft EIR for this project on March 27, 2019.[50] The Final EIR is in preparation.

- **Cadiz Valley Water Conservation, Recovery, and Storage Project (Cadiz Project).** GSWC indicates in its UWMP) that the Cadiz project represents a long-term water transfer opportunity.[51] The project, located in eastern San Bernardino County, is designed to capture and conserve up to 50,000 AFY of groundwater that is largely "lost" through evaporation each year through area dry lakes. GSWC is one of several potential participants that has expressed interest in receiving water from the project, signing a letter of intent to purchase up to 5,000 AFY in 2009. A Final EIR for this project was certified in July 2012 and the project approved.[52] The EIR was upheld through a round of legal challenge and appeals.

The environmental impacts of each of these projects have been documented in previously completed EIRs in compliance with CEQA. Although a new EIR/EIS will be prepared for the

[49] https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Delta-Conveyance/Rescission-Document_a.pdf?la=en&hash=D5DD2AA425716D87564D71AF13A9608DBE3A594A.
[50] West Basin Municipal Water District, West Basin Ocean Water Desalination Project Draft Environmental Impact Report, March 2019. State Clearinghouse No. 2015081087 Available online at westbasindesal.com.
[51] Golden State Water Company UWMP 2016, page 6-18.
[52] Santa Margarita Water District, Final EIR for the Cadiz Valley Water Conservation, Recovery, and Storage Project, July 2012, SCH #2011031002.

updated project, the EIR/EIS document prepared on WaterFix EIR/EIS identified, in detail, the environmental impacts and mitigation requirements for such a delta conveyance project, albeit one of a large scale with two delta tunnels rather than one. Given that the environmental effects of these key projects have been documented, with CEQA to be fully completed for each project, no further discussion of the potential environmental effects of these key projects is provided here.

For the reasons described above and as documented in its UWMP, GSWC would have sufficient planned water supplies available to serve the Proposed Project along with other reasonably foreseeable development within the service area in normal, single-dry-, and multiple-dry-year scenarios during both the construction period and long-term operation. This impact is **less than significant**.

Mitigation Measure

None required.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to water supply and demand is the geographic boundaries of the service area of the GSWC Southwest System.

Impact 3.15-3: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the GSWC Southwest System, could require or result in the relocation or construction of new or expanded water treatment facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects. (Less Than Significant)

As discussed under Impact 3.15-1, water deliveries needed to serve the Proposed Project would use a fraction of the capacity remaining in existing water supply system infrastructure, from major water treatment facilities through the treated water distribution system and the groundwater pumping and distribution system. The Proposed Project would not make a considerable contribution to the cumulative demand on existing water system infrastructure resulting in the need for construction of new or expanded water supply system infrastructure. Therefore, this cumulative impact would be less than significant.

Mitigation Measure

None required.

Impact 3.15-4: Operation of the Proposed Project, in conjunction with other cumulative development and future water demands within GSWC's Southwest System, could result in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Less Than Significant)

Because the impact analysis discussed under Impact 3.15-2 is based on the WSA, which includes consideration of a 20-year cumulative demand within the GSWC Southwest System, the analysis presented under Impact 3.15-2 is the same as that required under Impact 3.15-4. Given that the analysis of water supply sufficiency to serve the Proposed Project considered a 20-year horizon through the year 2040 and also considered future water demand associated with projected growth within GSCW's Southwest System service area, it addresses cumulative effects along with project-specific impacts. The analysis in Impact 3.15-2 documents that GSWC has adequate supply to meet the project demand as well as reasonably foreseeable development during normal, dry, and multiple dry years; therefore, this cumulative impact would be **less than significant**.

Mitigation Measure

None required.

Wastewater Generation and Treatment

3.15.5 Environmental Setting

Regional and Local Setting

Municipal wastewater is generated in the City of Inglewood from residential, commercial, industrial, and public/institutional land uses. LACSD Number 5 manages the wastewater collection and treatment system within the City.[53] Wastewater is collected by gravity sewers and lift stations owned by the City and LACSD.[54] There are two separate sewer systems in the vicinity of the Project Site where wastewater is conveyed: two LACSD trunk sewers (Prairie Avenue Trunk Sewer and South Inglewood Orange Trunk Sewer), and the City of Inglewood local collector sewer lines. Wastewater is transported through these sewer lines to LACSD's Joint Water Pollution Control Plant (JWPCP) in Carson, California. The JWPCP provides both primary and secondary wastewater treatment for an average dry weather flow of 261 MGD, and a peak flow of 330 MGD.[55] The JWPCP has a design capacity of 400 MGD. In 2015, 6,179 AF of wastewater was collected from within the City of Inglewood.

53 AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center*. April 30, 2019. p. 2.
54 Golden State Water Company, 2016. *2015 Urban Water Management Plan – Southwest.*
55 LACSD, personal communication with Naoko Munakata. May 22, 2019.

The JWPCP only provides primary and secondary treatment, and effluent produced at the plant does not meet recycled water quality standards. The treated wastewater is disinfected with hypochlorite and discharged to the Pacific Ocean through LACSD's network of outfalls.[56]

Existing Wastewater Generation and Infrastructure at the Project Site

The West Parking Garage Site, East Transportation and Hotel Site, and Well Relocation Site are currently vacant and do not generate wastewater. The six existing developed parcels located in the Arena Site include a fast food restaurant, a motel, a warehouse and light manufacturing facility, a commercial catering business, and a groundwater well and related facilities. These existing uses, excluding the groundwater well and related facilities, generate wastewater that is conveyed by City and LACSD sewer lines and treated at the JWPCP. The existing wastewater demand is estimated based on LACSD wastewater generation factors. **Table 3.15-13** details the existing land uses, the estimated daily average wastewater flow, and estimated peak flow. Based on the existing land uses, the estimated existing peak wastewater flow generated at the Project Site is approximately 0.032 MGD.

TABLE 3.15-13
ESTIMATED EXISTING WASTEWATER GENERATION AT THE PROJECT SITE

Existing Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Daily Average Flow (gpd)	Peak Flow (2.5 x Average) (MGD)	Peak Flow (cfs)
Commercial (Restaurant and Catering)	2,252 sf	1,000 gallons/1,000 sf	2,252	0.006	0.009
Commercial (Motel)	38 rooms	125 gallons/room	4,750	0.012	0.019
Manufacturing/Warehouse (Food Warehouse)	28,809 sf	200 gallons/1,000 sf	5,762	0.014	0.022
Total	**—**	**—**	**12,764**	**0.032**	**0.050**

NOTE:
gpd = gallons per day; MGD = million gallons per day; cfs = cubic feet per second; sf = square feet

SOURCE: ESA, 2019. Generation rates are based off of AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center*. April 30, 2019.

The following discussion presents the existing wastewater infrastructure at the Project Site.

Arena Site

The Arena Site is served by the City's 8-inch-diameter sewer lines located within South Prairie Avenue, West 102nd Street, and West Century Boulevard. In addition, LACSD's 15-inch-diameter Orange Trunk Sewer Line is located within South Doty Avenue, east of the Arena Site.

[56] In 2015, the Metropolitan Water District of Southern California and LACSD announced a joint proposal to add Advanced Wastewater Treatment facilities to the JWPCP that would meet recycled water quality standards, and could result in the reuse of up to 168,000 AFY of wastewater. Under this program, water would be purified at the plant and then injected or spread into local groundwater basins.

West Parking Garage Site

The West Parking Garage Site is served by the City's existing 8-inch-diameter sewer lines located within West Century Boulevard, West 101st Street, West 102nd Street, and South Prairie Avenue. The LACSD's 30-inch-diameter Prairie Avenue Trunk Sewer is located northwest of the West Parking Garage Site, at the intersection of West Century Boulevard and South Flower Street. The Prairie Avenue Trunk Sewer follows west along West Century Boulevard before turning south along Freeman Avenue, west of the Project Site.

East Transportation and Hotel Site

The East Transportation and Hotel Site is served by LACSD's 15-inch-diameter Orange Trunk Sewer line located north and west of the East Transportation and Hotel Site within West Century Boulevard and South Doty Avenue. Additionally, the site is served by the City's 8-inch-diameter sewer line located within West 102nd Street.

Well Relocation Site

The Well Relocation Site is served by the City's 8-inch-diameter sewer line within West 102nd Street.

3.15.6 Adjusted Baseline Environmental Setting

Section 3.15, Utilities and Service Systems, assumes the HPSP Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. Accordingly, the wastewater generation associated with the HPSP Adjusted Baseline projects are accounted for as part of the Adjusted Baseline.

Table 3.15-14 details the land uses, daily average, and peak flows for the HPSP Adjusted Baseline projects, which shows that the HPSP Adjusted Baseline projects would generate an estimated peak wastewater flow of 2.38 MGD. This estimate conservatively assumes that no wastewater is currently being generated at the HPSP area under existing conditions.

The JWPCP currently provides treatment for a peak flow of 330 MGD, with a capacity of 400 MGD. With the HPSP Adjusted Baseline projects peak flow included as part of the Adjusted Baseline, this analysis reflects that the JWPCP provides treatment for a peak flow of 332.38 MGD of wastewater.[57]

The Sewer Area Study considers the HPSP Inglewood NFL Stadium at Hollywood Park Sewer Area Study findings. The capacities of existing City and LACSD sewer lines were analyzed using the HPSP peak flows and HPSP sewer line extensions,[58] City and LACSD as-built record plans, and existing peak flows and sewer monitoring data.

[57] The HPSP peak flow, rather than average flow, was added to existing average flow conditions to provide a conservative analysis.

[58] HPSP sewer line extension along Hardy and Arbor Vitae is already constructed and taken into account in the Sewer Area Study. No other upgrades are anticipated or planned at the time of this analysis.

TABLE 3.15-14
ESTIMATED HOLLYWOOD PARK SPECIFIC PLAN WASTEWATER GENERATION

Hollywood Park Specific Plan Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Daily Average Flow (gpd)	Peak Flow (2.5 x Average) (MGD)	Peak Flow (cfs)
Stadium[a]	70,000 seats	10 gallons/seat/day	700,000	1.75	2.71
Performance Venue[a]	6,000 seats	10 gallons/seat/day	60,000	0.15	0.23
Retail	518,077 sf	100 gallons/1,000 sf	51,808	0.13	0.20
Office	466,000 sf	200 gallons/1,000 sf	93,200	0.23	0.36
Residential	314 du	156 gallons/du	48,984	0.12	0.19
Total	**—**	**—**	**953,992**	**2.38**	**3.69**

NOTE:
gpd = gallons per day; MDG = million gallons per day; cfs = cubic feet per second; sf = square feet; du = dwelling unit
[a] The Sewer Area Study differentiates generation rates between the stadium use and the performance venue use. Since the uses of a stadium and a performance venue are similar in nature, the generation rate for both the stadium and the performance venue is the number of seats.

SOURCE: ESA, 2019. Generation rates are based off of AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center*. April 30, 2019.

3.15.7 Regulatory Setting

Federal

Clean Water Act

Water quality objectives for all waters of the United States are established under applicable provisions of CWA section 303. The CWA prohibits the discharge of pollutants to navigable waters from a point source unless authorized by a National Pollutant Discharge Elimination System (NPDES) permit. Point sources are defined as any discernible, confined, and discrete conveyance including but not limited to any pipe, ditch, channel, tunnel, well, or vessel from which pollutants are discharged. Nonpoint sources come from many different sources including land runoff, precipitation, drainage, seepage, or hydrologic modification. Because implementation of these regulations has been delegated to the State, additional information regarding this permit is discussed under the "State" subheading, below.

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the US. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. CWA section 307 describes the factors that the US EPA must consider in setting effluent limits for priority pollutants.

The CWA was amended in 1987 to require NPDES permits for non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of

structural and non-structural Best Management Practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales and detention ponds). The NPDES permits that apply to activities in the City of Inglewood are described under local regulations below.

United States Environmental Protection Agency's National Combined Sewer Overflow Control Policy

The US EPA initiated its Combined Sewer Overflow (CSO) Control Policy (40 CFR 122) in April 1994. The CSO Policy provides a national level framework for the control and management of CSOs. The CSO Policy provides guidance regarding how to achieve CWA goals and requirements when faced with management of a CSO.

State

Porter-Cologne Water Quality Control Act

The SWRCB and the Los Angeles RWQCB are delegated authority from the US EPA to implement portions of the CWA, and also implement the state's water quality law, the Porter-Cologne Water Quality Control Act (Porter-Cologne Act). These agencies have established water quality standards that are required by CWA section 303 and the Porter-Cologne Act. The Porter-Cologne Act states that a Water Quality Control Plan, or Basin Plan, will consist of beneficial uses, water quality objectives, and a program of implementation for achieving water quality objectives. A Basin Plan, prepared by the Los Angeles RWQCB, establishes water quality numerical and narrative standards and objectives for rivers and their tributaries within the area subject to the Basin Plan. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria apply such as US EPA water quality criteria developed under CWA section 304(a). The Basin Plan that applies to the Project Site is described under local regulations below.

Local

City of Inglewood General Plan

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapter IV of the Conservation Element addresses the City's wastewater system. While the Conservation Element details the City's concerns related to effluent contaminating the ocean, no specific goals or policies are stated that are relevant to the Proposed Project.

Municipal Separate Storm Sewer System Permit

Los Angeles County and 84 incorporated cities, including the City of Inglewood, have a joint Municipal Separate Storm Sewer System NPDES permit (MS4 Permit) (Permit Order No. R4-2012-0175, NPDES Permit No. CAS004001) that was granted on November 8, 2012, and most recently modified in July 2018. The MS4 Permit is intended to implement BMPs to reduce

pollutants in stormwater discharges to the maximum extent practicable. The permittees listed under the joint permit have the authority to develop, administer, implement, and enforce storm water management programs within their own jurisdiction. On June 27, 2013, the cities of El Segundo, Hawthorne, Inglewood, Carson, Lawndale, Lomita, Los Angeles (including the Port of Los Angeles), and the Los Angeles County Flood Control District formed the Dominguez Channel Watershed Management Area Group to develop a collaborative approach to meet the requirements of the MS4 Permit.

Urban storm water runoff is defined in the MS4 Permit as including stormwater and dry weather flows from a drainage area that reaches a receiving water body or subsurface. The permit regulates the discharge of all wet and dry weather urban storm water runoff within the County of Los Angeles (with the exception of the City of Long Beach). Part VI.C of the Los Angeles County MS4 permit allows permittees the flexibility to develop Watershed Management Programs (WMPs) or Enhanced Watershed Management Programs (EWMPs) to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. The Dominguez Channel Watershed Management Area Group developed a EWMP that was approved by the Los Angeles Water Board on February 26, 2016.[59] The EWMP includes water quality priorities for the Dominguez Channel Watershed Management Area, watershed control measures consisting of both structural and non-structural BMPs, financial strategies, and legal authority (permittees have the necessary legal authority to implement the BMPs identified in the EWMP or the legal authority exists to compel implementation of the BMPs).

Water Quality Control Plan: Los Angeles Region Basin Plan

The Los Angeles Region Basin Plan is designed to preserve and enhance water quality and protect beneficial uses of all regional waters. Specifically, the Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect designated beneficial uses, and describes implementation programs to protect all waters in the region. The Basin Plan incorporates all applicable state and regional board plans and policies and other pertinent water quality policies and regulations. The Basin Plan is a resource for the regional board and others who use water and discharge wastewater in the Los Angeles Region, and provides valuable information to the public about local water quality issues.

3.15.8 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to wastewater generation and treatment. The following thresholds of significance have been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Result in a determination by the LACSD, which would serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to LACSD's existing commitments; or

[59] Dominguez Channel Watershed Management Area Group, 2015. *Enhanced Watershed Management Program*.

2. Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.

Methodology and Assumptions

The following impact analysis evaluates the potential for the Proposed Project to result in changes to existing infrastructure, as well as supply and demand relating to wastewater resources. A Sewer Area Study was prepared for the Proposed Project (Appendix L), and its analysis and findings are integrated into the analysis below. It is assumed that all aspects of the Proposed Project would comply with all applicable laws, regulations, design standards, and plans.

As detailed in the Sewer Area Study, the capacities of existing City and LACSD sewer lines were analyzed using City and LACSD as-built record plans, existing peak flows and sewer monitoring data, and the HPSP Inglewood NFL Stadium at Hollywood Park Sewer Area Study[60] findings.

The Proposed Project's wastewater generation, which is the basis for demand on treatment capacity, is based on the Proposed Project's estimated water demand of 0.056 MGD (63.0 AFY), described under Impact 3.15-2, above. Typically, wastewater generation is assumed to be 85 to 95 percent of potable water demand. For conservative planning purposes, wastewater generation was assumed to be equal to the potable water demand, or 0.056 MGD.

Wastewater engineering and design for sewer collection and conveyance systems are based on peak flow capacities, or two and half times the potable water inflows. The Project Site is subdivided into four tributary areas, which are based on the four locations where the Project proposes to connect to the sewer lines. These points of connection include: (1) the City's sewer line at South Prairie Avenue and West 102nd Street (point of connection 1); (2) the City's sewer line at West 102nd Street west of South Doty Avenue (point of connection 2); (3) the LACSD Prairie Trunk Sewer at Freeman Avenue and 103rd Street (point of connection 3); and (4) the City's sewer line at West 102nd Street at a manhole east of South Doty Avenue (point of connection 4). Parking structures are not part of the calculations because these facilities would have negligible wastewater generation.

Table 3.15-15 details the main points of connection to the existing sewer system, the daily average and peak flows to each point of connection, and whether there is sufficient capacity to serve the Proposed Project.

[60] AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center*, Appendix L, April 30, 2019.

TABLE 3.15-15
ESTIMATED PROPOSED PROJECT WASTEWATER GENERATION AND SEWER CAPACITY SUMMARY

Point of Connection	Proposed Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Project Daily Average Flow (gpd)	Project Peak Flow (2.5 x Average) (MGD)	Project Peak Flow (cfs)	Pipeline Segment Diameter	Total Pipe Capacity[a] (cfs)	Cumulative Contributing Flow (cfs)[b]	Cumulative Contributing Flow (MGD)[b]	Capacity?[b]
1 (City's sewer line at South Prairie Avenue and West 102nd Street)	Food and Drink Building	24,000 sf	1,000 gallons/ 1,000 sf	24,000	0.06	0.09	8	0.34	0.06	0.04	Yes
							8	0.34	0.10	0.07	Yes
	Mixed Use Building	24,000 sf	100 gallons/ 1,000 sf	2,400	0.01	0.01	8	0.77	0.01	0.01	Yes
	Subtotal	*48,000*		*26,400*	*0.07*	*0.10*					*Yes*
2 (City's sewer line at West 102nd Street west of South Doty Avenue)	20% Arena	3,700 Seats	10 gallons/ Seat/Day	37,000	0.09	0.14	8	0.54	0.14	0.09	Yes
	Subtotal	*3,700*		*37,000*	*0.09*	*0.14*		*0.54*	*0.14*		*Yes*
3 (LACSD Prairie Trunk Sewer at Freeman Avenue and 103rd Street)	80% Arena	14,800 Seats	10 gallons/ Seat/Day	148,000	0.37	0.57	12	0.83	0.83	0.54	Yes
	Practice Facility	85,000 sf	300 gallons/ 1,000 sf	25,500	0.06	0.10					
	Office Space	71,000 sf	200 gallons/ 1,000 sf	14,200	0.04	0.05					
	Sports Medicine Clinic	25,000 sf	300 gallons/ 1,000 sf	7,500	0.02	0.03					
	Community Space	15,000 sf	200 gallons/ 1,000 sf	3,000	0.01	0.01					
	Subtotal			*187,700*	*0.50*	*0.77*		*0.83*	*0.83*		*Yes*
4 (City's sewer line at West 102nd Street at manhole east of South Doty Avenue)	Hotel	150 rooms	125 gallons/ room/Day	18,750	0.05	0.07	8	0.77	0.07	0.05	
	Subtotal			*18,750*	*0.05*	*0.07*		*0.77*	*0.07*		*Yes*
	Total	**-**						**-**			**-**

NOTE:
gpd = gallons per day; MDG = million gallons per day; cfs = cubic feet per second; sf = square feet; du = dwelling unit

[a] Proposed total sewer pipe design capacity was calculated as ½ full for pipe diameters of 12 inches or lower, and ¾ full for pipe diameters of 15 inches or higher. Total pipe capacity does not include residual capacity.

[b] Includes peak flow volumes from the Adjusted Baseline.

SOURCE: AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center Project*. April 30, 2019.

Impacts and Mitigation Measures

Impact 3.15-5: Operation of the Proposed Project could result in a determination by LACSD, which would serve the project, that it does not have adequate capacity to serve the project's projected demand in addition to LACSD's existing commitments. (Less than Significant)

Construction

Construction of the Proposed Project would not result in additional wastewater discharges to the JWPCP. Use of the existing on-site uses within the Arena Site (i.e., the existing restaurant, hotel, warehouse and light manufacturing facilities, and commercial catering business) would cease prior to commencement of construction, which would, in turn, eliminate existing wastewater generation. All construction workers would use on-site portable restrooms. No other wastewater would be generated on site that would require treatment during construction. Therefore, because no wastewater would be generated during construction, **no impact** would occur related to the capacity of the JWPCP.

Operation

The Proposed Project would increase wastewater generation at the Project Site with the addition of the Arena, practice facility, sports medicine clinic, team offices, retail/restaurants, community space, outdoor plaza, and hotel uses. The Proposed Project would have four points of connection to the existing sewer systems. These points of connection include connections to the City's sewer line at South Prairie Avenue and West 102nd Street (point of connection 1), the City's sewer line at West 102nd Street west of South Doty Avenue (point of connection 2), the LACSD Prairie Trunk Sewer at Freeman Avenue and 103rd Street (point of connection 3), and the City's sewer line at West 102nd Street east of South Doty Avenue (point of connection 4). According to the Sewer Area Study, the existing 8-inch-diameter sewer line along West 102nd Street would be removed or abandoned in the approximately 900-foot linear section of the street that would be vacated to accommodate construction of the Proposed Project. New 8-inch- and 10-inch-diameter pipelines along West 102nd Street would be constructed to serve the proposed uses and their laterals.

Ultimately, the northwestern portion of the Arena Site, which includes the plaza retail and restaurant uses, would drain to City sewer lines at South Prairie Avenue and West 102nd Street. The eastern portion of the Arena Site, which would include 20 percent of the wastewater generated by the Arena, would drain to the existing sewer line along West 102nd Street and then to the Orange Avenue Trunk Sewer along South Doty Avenue. The central and southern portion of the Arena Site, which includes 80 percent of the wastewater generated by the Arena, the practice facility, office space, sports medicine clinic, and community spaces, would drain to the Prairie Avenue Trunk Sewer along Freeman Avenue. In addition, wastewater generated by the proposed hotel use located on the East Transportation and Hotel Site would drain to the City's sewer line at West 102nd Street at the manhole east of South Doty Avenue.

All sewer point of connections that would serve the Project Site are sized between 8 inches and 12 inches in diameter. According to the Sewer Area Study, and as detailed in Table 3.15-15, the sewer mains that would serve the Proposed Project would meet the Los Angeles County capacity

standards of no more than half full for mains under 15-inch-diameter and no more than three-quarters full for mains with a diameter of 15 inches and larger. More specifically:

- The Proposed Project peak wastewater flows would contribute 0.10 cubic feet per second (cfs) (or 0.07 MGD) to the City's sewer line at point of connection 1, which does not exceed the available capacity of 0.17 MGD[61] Therefore, point of connection 1 would have a remaining capacity of 0.10 MGD;
- The Proposed Project peak wastewater flows would contribute 0.14 cfs (or 0.09 MGD) to point of connection 2, which does not exceed the available capacity of 0.11 MGD. In addition, existing structures on the Project Site have a current existing peak flow of 0.16 MGD. Therefore, the reduction in proposed flow to point of connection 2 would result in additional capacity of 0.07 MGD, which, in turn, results in a remaining capacity of 0.18 MGD;
- The Proposed Project peak wastewater flows would contribute approximately 0.77 cfs (or 0.50 MGD) to point of connection 3, which does not exceed the available capacity of 2.53 MGD. In addition, existing structures on the Project Site have a current existing peak flow of 0.04 MGD and proposed upstream projects would generate a future peak flow of 0.21 MGD. This results in remaining capacity of 1.78 MGD for point of connection 3; and
- The Proposed Project peak wastewater flows would contribute 0.07 cfs (or 0.05 MGD) to point of connection 4, which does not exceed the available capacity of 0.13 MGD. Therefore, point of connection 4 would have a remaining capacity of 0.06 MGD.

An existing City 8-inch-diameter sewer line along West 103rd Street would be upsized to a 12-inch-diameter sewer line and would extend to the Project Site, with a capacity of 0.83 cfs (or 0.54 MGD). With proposed improvements along West 103rd Street to upsize the existing 8-inch-diameter sewer line to a 12-inch-diameter sewer line extended to the Project Site, the existing City collector sewer lines and LACSD sewer system would have adequate capacity to serve the Proposed Project.

The wastewater generated by the Proposed Project would be treated at the JWPCP, which has a maximum treatment capacity of 400 MGD and currently provides treatment for a peak flow of 330 MGD. Including peak flows of the Adjusted Baseline projects, the JWPCP provides treatment for a peak flow of 332.38 MGD. Thus, the JWPCP has the capacity to treat an additional 67.62 MGD of peak wastewater flows. The Proposed Project water demand is estimated to be 0.056 MGD.[62] Peak wastewater flows from the Proposed Project are assumed to be 0.14 MGD,[63] which is two and half times the Proposed Project's water demand estimate of 0.056 MGD. Assuming peak wastewater flows of 0.14 MGD from the Proposed Project this would be less than 1 percent of the available capacity of the JWPCP. Because the surrounding

61 Estimated capacity for the City's sewer line at South Prairie Avenue and West 102nd Street is 0.23 MGD. Existing peak flow shows an existing peak of 0.06 MGD. This results in an available capacity of 0.17 MGD.

62 Stetson Engineers, 2019. Review of Water Demands Memo and Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. [EIR Appendix M].

63 Stetson Engineers, 2019. Review of Water Demands Memo and Todd Groundwater, 2019. *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. [EIR Appendix M].

sewer mains are sized to accommodate peak wastewater flows and the JWPCP has adequate capacity to serve the Proposed Project, this impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.15-6: Operation of the Proposed Project could require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant)

The Proposed Project would result in an increase in wastewater generation at the Project Site. The Proposed Project would include new sewer lines to connect to the existing sewer lines in surrounding streets. As previously explained, wastewater generated by the Proposed Project would be treated at the JWPCP, which has a maximum treatment capacity of 400 MGD. The JWPCP currently provides treatment for a peak flow of 330 MGD, and with the peak flow from the HPSP Adjusted Baseline projects included, the JWPCP provides treatment for a peak flow of 332.38 MGD of wastewater. Thus, the JWPCP has the capacity to treat an additional 67.62 MGD of wastewater. The Proposed Project would generate an average of 0.056 MGD[64] wastewater or peak flows of up to 0.14 MGD. In either case wastewater generation would be less than 1 percent of the JWPCP's available capacity. Therefore, the JWPCP would have sufficient capacity to treat all wastewater generated from the Proposed Project. Because there would be adequate capacity to treat wastewater from the Proposed Project, no new or expanded wastewater treatment facilities would be required, and, thus, this impact would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to the JWPCP is the drainage basin of wastewater that is received for treatment at the JWPCP. The geographic scope of analysis for City and LACSD sewer and trunk lines are the network of those sewer lines.

64 Stetson Engineers, Inc., *Inglewood Basketball and Entertainment Center Project Review of Water Demands*, May 10, 2019. Todd Groundwater, *Water Supply Assessment: Golden State Water Company – Southwest, Inglewood Basketball and Entertainment Center*. July 2019. (see Appendix M).

Impact 3.15-7: Operation of the Proposed Project, in conjunction with other cumulative development that would be served by the JWPCP, could cumulatively result in a determination by LACSD that it does not have adequate capacity to serve the project's projected demand in addition to LACSD's existing commitments. (Less than Significant)

Cumulative projects (listed in Section 3.0, Introduction to the Analysis, Table 3.0-2), in conjunction with other cumulative development served by the JWPCP, would increase wastewater generation throughout the region. Of the jurisdictions listed in Table 3.0-2, Cumulative Projects List, the cities of Inglewood, Hawthorne and El Segundo east of Sepulveda Boulevard are served by the JWPCP. **Table 3.15-16** shows the estimated wastewater generation that would be produced by the cumulative projects in these cities, based on land use.

Approximately 5.86 MGD of wastewater requiring treatment at the JWPCP would be generated by cumulative projects under peak flow conditions. As previously detailed, the JWPCP has a maximum treatment capacity of 400 MGD, and currently provides treatment for a peak flow of 332.38 MGD of wastewater (including the HPSP Adjusted Baseline projects). Therefore, the JWPCP would have capacity to treat both the Proposed Project and cumulative projects and can accommodate this projected growth of the cities it serves.

TABLE 3.15-16
ESTIMATED CUMULATIVE WASTEWATER GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Daily Average Flow (gpd)	Peak Flow (2.5 x Average) (MGD)
5	Hotel	190 rooms	125 gallons/room	23,750	0.06
6	Office	1,751,921 sf	200 gallons/1,000 sf	350,384	0.88
	Warehouse	73,577 sf	25 gallons/1,000 sf	1,839	0.005
	Retail	148,960 sf	100 gallons/1,000 sf	14,896	0.04
7	Hotel	152 rooms	125 gallons/room	19,000	0.05
8	Warehouse	-3,050 sf	25 gallons/1,000 sf	-76,250	-0.19
	Office	3,050 sf	200 gallons/1,000 sf	610	0.002
9	Office	73,000 sf	200 gallons/1,000 sf	14,600	0.04
10	Office Athletic	52,000 sf	200 gallons/1,000 sf	10,400	0.03
	Training Facility (Performance Center)	68,380 sf	300 gallons/1,000 sf	20,490	0.05
11	School	240,000 sf	200 gallons/1,000 sf	48,000	0.12
	School	-90,000 sf	200 gallons/1,000 sf	-18,000	-0.05
12	Hotel	180 rooms	125 gallons/room	22,500	0.06
	Office	63,550 sf	200 gallons/1,000 sf	12,710	0.03
15	Office	611,545 sf	200 gallons/1,000 sf	122,309	0.31
	Retail	13,660 sf	100 gallons/1,000 sf	1,366	0.003
16	Office	93,569 sf	200 gallons/1,000 sf	18,714	0.05
17	Office	106,000 sf	200 gallons/1,000 sf	21,200	0.05
	Warehouse	117,000 sf	25 gallons/1,000 sf	2,925	0.01
18	Hotel	167 rooms	125 gallons/room	20,875	0.05

TABLE 3.15-16
ESTIMATED CUMULATIVE WASTEWATER GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Daily Average Flow (gpd)	Peak Flow (2.5 x Average) (MGD)
19	Data Center (Office Building)	180,422 sf	200 gallons/1,000 sf	36,084	0.09
20	Multi-Family	525 du	156 gallons/du	81,900	0.20
	Office	-835,000 sf	200 gallons/1,000 sf	-167,000	-0.42
22	Retail	67,000 sf	100 gallons/1,000 sf	6,700	0.02
23	Office	300,000 sf	200 gallons/1,000 sf	60,000	0.15
24	Hotel	150 rooms	125 gallons/room	18,750	0.05
26	Warehouse	20,819 sf	25 gallons/1,000 sf	520	0.001
	Office	139,558 sf	200 gallons/1,000 sf	27,912	0.07
	Manufacturing	14,025 sf	200 gallons/1,000 sf	351	0.001
27	Retail	3,714 sf	100 gallons/1,000 sf	371	0.001
28	Office	20,955 sf	200 gallons/1,000 sf	4,191	0.01
29	Ice Rink (Amusement)	17,315 sf	350 gallons/1,000 sf	6,060	0.02
34	Multi-Family	610 du	156 gallons/du	95,160	0.24
35	Multi-Family	116 du	156 gallons/du	18,096	0.05
36	Multi-Family	171 du	156 gallons/du	26,676	0.07
	Office	32,500 sf	200 gallons/1,000 sf	6,500	0.02
37	Multi-Family	230 du	156 gallons/du	35,880	0.09
	Restaurant	3,700 sf	1,000 gallons/1,000 sf	3,700	0.01
38	Multi-Family	6 du	156 gallons/du	936	0.002
39	Hotel	350 rooms	125 gallons/room	43,750	0.11
40	Hotel	119 rooms	125 gallons/room	14,875	0.04
41	Multi-Family	241 du	156 gallons/du	37,596	0.09
42	Multi-Family	4 du	156 gallons/du	624	0.002
43	Multi-Family	4 du	156 gallons/du	624	0.002
44	Multi-Family	12 du	156 gallons/du	1,872	0.005
45	Multi-Family	38 du	156 gallons/du	5,928	0.01
46	Multi-Family	10 du	156 gallons/du	1,560	0.004
47	Multi-Family	3 du	156 gallons/du	468	0.001
48	Multi-Family	12 du	156 gallons/du	1,872	0.005
49	Multi-Family	5 du	156 gallons/du	780	0.002
50	Living Facility (Hospitals Convalescent)	18 beds	85 gallons/beds	1,530	0.004
51	Multi-Family	18 du	156 gallons/du	2,808	0.01
52	Multi-Family	4 du	156 gallons/du	624	0.002
53	Hotel	120 rooms	125 gallons/room	15,000	0.04
54	Multi-Family	3 du	156 gallons/du	468	0.001

TABLE 3.15-16
ESTIMATED CUMULATIVE WASTEWATER GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Daily Average Wastewater Generation Factor (gpd)	Daily Average Flow (gpd)	Peak Flow (2.5 x Average) (MGD)
55	Multi-Family	7 du	156 gallons/du	1,092	0.003
56	Multi-Family	12 du	156 gallons/du	1,872	0.005
57	Retail	2,542 sf	100 gallons/1,000 sf	254	0.001
58	Multi-Family	40 du	156 gallons/du	6,240	0.02
59	Multi-Family	116 du	156 gallons/du	18,096	0.05
60	Commercial	1,312 sf	100 gallons/1,000 sf	131	0.0003
	Commercial	-1,210 sf	100 gallons/1,000 sf	-121	-0.0003
61	Retail	40,000 sf	100 gallons/1,000 sf	4,000	0.01
62	Multi-Family	20 du	156 gallons/du	3,120	0.01
63	Multi-Family	310 du	156 gallons/du	48,360	0.12
64	Self-Storage (Warehouse)	81,613 sf	25 gallons/1,000 sf	2,040	0.01
65	Multi-Family	3 du	156 gallons/du	468	0.001
66	Living Facility (Hospitals Convalescent)	18 beds	85 gallons/beds	1,530	0.004
67	Multi-Family	2,186 du	156 gallons/du	341,016	0.85
	Retail	371,923 sf	100 gallons/1,000 sf	37,192	0.09
	Office	3,567,314 sf	200 gallons/1,000 sf	713,463	1.78
	Hotel	300 rooms	125 gallons/room	37,500	0.09
68	Multi-Family	243 du	156 gallons/du	37,908	0.09
	Retail	40,000 sf	100 gallons/1,000 sf	4,000	0.01
69	Philharmonic Association (Commercial)	25,500 sf	100 gallons/1,000 sf	4,000	0.01
70	Multi-Family	5 du	156 gallons/du	780	0.002
71	Self-Storage (Warehouse)	159,498 sf	25 gallons/1,000 sf	3,987	0.01
72	Car Rental (Office)	173,804	200 gallons/1,000 sf	34,761	0.09
73	Hotel	4 rooms	125 gallons/room	500	0.001
Total		**—**		**—**	**5.86**

NOTE:
gpd = gallons per day; MDG = million gallons per day; sf = square feet; du = dwelling unit

SOURCE: ESA, 2019. Generation rates are based off of AECOM, 2019. *Sewer Area Study Inglewood Basketball and Entertainment Center*. April 30, 2019.

In addition, similar to the Proposed Project, all cumulative projects within the JWPCP service area would be required to verify to coordinate with their respective wastewater treatment providers to ensure that existing capacity exists to convey and treat the wastewater generated by the new developments prior to implementation. Based on the above considerations, the Proposed

Project, in conjunction with cumulative development within the City and LACSD sewer and trunk line service area, implementation of the Proposed Project would not result in a determination by LACSD, which would serve the Project, that it does not have adequate capacity to serve the Project's projected demand in addition to LACSD's existing commitments. Therefore, the cumulative impact would be **less than significant**

Mitigation Measures

None required.

Impact 3.15-8: Operation of the Proposed Project, in conjunction with other cumulative development, could require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant)

The geographic scope for cumulative impacts on City and LACSD wastewater services is the network of City and LACSD sewer lines running to the JWPCP. The JWPCP treats wastewater generated throughout the region, including for the cities of Inglewood, Hawthorne, and El Segundo east of Sepulveda Boulevard. Table 3.15-16 shows the wastewater generation that would be produced by the cumulative projects in cities served by the JWPCP. The cumulative projects would generate approximately 3 MGD requiring treatment at the JWPCP under peak flows. The JWPCP collects a peak flow of 332.38 MGD (including the HPSP Adjusted Baseline projects), leaving a remaining capacity of 67.62 MGD. The Proposed Project (0.14 MGD) plus the cumulative projects (5.86 MGD) would generate a total of 6.0 MGD under peak flow conditions. Therefore, the JWPCP would have capacity to treat both the Proposed Project and cumulative projects.

In addition, similar to the Proposed Project, other cumulative projects within the JWPCP service area would be required to verify with LACSD and City engineers that existing capacity exists to convey and treat the wastewater generated by the new developments prior to implementation. Based on the above considerations, the Proposed Project, in conjunction with cumulative development within the City and LACSD sewer and trunk line area, implementation of the Proposed Project would not require new or expanded wastewater treatment facilities. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Storm Drainage Conveyance and Treatment

3.15.9 Environmental Setting

Existing Soil Drainage

The Project Site currently consists of both pervious and impervious surfaces, including commercial buildings, a hotel, a fast-food restaurant, and large portions of vacant land. The Project Site is currently made up of approximately 15 percent impervious surfaces and 85 percent pervious surfaces.

Preliminary investigations of the Project Site indicate that the site's native soil characteristics have poor drainage with a low infiltration rate.[65,66] According to the Los Angeles County Guidelines for LID Stormwater Infiltration, minimum standard for soil infiltration is 0.3 inches per hour.[67] Preliminary percolation tests were conducted at five selected locations at the Project Site. Based on the results, infiltration rates for the soils in the upper 10 feet range from 0.32 to 3.52 inches per hour. However, the deeper subsurface native soils at the Project Site consist predominately of clayey soils with estimated infiltration rates lower than 0.3 inches per hour and with little or no connectivity to permeable soil horizons.

These characteristics indicate that infiltration is largely infeasible at the Project Site, and that the Project Site currently provides very little percolation of soils. Thus, under existing conditions, stormwater reaching the Project Site does not percolate, and existing drainage from the Project Site flows to adjacent off-site storm drain facilities and ultimately into the City maintained storm drain mains located along all streets surrounding the Project Site.

Existing Drainage Infrastructure at the Project Site

Arena Site

Storm drainage facilities that serve the Arena Site include a 60-inch-diameter storm drain pipeline within South Prairie Avenue and a storm drain pipeline within West 102nd Street which bisects the Arena Site in an east–west direction.[68] In addition, an existing catch basin is located at the intersection of West 102nd Street and South Prairie Avenue.

West Parking Garage Site

The West Parking Garage Site is currently undeveloped, with West 101st Street crossing through the site in an east–west direction. This portion of the Project Site includes a 24-inch-diameter storm drain pipeline that begins in West 101st Street, travels north to West Century Boulevard,

65 AECOM, 2019. *Inglewood Basketball & Entertainment Center Project Low-Impact Development (LID) Report*. May 2, 2019. p. 2.
66 AECOM, 2018. *Preliminary Geotechnical Investigation*. September 14, 2018. p. 34.
67 County of Los Angeles Department of Public Works, 2014. *Administrative Manual: Guidelines for Design, Investigation, and Reporting Low-Impact Development Stormwater Infiltration*. p. 2.
68 AECOM, 2015. *Existing Conditions Plan Sheet C-101*.

and turns east along West Century Boulevard. This portion of the Project Site also utilizes the abovementioned 60-inch-diameter storm drain pipeline within South Prairie Avenue.

East Transportation and Hotel Site

The East Transportation and Hotel Site is currently undeveloped. Storm drainage pipelines are located within South Doty Avenue. In addition, a 54-inch-diameter storm drainage pipeline crosses under parcels to the west of the East Transportation and Hotel Site, extending north through West Century Boulevard and south through West 102nd Street.

Well Relocation Site

The Well Relocation Site is located east of the Arena Site and would contain a city-owned and operated potable water well. The Well Relocation Site is currently undeveloped. This portion of the Project Site includes storm drainage pipelines within West 102nd Street and South Doty Avenue, detailed above.

Existing Runoff at the Project Site

The existing site runoff is discharging to surrounding public streets where it is collected by the existing storm drain system. There are currently no existing on-site storm drain systems in place. The existing runoff from the Project Site to existing storm drain systems is as follows: (1) Arena Site runoff of 18.4 cfs flows to storm drain lines located on South Prairie Avenue; (2) West Parking Garage Site runoff includes 2.6 cfs to storm drain lines located on West Century Boulevard and 4.8 cfs to storm drain lines east of Doty Avenue; and (3) East Transportation and Hotel Site runoff of 6.3 cfs flows to storm drain lines east of Doty Avenue.[69]

3.15.10 Adjusted Baseline Environmental Setting

Section 3.15, Utilities and Service Systems, assumes the HPSP Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis.

In its current condition, a portion of the HPSP area is under construction, largely resulting in pervious exposed soils, haul roads, and some paved areas. Compared to the area's previous use as a horse racetrack with large expanses of paved surface parking, and current construction conditions, the HPSP Adjusted Baseline projects will add impervious surfaces. At the time of the opening of the Proposed Project, the permeability of the HPSP Adjusted Baseline projects area would be limited to landscaped areas, designed open space and stormwater management facilities (Lake Park), and unpaved surfaces which may be used for parking on an interim basis. These features would be designed to reduce runoff and treat pollutants of concern in accordance with NPDES stormwater regulations, discussed further below.

Drainage infrastructure at the HPSP area associated with the previous horse racetrack is currently being rerouted and replaced as necessary and additional drainage infrastructure will be

[69] AECOM, 2019. *Inglewood Basketball & Entertainment Center Project Preliminary Hydrology Report*. May 1, 2019. pp. 3-4.

constructed to accommodate the new HPSP Adjusted Baseline projects. New drainage infrastructure includes various on-site drains, open-channel drainage, an off-site bypass north of the HPSP area, catch basins, vegetated bio-retention areas, and the Lake Park stormwater treatment system through which runoff from developed portions of the HPSP Adjusted Baseline projects area will be directed. The HPSP Adjusted Baseline projects will include BMPs as required by the site-specific Stormwater Pollution Prevention Plan (SWPPP) to reduce runoff flows and treat runoff water leaving the site, in accordance with federal, state, and local regulations. As a result of the implementation of BMPs and compliance with NPDES stormwater regulations within the HPSP area, under the Adjusted Baseline stormwater flows in the vicinity of the Project Site will remain similar to existing conditions.

3.15.11 Regulatory Setting

Federal

National Pollutant Discharge Elimination System Permits

The NPDES permit system was established in the CWA to regulate municipal and industrial point discharges to surface waters of the US. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. CWA section 307 describes the factors that the US EPA must consider in setting effluent limits for priority pollutants.

The CWA was amended in 1987 to require NPDES permits for non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" through the use of structural and non-structural BMPs. BMPs can include the development and implementation of various practices including educational measures (workshops informing public of what impacts results when household chemicals are dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (filter strips, grass swales and detention ponds). The NPDES permits that apply to activities in the City of Inglewood are described under local regulations below.

State

General Construction Activity Stormwater Permit

In accordance with NPDES regulations, to minimize the potential effects of construction runoff on receiving water quality, the State requires that any construction activity affecting 1 acre or more obtain coverage under a General Construction Activity Stormwater Permit (General Construction Permit). The current General Construction Permit is the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, effective July 1, 2010. General Construction Permit applicants are required to prepare and implement a SWPPP which includes implementing BMPs to reduce construction effects on receiving water quality by implementing erosion and

sediment control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction BMPs in SWPPPs include, but are not limited to: using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment so as to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the City drainage system or receiving waters.

Construction activity that results in soil disturbances of less than 1 acre is subject to the General Construction Permit if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB.

Local

City of Inglewood General Plan

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the plan for conservation, development and utilization of natural resources found within the jurisdiction of the City. Chapter IV of the Conservation Element addresses the City's storm drain system. While the Conservation Element details the City's concerns related to pollutants entering the storm drainage system and contaminating the coastal and ocean environment, no specific goals or policies are stated that are relevant to the Proposed Project.

Municipal Separate Storm Sewer System Permit

The City of Inglewood, along with Los Angeles County and its 83 other incorporated cities, operate pursuant to a joint Municipal Separate Storm Sewer System NPDES permit (MS4 Permit) intended to implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Refer to Section 3.15.7, above, for a more detailed discussion of the City's MS4 Permit.

Standard Urban Stormwater Mitigation Plan and City of Inglewood Municipal Code Low-Impact Development Requirements

In 2000, the Standard Urban Stormwater Mitigation Plan (SUSMP) was approved by the Los Angeles RWQCB as part of the MS4 program to address stormwater pollution from new construction and redevelopment. The SUSMP contains a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce post-project discharge of pollutants from stormwater conveyance systems. Based upon land type, the SUSMP defines the types of practices that must be included and issues that must be addressed as appropriate to the development type and size.

One of the most important requirements of the SUSMP is the specific sizing criteria for stormwater treatment BMPs for new development and significant redevelopment projects. In 2015, the City replaced the SUSMP with City of Inglewood Municipal Code section 10-208 (Low-Impact Development Requirements for New Development and Redevelopment). This portion of the Municipal Code builds on the SUSMP and establishes requirements for construction activities and

facility operations of development projects to comply with the current MS4 Permit. These include requirements to lessen the water quality impacts of development by using smart growth practices and integrate LID practices and standards for stormwater pollution mitigation

County of Los Angeles Low-Impact Development Standards Manual

In 2014, the County of Los Angeles prepared the LID Standards Manual to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County.[70] The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The City of Inglewood implements these standards for projects within the city.

3.15.12 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to storm drainage capacity and conveyance. The following threshold of significance has been adapted from CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. Require or result in the relocation or construction of new or expanded storm water drainage facilities, the construction or relocation of which could cause significant environmental effects.

Methodology and Assumptions

The following impact analysis evaluates the potential for the Proposed Project to result in changes to existing infrastructure and capacity relating to stormwater drainage and conveyance. It is assumed that all aspects of the Proposed Project would comply with all applicable laws, regulations, design standards, and plans. An analysis of impacts to hydrology, water quality, and groundwater is included in Section 3.9, Hydrology and Water Quality.

Impacts and Mitigation Measures

Impact 3.15-9: Construction and operation of the Proposed Project could have the potential to require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects. (Less than Significant with Mitigation)

Construction

Existing drainage from the Project Site flows to adjacent off-site City-maintained storm drain facilities and ultimately into storm drain mains located along all streets surrounding the Project Site. Construction activities, including grading, excavation, and installation of on-site drainage

[70] County of Los Angeles Department of Public Works, 2014. *Low-Impact Development Standards Manual*. February 2018.

systems, would alter the drainage pattern of the Project Site potentially increasing runoff flows into the existing City drainage system.

In compliance with Municipal Code section 10-208, the project applicant would be required to prepare and submit to the City an LID Plan, which would establish LID standards and practices for stormwater pollution mitigation consistent with the County's LID Standards Manual. The LID Plan would demonstrate the Proposed Project's compliance with the MS4 Permit.

Before construction could begin, a SWPPP would be developed and a Notice of Intent (NOI) filed with the Los Angeles RWQCB. After the Los Angeles RWQCB and the City of Inglewood confirm the applicability of the General Construction Permit, and approve the LID Plan and the SWPPP, construction could commence. Construction would thereafter be required to implement and maintain the BMPs outlined in the LID Plan and SWPPP. Through the building inspection process, the City would verify and enforce the implementation of the LID Plan and SWPPP

With implementation of BMPs as required by the LID Plan and SWPPP, runoff discharged from the Project Site would be reduced. The rate of runoff flows leaving the Project Site would be reduced through implementation of typical construction BMPs including, but not limited to, silt fences, fiber rolls, compost blankets, avoiding heavy grading and earthwork operations during the rainy season, and incorporating landscaping as early as possible. By limiting and controlling runoff, the flow of water to stormwater drainage systems would be reduced.

The expansion of stormwater drainage facilities at the Project Site would be a component of the Proposed Project itself, the construction of which is addressed as part of the Proposed Project. The environmental effects of construction of the Proposed Project stormwater drainage facilities is addressed in environmental analyses in other sections of this Draft EIR, such as in Sections 3.4, Cultural and Tribal Cultural Resources; 3.6, Geology and Soils; 3.8, Hazards and Hazardous Materials; 3.9, Hydrology and Water Quality; and 3.11, Noise and Vibration. Compliance with the MS4 permit regulations, NPDES General Construction Permit, and Inglewood Municipal Code regulations as outlined above would reduce runoff discharged from the Project Site during construction of the Proposed Project. While these regulatory instruments are designed to ensure that construction projects result in reduced runoff, because final stormwater drainage improvement plans have not yet been reviewed and approved by the City or Los Angeles RWQCB, this impact would be considered **potentially significant**.

Operation

As detailed above, preliminary engineering investigations of the Project Site indicate that the site's native soil characteristics have poor drainage with low infiltration rates.[71,72] Under existing conditions, stormwater reaching the Project Site does not percolate, and existing drainage from the Project Site flows to adjacent off-site storm drain facilities and ultimately in to the City

[71] AECOM, 2019. *Inglewood Basketball & Entertainment Center Project Low-Impact Development (LID) Report*. May 2, 2019. p. 2.
[72] AECOM, 2018. *Preliminary Geotechnical Report*. September 14, 2018. p. 34.

maintained storm drain mains located along all streets surrounding the Project Site. While the Project Site would add impervious surfaces, drainage would continue to run into surrounding drainage infrastructure, similar to existing conditions. In addition, as detailed in Section 3.9, Hydrology and Water Quality, the Proposed Project would include the following on-site drainage features and infrastructure improvements at the Arena Site, West Parking Garage Site, and East Transportation and Hotel Site, all of which would connect to existing storm drains within surrounding streets, described under Environmental Setting, above.

Arena Site

Under the Proposed Project, an approximately 350-foot linear section of West 102nd Street from South Prairie Avenue to a line approximately 335 feet west of South Doty Avenue would be vacated and the Arena would be built over the street. The Proposed Project would construct new site access roads along the periphery of the Arena. The existing catch basin at the intersection of West 102nd Street and South Prairie Avenue would be removed, along with the existing storm drain line within West 102nd Street. Stormwater pipelines, storm drains, and storm drain overflow pipes would be installed within and along the proposed site access roads.

The new stormwater pipelines within the proposed site access roads would connect to the existing storm drain lines within South Prairie Avenue. Grate opening catch basins, stormwater pipelines, and storm drain overflow pipelines would also be installed within the northern portion of the Arena Site to accommodate the public plaza, outdoor stage, community space, and retail/restaurant uses. Bio-filtration systems would be installed throughout the Arena Site, including but not limited to, along South Prairie Avenue, along the proposed site access roads, and within the public plaza space.

West Parking Garage Site

With implementation of the Proposed Project, the proposed parking garage would be constructed over a portion of West 101st Street, and new site access roads would be constructed along the periphery of the parking garage to redirect traffic. An underground precast detention and pretreatment system would be installed west of the parking garage under the westerly proposed site access road. Stormwater pipelines and a side opening catch basin would be installed within West 101st Street to connect the proposed detention and pretreatment system to the existing storm drain line within West 101st Street. Stormwater pipelines, storm drain overflow pipe, and bio-filtration systems would be installed within the proposed periphery site access roads. In addition, a trench drain would be installed at the southwest corner of the West Parking Garage Site.

East Transportation and Hotel Site

Under the Proposed Project, stormwater pipelines and storm drain overflow pipe would be installed along the boundary of the East Transportation and Hotel Site. An underground precast detention and pretreatment system would be installed at the southwest corner of the East Transportation and Hotel Site. Stormwater pipelines would be installed within West 102nd Street to connect the proposed detention and pretreatment system to existing storm drain line within West 102nd Street.

Well Relocation Site

Under the Proposed Project, no storm drain infrastructure improvements would occur on the Well Relocation Site.

Analysis

As discussed above, under existing conditions, stormwater reaching the Project Site does not percolate, and existing drainage from the Project Site flows to adjacent off-site storm drain facilities and ultimately in to the City maintained storm drain mains located along all streets surrounding the Project Site. In particular, existing runoff from the Project Site to existing storm drain systems is as follows: (1) Arena Site runoff of 18.4 cfs flows to storm drain lines located on South Prairie Avenue; (2) West Parking Garage Site runoff includes 2.6 cfs to storm drain lines located on West Century Boulevard and 4.8 cfs to storm drain lines east of Doty Avenue; and, (3) East Transportation and Hotel Site runoff of 6.3 cfs flows to storm drain lines east of Doty Avenue.

Under the Proposed Project, portions of West 102nd Street and West 101st Street that cross the Project Site would be vacated and constructed over, which would include the removal of drainage features (including stormwater pipelines and an existing catch basin) within these roadways. The Proposed Project would include new site access roads around the periphery of the Arena Site and West Parking Garage Site, which would include new stormwater pipelines, storm drains, and storm drain overflow pipes. These features would also be constructed at the East Transportation and Hotel Site. In addition, the Proposed Project would include grate opening catch basins, side opening catch basins, underground precast detention and pretreatment systems, and bio-filtration systems throughout the Project Site. All proposed on-site drainage features would be required to be approved by City engineers and comply with local regulations.

The Proposed Project would be required to comply with all applicable drainage regulations and standards, including the City's Municipal Code and the County's LID Standards Manual. An LID Report was prepared for the Proposed Project, and acts as the Proposed Project's preliminary stormwater drainage plan. According to the LID Report, the Proposed Project would utilize bio-filtration planters and bio-filtration systems to treat the stormwater runoff. Runoff would be directed from drainage areas to on-site bio-filtration plants and bio-swales, slowing the rate of runoff and in turn slowing the amount of water entering the stormwater drainage system. The bio-filtration systems are designed to capture site runoff from roof drains, treat the runoff through biological reactions within the planter soil media, and discharge at a rate intended to mimic pre-developed conditions. As shown in **Table 3.15-17**, based on a design storm 24-hour rain event, the Proposed Project would include sufficient bio-filtration systems to treat stormwater run-off from the Project Site.

The expansion of stormwater drainage facilities at the Project Site are a component of the Proposed Project itself, the construction of which and their environmental effects is considered throughout the EIR. With construction of on-site drainage features and infrastructure improvements that would connect to existing storm drains within surrounding streets, along with implementation of regulations and BMPs, the Proposed Project would not create or contribute

runoff water that would exceed the capacity of existing or planned stormwater drainage systems. According to the LID Report, drainage infrastructure at the Project Site would be designed to discharge stormwater at a rate intended to mimic pre-developed conditions.[73] However, final plans, including the SWPPP and operational BMPs, have not yet been approved by the City, and therefore, impacts related to the alteration of drainage patterns during operation would be **potentially significant**.

TABLE 3.15-17
POST-DEVELOPMENT CONDITIONS AND BMP SUFFICIENCY SUMMARY

				BMP Sufficiency Summary			
Drainage Subarea	**Area (sf)**	**Qpm (cfs)**	**SWQDv[a] x 1.5 (cf)**	**Bio-Filtration System**	**Required (sf)**	**Provided (sf)**	**Sufficient**
A (Hotel portion of the East Transportation and Hotel Site)	55,094	0.3687	6,251	Bio-filtration/ Stormwater Planter	2,500	2,600	Yes
B (Parking portion of the East Transportation and Hotel Site)	168,409	0.8625	18,122	Bio-filtration/ Stormwater Planter	7,249	7,300	Yes
CD (Arena Site)	712,655	3.8106	81,434	Bio-filtration/ Stormwater Planter	32,573	33,000	Yes
E (Southern portion of the West Parking Garage Site)	136,207	1.0662	15,122	Bio-filtration/ Stormwater Planter	6,049	6,100	Yes
F (Northern portion of the West Parking Garage Site)	105,106	0.8028	10,950	Bio-filtration/ Stormwater Planter	4,380	4,500	Yes
Totals	**1,101,446**	**7.8659**	**120,855**				

NOTES:
cfs = cubic feet per second; sf = square feet
a Requirements are based on treating a specific volume of stormwater run-off from the Project Site (SWQDv). The design storm from which the SWQDv is calculated is defined as the greater of: the 0.75-inch, 24-hour rain event, or; the 85th percentile, 24-hour rain event determined by the Los Angeles County 85th percentile precipitation isohyetal map. In this case, the SWQDv volume from the 85th percentile, 24-hour rain event is utilized.

SOURCE: AECOM, 2019. *Inglewood Basketball & Entertainment Center Project Low-Impact Development (LID) Report*. May 2, 2019. p. 4

Mitigation Measure 3.15-9

Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).

Level of Significance After Mitigation: With the implementation of Mitigation Measure 3.15-9, construction of the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB that require preparation and implementation of an LID Plan and SWPPP. Thus, the effects of expansion of storm water drainage facilities would be reduced to insignificance. Thus, this impact would be

73 AECOM, 2019. *Inglewood Basketball & Entertainment Center Project Low-Impact Development (LID) Report*. May 2, 2019. p. 3.

considered **less than significant**.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to surface water runoff and drainage capacity is the drainage basin that contributes stormwater runoff flows to the network of existing City-maintained storm drain facilities which would also serve the Project Site.

Impact 3.15-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in the relocation or construction of new storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects. (Less than Significant with Mitigation)

Because the City is largely developed with impervious surfaces, cumulative projects (listed in Section 3.0, Introduction to the Analysis, Table 3.0-2) would involve redevelopment of existing paved or developed sites, and would not substantially increase the amount of impervious surfaces. Thus, the change of runoff to stormwater drainage systems would largely be negligible after development of cumulative projects. Additionally, as previously discussed, construction and operation of cumulative projects, including the Proposed Project, would be required to comply with applicable stormwater runoff regulations, including the NPDES General Construction Permit, the City's Municipal Code section 10-208, and the County's LID Standards Manual. BMPs associated with these regulations would reduce runoff, therefore reducing the amount of stormwater entering the drainage systems.

In addition, over time the redevelopment of previously urbanized parcels would eliminate outdated water drainage features that no longer meet current regulations. Older infrastructure would be replaced with features that would provide higher quality of stormwater runoff than exists under current conditions. Nevertheless, because final stormwater drainage improvement plans for most cumulative projects have not yet been reviewed and approved by the local municipal government or the Los Angeles RWQCB, the cumulative impact of construction and operation of cumulative projects, including the Proposed Project, would be considered **potentially significant**.

As discussed above in Impact 3.15-9, the design of the Proposed Project is in an early phase, and specific BMPs have not been identified and approved by the City or the Los Angeles RWQCB. Therefore, the Proposed Project would have a considerable contribution to this impact, and the cumulative impact would be **potentially significant**.

Mitigation Measure 3.15-10

Implement Mitigation Measure 3.9-1(a) (Comply with Applicable Regulations as Approved by the City and the Los Angeles RWQCB).

Level of Significance After Mitigation: With the implementation of Mitigation Measures 3.15-10, construction of the Proposed Project would comply with applicable regulations as approved by the City and the Los Angeles RWQCB and the expansion of storm water drainage facilities would not cause a significant environmental effect.

Therefore, the Proposed Project with mitigation would not result in a considerable contribution to a potentially significant cumulative impact. Thus, this cumulative impact would be **less than significant**.

Solid Waste Generation and Landfill Capacity

3.15.13 Environmental Setting

Regional and Local Setting

The City of Inglewood is served by Consolidated Disposal Services (CDS), a subsidiary of Republic Services, Inc., which provides waste and recycling collection services for residential and commercial uses.[74] Solid waste is taken to the CDS American Waste Transfer Station where it is sorted. Residual garbage is taken to the Consolidated Volume Transport Disposal and Recycling Center. Recycling and green waste is taken to CDS' Compton Transfer Station. Solid waste is then transferred to a CDS-owned facility, the Sunshine Canyon Landfill in Sylmar, California.[75]

The Sunshine Canyon Landfill handles approximately one-third of the daily waste of all of Los Angeles County.[76] The landfill is permitted to receive a maximum of 12,100 tons per day of solid waste, or 4.4 million tons per year of solid waste. In 2016 the landfill accepted an average of 7,496 tons of waste per day, and in 2018 accepted an average of 8,300 tons of waste per day (or 3 million tons per year of solid waste).[77,78] The landfill has an approximate cease operation date of 2037, and has approximately 96,800,000 cubic yards, or 62,110,000 tons, of remaining capacity.[79,80]

3.15.14 Adjusted Baseline Environmental Setting

Section 3.15, Utilities and Service Systems, assumes the HPSP Adjusted Baseline Environmental Setting as described in Section 3.0, Introduction to the Analysis. **Table 3.15-18** details the estimated solid waste that would be generated by the HPSP Adjusted Baseline projects, by land use. The HPSP Adjusted Baseline projects are anticipated to generate approximately 6,785 tons per year of solid waste. Assuming all projects become operational in 2020, the four years between operation of the HPSP Adjusted Baseline projects (2020) and operation of the Project (2024) would generate a total of approximately 27,140 tons of solid waste. The Sunshine Canyon

74 City of Inglewood, 2018. City of Inglewood Waste Collection FAQs. Available: https://www.cityofinglewood.org/FAQ.aspx?TID=30. Accessed November 28, 2018.
75 City of Inglewood, 2012. Solid Waste Proposal Summary. Available: https://www.cityofinglewood.org/DocumentCenter/View/2716/a2pdf?bidId=.
76 Republic Services, Inc., 2018. Sunshine Canyon Landfill: About. Available: https://sunshinecanyonlandfill.com/about/. Accessed November 28, 2018.
77 County of Los Angeles, 2017. Countywide Integrated Waste Management Plan 2016 Annual Report. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF. p. 71.
78 Republic Services, Inc., 2018. Sunshine Canyon Landfill: About. Available: https://sunshinecanyonlandfill.com/about/. Accessed November 28, 2018.
79 CalRecycle, 2018. SWIS Facility Detail: Sunshine Canyon Landfill. Available: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-2000. Accessed November 28, 2018.
80 County of Los Angeles, 2017. Countywide Integrated Waste Management Plan 2016 Annual Report. Available: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF. Appendix E-2, Table 1, Remaining Permitted Disposal Capacity of Existing Solid Waste Disposal Facilities in Los Angeles County.

Landfill currently accepts an average of 8,300 tons of waste per day, or 3 million tons per year of solid waste, with a maximum allowable throughput of 4.4 million tons per year of solid waste. The Adjusted Baseline's solid waste contribution is estimated to reduce the capacity of the Sunshine Canyon Landfill to approximately 62,082,860 tons per year of solid waste.

TABLE 3.15-18
HPSP SOLID WASTE GENERATION ESTIMATES

Proposed Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/yr)
Stadium[a]	2,700,000[b]	1.29 tons/1,000 sf/year	3,483
Performance Venue[a]	153,913[c]	1.29 tons/1,000 sf/year	199
Office[d]	466,000 sf	6 lbs/1,000 sf/day	510
Retail/Restaurant[d]	518,077 sf	2.5 lbs/100 sf/day	2,364
Residential[d]	314 du	4 lbs/du/day	229
Total	**—**	**—**	**6,785**

NOTES:
yr = year; sf = square feet; du = dwelling unit
a Solid waste generation from the Sacramento Entertainment and Sports Center EIR
b To find the square footage of a 70,000-seat NFL Stadium, comparable stadiums were researched. The Mercedes Benz Stadium in Atlanta, Georgia has a capacity of 71,000 seats and is 2,000,000 square feet.
c To find the square footage of a 6,000 seat performance venue, comparable performance venues were researched. The Novo by Microsoft in Los Angeles, California has a capacity of 2,300 seats and is 59,000 square feet. 59,000 square feet/2,300 seats = approximately 25 square feet per seat. 6,000 seats X 25 square feet = 153,913 square feet. Source: https://www.discoverlosangeles.com/la-concert-venues-that-double-as-event-space.
d Solid waste generation estimates derived from a list of generation rates maintained by CalRecycle. CalRecycle does not provide standard solid waste generation rates by land use.

SOURCE: ESA, 2019. Generation factors are based off of the Sacramento Entertainment and Sports Center EIR, 2014 and CalRecycle.

3.15.15 Regulatory Setting

Federal

There are no federal regulations, plans, or policies applicable to solid waste that relate to the Proposed Project.

State

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (AB 939) was enacted to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible. Specifically, AB 939 requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000. AB 939 also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. Cities and counties are required to maintain the 50 percent diversion specified by AB 939 past the year 2000. AB 939 also requires each city and county to promote source reduction, recycling, and

safe disposal or transformation. The City of Inglewood's City-wide diversion rate per AB 939 was 62 percent in 2010.[81]

In 2007, SB 1016 was passed, changing the way the State measured waste diversion. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator (a per capita disposal rate). The AB 939 50 percent solid waste disposal reduction requirement is now measured in terms of per-capita disposal expressed as pounds of waste generated per person per day, or pounds per employee per day. The focus is on program implementation, actual recycling, and other diversion programs instead of estimated numbers.

The State of California took another step to increase diversion in 2011, when the governor signed AB 341, increasing the current state goal from 50 percent diversion to 75 percent recycling by 2020. AB 341 created the Mandatory Commercial Recycling law, which requires that all businesses that generate four or more cubic yards of waste each week and all multi-family communities with five or more units must arrange for recycling service.

In 2014, Governor Brown signed AB 1826 into law, requiring businesses to recycle their organic waste, effective April 1, 2016, depending on the amount of waste generated per week. This law also requires that local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, as follows:

- April 1, 2016: Businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services.
- January 1, 2017: Businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services.
- January 1, 2019: Businesses that generate four cubic yards or more of commercial solid waste per week shall arrange for organic waste recycling services.
- Year 2020 Assessment: If CalRecycle determines that the statewide disposal of organic waste in 2020 has not been reduced by 50 percent of the level of disposal during 2014, the organic recycling requirements on businesses will expand to cover businesses that generate two cubic yards or more of commercial solid waste per week. Additionally, certain exemptions may no longer be available if this target is not met.

Construction and Demolition Waste Materials Diversion Requirements

SB 1374 was signed into law in 2002 to assist jurisdictions with diverting their construction and demolition (C&D) waste material. The legislation requires that the CIWMB (now CalRecycle)

[81] City of Inglewood, 2012. Special Meeting of Special Council Evaluation of Solid Waste and Recycling Services Proposals. Available: http://v1.cityofinglewood.org/pdfs/wastemanagement/hfh.pdf. Accessed December 4, 2018.

complete five items in regards to the diversion of construction and demolition waste: (1) adopt a model ordinance for diverting 50 percent to 75 percent of all construction and demolition debris from landfills; (2) consult with multiple regulators and waste entities (e.g., California State Association of Counties, private and public waste services, building construction materials industry, etc.) during the development of the model ordinance; (3) compile a report on programs that can be implemented to increase diversion of C&D debris; (4) post a report on the agency's website for general contractors on methods that contractors can use to increase diversion of C&D waste materials; and (5) post on the agency's website a report for local governments with suggestions on programs to increase diversion of C&D waste materials. Under SB 1374, jurisdictions must also include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The model ordinance was adopted by CalRecycle on March 16, 2004.[82]

California Green Building Standards Code

In 2007 the California Building Standards Commission (CBSC) was directed to develop green buildings standards in an effort to meet the goals of California's landmark AB 32 initiative, which established a comprehensive program of cost-effective reductions of greenhouse gases to 1990 levels by 2020. The result, the California Green Building Standards Code (CALGreen Code), CCR Title 24, is the first-in-the-nation mandatory green building standards code. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings. Material conservation and resource efficiency is one of the categories of sustainable construction. Measures include means of achieving material conservation and resource efficiency through reuse of existing building stock and materials; use of recycled, regional, rapidly renewable and certified wood materials; and employment techniques to reduce pollution through recycling of materials.

Local

City of Inglewood General Plan

The City of Inglewood General Plan Conservation Element, adopted on October 21, 1997, addresses the conservation, development and utilization of natural resources within the City. Chapter IV of the Conservation Element addresses the City's solid waste management. The Conservation Element notes that the City's goal of a 25 percent reduction of solid waste between 1990 and 1995 was met. While the Conservation Element discusses the City's concerns related to landfill capacities and the City's programs to minimize solid waste generation, no specific goals or policies relevant to the Proposed Project are included in the Conservation Element.

[82] CalRecycle, Senate Bill 1374 (2002), August 24, 2018, https://www.calrecycle.ca.gov/lgcentral/library/canddmodel/instruction/sb1374.

3.15.16 Analysis, Impacts, and Mitigation

Significance Criteria

The City has not adopted thresholds of significance for the analysis of impacts to solid waste generation and landfill capacity. The following thresholds of significance are consistent with CEQA Guidelines Appendix G. A significant impact would occur if the Proposed Project would:

1. 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; or
2. Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste.

Methodology and Assumptions

The following impact analysis evaluates the potential for the Proposed Project to result in changes to existing solid waste generation and landfill capacity. Potential changes in solid waste generation are evaluated using waste generation factors shown in **Table 3.15-19**. It is assumed that the Proposed Project would comply with all applicable laws, regulations, design standards, and plans for solid waste reduction and recovery.

TABLE 3.15-19
EXISTING AND PROPOSED SOLID WASTE GENERATION

Proposed Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/yr)
Existing			
Retail/Commercial	54,098 sf	2.5 lbs/100 sf/day	247
Proposed			
Arena[a]	915,000 sf	1.29 tons/1,000 sf/year	1,180
Office[b]	71,000 sf	6 lbs/1,000 sf/day	78
Practice and Training Facility[b]	85,000 sf	6 lbs/1,000 sf/day	93
Sports Medicine Clinic[b]	25,000 sf	6 lbs/1,000 sf/day	27
Retail/Commercial[b]	48,000 sf	2.5 lbs/100 sf/day	219
Community Space[b]	15,000 sf	2.5 lbs/100 sf/day	68
Hotel[b]	150 rooms	2 lbs/room/day	55
Total			**1,721**
Net Increase			**1,474**

NOTES:
yr = year; sf = square feet
a Solid waste generation estimate for the arena uses based on the Sacramento Entertainment and Sports Center EIR.
b Solid waste generation estimates derived from a list of generation rates maintained by CalRecycle. CalRecycle does not provide standard solid waste generation rates by land use.

SOURCE: ESA, 2019. Generation factors are based off of the Sacramento Entertainment and Sports Center EIR, 2014 and estimated solid waste generation rates provided by CalRecycle.

Impacts and Mitigation Measures

Impact 3.15-11: Construction and operation of the Proposed Project could generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and could otherwise impair the attainment of solid waste reduction goals. (Less than Significant)

Construction

As previously discussed, the City of Inglewood is served by CDS, which transfers solid waste to the Sunshine Canyon Landfill in Sylmar, California. The Sunshine Canyon Landfill currently receives an average of 3 million tons per year of solid waste, and is permitted to receive a maximum of 4.4 million tons per year of solid waste.[83,84] The landfill has approximately 62,082,860 tons of remaining capacity. Based on the landfill's throughput and availability of land, the landfill has a cease operation date of 2037. Construction of the Proposed Project would include demolition of existing buildings on the Project Site, and would result in the generation of various construction waste including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-recyclable construction related wastes. Recyclable construction materials, including concrete, metals, wood, and various other recyclable materials would be diverted to recycling facilities.

Table 3.15-20 presents the solid waste that would be generated by the demolition of existing uses at the Project Site, which would total approximately 4,274 tons. This construction debris would be approximately 0.1 percent of the average waste that enters the landfill per year. The landfill has approximately 62,082,860 tons of remaining capacity. After demolition of existing uses, the landfill would still have approximately 62,078,586 tons of remaining capacity.

TABLE 3.15-20
SOLID WASTE GENERATION DURING DEMOLITION OF EXISTING USES

Land Use to be Demolished	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons)
Restaurant (Non-residential)	1,118 sf	158 lbs/sf	88
Motel (Non-residential)	16,806 sf	158 lbs/sf	1,328
Food Warehouse (Non-residential)	28,809 sf	158 lbs/sf	2,276
Commercial Vacant (Non-residential)	6,231 sf	158 lbs/sf	492
Catering (Non-residential)	1,134 sf	158 lbs/sf	90
Total	**54,098 sf**	**-**	**4,274**

NOTE:
sf = square feet

SOURCE: ESA, 2019. Generation factors based off of the US Environmental Protection Agency, 2003. Estimating 2003 Building-Related Construction and Demolition Materials Amounts.

83 Republic Services, Inc., 2018. Sunshine Canyon Landfill: About. Available: https://sunshinecanyonlandfill.com/about/. Accessed November 28, 2018.

84 CalRecycle, 2018. SWIS Facility Detail: Sunshine Canyon Landfill. Available: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-2000. Accessed November 28, 2018.

The above estimates are conservative as the Proposed Project would be required to comply with State requirements to divert a minimum of 75 percent of construction wastes to a certified recycling processor, pursuant to AB 1374. In addition, the Proposed Project would meet or exceed current uniform codes designed to achieve a LEED Gold rating. The Proposed Project would apply for LEED certification of the proposed buildings and accompanying development in the Building Design + Construction (BD+C) category, and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. The Proposed Project would commit to recycling construction wastes in excess of the minimum requirements of the State. Adhering to LEED Gold standards would minimize the total volume of demolition and construction waste that would be landfilled, but would not avoid landfilling entirely.

In consideration of the large volume of landfill capacity available at Sunshine Canyon Landfill, sufficient landfill capacity would be available to serve the Proposed Project during construction. Therefore, the Proposed Project would not require new or expanded solid waste management or disposal facilities. Thus, as there is sufficient landfill capacity to serve the Proposed Project's solid waste disposal needs during construction, impacts would be **less than significant**.

Operation

Operation of the Proposed Project would result in the generation of waste in accordance with the proposed increase in use of intensity at the Project Site. Proposed operational wastes would include retail/commercial, office, hotel, and entertainment and sports center-related wastes. As shown in Table 3.15-19, the existing uses at the Project Site generate 247 tons per year of solid waste. The Proposed Project would generate approximately 1,721 tons per year of solid waste, a net increase of 1,474 tons per year of solid waste over baseline conditions.

Waste generated by the Proposed Project would be removed from the site by CDS and recycled in accordance with City requirements, with the remaining waste landfilled at Sunshine Canyon Landfill. As noted previously, this landfill currently accepts an average of 3 million tons per year of solid waste, and is permitted to receive a maximum of 4.4 million tons per year of solid waste. The landfill has approximately 62,082,860 tons of remaining capacity. The net increase in Project-related wastes would represent less than 0.1 percent of the remaining capacity for this landfill, with 62,081,386 additional tons still available before the landfill reaches its remaining capacity.

The lifespan of a landfill is determined by land availability and its topography, refuse-to-cover ratios, settlement rates, and its planned throughput.[85] Even with the Proposed Project, there would still be an additional 62,081,386 tons of remaining capacity. Thus, the Proposed Project is within planned waste acceptance growth for the landfill, and would not change the lifespan of the landfill, which would continue to have availability until 2037.

Because sufficient landfill capacity would be available to serve the Proposed Project, the Proposed Project would not require new or expanded solid waste management or disposal

[85] CalRecycle, 2018. Methodology for Determining Remaining Landfill Capacity. Available: https://www.calrecycle.ca.gov/lea/advisories/45. Accessed January 14, 2019.

facilities. Additionally, implementation of typical recycling rates and state diversion requirements would result in a portion of the total waste stream being diverted to recycling, consistent with the California Integrated Waste Management Act's goal of 75 percent recycling by 2020. This would further minimize impacts to landfill capacity. Therefore, because there is sufficient landfill capacity to serve the Proposed Project's solid waste disposal needs during operation, this impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.15-12: Construction and operation of the Proposed Project could conflict with federal, State, and local management and reduction statutes and regulations related to management and reduction of solid waste. (Less than Significant)

The Proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. The City would be required to maintain the 75 percent diversion rate required by the State pursuant to AB 341. In addition, the Proposed Project would meet or exceed current uniform codes designed to achieve a LEED Gold rating. The Proposed Project would apply for LEED certification of the proposed buildings and accompanying development in the BD+C category, and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. The Proposed Project would commit to recycling construction wastes in excess of the minimum requirements of the State.

Adhering to LEED Gold standards would minimize the total volume of demolition and construction waste that would be landfilled. In addition, the Proposed Project would contract with CDS for all bin removal activities. Compliance with construction and operational debris removal and recycling requirements would occur with the City's Environmental Services Department and CDS' Sunshine Canyon Landfill. Therefore, as the Proposed Project would not conflict with federal, state, and local statues related to solid waste, and would meet LEED Gold requirements, impacts would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The geographic scope of analysis for cumulative impacts related to solid waste and landfill capacity is the Sunshine Canyon Landfill service area.

Impact 3.15-13: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and could otherwise cumulatively impair the attainment of solid waste reduction goal. (Less than Significant)

Cumulative projects (listed in Section 3.0, Introduction to the Analysis, Table 3.0-2, Cumulative Projects List) would increase solid waste generation. Of the cumulative projects listed in Table 3.0-2, those located in the Inglewood, El Segundo, Hawthorne, Culver City, Gardena, and the City of Los Angeles would have waste delivered to the Sunshine Canyon Landfill.[86] While solid waste from cumulative projects within the County of Los Angeles to certain landfills is variable by location, it was conservatively assumed that solid waste from the cumulative projects within the jurisdiction of the County of Los Angeles also would be delivered to the Sunshine Canyon Landfill. **Table 3.15-21** shows the solid waste generation that is estimated to be produced by all of the cumulative projects listed in Section 3.0, Introduction to the Analysis, based on land use. A total of 29,908 tons per year of solid waste would be generated by these cumulative projects.

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
1	Office	281,209 sf	6 lbs/1,000 sf/day	308
2	Residential	5 du	4 lbs/du/day	4
	Retail	3,414 sf	2.5 lbs/100 sf/day	16
	Commercial	2,340 sf	2.5 lbs/100 sf/day	11
3	Service Bays (Industrial)	14,668 sf	5 lbs/1,000 sf/day	13
	Parts and Service (Commercial)	12,900 sf	2.5 lbs/100 sf/day	59
4	Commercial	16,000 sf	2.5 lbs/100 sf/day	73
	Apartments	775 du	4 lbs/du/day	556
	Hotel (Office)	-60,000 sf	6 lbs/1,000 sf/day	-66
5	Hotel	190 rooms	2 lbs/room/day	69
6	Office	1,751,921 sf	6 lbs/1,000 sf/day	1,918
	Warehouse	73,577 sf	5 lbs/1,000 sf/day	67
	Retail	148,960 sf	2.5 lbs/100 sf/day	680
7	Hotel	152 rooms	2 lbs/room/day	55
8	Warehouse	-3,050 sf	5 lbs/1,000 sf/day	-3
	Office	3,050 sf	6 lbs/1,000 sf/day	3
9	Office	73,000 sf	6 lbs/1,000 sf/day	80
10	Office	52,000 sf	6 lbs/1,000 sf/day	57
	Athletic Training Facility (Office)	68,000 sf	6 lbs/1,000 sf/day	75
11	School	1,200 students	1 lb/student/day	219
	School (Office)	-90,000 sf	6 lbs/1,000 sf/day	-99

[86] Sunshine Canyon Landfill, 2019. Communication with Chris Coyle RE: Sunshine Canyon Service Area. January 4, 2019.

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
12	Hotel	180 rooms	2 lbs/room/day	66
	Office	63,550 sf	6 lbs/1,000 sf/day	70
13	Residential	4 du	4 lbs/du/day	3
14	Office	96,858 sf	6 lbs/1,000 sf/day	106
15	Office	611,545 sf	6 lbs/1,000 sf/day	670
	Retail	13,660 sf	2.5 lbs/100 sf/day	62
16	Office	93,569 sf	6 lbs/1,000 sf/day	102
17	Office	106,000 sf	6 lbs/1,000 sf/day	116
	Warehouse	117,000 sf	5 lbs/1,000 sf/day	107
18	Hotel	167 room	2 lbs/room/day	61
19	Data Center (Office)	180,422 sf	6 lbs/1,000 sf/day	198
20	Residential	525 du	4 lbs/du/day	383
	Office	-835,000 sf	6 lbs/1,000 sf/day	-914
21	Residential	8 du	4 lbs/du/day	6
22	Retail	67,000 sf	2.5 lbs/100 sf/day	306
23	Office	300,000 sf	6 lbs/1,000 sf/day	329
24	Hotel	150 rooms	2 lbs/room/day	55
25	Hotel Expansion (Office)	6,952 sf	6 lbs/1,000 sf/day	8
26	Warehouse	20,819 sf	5 lbs/1,000 sf/day	19
	Office	139,558 sf	6 lbs/1,000 sf/day	153
	Manufacturing	14,025 sf	5 lbs/1,000 sf/day	13
27	Retail	3,714 sf	2.5 lbs/100 sf/day	17
28	Office	20,955 sf	6 lbs/1,000 sf/day	23
29	Ice Rink (Warehouse)	17,315 sf	5 lbs/1,000 sf/day	16
30	Residential	40 du	4 lbs/du/day	29
31	Industrial	100,438 sf	5 lbs/1,000 sf/day	92
32	Residential	20 du	4 lbs/du/day	15
33	Retail	3,140 sf	2.5 lbs/100 sf/day	14
34	Residential	610 du	4 lbs/du/day	445
35	Residential	116 du	4 lbs/du/day	85
36	Residential	171 du	4 lbs/du/day	125
	Office	32,500 sf	6 lbs/1,000 sf/day	36
37	Residential	230 du	4 lbs/du/day	168
	Retail	3,700 sf	2.5 lbs/100 sf/day	17
38	Residential	6 du	4 lbs/du/day	4
39	Hotel	350 rooms	2 lbs/room/day	128
40	Hotel	119 rooms	2 lbs/room/day	43
41	Residential	241 du	4 lbs/du/day	176

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
42	Residential	4 du	4 lbs/du/day	3
43	Residential	4 du	4 lbs/du/day	3
44	Residential	12 du	4 lbs/du/day	9
45	Residential	38 du	4 lbs/du/day	28
46	Residential	10 du	4 lbs/du/day	7
47	Residential	3 du	4 lbs/du/day	2
48	Residential	12 du	4 lbs/du/day	9
49	Residential	5 du	4 lbs/du/day	4
50	Living Facility (Residential)	18 beds	4 lbs/du/day	13
51	Residential	18 du	4 lbs/du/day	13
52	Residential	4 du	4 lbs/du/day	3
53	Hotel	120 rooms	2 lbs/room/day	44
54	Residential	3 du	4 lbs/du/day	2
55	Residential	7 du	4 lbs/du/day	5
56	Residential	12 du	4 lbs/du/day	9
57	Retail	2,542 sf	2.5 lbs/100 sf/day	12
58	Residential	40 du	4 lbs/du/day	29
59	Residential	116 du	4 lbs/du/day	85
60	Commercial	1,312 sf	2.5 lbs/100 sf/day	6
	Commercial	-1,210 sf	2.5 lbs/100 sf/day	-6
61	Retail	40,000 sf	2.5 lbs/100 sf/day	183
62	Residential	20 du	4 lbs/du/day	15
63	Residential	310 du	4 lbs/du/day	226
64	Self-Storage (Warehouse)	81,613 sf	5 lbs/1,000 sf/day	74
65	Residential	3 du	4 lbs/du/day	2
66	Living Facility (Residential)	18 beds	4 lbs/du/day	13
67	Residential	2,186 du	4 lbs/du/day	1,596
	Retail	371,923 sf	2.5 lbs/100 sf/day	1,697
	Office	3,567,314 sf	6 lbs/1,000 sf/day	3,906
	Hotel	300 rooms	2 lbs/room/day	110
68	Residential	243 du	4 lbs/du/day	177
	Retail	40,000 sf	2.5 lbs/100 sf/day	183
69	Philharmonic Association (Commercial)	25,500 sf	6 lbs/1,000 sf/day	116
70	Residential	5 du	4 lbs/du/day	4
71	Self-Storage (Warehouse)	159,498 sf	5 lbs/1,000 sf/day	146
72	Car Rental (Office)	173,804 sf	6 lbs/1,000 sf/day	190
73	Hotel	4 rooms	2 lbs/room/day	1

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
75	School	50 students	1 lb/student/day	9
76	Hotel	178 rooms	2 lbs/room/day	65
77	Bus Facility (Office)	1,006,236 sf	6 lbs/1,000 sf/day	1,102
78	Residential	140 du	4 lbs/du/day	102
	Retail	2,600 sf	2.5 lbs/100 sf/day	12
79	Residential	137 du	4 lbs/du/day	100
80	Retail	3,399 sf	2.5 lbs/100 sf/day	16
81	Residential	600 du	4 lbs/du/day	438
83	Residential	108 du	4 lbs/du/day	79
	Retail	4,000 sf	2.5 lbs/100 sf/day	18
84	Industrial	225,000 sf	5 lbs/1,000 sf/day	205
85	Office	68,250 sf	6 lbs/1,000 sf/day	75
86	School	525 students	1 lb/student/day	96
87	School	616 students	1 lb/student/day	112
88	Retail	740,000 sf	2.5 lbs/100 sf/day	3,376
89	Residential	49 du	4 lbs/du/day	36
90	Residential	142 du	4 lbs/du/day	104
	Residential	57 du	4 lbs/du/day	42
	Retail	7,500 sf	2.5 lbs/100 sf/day	34
	Bank (Office)	1,500 sf	6 lbs/1,000 sf/day	2
	Office	15,400 sf	6 lbs/1,000 sf/day	17
91	Convenience Store (Retail)	1,835 sf	2.5 lbs/100 sf/day	8
93	Residential	176 du	4 lbs/du/day	128
94	Fast Food Restaurant with Drive-Through (Commercial)	4,642 sf	2.5 lbs/100 sf/day	21
95	Residential	180 du	4 lbs/du/day	131
96	Grocery Store (Commercial)	22,590 sf	2.5 lbs/100 sf/day	103
97	Residential	281 du	4 lbs/du/day	205
	Retail	26,500 sf	2.5 lbs/100 sf/day	121
	Residential	112 du	4 lbs/du/day	82
98	Residential	74 du	4 lbs/du/day	54
99	Office	1,196 sf	6 lbs/1,000 sf/day	1
100	Residential	74 du	4 lbs/du/day	54
101	Hotel	128 rooms	2 lbs/room/day	47
102	Commercial	4,963 sf	2.5 lbs/100 sf/day	23
103	Residential	32 du	4 lbs/du/day	23
104	Hotel	44 rooms	2 lbs/room/day	16
105	Residential	39 du	4 lbs/du/day	28
106	Commercial	4,500 sf	2.5 lbs/100 sf/day	21

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
107	Residential	57 du	4 lbs/du/day	42
108	Residential	12 du	4 lbs/du/day	9
109	Residential	10 du	4 lbs/du/day	7
110	Residential	11 du	4 lbs/du/day	8
111	Residential	36 du	4 lbs/du/day	26
112	Residential	32 du	4 lbs/du/day	23
113	Residential	9 du	4 lbs/du/day	7
114	Residential	4 du	4 lbs/du/day	3
115	Residential	6 du	4 lbs/du/day	4
116	Residential	19 du	4 lbs/du/day	14
117	Residential	17 du	4 lbs/du/day	12
118	Commercial	2,858 sf	2.5 lbs/100 sf/day	13
119	Commercial	1,640 sf	2.5 lbs/100 sf/day	7
120	Convenience Store (Retail)	1,060 sf	2.5 lbs/100 sf/day	5
121	Residential	88 du	4 lbs/du/day	64
122	Residential	42 du	4 lbs/du/day	31
123	Residential	2 du	4 lbs/du/day	1
124	Residential	9 du	4 lbs/du/day	7
125	Convenience Store (Retail)	2,900 sf	2.5 lbs/100 sf/day	13
126	Church (Commercial)	1,324 sf	2.5 lbs/100 sf/day	6
127	Commercial	250 sf	2.5 lbs/100 sf/day	1
	Residential	1 du	4 lbs/du/day	1
128	Residential	8 du	4 lbs/du/day	6
129	Office	612,500 sf	6 lbs/1,000 sf/day	671
	Retail	270,000 sf	2.5 lbs/100 sf/day	1,232
	Research and Development (Office)	612,500 sf	6 lbs/1,000 sf/day	671
130	Office	300,000 sf	6 lbs/1,000 sf/day	329
	Hotel	400 rooms	2 lbs/room/day	146
	Retail	200,000 sf	2.5 lbs/100 sf/day	913
	Conference Center (Office)	100,000 sf	6 lbs/1,000 sf/day	110
131	Theater*	1,000 seats	0.042 tons/seat/yr	42
	Education Center (Office)	12,000 sf	6 lbs/1,000 sf/day	14
132	Residential	127 du	4 lbs/du/day	93
133	Office	50,000 sf	6 lbs/1,000 sf/day	55
	Residential	200 du	4 lbs/du/day	146
	School	3,600 students	1 lb/student/day	657
134	Residential	130 du	4 lbs/du/day	95
135	School	500 students	1 lb/student/day	91

TABLE 3.15-21
ESTIMATED CUMULATIVE SOLID WASTE GENERATION

Cumulative Project List Number	Land Use	Unit Contribution	Solid Waste Generation Factor	Solid Waste Generation (tons/year)
136	Residential	111 du	4 lbs/du/day	81
137	Office	64,000 sf	6 lbs/1,000 sf/day	70
	Retail	4,000 sf	2.5 lbs/100 sf/day	18
	Retail	2,000 sf	2.5 lbs/100 sf/day	9
	Retail	2,000 sf	2.5 lbs/100 sf/day	9
138	Office	123,572 sf	6 lbs/1,000 sf/day	135
	Manufacturing	64,206 sf	5 lbs/1,000 sf/day	59
	Retail	2,000 sf	2.5 lbs/100 sf/day	9
139	Commercial	6,500 sf	2.5 lbs/100 sf/day	30
	Commercial	2,328 sf	2.5 lbs/100 sf/day	11
140	Residential	16 beds	4 lbs/du/day	12
141	Community Center (Office)	1,000 sf	6 lbs/1,000 sf/day	1
	Amphitheater and Lawn*	1,100 seats	0.042 tons/seat/yr	46
	Music center (Office)	1,000 sf	6 lbs/1,000 sf/day	1
	Nature Lab (Office)	1,000 sf	6 lbs/1,000 sf/day	1
	Museum – Gallery (Office)	1,000 sf	6 lbs/1,000 sf/day	1
	Multi-Purpose Stadium*	3,000 seats	0.042 tons/seat/yr	126
142	Residential	100 du	4 lbs/du/day	73
143	Residential	79 du	4 lbs/du/day	58
144	Residential	61 du	4 lbs/du/day	45
145	Residential	85 du	4 lbs/du/day	62
Total	**-**			**29,908**

NOTES:
sf = square feet; lbs = pounds; du = dwelling unit
* These uses use the solid waste generation from the Qualcomm Stadium Reconstruction EIR, which uses a generation rate based on number of seats.

SOURCE: ESA, 2019. Generation factors derived from a list of generation rates maintained by CalRecycle. CalRecycle does not provide standard solid waste generation rates by land use.

As discussed previously, the Sunshine Canyon Landfill currently accepts an average of 3 million tons per year of solid waste, and is permitted to receive a maximum of 4.4 million tons per year of solid waste. The landfill has approximately 62,082,860 tons of remaining capacity. The solid waste generated by the combination of the Proposed Project plus other cumulative projects would represent less than 1 percent of the average throughput for this landfill. After acceptance of the solid waste from the Proposed Project and other cumulative projects, there would still be an additional 62,052,952 tons of remaining capacity. Thus, the Proposed Project and cumulative projects are within planned waste acceptance growth for the landfill, and would not materially reduce the planned lifespan of the landfill, which would continue to have availability until 2037.

Similar to the Proposed Project, cumulative projects would be required to comply with State requirements to divert a minimum of 75 percent of waste to a certified recycling processor to ensure solid waste generation is minimal. Existing capacity at the Sunshine Canyon Landfill exists to serve both the Proposed Project and cumulative projects as well as existing developments within the County of Los Angeles.

Based on the above considerations, the Proposed Project, in conjunction with other cumulative projects within the Sunshine Canyon Landfill service area, would not generate solid waste that would be in excess of state or local standards and would not exceed the capacity of local infrastructure. The Proposed Project, in conjunction with other cumulative development, would not otherwise impair the attainment of solid waste reduction goal. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

Impact 3.15-14: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could conflict with federal, State, and local statues and regulations related to management and reduction of solid waste. (Less than Significant)

As detailed above, the City is required to maintain the 50 percent diversion rate required by the State through the California Solid Waste Management Act. Similar to the Proposed Project, cumulative projects would contract with CDS for bin removal activities. Compliance with construction and operational debris removal and recycling requirements would occur with the City's Environmental Services Department and CDS' Sunshine Canyon Landfill. As previously detailed, the Proposed Project would also adhere to the LEED Gold standards, committing to recycling construction waste in excess of the minimum requirements of the State. Based on the above considerations, the Proposed Project, in conjunction with cumulative development within the Project vicinity, implementation of the Proposed Project would not conflict with federal, state, and local statues and regulations related to management and reduction of solid waste. Therefore, the cumulative impact would be **less than significant**.

Mitigation Measures

None required.

CHAPTER 4
Other CEQA-Required Considerations

4.1 Introduction

CEQA Guidelines section 15126 requires that all phases of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. Further, CEQA Guidelines section 15126.2(a) requires that the evaluation of significant impacts consider direct and reasonably foreseeable indirect effects of the Proposed Project over the short-term and long-term. The EIR must identify (1) significant environmental effects of the Proposed Project, (2) potentially feasible mitigation measures proposed to avoid or substantially lessen significant effects, (3) significant environmental effects that cannot be avoided if the Proposed Project is implemented, (4) significant irreversible environmental changes that would result from implementation of the Proposed Project, (5) growth-inducing impacts of the Proposed Project, and (6) alternatives to the Proposed Project.[1]

Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, Sections 3.1 through 3.15, of the EIR provide a comprehensive presentation of the Proposed Project's environmental effects, potentially feasible mitigation measures, and conclusions regarding the level of significance of each impact both before and after mitigation.

Chapter 5, Project Variants, provides descriptions and analysis of environmental impacts for two variations of the Proposed Project. Project Variants are included and considered in the CEQA-required analyses discussions below.

Chapter 6, Project Alternatives, presents a comparative analysis of alternatives to the Proposed Project.

The other CEQA-required analyses described above are presented below.

4.2 Significant Environmental Effects That Cannot Be Avoided if the Proposed Project Is Implemented

CEQA Guidelines section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The significant environmental impacts of the Proposed Project, West Century Boulevard Pedestrian Bridge

[1] CEQA Guidelines sections 15126.2(a), (c-e), 15126.4, and 15126.6.

Variant, and Alternate Prairie Access Variant are discussed in detail in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, and in Chapter 5, Project Variants.

4.2.1 Unavoidable Significant Impacts of the Proposed Project

Proposed Project

Project-specific and cumulative impacts that cannot be avoided if the Proposed Project is approved as proposed include:

Project-Specific Significant and Unavoidable Impacts

Impact 3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.

Impact 3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.

Impact 3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.

Impact 3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.

Impact 3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14 15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.

Impact 3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.

Cumulative Significant and Unavoidable Impacts

Impact 3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.

Impact 3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.

Impact 3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.

Impact 3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.

Impact 3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.

Impact 3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.

Impact 3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.

4.2.2 Unavoidable Significant Impacts of the West Century Boulevard Pedestrian Bridge Variant

The changes to the Proposed Project that would be included in the West Century Boulevard Pedestrian Bridge Variant would not change or would not be substantial enough to change the conclusions, or add or alter significant impacts previously discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. Therefore, Project-specific and cumulative impacts that cannot be avoided if the West Century Boulevard Pedestrian Bridge Variant is approved as proposed would be the same as those identified for the Proposed Project, in Section 4.2.1, above.

4.2.3 Unavoidable Significant Impacts of the Alternate Prairie Access Variant

The changes to the Project that would be included in the Alternate Prairie Access Variant would not change or would not be substantial enough to change the conclusions, or add or alter significant impacts previously discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. Therefore, Project-specific and cumulative impacts that cannot be avoided if the Alternate Prairie Access Variant is approved as proposed would be the same as those identified for the Proposed Project, in Section 4.2.1, above.

4.3 Significant Irreversible Environmental Changes That Would Be Caused by the Proposed Project Should It Be Implemented

Under CEQA, an EIR must evaluate the extent to which the Proposed Project primary and secondary effects would generally commit future generations to the allocation of nonrenewable resources and to irreversible environmental damage. Specifically, CEQA Guidelines section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The evaluation below addresses whether the Proposed Project would result in significant irreversible environmental changes if they would:

- Involve a large commitment of nonrenewable resources;
- Result in primary or secondary impacts that would generally commit future generations to similar uses;
- Involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- Result in consumption of resources that is not justified (e.g., the project involves the wasteful use of energy).

Each of these issues is discussed below for the Proposed Project.

Large Commitment of Resources

Implementation of the Proposed Project would result in the long-term commitment of resources to continued urban development. As is described previously in Chapter 1, Introduction, Chapter 3, Sections 3.4, Cultural and Tribal Cultural Resources, and 3.10, Land Use and Planning, of this Draft EIR, the Project Site was originally developed for and committed to urban uses starting in the late 1920s and continuing on into the post-World War II years. In the 1950s and 1960s, single family homes were redeveloped to more intensive multi-family housing and industrial uses. Beginning in the mid-1980s, the City received FAA-issued noise mitigation grants as part of the LAX Noise Control/Land Use Compatibility Program, with the objective of disposing and recycling incompatible land uses to land uses which are compatible with the noise levels of airport operations. As a result, much of the Project Site was cleared to eliminate noise-sensitive uses that were considered incompatible with the aviation noise from aircraft approaching and departing from LAX, to the west. The Proposed Project would recommit the land resources of the site to urban development compatible with the ambient noise environment.

In addition, construction activities related to the Proposed Project would result in the irretrievable commitment of construction materials (e.g., steel products, cement, glass, etc.).

Commitment of the Project Site for Future Generations

Development of the Proposed Project would result in the commitment of the Project Site to a sports and entertainment venue use along with accompanying commercial, hotel, and parking uses, thereby precluding other uses for the lifespan of the Proposed Project or Project Variants, a period of time anticipated to be at least 30 years.

Irreversible Environmental Damage

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage that could be caused by an accident associated with the Proposed Project. While the Proposed Project could result in the use, transport, storage, and disposal of limited amounts of hazardous wastes during construction and operation, as described in Section 3.8, Hazards and Hazardous Materials, all activities would comply with applicable state and federal laws related to hazardous materials, which significantly reduce the likelihood and severity of the occurrence of accidents that could result in irreversible environmental damage.

Over the past decade, the understanding of global climate change and the role that communities can play in mitigating and/or adapting to it has grown tremendously. There is broad scientific consensus that recent changes in climatic conditions, including increases in global temperatures, are associated with corresponding increases of greenhouse gases (GHGs). Temperature increases are beginning to affect regional climates and continued increases are expected result in impacts to the southern California region and the world. Climate change is anticipated to have profound implications for the availability of the natural resources on which economic prosperity and human development depend.

As discussed in detail in Section 3.7, Greenhouse Gas Emissions, the emission of GHGs is known to have long-term effects on atmospheric conditions that affect the global climate, with resultant changes in sea level, hydrological conditions in rivers, heat island effects, and a range of other conditions. While these changes are not considered irreversible, they could last for generations. As further described in Section 3.7, Greenhouse Gas Emissions, the Proposed Project could result in short-term increases in GHG emissions, but through the implementation of mitigation measures, including those required pursuant to the requirements of Public Resources Code section 21168.6.8 (AB 987) as well as additional measures identified in this Draft EIR, would result in no net increase in GHG emissions. As such, the Proposed Project would not contribute to global climate changes and related irreversible environmental damage.

The most notable significant irreversible impacts of the Proposed Project or Project Variants are intensification of the visual character of the Project Site, increased generation of pollutants from vehicle travel and stationary operations, and the short-term commitment of non-renewable and/or slowly renewable natural and energy resources, such as water and energy resources used during construction activities. Operations associated with future uses would also consume water, natural

gas and electrical energy. The unavoidable environmental consequences of the Proposed Project are described in the appropriate sections in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, and Section 4.2, above.

Unjustified Consumption of Resources

Resources that would be permanently and continually consumed by implementation of the Proposed Project include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources (see Chapter 3, Sections 3.5, Energy Demand and Conservation, and 3.15, Utilities and Service Systems). As shown in Table 3.5-4a of Section 3.5, the Proposed Project's annual net new energy demand for the Full Backfill Scenario would be approximately 16,934 megawatt hours (MWh) of electricity, 22,767 MMBtu of natural gas, 1,583,770 gallons of gasoline, and 91,347 gallons of diesel fuel. As shown in Table 3.5-4b, the Proposed Project's annual net new energy demand for the Partial Backfill Scenario would be approximately 13,194 MWh of electricity, 16,413 MMBtu of natural gas, 1,011,301 gallons of gasoline, and 66,983 gallons of diesel fuel. In addition, electricity and fossil fuels would also be consumed in the use of vehicles and equipment during construction of the Proposed Project.

Project Construction

Consumption of non-renewable fossil fuels during construction of the Proposed Project is described in Section 3.5, Energy Demand and Conservation. Construction of the Proposed Project would result in the irretrievable commitment of construction materials (e.g., steel products, cement, glass). While construction of the Proposed Project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment, the consumption of fossil fuels would occur on a temporary basis during the construction period.

Construction of the Proposed Project would employ fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the CARB Pavley Phase II standards, the anti-idling regulation in accordance with section 2485 in Title 13 of the CCR, and fuel requirements for stationary equipment in accordance with section 93115 (concerning Airborne Toxic Control Measures) in Title 17 of the CCR. Use of construction equipment that is compliant with these regulations would result the use of more fuel-efficient engines and associated fuel savings.

The Proposed Project would divert mixed construction and demolition debris to City-certified construction and demolition waste processors using City-certified waste haulers, which would reduce truck trips to landfills, and increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption. As such, the consumption of energy during project construction would not be wasteful, inefficient, or unnecessary.

Project Operation

Operation of the Proposed Project would result in the demand for electricity and natural gas for project operations, and gasoline and diesel fuel for transportation and backup generation functions. As described in Section 3.5, Energy Demand and Conservation, The Full Backfill Scenario future energy use would represent about 0.016 percent and the Partial Backfill Scenario future energy use would represent about 0.012 percent of total SCE sales, and both scenarios would be within the SCE projected electricity supplies. The Proposed Project would result in an annual net increase in demand for natural gas of approximately 22,767 MMBtu for the Full Backfill Scenario and 16,413 MMBtu for the Partial Backfill Scenario. Under both scenarios, the Proposed Project would account for approximately 0.002 percent of the 2024 forecasted annual consumption in the SoCalGas planning area and would fall within the SoCalGas projected consumption for the area and would be consistent with the SoCalGas anticipated regional demand from population or economic growth. As reported in Table 3.5-4a and Table 3.5-4b, the Proposed Project estimated annual net increase in petroleum-based fuel usage would be approximately 1,583,770 gallons of gasoline and 91,347 gallons of diesel for the Full Backfill Scenario and 1,011,301 gallons of gasoline and 66,983 gallons of diesel under the Partial Backfill Scenario. The Proposed Project would account for 0.043 percent of County-wide gasoline consumption and 0.015 percent of County-wide diesel consumption under the Full Backfill Scenario and account for 0.028 percent of County-wide gasoline consumption and 0.011 percent of County-wide diesel consumption under the Partial Backfill Scenario, based on the available County fuel sales data for the year 2017.

Operation of the Proposed Project would comply with all applicable building codes, including the 2019 Title 24 building energy efficiency standards, CAFE fuel economy standards, consistency with the SCAG 2016-40 RTP/SCS, achievement of LEED Gold status through design and operations of the Proposed Project, compliance with the County's Low Impact Development (LID) Development Standards Manual, compliance with the City's Low Impact Development Requirements for New Development and Redevelopment,[2] the City's Green Street Policy, the City's Water Conservation and Water Supply Shortage Program, as well as mitigation measures included in this Draft EIR, would ensure that natural resources are used efficiently and conserved to the maximum extent possible. Further, it is expected that, over time, new technologies or systems will emerge, or will become more cost-effective or user-friendly, to further reduce the reliance upon nonrenewable natural resources. For example, future implementation of the Clean Fuel Standard and the Renewable Portfolio Standard are expected to decrease the use of nonrenewable fossil fuels.

The Proposed Project would incorporate a variety of measures and features to reduce electricity use and minimize natural gas demand, including achieving USGBC LEED Gold Certification level. As described in Chapter 2, Project Description, several sustainable design features are under consideration for inclusion for the Proposed Project, including but not limited to, heat island reduction measures, light pollution reduction measures, indoor and outdoor water reduction

[2] City of Inglewood Municipal Code, Chapter 10, Article 16, Section 10-208.

measures, renewable energy production, and optimized energy performance. More specifically, the Proposed Project would incorporate a variety of energy and water conservation measures and features to minimize energy demand; these measures would include reducing indoor water use by 40 percent and outdoor water use by 50 percent, which would be elements of the Proposed Project effort to achieve USGBC LEED Gold certification.

In order to reduce the use of transportation energy, the Proposed Project would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Proposed Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings in addition to compliance with CAFE standards. The close proximity of the Proposed Project to retail, restaurant, entertainment, commercial, and job destinations support achievement of reductions in VMT. Additionally, the Proposed Project design would provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations for a minimum of 8 percent of the parking spaces pursuant to the CALGreen Code, reducing the amount of fossil fuel consumed during vehicular travel to and from the project site.

Collectively, the incorporation of the above described conservation measures and features, operation of the Proposed Project would minimize the consumption of electricity, natural gas, and transportation fuels. Therefore, as proposed operation of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, natural gas, and transportation fuels, and thus would not result in the unjustified consumption of natural resources.

4.4 Growth-Inducing Effects

As required CEQA Guidelines section 15126.2(e), an EIR must discuss ways in which a project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, an EIR must discuss the characteristics of a project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. The purpose of this section is to evaluate the potential growth-inducing effects resulting from the implementation of the Proposed Project or Project Variants in the greater Los Angeles area. Additional analysis of the effects of the Proposed Project or Project Variants on population and employment growth is provided in Section 3.12, Population, Employment, and Housing, and in Chapter 5, Project Variants.

In general, a project may foster spatial, economic, or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of the new access to or infrastructure capacity that serves an area; a change in zoning or general plan designations that increase density for areas outside the boundaries of a project site); or indirectly stimulates economic expansion or growth that occurs in an area in

response to the project (e.g., changes in revenue base, employment expansion, etc.). These circumstances are further described below:

- **Elimination of Obstacles to Growth:** This refers to the potential for a project to remove infrastructure limitations or provide infrastructure capacity, or remove regulatory constraints that could result in growth unforeseen at the time of project approval; and
- **Economic Effects:** This refers to the potential for a project to cause increased activity in the local or regional economy. Economic effects can include such effects as the Multiplier Effect. A "multiplier" is an economic term used to describe inter-relationships among various sectors of the economy. The Multiplier Effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect recognizes that the onsite employment and population growth of each project may not be the complete picture of growth caused by the project.

4.4.1 Elimination of Obstacles to Growth

The elimination of physical obstacles to growth is considered a growth-inducing effect. The Project Site is located in a highly urbanized area in the vicinity of other facilities designed to accommodate large sporting and entertainment events. Common factors that limit growth include limited capacities of local or regional utility infrastructure, such as storm drainage systems, or wastewater conveyance and treatment systems. Transportation infrastructure can also be a factor that limits growth.

The Project Site is located within a fully urbanized landscape, with extensive transportation and utility infrastructure designed to accommodate urban development in the City of Inglewood and the larger South Bay region. The Proposed Project would include localized circulation improvements, such as the retiming of traffic signals, construction of one or more pedestrian bridge, and improvement of sidewalks and crosswalks in and around the Project Site frontage, which would be designed to facilitate Project-related circulation and would not substantially expand the capacity of area roadways. As described in Section 3.15, Utilities and Service Systems, existing service systems for water supply, wastewater, and storm drainage are either currently adequate to serve the Proposed Project, or would require improvements to accommodate the Proposed Project. Such improvements would not be sized to provide substantial excess capacity beyond what is needed to serve the Proposed Project.

The Project Site includes parcels that are currently a combination of vacant or developed land, and is surrounded by urban uses. As described above, the primary potential obstacle to growth is the transportation and utility infrastructure that serve the Project site. The Proposed Project would be served by transportation and circulation infrastructure and utility systems that already exist or would be subject to improvements to accommodate the project-related demands. These improvements would not expand the capacity of local infrastructure to the extent that current constraints to development in surrounding areas would be eliminated. As such, the Proposed Project would not eliminate obstacles to further growth in the City of Inglewood or surrounding areas.

4.4.2 Economic Effects

Project Employment

Section 3.12, Population, Employment, and Housing, describes potential employment on the project site as totaling 1,087 jobs, including 768 non-event jobs and 319 full-time-equivalent event-related jobs. The approximately 119 existing onsite jobs would be eliminated with the current uses on the project site. Therefore, the Proposed Project would result in a net increase of approximately 968 jobs within the City.

As is presented in Table 2-4 of Chapter 2, the Proposed Project would include 768 non-event jobs, including 254 full-time-equivalent LA Clippers employees being relocated from other places of work in the LA metropolitan area. The Proposed Project Arena would employ approximately 75 new full time arena operations and maintenance employees. As Staples Center would continue to operate, these 75 employees would represent new jobs added by the Proposed Project. In addition to the employees of the LA Clippers and the proposed arena operator, the Proposed Project would add approximately 439 new jobs, including approximately 112 restaurant jobs, 216 retail jobs, 35 sports medicine jobs, 26 jobs associated with the community space, and 50 hotel jobs. The LA Clippers currently employ approximately 254 full-time equivalent employees in a variety of positions supporting the team's basketball and business operations; it is unlikely that this level of employment would change. This level of employment represents a conservative estimate of employment at the Project Site since a number of these jobs are either remote (e.g., team scouts that work across the nation or internationally), or involve substantial amounts of travel both during the NBA season and off-season (e.g., players and coaches) and thus are not located at the Project Site on a year-round basis.

The Proposed Project would also include approximately 319 full-time-equivalent jobs, comprised of part-time event employment that could vary depending on the type of event (see Section 3.12, Table 3.12-8). As shown in Chapter 2, Table 2-3, event employment would range from a low of approximately 25 employees for the estimated over 100 small civic and corporate events, to as many as approximately 1,200 for basketball games and other large events. For NBA basketball games, an additional 120 LA Clippers employees would be present working on aspects of the game operations. Based on analysis of the estimated event employment by event type, and the number and frequency of events (see Chapter 2, Table 2-3), the estimated arena event employment represents approximately 319 full-time- equivalent jobs (see Table 4-1, below).

Multiplier Effect

In addition to the employment growth generated by the Proposed Project, additional employment could be generated in the local and regional economy through what is commonly referred to as the "Multiplier Effect." The Multiplier Effect generally refers to the secondary economic effects caused by spending from Project-generated residents and employees and resulting in additional employment in the local and regional economy; because neither the Proposed Project nor Project Variants include residential uses, this analysis only considers the effects of Project-related employees. The Multiplier Effect tends to be greater in regions with larger diverse economies due

to a decrease in the requirement to import goods and services from outside the region, as compared to the effects of spending in smaller economies where goods and services must be imported from elsewhere. Because the Project Site is located in the Los Angeles metropolitan area, a large, diverse, and complex economy, the Multiplier Effect would tend to be greater than if the Proposed Project or Project Variants were constructed and operated in a smaller region.

Two different types of secondary economic effects (additional employment) are tracked through the Multiplier Effect. *Indirect* employment includes those additional jobs that are generated through the expenditure patterns of residents and direct employment associated with the Proposed Project. For example, future workers at the proposed arena and in the hotel and retail portions of the Proposed Project would spend money in the local economy, and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence because that is where people typically spend money on groceries and their other day-to-day needs.

The multiplier effect also calculates *induced* employment. Induced employment follows the economic effect of employment beyond the expenditures of the employees within the area surrounding the Project Site to include jobs created by the stream of goods and services necessary to support businesses within that area. For example, when the Proposed Project or its vendors buys products or sells products, the employment associated with those purchases or sales (inputs or outputs) are considered *induced* employment. As an additional example, when an employee from the Proposed Project goes out to lunch, the person who serves that Project-employee lunch holds a job that was *indirectly* caused by the Proposed Project. When that server then spends money in the economy, the jobs generated by this third-tier effect are considered *induced*.

In Chapter 2, Project Description, it is estimated that the mixed-use development in the Proposed Project would relocate 254 existing full-time equivalent LA Clippers employees from their current places of employment to the City of Inglewood, and would result in an increase in direct employment of 514 new non-event jobs in arena operations and maintenance, as well as the retail, restaurant, sports medicine and other new uses at the Project Site. When added to the 319 full time equivalent event-related jobs, there would be a total of 833 new direct jobs as a result of the Proposed Project. As is presented below, in **Table 4-1**, the indirect and induced employment growth associated with the increased employment in the Proposed Project would add an additional 550 jobs in the Los Angeles metropolitan regional economy, which, when added to the direct full time equivalent jobs, would bring the total increase in jobs associated with the Proposed Project to 1,383 jobs.

TABLE 4-1
INDIRECT AND INDUCED EMPLOYMENT

			Indirect		Induced			
Employment Description	**IMPLAN Employment Type**	**Net New Direct Employment**	**Type I Multiplier[a]**	**Change from Direct**	**Type II Multiplier[a]**	**Change from Indirect**	**Total Indirect + Induced Employment**	**Total Employment**
Arena Operations and Management	Promoters of performing arts and sports and agents for public figures (491)	75[b]	1.7684	58	1.5297	31	89	**164**
Arena Event Employment	Promoters of performing arts and sports and agents for public figures (491)	319	1.7684	245	1.5297	130	375	**694**
Restaurant	Full Service Restaurant (501)	112	1.1330	15	1.1523	2	17	**129**
Retail (Shopping Center/Retail/Arena and Plaza Experience	Retail – Sporting goods, hobby, and book stores (404)	216	1.1139	25	1.1755	4	29	**245**
Sports Medicine Clinic	Other health care services (466)	35	1.2965	10	1.4755	5	15	**50**
Community Space	Other support services (459)	26	1.3164	8	1.2412	2	10	**36**
Hotel	Hotel and Motel (479)	50	1.2417	12	1.2785	3	15	**65**
	Total	**833**		**373**		**177**	**550**	**1,383**

NOTES:

[a] IMPLAN 2016 dataset for Los Angeles County. *Employment Multipliers*.

[b] Excludes 254 existing full-time equivalent LA Clippers employees relocating from elsewhere in the region to the Project Site.

[c] Event employment is estimated as net new full time employment equivalent, based on maximum event numbers and employees per event type from Table 2-3, assuming 6 hours per event, 250 work days per year. Actual number of workers on site for any given event may be more, and is described in Table 2-3.

SOURCES: ALH Urban & Regional Economics and Applied Economics, LLC, 2019. Personal communications with Jonathan Teofilo, March 21, 2019, March 22, 2019, and March 25, 2019; ESA, 2019.

4.4.3 Environmental Effects of Induced Growth

While economic and employment growth at the Project Site is an intended consequence of the Proposed Project or Project Variants, growth induced directly and indirectly by the Proposed Project or Project Variants could also affect the greater region. Increased future employment generated by employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this developed physical space at a specific location that determines the type and magnitude of environmental impacts of this additional economic activity.

Depending on its location and design, potential effects caused by induced growth in the region could include: increased traffic congestion; increased air pollutant emissions; loss of open space; loss of habitat and associated flora and fauna; increased demand on public utilities and services, such as fire and police protection, water, recycled water, wastewater, solid waste, energy, and natural gas; and increased demand for housing.

Specifically, an increase in housing demand in the greater Los Angeles region could cause significant environmental effects as new residential development would require governmental services, such as schools, libraries, and parks. Indirect and induced employment and population growth could further contribute to the loss of open space because it could encourage conversion to urban uses for housing, commercial space, and infrastructure.

Nevertheless, the incremental increase in economic activity created by the indirect and induced employment associated with the Proposed Project or Project Variants would be a small part of the overall future growth in economic activity in the Los Angeles metropolitan region. Local governments throughout the region are planning for additional residential and employment-generating land uses, some of which could meet the demands created indirectly by the Proposed Project or Project Variants. Through their planning and entitlement actions, the future actions of those local agencies would be subject to environmental review under CEQA, and would be required to be consistent with regional and state plans and regulations. To the extent that future development that accommodates indirect and induced growth from the Proposed Project or Project Variants is undertaken in a manner consistent with the multitude of planning and regulatory documents referred to throughout the technical sections of Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of this EIR, many of the potential adverse environmental consequences would be reduced in magnitude or avoided altogether.

Although the economic effect of indirect and induced employment can be predicted, because the adverse physical environmental impacts of these economic effects could occur at locations throughout the Los Angeles metropolitan region, the environmental consequences of this type of economic growth are too speculative to evaluate or predict. Pursuant to CEQA Guidelines section 15145, no further analysis of the environmental consequences of indirect or induced growth associated with the Proposed Project or Project Variants is proper under CEQA.

4.5 Urban Decay

Under CEQA, economic or social effects are not considered significant effects on the environment. Rather, these effects are considered as potential linkages or indirect connections between the Proposed Project and physical environmental effects. More specifically, the direction for treatment of economic and social effects is stated in CEQA Guidelines section 15131(a):

> Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes.

Anticipated economic or social effects of a project may be used in the determination of the significance of physical changes caused by the project.[3] As required by CEQA, the focus of the analysis in this EIR is on the physical changes that would result from the approval and implementation of the Proposed Project. Consistent with the requirements of CEQA, this EIR includes consideration of potential adverse physical environmental effects that could be the result of socioeconomic and/or economic changes that could be triggered by the Proposed Project, and as appropriate considers social and economic factors that may affect the significance of a physical effect. Section 3.12, Population, Employment, and Housing, Impacts 3.12-2 and 3.12-4 considers socio-economic effects related to the potential of the Proposed Project to result in displacement of housing or residents. The discussion below focuses on the socio-economic issue of urban decay.

As used in CEQA, the term "urban decay" was introduced by the Court of Appeal in the case entitled *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184 (*Bakersfield Citizens*). In that decision, the court required the City of Bakersfield to revise and recirculate two EIRs for two proposed Wal-Mart stores because the documents both failed to address the possible indirect physical effects flowing from the direct economic effects of the two projects. Though the court did not expressly define "urban decay," the court seemed to equate the concept with a "chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake."[4]

For the purposes of this assessment and consistent with the above described court decision, "urban decay" is not simply a condition in which buildings become vacant as businesses compete with each other in the normal course of the market-based economy, nor is it a condition where a building may be vacated by one business or use and reused by a different business or for alternative purposes. Rather, under CEQA and for the purposes of analysis in this EIR, "urban decay" is defined as physical deterioration of properties or structures that is so prevalent, substantial, and lasting a significant period of time that it impairs the proper utilization of the properties and structures, and the health, safety, and welfare of the surrounding community.

3 CEQA Guidelines sections 15064(e), 15131(b).
4 *Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1184*. p. 1204.

Physical deterioration includes abnormally high business vacancies, abandoned buildings, boarded doors and windows, and long-term unauthorized use of the properties and parking lots, extensive or offensive graffiti painted on buildings, dumping of refuse or overturned dumpsters on properties, dead trees and shrubbery, and uncontrolled weed growth.

Prolonged business vacancies which could result in urban decay generally result from a lack of sufficient demand for commercial goods or services within a market area. Under these conditions, there isn't sufficient demand for the provision of goods or services to support the existing inventory of developed commercial space within a market area. Within any market area a small percentage of commercial vacancy is common and is considered a natural part of the market economy. In most market areas, the vacant or partially occupied commercial spaces are regularly maintained, as vacancies are assumed to be temporary and building owners have an economic incentive to maintain their property in order to make it more attractive for future tenants. Urban decay conditions can potentially occur in market areas where a large, persistent deficit in the demand for commercial services exists, relative to the available inventory of commercial space.

Effects of Retail and Restaurant Uses

This analysis addresses the potential for the 48,000 sf of restaurant and retail uses that are included in the Proposed Project to create increased competition with other retail and restaurant uses in the local market, resulting in the physical urban decay of those retail and restaurant buildings.

The existing restaurant and retail uses within a market area constitute *supply*, which is the necessary volume of goods and services that must be sold for those businesses to meet operating costs. The demand for goods and services by retail and restaurant consumers within a market area constitute their *spending potential*. If the supply of space within the market area exceeds the spending potential for goods and services, commercial establishments become strained. Under those conditions, consumers in a market area do not have enough demand for goods and services to meet the supply of the businesses within that market area. It is reasonably anticipated that existing businesses can absorb a small percentage excess supply. However, periods of severe and/or prolonged excess supply result in business closures within an effected market area and ensuing commercial space vacancies. Under most conditions, business closures result in temporary vacancies that are eventually filled by similar new or alternative uses. Under more severe and prolonged conditions of excess supply, where the demand for commercial space is well below the available inventory, prolonged vacancies, property repossessions and declining maintenance of those properties can occur, resulting in urban decay.

Analysis of the potential for a project to cause or contribute to urban decay evaluates the project's impact on the existing market area to determine if the additional supply introduced by the commercial land uses in a proposed project would increase the total market area supply, to the extent that it would result in the types of conditions under which urban decay could be anticipated to occur or already is occurring. For this reason, analysis of urban decay takes into consideration conditions in the existing market area, the characteristics of the market area, and the impacts of the Proposed Project.

Existing Market Area

The conditions under which the Proposed Project would be constructed are much different than conditions that were relevant to the *Bakersfield Citizens* case. The Project Site is set within the urbanized greater Los Angeles area, which encompasses five counties in southern California, extending from Ventura County in the west to San Bernardino County and Riverside County in the east. Within this environment, market areas for various types of retail vary by product or service type, each of which is subject to the furthest anticipated distance that consumers are willing to travel for those particular goods or services, while such goods or services are commonly available beyond those distances. Under these conditions numerous markets for particular goods or services can exist within the region. Consumers are typically less willing to travel large distances to obtain goods or services from neighborhood-serving retail establishments, such as grocery stores, but typically have a greater willingness to travel for specialty goods or services. For these reasons the distribution of specific types of retailers is commensurate to the size of the market area for the goods or services they provide. Smaller market areas will only allow a certain number of businesses providing particular goods or services before exceeding the retail spending potential for that market area. Specialty goods or services have larger market areas and greater flexibility to respond to changes in the market, including the introduction of new retail supply. The larger market area provides flexibility and a decreased likelihood that individual retail projects would have a substantial impact on the overall market area.

Project Impact

The Project Site is located along the West Century Boulevard and South Prairie Avenue corridors, which are lined with Commercial, Major-Mixed-Use, Commercial/Residential, and Industrial general plan land uses.[5] As described in Section 3.10, Land Use and Planning, commercial development along these corridors includes big- and small-box retail, fast food, restaurants, fitness, entertainment and service uses. Community-serving retail and restaurant space in the vicinity of the Project Site do not exhibit high rates of vacancy. Commercial buildings in the vicinity of the Proposed Project are generally maintained and vacant commercial spaces do not reveal prolonged vacancy and stalled maintenance. With consideration of these characteristics, the area surrounding the Project Site does not appear to exhibit signs of urban decay. With the added context of development occurring pursuant to the Hollywood Park Specific Plan (HPSP), north of the Project Site, the area surrounding the Project Site is evolving to become a destination for large sporting and entertainment events, as well as regional-serving retail uses. The City anticipates that local businesses will benefit from consumer spending related to the HPSP, and ongoing operations at The Forum. For these reasons, the City anticipates that demand in the area surrounding the Project Site for commercial goods and services, and in turn for commercial space, would increase, which would lessen the potential for prolonged commercial space vacancies to occur.

[5] City of Inglewood, 2017. *City of Inglewood General Plan*, Land Use Map. Revised January 2017. Available: https://www.cityofinglewood.org/DocumentCenter/View/11512/General-Plan-Land-Use-Map-. Accessed March 15, 2019.

The parcels included in the Project Site are currently undeveloped or developed with less intensive uses, relative to the uses the Proposed Project would introduce to the area. The Proposed Project would include the 18,000-seat arena, along with 48,000 sf of retail and restaurant space, 25,000 sf of sports medicine use, 85,000 sf of practice facility and team administrative offices, and 15,000 sf of community or related uses. The proposed commercial uses would be anticipated to be partially related to the Proposed Project arena and its main tenant, the LA Clippers, and would include an LA Clippers team store along with other retail and food and drink establishments, including a full-service restaurant/bar, coffee shop, and quick service restaurant. While some proposed retail uses would be community-serving (such as a coffee shop or restaurant), other retail would be regional serving (such as an LA Clippers Team Store). This latter type of retail would not be reasonably anticipated to create competitive pressure for nearby community-serving retail uses. Proposed retail uses would occupy approximately 24,000 square feet of the proposed commercial space, and proposed food and drink uses would occupy approximately 24,000 square feet of the development, comprising approximately 48,000 square feet of proposed commercial space, including a 7,000 sf LA Clippers Team Store. As described above, proposed retail uses would be complementary to the Proposed Project arena, likely providing specialty goods and services considered to be attractive to event attendees.

Under the market area conditions described above, addition of the proposed restaurant and retail space included in the Proposed Project would not be anticipated to have a substantial impact on sales demand in the area surrounding the Project Site. The amount of the restaurant and retail space in the Proposed Project would be very small in comparison to existing commercial development along the West Century Boulevard and South Prairie Avenue corridors. For example, the Costco and Target shopping centers to the east of Yukon Avenue include retail and restaurant space many times the size of that included in the Proposed Project. Further, the retail and restaurant uses in the Proposed Project would less than one tenth of the size of the over 500,000 sf of such uses that will be constructed as part of the HPSP Adjusted Baseline projects. The 48,000 sf of retail and restaurant uses located in the Proposed Project would have minimal, if any, effect on the overall supply of commercial space in the vicinity or the larger Los Angeles market area.

Further, with more than 1 million annual attendees at events at the Proposed Project arena, spending potential in the local commercial market area would increase. Much of that spending already occurs in the larger Los Angeles market area, but to the extent that some of the spending of these attendees would be shifted to the Inglewood area, arena attendance would support the retail and restaurant uses in the Proposed Project as well as other Inglewood area businesses.

Effects of Arena Operations

Introduction of a new basketball and entertainment center to the greater Los Angeles area would create increased competition for arena events among the existing venues of similar size within the market. To better understand the potential for market-related shifts of events from existing venues to the Proposed Project, the City commissioned a study by Stone Planning LLC (Stone Report),

included as Appendix R, Analysis of Future Events, to evaluate the effects of introduction of the Proposed Project arena on the Los Angeles area market for arena events.[6]

The study described the overall trends in the live entertainment industry, the current and future arena environment in the Los Angeles area, historic usage for other arenas in the market, and estimated the percentage of major third-party events projected to occur at the Proposed Project arena that would either be new to the market, or that would relocate to the Proposed Project arena from other venues in the market. The study focused on the market for third-party events including concerts, family shows, and other types of sporting and entertainment events; the study did not address local civic or corporate events all of which are reasonably anticipated to be occurring at specific locations in the region today pursuant to existing agreements. The focus on third-party events evaluated anticipated market conditions to project the number of arena events that would be held in the Los Angeles Market during the periods leading up to opening-year operations at the Proposed Project arena through stabilization of the arena market, following the commencement of operations at the Proposed Project arena. The study evaluated the number of events anticipated to exist in the market prior to the first partial year and second full year of Proposed Project arena operations, projecting the number of those events that would be captured by the Proposed Project arena when it becomes operational, attracting those events away from existing venues. In addition, the study projects the share of new events to the market that would be captured by the Proposed Project arena, during those same study years.

The study identified The Forum and the Staples Center as venues that share the Los Angeles market and which would be anticipated to directly compete with the Proposed Project to attract third-party arena events.[7] The Forum (which reopened in 2014 after a major renovation) and Staples Center are the two major arenas that currently exist in the market area.[8,9] The study included analysis of the historical data, review of overall industry trends, and interviews with industry stakeholders, and concluded that with the introduction of the Proposed Project there would be overall growth in the number of events in the Los Angeles market.[10]

Given factors that include the Proposed Project being the third major arena added to the market, the addition of the new NFL Stadium with a 6,000-seat performance venue at the HPSP area, and the create of more available dates at Staples Center that would make it competitive for more third-party events than has been possible in the past (due to the relocation of the LA Clippers), the study concludes that the size of the market would continue to increase, but that the rate of growth in the market would be smaller than what occurred when The Forum reopened in 2014.[11] Further,

6 Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019.
7 Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019. p. 15.
8 Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019. pp. 11 and 12.
9 In looking at past market conditions, the study also considers the L.A. Sports Arena, which was closed and demolished in 2016, to make way for construction of the Banc of California Stadium. Prior to its demolition, the L.A. Sports Arena hosted a small number of arena events, on an annual basis, that were equivalent in size to those likely to occur at the Proposed Project.[9] Thus for years prior to 2016, events that took place at the L.A. Sports Arena were also included in the analysis of previous arena events in the Los Angeles market.
10 Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019. p. 20.
11 Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019. p. 29.

the study notes that it could take about two years for the market to adjust prior to stabilization, as was observed with the reopening of The Forum.

The study concludes that upon market stabilization, approximately 20% of the concerts and family shows, and about 60% of Other Events at the Proposed Project arena would be new-to-market. Remaining concerts, family shows, and other events are already occurring in the Los Angeles market and would be shifted from other venues currently in the market. Thus, the environmental consequences of those events are already largely occurring in the region and the effects of the Proposed Project involve the relocation of such events to the Proposed Project. **Table 4-2** presents the number of new events anticipated for each sector.

TABLE 4-2
PROPOSED PROJECT NEW-TO-MARKET EVENTS BY TYPE

Event Type	Anticipated Number of Annual Events	New to Market % of Events	New to Market # of Events
Concerts	23	20%	5
Family Shows	20	20%	4
Other Events	35	59%	21
Total	**78**	**38%**	**29**

SOURCE: Stone Planning, 2019. Inglewood Basketball and Entertainment Center – Analysis of Future Events. July 2019.

This analysis of urban decay focuses on the potential for addition of the Proposed Project to result in competitive pressure on other current venues, such that any other venue would be unable to capture sufficient events to remain viable, and would be forced to permanently close, leading to potential urban decay effects. Because the Staples Center would retain three of its existing major league sports team tenants (i.e., the NBA Los Angeles Lakers, NHL Los Angeles Kings, and WNBA Los Angeles Sparks), it is less available for or reliant on third-party events. The Forum, as a specialty concert venue that has increased its capture of concerts and other third-party events each year since it has been open, would be anticipated to continue to capture such events. While there could be some decrease in events at other venues during the initial years after opening of the Proposed Project, the evidence does not suggest that the Proposed Project would affect the viability of competing arenas in the arena market. Therefore, the City does not anticipate that addition of the Proposed Project to the Los Angeles area market would result in conditions that would contribute to or cause urban decay of other major sports and entertainment venues in the region.

Conclusion

As described above, the addition of commercial space included in the Proposed Project is very small in comparison to the existing and Adjusted Baseline commercial development. The combination of a relatively small amount of commercial development in the Proposed Project and a large number of event attendees who would be attracted to the project vicinity suggest that it is very unlikely that the Proposed Project would have a negative impact on market area retailers that would

result in the prolonged closure of market-area businesses. Any closures and ensuing commercial vacancies that may result from competitive market pressures would be anticipated to be temporary and would be backfilled by other retail or restaurant uses, or by other commercial uses that would be compatible with available space. Further, these uses would be supported by the spending of event attendees who travel to the Inglewood area as a result of the Proposed Project.

The discussion above describes the potential for changes in the market for arena events as a result of the addition of the Proposed Project arena to a market that is currently exclusively shared between The Forum and Staples Center. As described above, when the Proposed Project commences operation, it will be anticipated to capture a portion of existing arena events occurring at the other two arenas in the market, as well as a portion of the new events that would result from anticipated annual growth and additional growth in arena events available to the arena market as a result of the increased capacity within the market for arena events. The projected relocation of events from existing venues to the Proposed Project does not appear to be of sufficient magnitude to affect the viability of the existing arenas in the arena market.

For the reasons described above, the City does not anticipate that the Proposed Project would result in conditions that would contribute to or cause urban decay of retail commercial space or sports and entertainment arena venues in the local market. This impact would be **less than significant**.

CHAPTER 5
Project Variants

5.1 Introduction

This chapter describes and discusses variations of the Proposed Project that are under consideration by the project applicant and the City. There are two variants to the Proposed Project: the West Century Boulevard Pedestrian Bridge Variant, and the Alternate Prairie Access Variant. Each variant modifies one limited feature or element of the Proposed Project. Each variant is the same as the Proposed Project in every respect, with the exception of the specific variation described. Each variant would be available for selection by the project applicant and consideration by the decision makers. The variants are not mutually exclusive; one or both of the variants could be included in the Proposed Project as part of an approval action.

The Project Variants are different than the Alternatives to the Proposed Project described and analyzed in Chapter 6. The Alternatives are designed to provide alternatives to the Proposed Project as a whole, and meet the requirements of CEQA Guidelines section 15162.6, wherein the alternatives must meet most of the basic objectives of the Proposed Project, but differ in a way so as to avoid or lessen one or more of the significant impacts of the Proposed Project.

Neither variant would change the basic characteristics of the Proposed Project. Rather, each variant would change the design of the Proposed Project in discrete ways. The reason the variants are described as such, rather than as components of the Proposed Project, is that the feasibility of each of the variants is beyond the control of either the project applicant or the City. Thus, even if either the project applicant or the City wishes to incorporate a variant into the Proposed Project, the approval of another person or entity would be required. The analysis of each variant identifies the reasons why the feasibility of that variant is uncertain.

This chapter describes each variant and provides a comparative analysis of how the environmental impacts of the variant that would be different from impacts identified for the Proposed Project in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, and Chapter 4, Other CEQA-Required Considerations. Unless otherwise stated, all mitigation measures described in Chapter 3 that would be required to reduce impacts associated with the Proposed Project would also be applicable to each of the variants. Where applicable in order to address different or more severe environmental impacts, additional mitigation measures that would be required to mitigate impacts of the variant are identified.

In the event that one or both of the project variants prove to be feasible and desirable, the project applicant could propose, and based on the information provided in this chapter the City could consider approval of, one or both project variants with the Proposed Project. If the Proposed Project were altered to include one or both project variants, the City's approval documents, including the CEQA Findings of Fact, Statement of Overriding Consideration, and Mitigation Monitoring and Reporting Plan, would need to be adjusted accordingly pursuant to information in this chapter.

5.2 West Century Boulevard Pedestrian Bridge Variant

5.2.1 Description

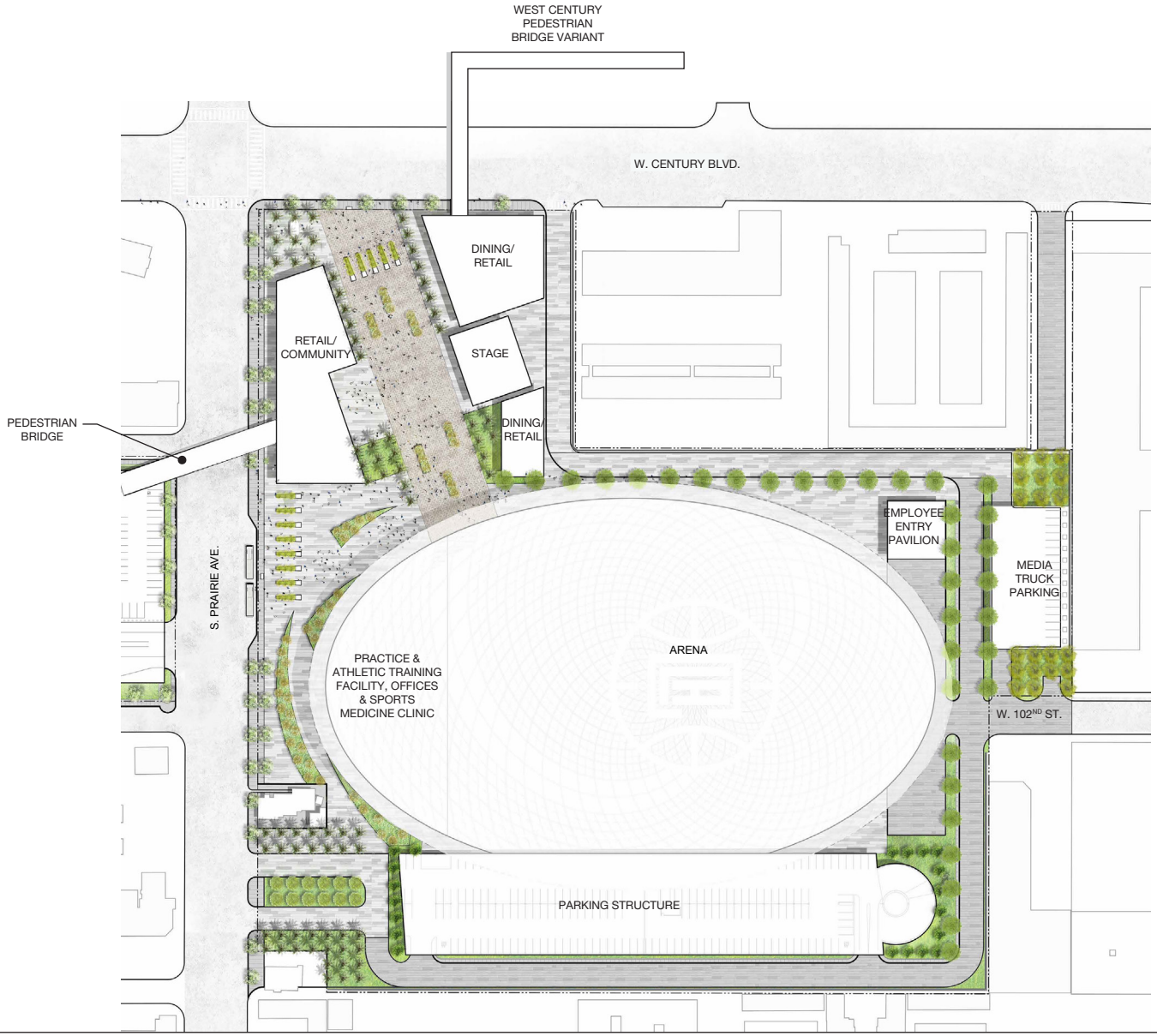
The West Century Boulevard Pedestrian Bridge Variant (Century Pedestrian Bridge Variant) would include the construction of a pedestrian bridge across West Century Boulevard, connecting a retail and plaza portion of the Arena Site to the Hollywood Park Specific Plan (HPSP) area to the north (see **Figure 5-1**). The pedestrian bridge would provide a grade-separated connection that would allow pedestrians to travel between the Arena Site and commercial and parking uses within the HPSP on the north side of West Century Boulevard without affecting the flow of traffic on West Century Boulevard.

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

The Century Pedestrian Bridge Variant could be incorporated into the development of either the Proposed Project (described in Chapter 2, Project Description), or the Proposed Project plus the Alternate South Prairie Access Variant (described below).

5.2.2 Bridge Design

As presented on Figure 5-1, the pedestrian bridge would be approximately 170 feet long and approximately 27 feet wide, and would provide a minimum vertical clearance of approximately 17 feet over West Century Boulevard. The bridge would extend north across West Century Boulevard perpendicular to the roadway from the second level of a commercial/retail building on the Arena Site and then turn east at a 90-degree angle at a point along the edge of the HPSP and extend along viaduct for approximately 100 yards before turning north at a 90-degree angle and emptying into an outdoor plaza located in the HPSP development.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 5-1
West Century Pedestrian Bridge Variant

ESA

The design of the Century Pedestrian Bridge would be similar to that of the South Prairie Avenue pedestrian bridge included as part of the Proposed Project and would be constructed of materials similar to the Proposed Project's retail building in the plaza. The bridge would consist of a steel spanning structure, with no vertical supports. The pedestrian bridge would be open-air with an approximately 5-foot parapet on each side with a series of light-emitting diode (LED) lighting elements spaced at close intervals on both sides of the parapet.

Construction of the bridge would occur in four phases over a five-month period, and would occur concurrently with the construction of other elements of the Proposed Project and immediately following the construction of the South Prairie Avenue pedestrian bridge. Stage 1 would consist of erecting the bridge, building the bridge on site, the delivery a steel structure from off site, and pouring concrete on site. Stage 2 would consist of bridge installation. Stage 3 would consist of another concrete pour while Stage 4 would consist of cladding the bridge, finishing the installation, installing the handrails, and applying the final treatment. Construction of the bridge would require either removing or encroaching on several existing street trees on both sides of West Century Boulevard. In addition, construction of the bridge would require the full closure of West Century Boulevard for three nights during Phase 1 and one night during Phase 3, and the closure of select lanes on West Century Boulevard for three to four nights during Phases 2 and 4. No additional construction workers and equipment would be required to construct the bridge; the same construction crew and equipment used on the South Prairie Avenue Pedestrian Bridge would be assign to the construction of the Century Pedestrian Bridge.

The Century Pedestrian Bridge would provide access to the Project Site for pedestrians traveling to or from the Project Site from the north side of West Century Boulevard. Such pedestrians would not be required to cross West Century Boulevard at street level. Under the Cumulative Scenario, this could include transit users who travel on the Inglewood Transit Connector and disembark at the Century Boulevard station. In addition, by providing more direct access to commercial and retail uses on the HPSP property, this variant would further integrate the Proposed Project and the HPSP. Such integration may be desirable, in that the Proposed Project and the commercial/retail uses on the HPSP are potentially complementary; to the extent that Proposed Project event attendees arrive early or stay late to patronize HPSP commercial uses, the transportation effects of the Proposed Project would be moderated.

The project applicant does not control the portion of the HPSP area required to construct the north portal, viaduct and landing area of the Century Pedestrian Bridge, and there is uncertainty about whether the HPSP property owner would agree to a pedestrian bridge connection. Because the agreement of the HPSP property owner would be required in order to construct this variant, the feasibility of the Century Pedestrian Bridge Variant is currently unknown.

5.2.3 Comparative Impact Analysis

Aesthetics

Aesthetics impacts under Century Pedestrian Bridge Variant would be similar to those addressed in Section 3.1, Aesthetics, for the Proposed Project, as there are no scenic vistas in the vicinity of the Project Site and the Project site is not located within the view shed of an officially designated State or county scenic highway. The only exceptions to the analysis in Section 3.1 are impacts related to visual character, lighting and glare, which are discussed below.

The Century Pedestrian Bridge Variant would add a new structure across West Century Boulevard and thus would change views for motorists, bicyclists, and pedestrians traveling east and west along West Century Boulevard. The design of the pedestrian bridge across West Century Boulevard would be visually distinctive and similar in design and materials to the proposed pedestrian bridge crossing South Prairie Avenue. In addition, with a parapet height of 5 feet and LED lighting elements extending above the parapet, the Century Pedestrian Bridge Variant would not substantially block existing views along the West Century Boulevard corridor. As a result, the change in visual character along West Century Boulevard would not be adversely affected.

LED lighting elements that would be installed on the pedestrian bridge would be required to comply with all requirements pertaining to lighting and signage in the Inglewood Municipal Code, which would ensure that light impacts would be minimized, including ensuring that illuminated signage on the proposed pedestrian bridge would not present hazards related to vehicular travel. Finally, the Pedestrian Bridge Variant would be constructed of steel and would not contain windows or other reflective surfaces, thus limiting daytime glare. The change in visual character and the addition of light and glare associated with the Pedestrian Bridge Variant would be similar in scope and magnitude to that of the South Prairie Avenue Pedestrian Bridge included in the Proposed Project, and thus these changes would not be substantial. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.1, Aesthetics.

Air Quality

Impacts related to air quality under Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.2, Air Quality, for the Proposed Project, as the variant would not result in operational emissions. The only exception to the analysis in Section 3.2 are impacts related to emissions during construction. Construction of the Century Pedestrian Bridge would result in emissions of ozone precursors (volatile organic compounds [VOC] and oxides of nitrogen [NO_X]), particulate matter, and toxic air contaminants (TACs) from construction equipment and haul trucks, and thus would increase the overall amount of criteria air pollutant emissions, particulate matter, and TACs generated by the Proposed Project during construction. Construction-related daily emissions associated with the Proposed Project would not exceed the SCAQMD daily significance thresholds for VOC and NO_X. In addition, localized particulate matter emissions associated with construction of the Proposed Project would not exceed SCAQMD's allowable incremental increase thresholds. Finally, TAC emissions associated with

construction of the Century Pedestrian Bridge Variant would not exceed SCAQMD's cancer risk significance and chronic hazard thresholds. Given the size of the Century Pedestrian Bridge Variant compared to the overall size of the Proposed Project, the increase in emissions of ozone precursors, particulate matter, and TACs associated with the variant would not be enough for the overall project to exceed SCAQMD thresholds. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions related to the Proposed Project that are discussed in Section 3.2 or the mitigation measures identified to limit these impacts.

Biological Resources

Impacts on biological resources under the Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.3, Biological Resources, for the Proposed Project, as no suitable habitats for special-status species occur in the area, including the site of the variant. The only exception to the analysis in Section 3.3 are impacts related to the removal of nesting habitat for resident or migratory bird species and the loss of protected trees. Implementation of the Century Pedestrian Bridge Variant could result in the potential removal or encroachment of one to two existing street trees on the north and south sides of West Century Boulevard. As a result, the Century Pedestrian Bridge Variant could remove marginal nesting habitat for resident or migratory avian species and/or result in the loss of a tree that is protected under Inglewood Municipal Code Chapter 12, Article 32. These impacts are the same in scope and magnitude to those of the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.3 or the mitigation measures identified to limit these impacts.

Energy Demand and Conservation

Impacts related to energy demand and conservation under Century Pedestrian Bridge Variant would be similar as those addressed in Section 3.5, Energy Demand and Conservation, for the Proposed Project, as the variant would demand a negligible amount energy during operation to provide nighttime lighting on the bridge. The only exception to the analysis in Section 3.5 are impacts related to energy demand during construction. Construction of the Century Pedestrian Bridge would demand energy such as fuel and electricity, and thus would increase the overall amount of energy demanded by the Proposed Project during construction. However, given the size of the Pedestrian Bridge Variant compared to the overall size of the Proposed Project, the increase in energy demand associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.5.

Greenhouse Gas Emissions

Impacts related to greenhouse gas (GHG) emissions under the Pedestrian Bridge Variant would be the same as those addressed in Section 3.7, Greenhouse Gas Emissions, for the Proposed Project, as the variant would generate a negligible amount of GHG emissions associated with the generation of energy to light the bridge during operation. The only exception to the analysis in Section 3.7 are impacts related to GHG emissions during construction. Construction of the

Century Pedestrian Bridge would result in GHG emissions from construction equipment and haul trucks, and would slightly increase the overall amount of GHG emissions generated by the Proposed Project during construction. Given the size of the Century Pedestrian Bridge compared to the overall size of the Proposed Project, the increase in GHG emissions associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.7 or the mitigation measures identified to limit these impacts.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under the Century Pedestrian Bridge Variant would be essentially the same as those addressed in Section 3.8, Hazards and Hazardous Materials, for the Proposed Project, as the variant would not utilize hazardous materials during operation, and thus would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions, during operation. In addition, the variant would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during operation for the same reasons, and would not pose a risk a risk to flight operations at LAX as the pedestrian bridge would have a clearance of approximately 17 feet. The only exception to the analysis in Section 3.8 are impacts related to the use hazardous materials during construction and the interference of emergency response times and access during construction. These impacts are discussed further below.

Construction of the Century Pedestrian Bridge would require the use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners, and construction of the variant could increase opportunities for the accidental release of hazardous materials, thereby increasing the risk of exposure to site occupants. However, like other elements of the Proposed Project, construction of the Century Pedestrian Bridge would be required to adhere to numerous laws and regulations that govern the transportation and management of hazardous materials that would reduce potential hazards. This impact is the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to the use of hazardous materials during construction.

Construction of the Century Pedestrian Bridge would result in the full closure of West Century Boulevard for three nights during Phase 1 and one night during Phase 3, and the closure of select lanes on West Century Boulevard for three to four nights during Phases 2 and 4. These temporary closures would create barriers and/or obstacles for emergency responders that could affect emergency responses times and emergency access. The Century Pedestrian Bridge would be incorporated into the Proposed Project's Construction Management Plan, which would be prepared to minimize disruptions to traffic flow, maintain emergency vehicle access to the Project Site and neighboring land uses during periods in which road access would be limited or blocked, and schedule worker and construction equipment delivery to avoid peak traffic hours. Implementation of such a Construction Management Plan would ensure that emergency response or evacuation would not be substantively impaired during construction. This impact is the same in

scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to emergency response times and access.

In summary, impacts related to hazards and hazardous materials under the Century Pedestrian Bridge Variant would not change the analysis or conclusions in Section 3.8, Hazards and Hazardous Materials.

Hydrology and Water Quality

Impacts related to hydrology and water quality under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.9, Hydrology and Water Quality, for the Proposed Project, as runoff from the variant would be managed in accordance with existing regulations, and thus would not result in an impact to water quality during operation. In addition, the variant would not add any additional impervious surfaces, and thus would not impact ground water recharge or substantially alter the existing drainage pattern of the site or area, which could result in erosion or siltation or flooding on or off site. The only exception to the analysis in Section 3.9 are impacts related to water quality during construction, which is discussed below.

Construction of the Century Pedestrian Bridge Variant could increase opportunities for spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants on the Project Site. Construction of the Century Pedestrian Bridge would be required to adhere to numerous laws and regulations designed to reduce or eliminate construction-related water quality effects, including the NPDES General Construction Permit and the City's Municipal Code section 10-208, Low Impact Development Requirements. In addition, construction would be required to implement mitigation that would require adherence to these requirements. This impact is the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to water quality during construction. As a result, the Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.9, Hydrology and Water Quality, or the mitigation measures identified to limit these impacts.

Noise and Vibration

Impacts related to noise and vibration under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.11, Noise and Vibration, for the Proposed Project, as the Century Pedestrian Bridge would not generate any noticeable noise and vibration during operation. The only exception to the analysis in Section 3.11 are impacts related to noise and vibration during construction, which are discussed below.

Construction of the Century Pedestrian Bridge would cause temporary construction noise and vibration at the same time as other construction on the Project Site, and would occur during both the daytime and evening hours, similar to the Proposed Project. The noise and vibration levels from the pieces of equipment that would be used during the construction of the Century Pedestrian Bridge would be the same as the noise and vibration levels generated by the Proposed

Project. However, construction of the variant would place construction noise and vibration closer to nearby sensitive receptors (see Figure 3.11-2). Single family residential uses (R1) are located approximately 310 feet to the northwest of the Arena Site, across West Century Boulevard and South Prairie Avenue, and the north portal of the Century Pedestrian Bridge would be located about 260 feet from these uses, a decrease in distance between construction and the residences of 50 feet. In addition, multi-family residential uses with HPSP area (R21) that are currently under construction are located approximately 900 feet north of the Arena Site, and the variant would be located about 750 feet from these uses, an increase of approximately 150 feet.

Under the Proposed Project, construction noise at the sensitive receptors discussed above would not exceed a threshold of 20 dBA Lmax increase over base ambient noise levels. At R1 the noise increase under the Proposed Project would be 2.6 dBA during the daytime and 7.1 dBA during the nighttime while the noise increase at R21 under the Proposed Project would be -6.9 dBA during the daytime and -2.4 dBA during the nighttime. While the Century Pedestrian Bridge would be located about 50 feet closer to these receptors than the Proposed Project, the increase in construction noise at the receptors as a result of the variant would be less than 3 dBA, not be substantial enough to exceed the construction noise threshold. In addition, under the Proposed Project, construction vibration at R1 and R21 would not exceed the vibration threshold of 0.3 peak particle velocity (PPV) inches per second (in/sec) for structural damage and 72 VdB for human annoyance. The vibration level at R1 under the Proposed Project was estimated to be 0.002 PPV in/sec (54.1 VdB) while the vibration level at R21 under the Proposed Project was estimated to be 0.000 PPV in/sec (38.1 VdB). Again, while the north portal of the Century Pedestrian Bridge would be located about 50 feet closer to these receptors than the Proposed Project, the increase in construction vibration at these receptors would not be substantial enough to exceed the vibration thresholds for structural damage and human annoyance.

These impacts are similar in scope and magnitude to the impacts described for the Proposed Project, and thus would not increase the overall severity of impacts with respect to construction noise and vibration. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.11, Noise and Vibration, or the mitigation measures identified to limit these impacts.

Public Services

Impacts related to public services under the Century Pedestrian Bridge Variant would be the same as those addressed in Section 3.13, Public Services, for the Proposed Project, as this variant would not add employees and visitors to the Project Site, and thus would not place additional demands on police services, fire and emergency services, parks and recreation facilities, and public schools during operation. The only exception to the analysis in Section 3.13 are impacts related to the provision of fire and emergency medical services during construction. Construction of the Century Pedestrian Bridge would marginally increase the amount of construction compared to that under the Proposed Project, and the additional construction activity associated with the Pedestrian Bridge Variant could result in a slight increase in calls for service to local first responders from the Project Site. These impacts are the same in scope and magnitude to those

described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to public services. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.13.

Transportation and Circulation

The Century Pedestrian Bridge Variant would not alter in any way the trip generation or travel demand characteristics that are described for the Proposed Project in Section 3.14, Transportation and Circulation. The addition of a pedestrian bridge across West Century Boulevard would provide pedestrians an alternate path to cross between the Project Site and the HPSP area to the north where they may be walking to and from HPSP retail and food and drink businesses, or parking lots and garages. As discussed further below, the addition of the Century Pedestrian Bridge would reduce use of sidewalks and crosswalks along and across West Century Boulevard, and as such would increase the vehicular capacity of the intersection of West Century Boulevard and South Prairie Avenue. In addition, as described above, during construction of the Century Pedestrian Bridge there would be a limited number of temporary closures of West Century Boulevard.

During the pre- and post-event periods for major events at the Proposed Project, the east leg crosswalk at the South Prairie Avenue/West Century Boulevard intersection is projected to carry a high volume of pedestrians (e.g., approximately 3,500 pedestrians per hour during the post-event hour). This volume of pedestrian traffic cannot be accommodated within the current 12-foot crosswalk. Hence, a project mitigation recommends that this crosswalk be widened to 20 feet. The Century Pedestrian Bridge Variant would substantially reduce the pedestrian demand for this crosswalk, thereby eliminating the need to widen it. Further, the reduction in pedestrian flows in this crosswalk would benefit traffic operations. Approximately 400 vehicles are anticipated to turn right from northbound South Prairie Avenue onto eastbound West Century Boulevard during peak hours with a major event. Pedestrian traffic on the east leg of the crosswalk at the South Prairie Avenue/West Century Boulevard intersection would constrain this turning movement. The Century Pedestrian Bridge Variant would benefit traffic operations in the area during the event by reducing the number of pedestrians using this crosswalk, and thereby increasing the capacity of this intersection to accommodate vehicles turning right from northbound South Prairie Avenue onto eastbound West Century Boulevard.

The Century Pedestrian Bridge Variant would likely also shift some pedestrians from using the south side of West Century Boulevard east of the Proposed Project to the north side. This effect is considered beneficially because the south side of West Century Boulevard (east of the plaza) consists of an 8-foot sidewalk that would be heavily traveled and operate at level of service (LOS) E. In contrast, the north side is expected to be sparsely used and operate at LOS A. The Century Pedestrian Bridge Variant would better disperse these pedestrian flows, thereby creating an improved pedestrian walking experience.

With the exception of the above, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.14, Transportation and Circulation, or the mitigation measures identified to limit these impacts.

Utilities and Service Systems

Impacts related to utilities and service systems under the Pedestrian Bridge Variant would be the same as those addressed in Section 3.15, Utilities and Service Systems, for the Proposed Project, as the variant would not add employees and visitors to the Project Site, and thus operation of the Century Pedestrian Bridge would not create additional demand for water supply, generate additional wastewater or solid wastes. In addition, the variant would not increase the amount of impervious surface associated with the Proposed Project, and thus would not create additional demand for storm drain capacity. The only exception to the analysis in Section 3.15 are impacts related to the generation of solid waste during construction, which are discussed below.

Construction of the Century Pedestrian Bridge would result in the generation of various construction waste including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and non-recyclable construction related wastes. As a result, the additional construction activity associated with the Century Pedestrian Bridge could result in a minor overall increase in amount of solid waste generated by the Proposed Project. The Proposed Project would be constructed in a manner to qualify for Leadership in Energy and Environmental Design (LEED) Gold certification in the Building Design + Construction (BD+C) category, and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. Therefore, in addition to complying with State requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor, construction of the Century Pedestrian Bridge would adhere to LEED Gold standards to minimize the total volume of construction waste that would be landfilled, similar to the Proposed Project. This impact would be the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the impacts of the Proposed Project with respect to utilities and service systems. As a result, the Century Pedestrian Bridge Variant would not change the analysis or conclusions discussed in Section 3.15, Utilities and Service Systems, or the mitigation measures identified to limit these impacts.

Other Topics

Impacts associated with cultural and tribal cultural resources would not change as the Century Pedestrian Bridge Variant would not result in an increase in the amount of soil disturbance associated with the Proposed Project. In addition, impacts associated with geology and soils would not change as the construction and installation of the Century Pedestrian Bridge would adhere to state and local building codes. Impacts related to land use and planning would not change as the Century Pedestrian Bridge Variant is a transportation conveyance and not a land use and no change in the land use designation of the Arena Site and HPSP area would be required. Finally, impacts associated population, employment, and housing would not change as construction of Century Pedestrian Bridge would use existing construction workers; no additional construction workers would be required.

5.2.4 Conclusion – Century Pedestrian Bridge Variant

As described above, implementation of the Century Pedestrian Bridge Variant would result in the same or similar significant impacts as those described in Chapter 3 of this Draft EIR. There is one exception to this general statement. As explained above, under the Century Pedestrian Bridge Variant, the recommended mitigation measure to widen the east leg crosswalk of the South Prairie Avenue/West Century Boulevard intersection to 20 feet would no longer be required because pedestrian demand for this crosswalk during event peak hours would decrease. No new significant impacts would be generated under this Variant. While there would be some minor increases in construction-related impacts, the Century Pedestrian Bridge Variant would generate beneficial effects related to pedestrian access and vehicular circulation.

5.3 Alternate Prairie Access Variant

5.3.1 Description

The Alternate Prairie Access Variant (Prairie Access Variant) would expand the size of the Arena Site by adding two additional parcels to the Project Site: 10204 South Prairie Avenue and 10226 South Prairie Avenue (see Figure 2-25 in Chapter 2, Project Description). These two parcels currently contain a triplex and a single-family home, respectively. Under this variant, the properties would be acquired through voluntary sales agreements between the current property owners and the project applicant. Incorporation of these parcels into the Arena Site would increase the Project Site by approximately 8,400 square feet (sf) to a total of 28.3 acres.

Under the Alternate Prairie Access Variant, the two parcels would be acquired by the applicant, the existing structures demolished, and the properties cleared and prepared for development. Under this variant, the vehicular access to/from South Prairie Avenue would be moved 75 feet to the south, and this shift would result in a straight east–west alignment for the southernmost access road with West 103rd Street. The pickup/drop-off area would be reconfigured, and two new driveways to/from South Prairie Avenue to the pickup/drop-off area would be provided. As a result, the area devoted to hardscape and landscaping along South Prairie Avenue would increase by roughly 4,200 sf.

This variant is being included because the project applicant does not have currently have control of the parcels, and it is unknown whether the parcels may be acquired by the project applicant in the future. For this reason, there is uncertainty about whether these parcels could be added to the Project Site.

The Prairie Access Variant could be incorporated into either the Proposed Project, or the Proposed Project plus the West Century Boulevard Pedestrian Bridge Variant (described in Section 5.2, above).

5.3.2 Variant Design

With the addition of the two additional properties, the Project Site would be expanded and the hardscape and landscape areas connected to the plaza would increase (see **Figure 5-2**). The Prairie Access Variant would slightly expand the plaza and increase the area devoted to hardscape and landscaping along South Prairie Avenue by roughly 4,200 sf (about 0.1 acres). As part of the Alternate Prairie Access Variant, the drop-off area for employees, team members, and visitors to the Proposed Project Arena would also shift slightly south. Site access to South Prairie Avenue would shift approximately 75 feet south to more closely align with West 103rd Street. This shift to the south would also result in a straight east–west alignment for the southernmost access road. However, the overall circulation plan for the Project Site would not materially change.

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

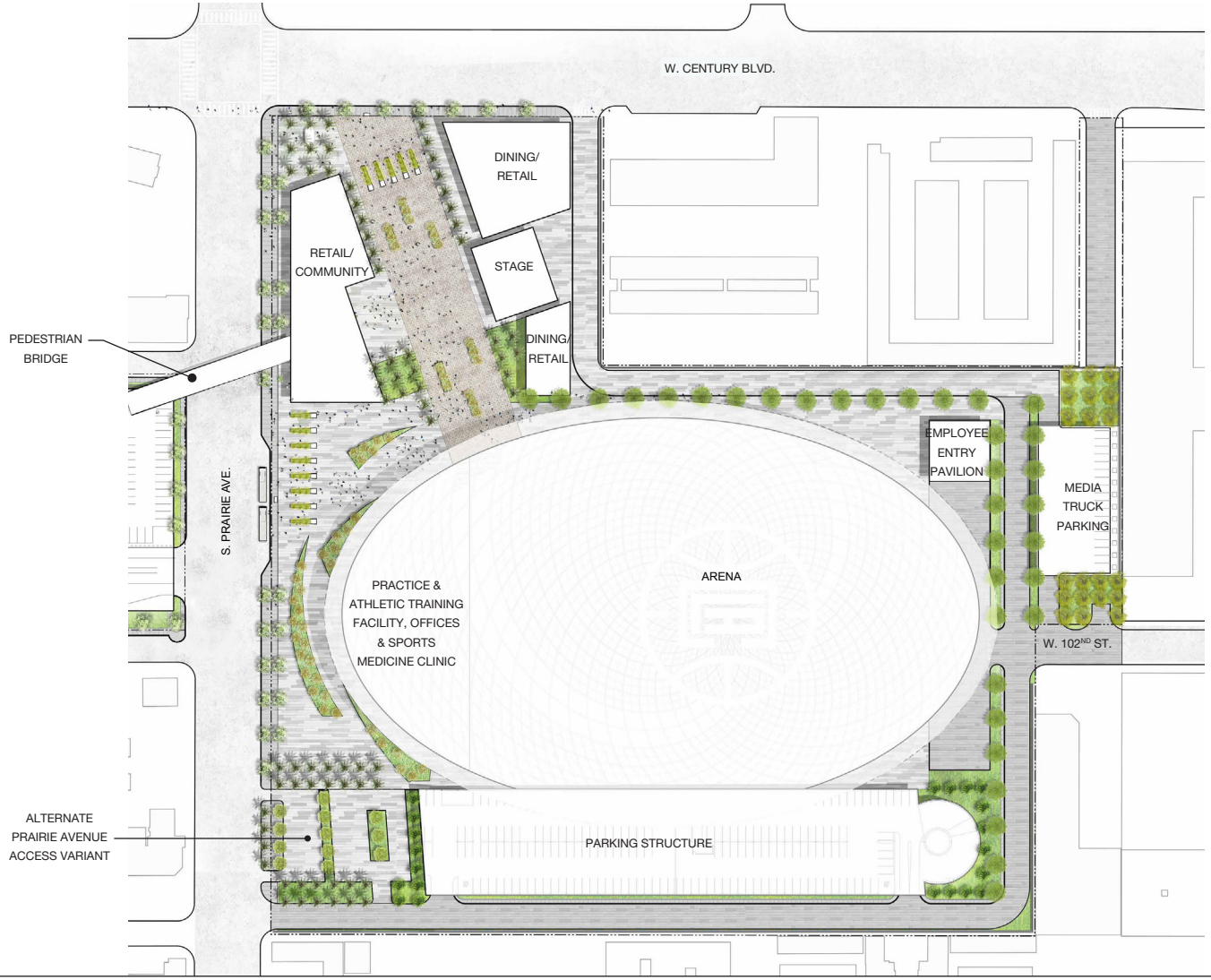
5.3.3 Comparative Impact Analysis

Aesthetics

Impacts related to scenic vistas and scenic highways under the Alternate Prairie Access Variant would be the same as those addressed in Section 3.1, Aesthetics, for the Proposed Project, as there are no scenic vistas in the vicinity of the Project Site and the Project Site is not located within the viewshed of an officially designated State or county scenic highway.

With regard to visual character, implementation of the Alternate Prairie Access Variant would slightly modify the view north along the South Prairie Avenue corridor that is depicted in Figure 3.1-9 in Section 3.1, Aesthetics. Instead of views of two one-story residential structures with the Arena Structure in the background, the views would consist of hardscape and landscaping that would be similar to the hardscape and landscaping planned for adjacent parcels on the Project Site. Compared to Adjusted Baseline conditions, the change in visual character associated with the Prairie Access Variant would be similar in scope and magnitude to that of the Proposed Project, and thus these changes would not be substantial. As a result, the Alternate Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.1 related to visual character.

Impacts related to light and glare discussed in Section 3.1, Aesthetics, would be reduced with implementation of the Alternate Prairie Access Variant. Under this variant, the two properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be acquired by the applicant, the existing structures demolished, and the properties cleared and developed with hardscape and landscaping. As discussed in Section 3.1, 10204 South Prairie Avenue and 10226 South Prairie Avenue are identified respectively as light-sensitive receptors SR 1 and SR 2 in the



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: AECOM, 2019

Inglewood Basketball and Entertainment Center

Figure 5-2
Alternate Prairie Avenue Access Variant

ESA

lighting analysis report prepared for the Proposed Project by Lighting Design Alliance and included as Appendix C of this EIR. The lighting analysis report identified seven sensitive receptors (SR 1 through SR 7) where lighting from the Proposed Project could potentially exceed significance thresholds. The residential properties in the vicinity of the Project Site that would experience increases in nighttime light generated by the Proposed Project and the identified sensitive receptors are shown on Figure 3.1-13 in Section 3.1.

Mitigation Measure 3.1-2(b) in Section 3.1, Aesthetics, requires the project applicant to provide to the City a lighting design plan that demonstrates that project-contributed lighting would not result in lighting intensity or glare onto light-impacted residential properties, including 10204 South Prairie Avenue (SR 1) and 10226 South Prairie Avenue (SR 2). Because the two properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue would be acquired, cleared, and developed with hardscape and landscaping under the Alternate Prairie Access Variant, the number of properties in which lighting from the Proposed Project could potentially exceed significance thresholds and subject to mitigation would be reduced with implementation of this variant. In addition, development of these-former residential properties with hardscape and landscaping would not add lighting or structures that can produce light and glare. Consequently, impacts related to light and glare discussed in Section 3.1, would be reduced with implementation of the Alternate Prairie Access Variant.

Air Quality

Air quality impacts related to the Prairie Access Variant would be the same as those addressed for the Proposed Project in Section 3.2, Air Quality, because the variant would not result in operational emissions. The only exception to the analysis in Section 3.2 are impacts related to dust and emissions during construction. The Prairie Access Variant would result in dust from demolition and ground disturbance activities on the additional 0.2 acres of property added to the Project Site, and emissions of ozone precursors (VOC and NO_X), particulate matter, and TACs from construction equipment and haul trucks; thus the overall amount of criteria air pollutant emissions, particulate matter, and TACs generated by the Proposed Project during construction would increase a minor amount. Given the small size of the additional area to be disturbed (0.2 acres or 8,400 sf), the additional construction-related emissions associated with this variant, when combined with the Proposed Project's construction related emissions, would not be substantial enough to exceed SCAQMD thresholds for criteria air pollutants, localized particulate matter emissions, and cancer risk significance and chronic hazard thresholds. As a result, the Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.2 or the mitigation measures identified to limit these impacts.

Biological Resources

Impacts to biological resources under the Prairie Access Variant would be essentially the same as those addressed in Section 3.3, Biological Resources, for the Proposed Project, as no suitable habitats for special-status species occur within the area, including the site of the variant. The only way in which the analysis in Section 3.3 would change relates to impacts from the removal of

nesting habitat for resident or migratory bird species and the loss of protected trees. Construction of the Prairie Access Variant would result in the removal on one tree located at 10204 South Prairie Avenue and three trees on the property located at 10226 South Prairie Avenue. As a result, compared to the Proposed Project, this variant would remove slightly more marginal nesting habitat for resident or migratory avian species. In addition, the construction of the Prairie Access Variant would result in the loss of additional trees that are protected under Inglewood Municipal Code Chapter 12, Article 32. These impacts are the same in scope and magnitude to those of the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources. As a result, the Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.3 or the mitigation measures identified to limit these impacts.

Cultural and Tribal Cultural Resources

Because the Prairie Access Variant would involve the demolition of structures and disturbance of soils that would not be affected by the Proposed Project, impacts to cultural resources under this variant would be different as those addressed in Section 3.4, Cultural and Tribal Cultural Resources, for the Proposed Project. These impacts are further described below.

There are two buildings located at 10204 South Prairie Avenue (Parcel No. 4032-008-002), both of which were constructed in 1952.[1] The first building is a single-story triplex. Entrances for the residences appear to be on the north and south sides of the main building with a secondary (side) façade fronting South Prairie Avenue. The triplex has an irregular footprint and a cross-hipped roof that is clad in composite shingles. The exterior walls are clad in stucco. Windows and doors are modern replacements and there are no distinct architectural details. The second building is a detached, double garage. The garage has an L-shaped footprint and a flat roof. Modern roll up garage doors are located on the west façade. It is also clad in stucco and devoid of architectural detailing.

A single family home currently occupies 10226 South Prairie Avenue (parcel 4032-008-006). Assessor's records indicate that the residence was constructed in 1928. The residence appears to have been rectangular in plan originally. A large addition on the south side is visible from the right-of-way. A small addition is visible on aerial photographs. The front gabled roof projects out over a porch that runs the full length of the original, west (primary) façade. The west façade is asymmetrical and includes a single pedestrian door and two aluminum slider windows. The exterior is clad in stucco. Security bars cover many of the windows. No permits were on file with the City, however, there are a number of obvious additions and alterations including the large addition to the south façade, the smaller addition on the east (rear) façade at the southeast corner, replacement of the windows and front door, and the addition of security bars over the window and door openings.

The buildings at 10212 South Prairie Avenue, 10204 South Prairie Avenue, and 10226 South Prairie Avenue were evaluated for eligibility and are not recommended eligible for listing in the National Register or California Register. As such, they do not meet the definition historical

[1] City of Inglewood Building Permit Application #03226.

resources as outlined in CEQA Guidelines section 15064.5(a)(1) or (2). For this reason, the Proposed Project, including the Alternate Prairie Access Variant, would not have a direct impact on historical resources.

Although the likelihood of encountering prehistoric and/or historic-period archaeological deposits, tribal cultural resources, and unknown human remains is low, like with the remainder of the Project Site it is possible that the construction of the Prairie Access Variant could accidentally disturb such resources during ground disturbing activities. These impacts would be the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts to these resources or require additional or changed mitigation measures.

In summary, impacts related to cultural and tribal cultural resources under the Alternate Prairie Access Variant would not change the analysis or conclusions in Section 3.4, Cultural and Tribal Cultural Resources, or the mitigation measures identified to limit these impacts.

Energy Demand and Conservation

Impacts related to energy demand and conservation under the Prairie Access Variant would be essentially the same as those addressed in Section 3.5, Energy Demand and Conservation, for the Proposed Project, as the variant would only add hardscape and landscaping to the Project Site, and thus would not demand energy during operation. The only way in which the impacts of this variant would differ from the analysis in Section 3.5 involve impacts related to energy demand during construction. Demolition of the structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue and the grading of each site would slightly increase the overall amount of energy demanded by the Proposed Project during the demolition and grading phases of the project construction. Given the small size of properties added under the Prairie Access Variant (0.2 acres) compared to the overall size of the Proposed Project (28 acres), an increase of less than 1 percent, and the fact that the new development would be the same as under the Proposed Project, the increase in energy demand during construction would not be substantial enough to change the analysis or conclusions discussed in Section 3.5.

Geology and Soils

Impacts related to geology and soils under the Alternate Prairie Access Variant would be essentially the same as those addressed in Section 3.6, Geology and Soils, for the Proposed Project. Because this variant would not involve the construction of any additional or different structures, and because the geological, soils, and seismic characteristics of the additional properties are the same as those of the Project Site, this variant would not expose people or structures to potential substantial adverse effects involving seismic hazards, unstable soils, and/or expansive soils.

The only ways in which the analysis in Section 3.6 would differ under this variant involve impacts related to erosion and the disturbance of paleontological resources during ground disturbing activities. Construction of the Prairie Access Variant would expose an additional

8,400 sf of soil to water- and/or wind-driven erosion. In addition, although the likelihood of encountering a unique paleontological resource is low, it is possible that the disturbance of an additional 8,400 sf of soil associated with the Alternate Prairie Access Variant could disturb these resources. Because these properties would add less than 1 percent to the size of the Project Site, these impacts are the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to geology and soils, and would not require any changes to mitigation measures described in Section 3.6. As a result, the variant would not change the analysis or conclusions discussed in Section 3.6 or the mitigation measures identified to limit these impacts.

Greenhouse Gas Emissions

Impacts related to GHG emissions under the Prairie Access Variant would be essentially the same as those addressed in Section 3.7, Greenhouse Gas Emissions, for the Proposed Project, as the variant would add hardscape and landscaping to the Project Site, and thus would not involve uses that would generate GHG emissions during operation. The only way in which the analysis would differ from that presented in Section 3.7 involves impacts related to GHG emissions during construction. Demolition, grading, and construction on the Prairie Access Variant properties would result in minor increases in GHG emissions from construction equipment and haul trucks, and would slightly increase the overall amount of GHG emissions generated by the Proposed Project during construction. Given the small increase in the GHG emissions from the Prairie Access Variant compared to the overall GHG emissions of the Proposed Project, the increase in GHG emissions associated with the variant would not be substantial enough to change the analysis or conclusions discussed in Section 3.7, and no new or different mitigation measures would be required.

Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under the Prairie Access Variant would be essentially the same as those addressed in Section 3.8, Hazards and Hazardous Materials, for the Proposed Project, because this variant would not increase or change the use of hazardous materials during operation, and thus would not create significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions, during operation. In addition, the Prairie Access Variant would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school during operation for the same reasons and would not result in a risk a risk to flight operations at LAX as the variant would not change the size of, or materially change the location of structures constructed under the Proposed Project. The only way in which the analysis in Section 3.8 would differ would involve impacts related to the use hazard materials during construction and the accidental release of hazardous materials due to existing site contamination. These impacts are discussed further below.

Because the Prairie Access Variant site would be slightly larger than under the Proposed Project, this variant would require a slightly greater use of limited quantities of hazardous materials such as fuels, oils, and lubricants for construction equipment; paints and thinners; and solvents and cleaners, and construction of the variant could increase opportunities for the accidental release of hazardous materials, thereby slightly increasing the risk of exposure to site occupants. However, like the Proposed Project, construction of the Prairie Access Variant would be required to adhere to numerous laws and regulations that govern the transportation and management of hazardous materials that would reduce potential hazards.

In addition, while the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are not located on a government database of known hazardous materials sites, the property located across the street at 10223 South Prairie Avenue is located on a government database of known hazardous materials sites. Records show the site contained one 2,000-gallon underground storage tank (UST) and two 4,000-gallon USTs for storage of "product." The available records do not indicate releases to the subsurface, and no soil or groundwater data are available for this site. In the event that contamination occurred at 10223 South Prairie Avenue and migrated to the east to the variant properties, construction workers involved in grading on the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue potentially could be exposed to unknown contamination. The impacts described above are the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to hazards and hazardous materials. As a result, the variant would not change the analysis or conclusions discussed in Section 3.8, Hazards and Hazardous Materials, or the mitigation measures identified to limit these impacts.

Hydrology and Water Quality

Although under this variant the Project Site would be slightly larger (less than 1 percent), impacts on hydrology and water quality under the Prairie Access Variant would be essentially the same as those addressed in Section 3.9, Hydrology and Water Quality, for the Proposed Project, since the runoff from the variant would be managed in accordance with existing regulations, and thus would not result in an impact to water quality during operation. In addition, while the Prairie Access Variant would add a minor amount of impervious surfaces (less than 8,400 sf), the underlying, predominantly clayey soils at the Project Site, including the two parcels, have low permeability and provide very little groundwater recharge through percolation of soils. For this reason, despite the slight increase in impervious surface under this variant, it would not significantly impact ground water recharge. Finally, while the Prairie Access Variant would alter the existing drainage pattern of the two parcels, development of the sites with hardscape and landscaping would comply NPDES regulations, which in turn would reduce associated erosion, sedimentation, and/or flooding on and off the parcels. The only exception to the analysis in Section 3.9 are impacts related to water quality during construction, which is discussed below.

The use of additional pieces of construction equipment and other vehicles under the Prairie Access Alternative could increase opportunities for spills of oil, grease, gasoline, brake fluid, antifreeze, or other vehicle-related fluids and pollutants on the Project Site. In addition,

construction would expose an additional 8,400 sf of soil to erosion, and thus could degrade quality of storm water leaving the Project Site. Finally, the slight increase in impervious surface on the overall Project Site would further alter the drainage pattern on the Arena Site, and thus would increase slightly increase the amount of stormwater leaving the site. Nevertheless, impacts described above would be the same in scope and magnitude to those described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to hydrology and water quality.

In summary, impacts related to hydrology and water quality under the Prairie Access Variant would not change the analysis or conclusions in Section 3.9, Hydrology and Water Quality, or the mitigation measures identified to limit these impacts.

Land Use and Planning

Impacts related to land use and planning under the Alternate Prairie Access Variant would be the same as those addressed in Section 3.10, Land Use and Planning, for the Proposed Project, as the addition of the two properties under this variant would not physically divide an established community. In addition, as the hardscape and landscaping proposed on the two parcels would not change the function and size of the land uses proposed under the Proposed Project, the variant would not result in conflicts with regional and local land plans adopted for the purpose of avoiding or mitigating an environmental effect. In particular, Land Use Element Goal states that the City should "[f]oster the revitalization or, if necessary, the recycling of residential areas which cannot provide a decent living environment because of jet noise impact." The properties at 10204 and 10226 South Prairie Avenue are currently located in the 65–70 dBA noise aircraft noise contour from LAX. Further, as disclosed in Section 3.11, Noise and Vibration, the current roadway noise measured at the site on South Prairie Avenue is between 68.9 and 70.8 dBA. Thus, the removal of the current residences would not be inconsistent with the goals and objectives of the Land Use Element.

The two properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are currently designated Commercial in the City of Inglewood General Plan and are zoned C-2A, Airport Commercial, and these land use designations would not change under the Prairie Access Variant. The C-2A zone is intended for commercial uses with special allowance for airport-related uses such as hotels and motels, and auto rental uses. While residential uses are not explicitly prohibited in the C-2A zone, new or expanded residential uses are prohibited.[2] Under the Prairie Access Variant, the land uses on the parcels would change from residential to hardscape and landscaping integrated into the Proposed Project Arena development, and thus would be compatible with surrounding land uses. As a result, the variant would not change the analysis or conclusions discussed in Section 3.10, Land Use and Planning.

[2] City of Inglewood Municipal Code Chapter 12, Article 7.1, section 12-24.14.

Noise and Vibration

Since this variant would not generate noise or vibration during operation, impacts related to noise and vibration under the Prairie Access Variant would be improved compared to those addressed for the Proposed Project and described in Section 3.11, Noise and Vibration. The only area in which the impacts described in Section 3.11 would be increased are impacts related to noise and vibration during construction, which is discussed below.

Construction of the Prairie Access Variant would cause temporary construction noise and vibration, and would occur at the same time as the other structures along South Prairie Avenue are being demolished. In addition, construction of the variant would only occur during the daytime hours; no nighttime demolition and grading is expected. The noise and vibration levels from the pieces of equipment that would be used during the construction of the Prairie Access Variant would be the same as the noise and vibration levels generated by the construction of the Proposed Project. In addition, several sensitive receptors are located in the vicinity of the variant site. The closest sensitive receptors are a single-story religious facility (R7), located approximately 90 feet to the west of and across South Prairie Avenue from the two properties, and another religious facility (R17) located directly adjacent to the south of the property located at 10226 South Prairie Avenue; these sensitive receptors are also located the same distance from the Project Site.

The noise increase at R7 during construction of the Proposed Project would be 2.0 dBA over base ambient noise levels while the noise increase at R17 during construction of the Proposed Project would be 54 dBA over base ambient noise levels. While the increase in noise during construction at R7 would not be substantial, the increase in noise during construction at R17 would exceed the threshold of 20 dBA Lmax increase over base ambient noise levels. In addition, the vibration level at R7 during construction of the Proposed Project is expected to be up to 0.010 PPV in/sec (68.2 VdB) while the vibration level at R17 during construction of the Proposed Project is expected to be up to 0.012 PPV in/sec (69.6 VdB). However, these vibration levels would not be enough to exceed the 0.3 PPV in/sec threshold for structural damage and the 72 VdB threshold for human annoyance.

As the properties located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are located the same distance away from the sensitive receptors discussed above as the Proposed Project, demolition and grading on these parcels would result in the same levels of construction noise and vibration at these receptors. As a result, the Alternate Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.11, Noise and Vibration, or the mitigation measures identified to limit these impacts.

The removal of the 10204 and 10226 South Prairie Avenue residential properties would eliminate existing adverse noise conditions and would avoid significant impacts described under the Proposed Project scenario. The Prairie Access Variant would remove 4 housing units that are currently in the 65–70 dBA LAX aircraft noise contour. Further, it would eliminate exposure of residents at these properties to significant impacts to these same properties from noise generated

by amplified noise from plaza events and from event-related traffic conditions on South Prairie Avenue during the Weekday Post-Event period. As such, the impacts of noise generated by Proposed Project operations would be less than described in Section 3.11.

Population, Employment, and Housing

Most of the impacts related to population, employment, and housing under the Prairie Access Variant would be the same as those addressed in Section 3.12, Population, Employment, and Housing, for the Proposed Project, because compared to the Proposed Project this variant would not require additional construction workers, and would not add additional employees and visitors to the Project Site over the long-term. As a result, the Alternate Prairie Access Variant would not induce substantial unplanned population growth in the area.

However, unlike the Proposed Project, this variant would result in the removal of 4 housing units. The structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue are residential uses and are currently occupied by renters. Based on an average household size of 3.0 people per unit in the City of Inglewood,[3] it is assumed that approximately nine residents occupy the triplex located at 10204 South Prairie Avenue and three residents occupy the single-family home at 10226 South Prairie. As a result, implementation of the variant would result in the loss of 4 rental housing units and relocation a total of 12 residents.

As described in Section 3.12, under CEQA, a significant impact would occur where there would be displacement of a substantial number of existing people or housing units necessitating the construction of replacement housing elsewhere. In this case, the loss of 4 housing units, with an estimated 12 residents, could not be considered significant because the units represent such a small percentage of the City's housing stock. With an existing housing stock of 38,691 under Adjusted Baseline conditions, the loss of units under this variant would represent a decrease in the City's housing stock of approximately 0.01 percent. In addition, under cumulative conditions an additional 6,713 units would be added to the City's housing stock (see Section 3.0, Introduction to the Analysis).

With such a small reduction in the number of units in the City, and in light of the current cumulative expectation of construction of more than 6,700 future units in the City, it is highly unlikely that the loss of 4 units as a result of this variant would result in the construction of replacement housing elsewhere. Therefore, this impact would be considered less than significant.

Transportation and Circulation

The Prairie Access Variant would not alter in any way the trip generation or travel demand characteristics that are described for the Proposed Project in Section 3.14, Transportation and Circulation. As described above, the implementation of this variant would make minor alterations in the alignment of the South Prairie Avenue access to the Project Site, moving the access approximately 75 feet south to better align with the existing intersection of 103rd Street and

[3] U.S. Census, 2017. *American Community Survey 1-Year Estimates Table B25032 Tenure by Units in Structure.*

South Prairie Avenue. This shift to the south would also result in a straight east–west alignment for the southernmost access road within the Project Site. However, the overall circulation plan for the Project Site would not materially change.

As proposed in the Proposed Project, the South Parking Garage driveway onto South Prairie Avenue would be restricted to inbound and outbound right-turns at all times. This design in part was related to the relatively short distance between the driveway location and the South Prairie Avenue/West 103rd Street intersection. With the Prairie Access Variant, the driveway would be located across from West 103rd Street, potentially allowing left-turns to occur at the driveway without interfering with left-turns at West 103rd Street during non-event periods (with the variant, the driveway would still be restricted to right-turns only during event periods as part of the Project's TMP so as to not interfere with event access to and from the West Parking Garage). Therefore, this variant would improve access to the South Parking Garage during non-event periods. Also, the resultant straight east–west alignment of the southernmost access road within the Project site would improve circulation within the Project site.

The Prairie Access Variant would not materially change the analysis or conclusions discussed in Section 3.14, Transportation and Circulation, or the mitigation measures identified to limit those impacts.

Utilities and Service Systems

Impacts related to utilities and service systems under the Prairie Access Variant would be the same as those addressed in Section 3.15, Utilities and Service Systems, for the Proposed Project, as the variant would not add employees and visitors to the Project Site and, thus, would not create additional demand for water supply, generation of wastewater and solid waste service over the long term. In fact, the removal of 4 units on the two parcels would marginally reduce operational demand for water supplies and generation of wastewater, and solid waste service that originate from the subject properties. The only differences in the analysis presented in Section 3.13, Public Services involve impacts related to water supply and solid waste service during construction and storm drain capacity during operation. These impacts are discussed further below.

Construction of the Prairie Access Variant would require the use of water on site for various purposes including dust control, concrete mixing, and sanitation. In addition, construction of the variant would result in the generation of various construction wastes including recyclable and non-recyclable demolition wastes. As discussed above, the Proposed Project would apply for LEED certification and would adopt a LEED approach in order to capture site-wide strategies such as those related to solid waste management. In addition to complying with State requirements to divert a minimum of 50 percent of construction wastes to a certified recycling processor, construction of the Prairie Access Variant would adhere to LEED Gold standards to minimize the total volume of construction waste that would be landfilled, similar to the Proposed Project.

The slight increase in impervious surface on the overall Project Site as a result of the variant would slightly increase the amount of stormwater leaving the site. However, given that the Prairie

Access Variant would increase the overall size of the Project Site by less than 1 percent (0.2 acres), the increase in stormwater associated with the variant would not be substantial enough to require additional drainage capacity.

These impacts are the same in scope and magnitude to the impact described for the Proposed Project, and thus would not increase the overall severity of the Proposed Project's impacts with respect to utilities and service systems. As a result, the Alternative Prairie Access Variant would not change the analysis or conclusions discussed in Section 3.15, Utilities and Service Systems, or the mitigation measures identified to limit these impacts.

Other Topics

Impacts associated with public services would not change as, compared to the Proposed Project, the Prairie Access Variant would not add employees and visitors to the Project Site, and thus would not place increased demands on police service, fire and emergency medical service, schools, and parks during operation. In addition, the demolition of the structures located at 10204 South Prairie Avenue and 10226 South Prairie Avenue and the subsequent grading of the parcels would occur over a relatively short period of time (1–2 days), and thus would not substantially increase calls for service from local first responders during construction.

5.3.4 Conclusion – Alternate Prairie Access Variant

As described above, implementation of the Prairie Access Variant would result in the same or similar significant impacts as those described in Chapter 3 of this Draft EIR. No new significant impacts would be generated under this Variant. Although there would be removal of 4 existing residential units in commercial zones along South Prairie Avenue, the Alternate Prairie Access Variant would generate beneficial effects and avoid significant impacts related noise exposure to residents of the affected housing units and would improve circulation to and from the Project Site from South Prairie Avenue.

5.3.5 Combined Impacts of Variants

The West Century Boulevard Pedestrian Bridge and the Alternate Prairie Access Variants are, as noted above, not mutually exclusive. Thus, both variants could be included in the Proposed Project.

The variants adjust different parts of the project site, and address different concerns. For this reason, the combined effects of the variants, in the event both are implemented, consist of their arithmetic sum; there are no impacts where the combined effects would be greater than this sum. No new or substantially more severe impacts would occur. The same mitigation measures would apply.

CHAPTER 6
Project Alternatives

6.1 Overview

This chapter presents the alternatives analysis for the Proposed Project on the Project Site as required by the California Environmental Quality Act (CEQA). The discussion includes an explanation of the methodology used to select alternatives to the Proposed Project, with the intent of identifying potentially feasible alternatives that could avoid or substantially lessen the significant impacts identified for the Proposed Project while still meeting most of the basic project objectives (as described in Chapter 2, Project Description). The chapter identifies a reasonable range of alternatives that meet these criteria, and these alternatives are evaluated for their comparative merits with respect to minimizing adverse environmental effects. It describes other alternatives and alternative concepts that were considered but eliminated from detailed consideration and reasons for their elimination. For the alternatives selected for analysis, the chapter evaluates the impacts of the alternatives against baseline environmental conditions and compares the potential impacts of the alternatives with those of the Proposed Project. Finally, as required under CEQA Guidelines section 15126.6(e), based on this analysis, this chapter then discusses the Environmentally Superior Alternative.

6.1.1 CEQA Requirements for Alternatives Analysis

CEQA, the CEQA Guidelines, and the case law on the subject have established a comprehensive framework for the identification and analysis of alternatives to the Proposed Project in an EIR. CEQA Guidelines section 15126.6(a) states that an EIR must describe and evaluate a reasonable range of alternatives to the Proposed Project that would feasibly attain most of the project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a Proposed Project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

Under CEQA, the feasibility of alternatives can be based on a range of factors and influences. CEQA Guidelines section 15364 defines "feasibility" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." CEQA Guidelines section 15126.6(f)(1) states that the factors that may be taken into account when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a

regionally significant impact should consider the regional context), and whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned or controlled by the project applicant).

CEQA Guidelines section 15126.6(e) states that, "The specific alternative of 'no project' shall also be evaluated along with its impact." CEQA Guidelines section 15126.6(e)(3)(B) further states that when the Proposed Project is "a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed." This is the case for the Proposed Project addressed in this EIR.

The EIR must evaluate the comparative merits of the alternatives and include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. Specifically, the CEQA Guidelines set forth the following criteria for selecting and evaluating alternatives:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly accomplish most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible (see CEQA Guidelines section 15126.6(a)).
- [T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (see CEQA Guidelines section 15126.6(b)).
- The range of potential alternatives shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should also identify any alternatives that were considered by the lead agency, but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the determination (see CEQA Guidelines section 15126.6(c)).
- The specific alternative of "no project" shall also be evaluated along with its impact (see CEQA Guidelines section 15126.6(f)(1)).
- The range of alternatives is to be governed by the "rule of reason." CEQA requires that only those alternatives necessary to "permit a reasoned choice" be included, and that the range shall be limited to alternatives that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making (see CEQA Guidelines section 15126.6(f)).
- Alternative locations for the project are to be considered where any of the significant effects of the project could be avoided or substantially lessened by putting the project in another location (see CEQA Guidelines section 15126.6(f)(2)(A)).
- Finally, an EIR need not consider alternatives for which the environmental effects cannot be reasonably ascertained and for which implementation is remote and speculative (see CEQA Guidelines section 15126.6(f)(3)).

6.1.2 Organization of this Chapter

Following this introductory section, Section 6.2 describes the basis for selecting the alternatives analyzed in this Draft EIR; it reviews the project objectives, summarizes the significant impacts of the project that were identified in Chapter 3, and describes the alternatives screening and selection process. Section 6.3 includes a description of those alternatives that were considered by the City but dismissed from further evaluation. Section 6.4 provides an overview of the alternatives selected for further consideration, and Section 6.5 presents a detailed description of each of the selected alternatives, followed by an evaluation of its environmental impacts compared to those of the Proposed Project, and a description of its ability to meet the project objectives. Section 6.6 compares the impacts of the alternatives to the impacts of the Proposed Project and to one another, and it identifies the environmentally superior alternative.

6.2 Factors in the Selection of Alternatives

This section describes the basis for determining the range of CEQA alternatives and identifies the specific alternatives that are analyzed in this Draft EIR.

6.2.1 Project Objectives

As stated above, pursuant to CEQA Guidelines section 15126.6(a), the reasonable range of alternatives considered in this EIR must be capable of achieving "most of the basic objectives of the project," while avoiding or lessening one or more of the significant impacts that would result from the project as proposed. Thus, the objectives of the Proposed Project are restated below.

The following are the City's stated objectives for the Proposed Project:

1. Support the revitalization of the City of Inglewood, promote the City as a premier regional sports and entertainment center recognized at the local, regional, national, and international levels, and support its City of Champions identity by bringing back an NBA franchise to the City.
2. Facilitate a project that promotes the City's objectives related to economic development, and that enhances the general economic health and welfare of the City by encouraging viable development, stimulating new business and economic activity, and increasing City revenue (property, sales, admissions and transient occupancy taxes).
3. Expand the opportunities for the City's residents and visitors to participate in a wide range of sporting, cultural, civic and business events.
4. Strengthen the community by providing public and youth-oriented space, outdoor community gathering space, and outdoor plazas.
5. Transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City.
6. Encourage sustainable, modern, integrated development that includes coordinated traffic event management strategies, encourages public transit opportunities to the Project Site, provides safe and adequate pedestrian circulation, and reflects a high level of architectural design quality and landscape amenities.

7. Create employment and construction-related employment opportunities in the City of Inglewood.

8. Cause the construction (with private funds) of a public assembly and related uses that are geographically desirable and accessible to the general public to host sporting, cultural, business, and community events along with myriad youth- and community- oriented programs.

9. Cause the construction (with private funds) of a project that provides substantial public benefits, including jobs, property and sales taxes, admissions taxes, and transient occupancy taxes.

10. Achieve the objectives described above in an expeditious and environmentally conscious manner.

The following are the project applicant's stated objectives for the Proposed Project:

1. Build the long-term home of the LA Clippers NBA basketball team.

a. Construct a state-of-the-art multi-purpose basketball and entertainment center with a capacity of up to 18,000 fixed seats to host LA Clippers home games beginning in the 2024–2025 NBA season.

b. Locate a basketball and entertainment center on a site that is geographically desirable and accessible to the LA Clippers' current and anticipated fan base.

c. Consolidate LA Clippers team operations and facilities in a single location that includes practice facilities, team executive and management offices, a sports medicine clinic, and adequate parking for both events and daily operations.

d. Design and develop the basketball and entertainment center to accommodate up to 18,500 attendees for other entertainment, cultural, sporting, business and community events when not in use for LA Clippers home games.

e. Create a lively, visitor- and community-serving environment year-round for patrons, employees, community members, and visitors to the surrounding neighborhood and nearby sports and entertainment venues by providing complementary on-site retail, dining, and/or community spaces.

f. Contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes.

2. Develop a financially viable public/private Project that is constructed and operated from private funding sources.

a. Locate the Proposed Project on a site that can be readily assembled and entitled to enable the feasible development of the Proposed Project to host the LA Clippers home basketball games in the 2024–2025 NBA season.

b. Create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems; patron amenities; and other features.

c. Enhance the future success of the Proposed Project by providing signage, naming rights, and sponsorship opportunities to assist in the private financing of the Proposed Project.

d. Support the financial viability of the Proposed Project by developing sufficient complementary on-site uses to enhance the productive use of the site on event and non-event days, including retail, dining, and potential hotel uses.

3. Design a Project that is synergistic with nearby existing and proposed uses and incorporates state-of-the-art urban design and venue design principles.

a. Locate the Proposed Project on a site near other existing and planned mixed-use development to create a dynamic, year-round sports and entertainment district destination.

b. Develop the basketball and entertainment center with features that enhance the Proposed Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities.

c. Create inviting and appropriately-scaled pedestrian environments to facilitate the movement of pedestrians and create safe and secure assembly areas for fans and visitors.

d. Develop the Proposed Project to meet high-quality urban design and sustainability standards.

e. Design the Proposed Project to take advantage of existing and planned public transit, and incorporate appropriate vehicular, pedestrian, and bicycle access and amenities that encourage sustainable transportation options.

f. Increase walkability and improve the pedestrian experience on adjacent public rights-of-way near the Project Site, and enhance the streetscape appearance by providing perimeter and interior landscaping.

6.2.2 Significant Effects of the Proposed Project

The following project-specific and cumulative potentially significant impacts have been identified for the Proposed Project, as discussed in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures.

Significant and Unavoidable Impacts

The Proposed Project was determined to have the following significant and unavoidable impacts, with feasible mitigation imposed, as described in detail in Chapter 3 of this Draft EIR.

Air Quality

Impact 3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.

Impact 3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.

Impact 3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.

Impact 3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.

Noise

Impact 3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Impact 3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.

Impact 3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.

Impact 3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.

Impact 3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.

Transportation and Circulation

Impact 3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.

Impact 3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.

Impact 3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14 15: The Proposed Project would substantially affect circulation for a substantial duration of construction under Adjusted Baseline conditions.

Impact 3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.

Impact 3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.

Impact 3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.

Impact 3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.

Impact 3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.

Impact 3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.

Impact 3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.

Impact 3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.

Impact 3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.

Impact 3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.

Impact 3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.

Impact 3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.

Significant Impacts that can be Mitigated to Less than Significant

The Proposed Project was determined to have the following significant impacts, all of which could be mitigated to a less-than-significant level with implementation of identified mitigation measures, as described in detail in Chapter 3 of this Draft EIR. The impact statements are written for the pre-mitigation condition, so the reader should not assume that the phrases “could” or

"could have the potential to" mean that the impacts have not been determined to be less than significant after mitigation.

Aesthetics

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

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

Biological Resources

Impact 3.3-2: Construction of the Proposed Project could have the potential to 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.

Impact 3.3-3: Construction of the Proposed Project could have the potential to conflict with local policies or ordinances protecting biological resource, such as a tree preservation policy or ordinance.

Cultural and Tribal Cultural Resources

Impact 3.4-1: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5.

Impact 3.4-2: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5.

Impact 3.4-3: Construction of the Proposed Project could have the potential to 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:

i) 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).

ii) 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 section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Impact 3.4-4: Construction of the Proposed Project could have the potential to disturb human remains including those interred outside of dedicated cemeteries.

Impact 3.4-5: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to result in cumulatively considerable impacts to historical resources.

Impact 3.4-6: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on archaeological resources.

Impact 3.4-7: Construction of the Proposed Project, in conjunction with construction of other cumulative development, could have the potential to contribute to cumulative impacts on the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074.

Impact 3.4-8: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on human remains including those interred outside of dedicated cemeteries.

Geology and Soils

Impact 3.6-1: Construction and operation of the Proposed Project could have the potential to result in the substantial erosion or the loss of topsoil.

Impact 3.6-2: Construction of the Proposed Project could have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact 3.6-3: Construction and operation of the Proposed Project in conjunction with other cumulative development, could have the potential to result in substantial erosion or loss of topsoil.

Impact 3.6-4: Construction of the Proposed Project, in conjunction with other cumulative development, could have the potential to contribute to cumulative impacts on paleontological resources.

Greenhouse Gas Emissions

Impact 3.7-1: Construction and operation of the Proposed Project could generate "net new" GHG emissions, either directly or indirectly, that could have a significant impact on the environment.

Impact 3.7-2: Construction and operation of the Proposed Project could be inconsistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs.

Hazards and Hazardous Materials

Impact 3.8-4: Construction and operation of 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 and, as a result, could have the potential to create a significant hazard to the public or the environment.

Impact 3.8-5: Construction and operation of the Proposed Project would be located within an airport land use plan area and could result in a safety hazard or excessive noise for people residing or working in the project area or could create a hazard to navigable airspace and/or operations at a public airport.

Hydrology and Water Quality

Impact 3.9-1: Construction and operation of the Proposed Project could have the potential to violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan.

Impact 3.9-3: Construction and operation of the Proposed Project could have the potential to substantially alter the existing drainage patterns 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 has the potential to: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.

Impact 3.9-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the Dominguez Channel Watershed, could have the potential to cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or conflict with or obstruct implementation of a water quality control plan.

Impact 3.9-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development in the Dominquez Channel Watershed, could have the potential to cumulatively alter the 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 result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.

Land Use and Planning

No significant impacts under Land Use and Planning.

Population, Employment and Housing

No significant impacts under Population, Employment and Housing.

Public Services

No significant impacts under Public Services.

Transportation and Circulation

Impact 3.14-13: The Proposed Project could have the potential to adversely affect existing or planned pedestrian facilities, or fail to adequately provide for access by pedestrians.

Impact 3.14-14: The Proposed Project could have the potential to result in inadequate emergency access under Adjusted Baseline conditions.

Impact 3.14-26: The Proposed Project could have the potential to result in inadequate emergency access under cumulative conditions.

Utilities and Service Systems

Impact 3.15-9: Construction and operation of the Proposed Project could have the potential to require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.

Impact 3.15-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in the relocation or construction of new storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.

6.3 Alternatives Considered but Dismissed from Further Evaluation

As required pursuant to CEQA Guidelines section 15126.6(c), in the scoping process that resulted in the selection of alternatives for analysis in this Draft EIR, consideration was given to alternatives that could avoid or substantially lessen potentially significant impacts resulting from the Proposed Project. In response to the NOP, several comments suggested alternatives for consideration in the EIR, and those NOP comments are addressed below.

Certain impacts that are identified as being significant under the Proposed Project are due primarily to intensifying development activity in an area that is currently underutilized; such intensity-related impacts include increased traffic congestion, air emissions, nighttime lighting, and the like. These impacts potentially could be substantially lessened by limiting the size of the project. Other impacts are specific to the location of the Project Site, including but not limited to traffic impacts on South Prairie Avenue, West Century Boulevard, and other major and minor streets in the vicinity of the Project Site, as well as construction and operational noise impacts on nearby residences and other sensitive receptors. Such impacts are largely unavoidable at the Project Site but it may be possible to avoid or substantially lessen these impacts by constructing a version of the Proposed Project at a different location. For these reasons, alternatives that reduce the intensity of development on the Project Site or change the location of the Project Site are addressed in this chapter.

The following alternatives were considered but dismissed from further analysis because they would not fulfill most of the basic objectives of the project, would not avoid or substantially lessen significant environmental impacts, and/or would otherwise be infeasible.

6.3.1 Entertainment Venue

Under this alternative the Project Site would be developed with retail, restaurants, an entertainment center, and a major hotel. The purpose of the alternative would be to create a unique destination that would complement planned uses located within the Hollywood Park Specific Plan (HPSP) and the existing venue at The Forum. The alternative would be patterned and sized similar to other entertainment venues within the Southern California region including Downtown Disney in Anaheim (20 acres), Universal Citywalk in Universal City (23 acres), The Grove in Los Angeles (17.5 acres), and Great Wolf Lodge in Garden Grove (13 acres).

This alternative was dismissed from further consideration because the Project Site is fragmented, does not provide a single parcel of sufficient size on which to develop a thoughtfully arranged entertainment district. This alternative was also dismissed because it could draw business away from similar land uses approved for development within the neighboring HPSP, and thus could negatively affect the City's economic development goals for the HPSP area. Finally, this alternative would fail to meet most of the basic objectives of the Proposed Project, including the City's objective to establish a world class basketball and event center and to bring an NBA franchise back to Inglewood (City Objective 1), and the Applicant's goals to build the long-term home of the LA Clippers NBA basketball team (project applicant Objectives 1a–1f).

6.3.2 Substantially Reduced Arena

Under this alternative the size of the arena on the Project Site would be materially reduced sufficiently to substantially lessen the significant transportation and related air quality impacts of the Proposed Project. In order to achieve such a lessening, in this alternative the capacity of the arena would have to be reduced by 50 percent or more, leading to a maximum capacity of no more than 9,000 attendees. This alternative would result in fewer people visiting the site and thus fewer trips being generated on the local and regional transportation system. In turn, this alternative would reduce impacts associated with traffic and traffic-related air pollutant emissions and noise.

This alternative was dismissed from further consideration because the material reduction in the size of the arena (e.g., 50 percent reduction in seats) that would be needed to substantially lessen traffic-related impacts would not meet the NBA's sizing requirements for the arena. The smallest recently-constructed NBA arenas include those built in Sacramento (Golden 1 Center, opened in 2016) and Milwaukee (Fiserv Forum, opened in 2018) which were built with an NBA game capacity of approximately 17,500. The smallest arena that is home to an NBA team is the Smoothie King Center in New Orleans, built in 1999 with a capacity of 16,867. An arena that would meet NBA standards and is of a size comparable to the recently-opened arenas in Sacramento and Milwaukee is discussed below under Alternative 2.

Because this alternative would be below the capacity required by the NBA, it would fail to meet most of the basic objectives of the Proposed Project, including the City's objective to establish a world class basketball and event center and to bring an NBA franchise back to Inglewood (City Objective 1), and the Applicant's goals to build the long-term home of the LA Clippers NBA basketball team (project applicant Objectives 1a–1f).

6.3.3 Housing

A comment on the Notice of Preparation (NOP) suggested consideration of an alternative consisting of the development of housing on the Project Site, consistent with the R-3 zone that existed on the project site prior to 1980 (see Appendix B). Under this alternative the Project Site would be developed with a variety of housing types, including single-family, condominium/ townhome, and multi-family uses.

This alternative was eliminated from further consideration because of inconsistency with the existing and anticipated noise environment associated with Los Angeles International Airport (LAX). The Project Site is located approximately 2 miles east of LAX, along the extended centerlines of Runways 25R and 25L. As such, the Project Site is located within the planning boundary/airport influence area (AIA) established for LAX in the Los Angeles County Airport Land Use Plan (ALUP). According to the Los Angeles County Airport ALUP, the Project Site is located in areas exposed to noise levels ranging from CNEL 65–70dB, and from CNEL 70–75 dB. Consistent with ALUP Policies G-1 and N-3, the compatibility of proposed land uses is determined by consulting the land use compatibility table provided in Section V of the ALUP, and according to the table, residential land uses located in areas exposed to noise levels of CNEL 65–70 dB must be reviewed for noise insulation needs while residential land uses in areas exposed to noise levels of CNEL 70–75 dB are to be avoided unless they are related to airport services.

Moreover, between the 1980s and the early 2000s, the City engaged in a property purchase program, supported by FAA noise mitigation funds, to remove residential uses within these noise contours. This alternative would consist of reversing this program, and constructing new housing on the site. The FAA has stated that residential development of these noise-impacted properties is "inherently inconsistent with the intent of the City's land acquisition/noise mitigation program, approved and funded by the FAA," and that residential use of the properties "may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land."[1] For these reasons, and in light of the noise environment at the Project Site, this alternative was dismissed from further consideration.

In addition, this alternative was eliminated from further consideration because it would fail to meet most of the basic objectives of the Proposed Project, including the City's objective to promote the City as a premier regional sports and entertainment center and to establish a world class basketball and event center and to bring an NBA franchise back to Inglewood (City

[1] David F. Cushing, Manager, Los Angeles Airports District Office, U.S. Department of Transportation, Federal Aviation Administration, August 26, 2019.

Objective 1); to establish a world class basketball and event center that increases sports and entertainment and construction-related employment opportunities; to expand opportunities for City residents and visitors to participate in sporting, cultural and civic events (City Objective 3); and to transform the Project Site to uses compatible with the aircraft noise contours generated by operations at LAX and in compliance with the FAA grants to the City (City Objective 5).

Further, development of a housing alternative would not meet the Applicant's objectives to build the long-term home of the LA Clippers NBA basketball team (project applicant Objectives 1a–1e); to contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes (project applicant Objective 1f); to create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems; patron amenities; and other features (project applicant Objective 2b); and to develop a basketball and entertainment center with features that enhance the Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities (project applicant Objective 3b).

6.3.4 Employment Center/Business Park

As requested by several comments on the NOP and consistent with the Inglewood International Business Park (IIBP) Specific Plan, the City considered an alternative under which the Project Site would be developed with employment generating uses such as a business park or light industrial uses. This alternative was dismissed from further consideration because since the approval of the IIBP Specific Plan in 1993 the City has sought to attract businesses to the Project Site, but has not been able to generate momentum or build interest in the site from private sector business park developers. The inability to construct a business park on the site, despite decades-long City efforts to encourage such uses, indicates that a business park is economically infeasible at this location. In addition, a very substantial amount of commercial office space is planned in the neighboring HPSP, including 466,000 square feet (sf) in the Adjusted Baseline projects and another 3,567,314 square feet under cumulative conditions (see Section 3.0, subsections 3.0.6 and 3.0.7). Development of this amount of commercial office space would meet demand for office and employment generating uses in the area, and accomplish the City's goals for job generation.

Also, this alternative was eliminated from further consideration because it would fail to meet most of the basic objectives of the Proposed Project, including the City's objective to promote the City as a premier regional sports and entertainment center and to establish a world class basketball and event center and to bring an NBA franchise back to Inglewood (City Objective 1); to expand opportunities for City residents and visitors to participate in sporting, cultural and civic events (City Objective 3); and to create employment and construction-related employment opportunities in the City of Inglewood (City Objective 7).

Further, development of a housing alternative would not meet the Applicant's objectives to build the long-term home of the LA Clippers NBA basketball team (project applicant Objectives 1a–

1e); to contribute to the economic and social well-being of the surrounding community by providing public benefits such as opportunities for youth- and community-oriented programs, and increasing revenues generated by property and sales taxes, admissions taxes, and potential transient occupancy taxes (project applicant Objective 1f); to create a unique visitor experience that is competitive with other new major event venues, including state-of-the-art media, sound, and lighting systems; patron amenities; and other features (project applicant Objective 2b); and to develop a basketball and entertainment center with features that enhance the Project's sense of place as a major urban sports and entertainment venue, including gathering spaces, signage, and other amenities (project applicant Objective 3b).

6.3.5 Alternative Locations in the City of Inglewood

The City has identified three sites within the City that are potentially feasible and which merit further evaluation in Section 6.5 below: Alternative 3, the City Services Center Alternative Site; Alternative 6, Hollywood Park Specific Plan Alternative Site; and Alternative 7, The Forum Alternative Site. The City has also considered whether there are other sites in the City that are potentially feasible. As set forth below, the City considered one additional alternative site, and determined that it was infeasible, would not meet most of the City's or applicant's basic project objectives, or would not avoid or substantially lessen the significant environmental effects of the Proposed Project.

Imperial/Crenshaw Commercial Center

The City considered the Imperial/Crenshaw Commercial Center as a potentially feasible alternative location. This site is approximately 10.5 acres and is located at the southeast corner of the intersection of Imperial Highway and Crenshaw Boulevard, approximately 1.5 miles southeast of the Project Site. The Center is made up of an approximately 210,000 sf set of one-story commercial buildings containing retail and service businesses, a six-story, approximately 96,000 sf office building, an approximately 5,000 sf retail outparcel containing a fast-food restaurant, and approximately 7.7 acres of surface parking lot.

Although not as large as the Project Site, this site was deemed of sufficient size to accommodate the arena structure and a limited amount of parking and complementary uses. It had certain advantages including proximity to the LA Metro Green Line Crenshaw Station, only 0.5 miles south on Crenshaw, near I-105, and similar close access to the I-105 freeway. The site is located only approximately 0.4 miles from the end of the runway at Hawthorne Airport, but is outside of any limiting airport safety zones or noise contours.

This alternative would fail to meet several of the City's basic objectives of the Proposed Project. Although the site is located within the City, this site would not meet certain of the City's objectives. This alternative would not transform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City, and would not strengthen the community by providing public and youth-oriented space, outdoor community

gathering space, and outdoor plazas. Because of its small size, this site would fail to meet the applicant's goal of consolidating LA Clipper team operations and facilities in a single location (1c), and due to its distance from the NFL Stadium and The Forum, it would not respond to applicant objective 1(e) which calls for the creation of a lively, visitor- and community-serving environment year-round for patrons, employees, community members, and visitors to the surrounding neighborhood and nearby sports and entertainment venues.

The majority of the buildings are occupied by current tenants and the property owners have recently invested in an upgrade and expansion of the Center. The site is not underutilized or vacant, and is well maintained. The site is not currently for sale or reasonably considered available for development. For all of these reasons, the City eliminated this site from further consideration.

6.3.6 Alternative Locations Considered by the Project Applicant

With its lease at Staples Center expiring at the end of the 2023–2024 NBA season, the LA Clippers organization began exploring options for a new arena in the Los Angeles area in late 2014/early 2015. The LA Clippers engaged a team of experienced professionals to identify sites in the greater Los Angeles area that could accommodate a new, state-of-the-art NBA arena, relocated LA Clippers team facilities, and supporting, ancillary commercial, retail, and community uses.

The process of identifying potential sites involved consideration of key preliminary site criteria such as adequate site size and configuration (with specifics varying depending on site conditions and parking arrangements), proximity to existing and anticipated future fan base, access to existing and planned transportation and parking facilities, environmental conditions, site acquisition and development cost (including tenant relocation considerations), and an ability to assemble and control the site within the timeframe needed to open a new arena by the 2024- 2025 NBA season.

The following is a summary of some of the main sites that were identified and considered in preliminary site analyses.

Numerous sites in and around downtown Los Angeles were identified and considered. They were ultimately not selected due to site assembly and/or relocation issues: (a) the Piggyback site and UPS Site along the Los Angeles River near the intersection of Highway 101 and the I-5 Freeway; (b) Civic Center East near Little Tokyo and Union Station; (c) the BOS Yard in Boyle Heights at East 7th Street and South Mission Road, just east of the Los Angeles River and west of the I-10 Freeway; and (d) 8th and Alameda, just west of the Los Angeles River and north of the I-10 Freeway.

Sites on the west side of Los Angeles, in closer proximity to the existing and anticipated future fan bases, were preliminarily identified, but while under consideration by the LA Clippers these sites or portions thereof were sold to other developers and/or development commenced on those sites or portions thereof: (a) Fairfax DWP at South Fairfax Avenue and the I-10 Freeway; (b) Howard Hughes Center; and (c) Centinela Avenue and Jefferson Boulevard.

The preliminary site analysis also considered sites south of Inglewood, and as far south as Long Beach. Of those, the District at South Bay site, located in Carson west of the San Diego Freeway (I-405) and south of Del Amo Boulevard, was outside of but closest to the preferred west side fan base location. This site is analyzed as Alternative 5, in Section 6.5 below.

On the west side of Los Angeles, in addition to Inglewood, the team considered the Marlton Square area in Baldwin Hills. The team first considered a development site to the south and west of the intersection of Marlton Avenue and Martin Luther King Jr. Boulevard. While that site was being analyzed, the immediately adjacent Kaiser Permanente Baldwin Hills-Crenshaw Medical Center along Santa Rosalia Drive was under construction, and it was determined that it would be infeasible to develop the arena and provide necessary access to the arena and the Kaiser facility on the remainder of the site from either Marlton Avenue or Martin Luther King Jr. Boulevard. The team conducted a preliminary analysis of the Baldwin Hills Crenshaw Plaza Mall site east of Marlton Avenue and identified site assembly and entitlement challenges. The Baldwin Hills Crenshaw Plaza mall site is analyzed as Alternative 4, in Section 6.5 below.

In Inglewood, the LA Clippers also had some contact with the ownership of both the Hollywood Park Specific Plan (HPSP) site and The Forum site. These two sites are described and analyzed as Alternatives 6 and 7, respectively, in Section 6.5 below.

The LA Clippers determined that the site at West Century Boulevard and South Prairie Avenue in the City of Inglewood would best meet the site criteria, given the proximity to existing and anticipated future fan bases, the potential for timely site assemblage and control with a substantial amount of vacant municipal-owned land, and the unique opportunity to be part of a world-class sports and entertainment district.

6.4 Alternatives Selected for Further Consideration

The City selected a reasonable range of alternatives to the Proposed Project for further consideration and analysis in this Draft EIR. Consistent with CEQA, the selection of the range of alternatives considered in this Draft EIR was governed by the rule of reason. As is stated in CEQA Guideline section 15126.6(a):

> An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible.

In identifying a range of alternatives for consideration in this Draft EIR, the City focused on avoiding or substantially lessening one or more significant impacts of the Proposed Project, while achieving most of the basic objectives of the project, including construction and operation of a new entertainment and sports facility sufficient to serve as the home of the NBA LA Clippers. The selection of alternatives for this EIR is constrained by several factors, including the NBA requirements for the size of an arena, the proximity of the Project Site to other major sports and entertainment facilities, and access to major transportation corridors and freeways. As such, the

focus of several of the selected alternatives is on an evaluation of the comparative environmental effects of alternative locations for development of the Proposed Project. In addition, the City has considered a project of reduced size on the same site, while still providing an arena sufficient to meet the NBA's requirements.

The alternatives to the Proposed Project analyzed in this Draft EIR are:

Alternative 1: No Project Alternative;

Alternative 2: Reduced Project Size Alternative;

Alternative 3: City Services Center Alternative Site;

Alternative 4: Baldwin Hills Alternative Site;

Alternative 5: The District at South Bay Alternative Site;

Alternative 6: Hollywood Park Specific Plan Alternative Site; and

Alternative 7: The Forum Alternative Site

Table 6-1 summarizes the development assumptions for each of the alternatives, and **Figure 6-1** shows the geographic location of each alternative site. Each of the alternatives is described in more detail and analyzed in the following subsections.

6.5 Environmental Evaluation of the Alternatives

The following discussion provides a comparative evaluation of the environmental consequences of the alternatives selected for further consideration in this EIR. Consistent with the requirements of CEQA Guidelines section 15126.6(d), the discussion includes "sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project." The discussion of the comparative environmental impacts of each alternative is presented in a way to assist the reader in readily understanding which environmental impacts of an alternative would be the same or similar as, less severe than, or more severe than those of the Proposed Project. As provided for under CEQA, where an alternative would cause a significant impact that would not otherwise be caused by the Proposed Project, the significant impact of the alternative is discussed, but in less detail than the significant impacts of the Proposed Project that are presented in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. In some cases, there may be a topic area (e.g., Transportation) where certain impacts are the same as or similar to the Proposed Project, while others are less severe or more severe than the Proposed Project. In these cases, the alternative analysis splits up the topic area and presents information to assist the reader in understanding how the individual impacts within the topic area compare to the Proposed Project, and the reader will see, for example, some Transportation impacts discussed in the "same as or similar to" category, and some in the "less severe" category.

In order to assist comparison of the impacts of the Proposed Project and the Alternatives, **Table 6-2**, at the end of this chapter, indicates for each significant impact, whether the impacts of the project alternatives are equal to, less, or more severe than those of the Proposed Project.

TABLE 6-1
PROJECT ALTERNATIVES SUMMARY

Project Elements	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
Arena size (sf / seats)	915,000 / 18,000	0 / 0	915,000 / 17,500	915,000 / 18,000	915,000 / 18,000	915,000 / 18,000	915,000 / 18,000	915,000 / 18,000
LA Clippers Team Offices (sf)	71,000	0	0	0	71,000	71,000	71,000	71,000
LA Clippers Team Practice and Training Facility (sf)	85,000	0	0	0	85,000	85,000	85,000	85,000
Sports Medical Clinic (sf)	25,000	0	0	0	25,000	25,000	25,000	25,000
Community Space (sf)	15,000	0	0	0	15,000	15,000	15,000	15,000
Commercial/ Retail (sf)	48,000	0	0	48,000	48,000	48,000	48,000	48,000
Plaza Area (sf)	80,000	0	124,000	98,700	250,000	150,000	104,650	235,200
On-Site Parking (spaces)	4,125	0	3,775	4,125	4,060	8,000	1,045	4,125
Hotel (rooms)	150	0	0	0	0	0	0	0
Well Relocation (yes or no)	Yes	No	Yes	No	No	No	No	No

SOURCE: ESA, 2019.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: DIgitialGlobe, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-1
Alternative Locations

ESA

6.5.1 Alternative 1: No Project Alternative

Description

Under CEQA, the No Project Alternative must consider the effects of not approving the project. The No Project Alternative describes the environmental conditions that exist at the time that the environmental analysis commences, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved (CEQA Guidelines section 15126.6(e)(2)). In the case of the Proposed Project, the Project Site is partially developed, so continuation of existing conditions would involve continued operation of businesses and re-tenanting of current developed land uses on the Project Site. Existing conditions are described in the Environmental Settings of each section within Chapter 3, Environmental Setting, Impacts, and Mitigation Measures, of this Draft EIR.

Under the No Project Alternative, the City Council would not approve any project on the Project Site, and none of the mitigation measures identified within this Draft EIR would be implemented. No demolition would occur under the No Project Alternative, because the existing structures on the site would be retained. The vacant parcels on the Project Site would continue to be vacant. The developed parcels on the Project Site would continue to be used, existing uses would continue, and those buildings that are currently vacant would be re-tenanted.

CEQA Guidelines section 15126.6(e)(3)(B) states that "[i]f disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed." In this case, the Project Site is partially located within the IIBP Specific Plan, which calls for the development of light industrial and general commercial uses. The City adopted the IIBP Specific Plan in 1993. During the intervening 26 years, the development envisioned in the IIBP has not occurred. In light of the lack of development activity within the IIBP Specific Plan area over nearly three decades, it is not foreseeable that "predictable actions by others" would lead to development of the vacant parcels for uses consistent with the IIBP Specific Plan. Because these parcels have remained vacant for such a long time, and the City has not received any development applications for the vacant parcels, it is a reasonable assumption that no development of currently vacant parcels on the Project Site would occur within the foreseeable future. Although the IIBP would remain in place, development as contemplated by the IIBP would not occur.

Under the No Project Alternative, it is assumed that for the foreseeable future the LA Clippers would continue playing at the Staples Center in Downtown Los Angeles, and the LA Clippers' team offices would continue to be located on Flower Street, within two blocks of Staples Center. In addition, the LA Clippers would continue to use its practice and training facility in the Playa Vista neighborhood within Los Angeles. It is also reasonable to assume that the LA Clippers would either remain at Staples Center or seek an alternate location for the development of a new arena. While there is currently no identified alternate location under consideration, the discussion under Section 6.3.6 provides a description of the evaluation process previously undertaken by the LA Clippers, and the discussion under Alternatives 3 through 7 provides a description of the

comparative environmental effects of development of the Proposed Project at five alternative locations in the region, including three other sites in the City of Inglewood.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 1. Because no new development would occur at the Project Site, the effects of the No Project Alternative would be a continuation of the existing conditions described in Chapter 3, Environmental Setting, Impacts, and Mitigation Measures. Because the Proposed Project would not be constructed or operated at the Project Site under this alternative, none of the impacts identified for the Proposed Project would occur under the No Project alternative.

The Arena Site contains two developed parcels that are currently unoccupied. One unoccupied building is a two-story warehouse/light manufacturing facility located on the north side of West 102nd Street. The other unoccupied building is a one- and two-story concrete commercial building with an access driveway and small parking area located at 3838 West 102nd Street. Under Alternative 1, it is foreseeable that these buildings would be leased to new tenants, and warehouse/ light industrial/commercial activities in those buildings would resume. These activities would foreseeably be similar in nature and scope to those activities that have occurred in the past.

The effects of continued use of Staples Center for LA Clippers games would continue to create a range of environmental effects in and around downtown Los Angeles and the region, including the generation of vehicle miles travel (VMT) and associated congestion during pre- and post-event hours, and generation of criteria air pollutants including ozone precursors and small particulate matter. Because these effects are ongoing, they are considered part of the regional environmental setting and would not be subject to mitigation through the CEQA process.

Relationship to Project Objectives

Under the No Project Alternative none of the City's or applicant's objectives for the Proposed Project would be achieved.

6.5.2 Alternative 2: Reduced Project Size Alternative

Description

Under Alternative 2, the Proposed Project would be reduced in size to the maximum extent potentially feasible so as to avoid or substantially lessen impacts that would be associated with the intensity of development on the Project Site. Alternative 2 examines the impacts of a project that would still provide an arena sized consistent with the smallest recently-constructed NBA arenas, while eliminating all other uses that are not absolutely essential to the construction and operation of the arena itself. In this fashion, Alternative 2 would eliminate all uses other than the arena itself, the plaza that supports arena entry and exit, and the infrastructure (primarily parking) necessary to serve the arena. Further downsizing the arena is considered infeasible because an

arena with further reduced capacity would be smaller than any other recently constructed arenas serving an NBA franchise.

An alternative that eliminates the arena, or includes an arena smaller than the minimum size required for an NBA franchise, would not meet a basic project objective. Alternative 2 would meet this basic project objective, while minimizing, to the extent feasible, impacts in the immediate vicinity of the Project Site. As such, under this alternative only the Arena, pedestrian plaza, and South Parking Garage would be constructed on the Arena Site. None of the other Proposed Project elements (i.e., team practice facility, sports medical clinic, and team administrative offices, retail shops and restaurants, outdoor plaza stage, and community-type uses) would be constructed. The LA Clippers' team offices would continue to be located on Flower Street within two blocks of Staples Center, while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. It should be noted that the environmental impacts of operation of these facilities in their current locations are included in the existing conditions, and would continue into the future under Alternative 2.

Under this alternative, the seating capacity of the arena would be reduced by approximately 3 percent to approximately 17,500 (up to 18,000 attendees in certain concert configurations), consistent with the seating capacity of the most recently built NBA arena (i.e., Fiserv Forum in Milwaukee, Wisconsin).[2] Without inclusion of team practice facility, sports medical clinic, and team offices, the arena structure would be further reduced in size. Furthermore, elimination of retail and community uses would mean that the pedestrian plaza would also be larger under this alternative as compared to the Proposed Project.

Parking provided under Alternative 2 would comply with parking supply requirements established in Inglewood Municipal Code section 12-47, which require provision of parking spaces at a ratio of 1 space per 5 attendees. With a total capacity of 18,000 attendees at the arena, this alternative would require a minimum of 3,600 parking spaces. Alternative 2 would provide 3,775 on-site parking spaces, slightly more than required by the Municipal Code, compared to the 4,125 on-site parking spaces provided by the Proposed Project. The West Parking Garage would be constructed with 3,110 spaces across six stories, the same as under the Proposed Project. In addition, the proposed South Prairie Avenue pedestrian bridge linking the West Parking Structure to the plaza on the Arena Site would still be included. Similar to the Proposed Project, the South Parking Garage would be located immediately to the south of the arena on the Arena Site, providing 625 parking spaces across three stories, a small decrease from 650 spaces on three floors under the Proposed Project.

Under Alternative 2, on the East Transportation and Hotel Site, no parking structure nor public parking use would be provided; the site would only serve buses, Transportation Network Company (TNC) vehicles and taxis via a surface parking and pickup/drop-off lot. Further, under

[2] Wikipedia, List of National Basketball Association arenas, accessed July 7, 2019, https://en.wikipedia.org/wiki/List_of_National_Basketball_Association_arenas.

this alternative no hotel would be constructed on the Hotel Site, a decrease in the size of the Project Site of 1.25 acres, or about 4.5 percent.

Finally, construction of the proposed replacement well on the Well Relocation Site would take place under Alternative 2.

Under Alternative 2, employment on the Project Site would be reduced because the LA Clippers would not move their team offices and practice facility to the Project Site, and the sports medicine, hotel, retail/restaurant, and community uses would be eliminated. In total, this would reduce the non-event employment on the Project Site from 768 under the Proposed Project to 75 under Alternative 2. Event-related employment would remain the same as under the Proposed Project.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 2.

Impacts Identified as Being the Same or Similar to the Proposed Project

Aesthetics

Although a number of uses would be removed from the Proposed Project, many of the impacts of the Proposed Project on environmental resources affected by the size and location of the Project Site would be either the same, or nearly so. Alternative 2 would include the Arena Structure and West Parking Garage essentially as proposed under the Proposed Project, including the South Prairie Avenue pedestrian bridge. As such, aesthetic impacts to views north and south on South Prairie Avenue would remain unchanged. There would be a modest reduction in the amount of development visible to motorists on West Century Boulevard due to the elimination of the hotel development on the East Transportation Site and the elimination of the plaza development on the Arena Site, however the larger structures that would remain, including the Arena Structure and the West Parking Garage, would continue to be visually present in views east and west on West Century Boulevard (Impact 3.1-1). Finally, impacts related to spillover lighting at nearby residential structures would remain essentially the same as under the Proposed Project (Impacts 3.1-2 and 3.1-5), with the same required mitigation measures.

Biological Resources

Because the same tree removal would occur under Alternative 2 as under the Proposed Project, impacts related to disturbance to nesting raptors or migratory birds (Impact 3.3-2) and loss of protected trees (Impacts 3.3-3) would be identical to those described for the Proposed Project, with the same required mitigation measures.

Cultural and Tribal Cultural Resources

Because the Project Site would be essentially the same as under the Proposed Project, the construction impacts of Alternative 2 that are related to demolition, ground-disturbance and excavation would be similar to the Proposed Project although lessened by approximately 4.5 percent as there would be no ground disturbance associated with the planned hotel on

1.25 acres of the East Transportation Site under Alternative 2. Therefore, damage to unknown historical resources, archaeological resources, or tribal cultural resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8) would be reduced, but would still require mitigation.

Geology and Soils

Impacts related to geology and soils conditions and hazards, including paleontological resources would be similar to those described for the Proposed Project. Because Alternative 2 would occur on the same Project Site as the Proposed Project, the same geological and soils conditions that would be encountered in construction of Alternative 2 would be the same as with the Proposed Project. Because there would be less ground-disturbing activity because of the reduced amount of development in Alternative 2, the potential for erosion and accidental discovery of paleontological resources would be correspondingly decreased (Impacts 3.6-2 and 3.6-4). However, these impacts would continue to be potentially significant under Alternative 2 and would require the same mitigation measures as identified for the Proposed Project in order to reduce the impact to less than significant.

Hazards and Hazardous Materials

Impacts related to the transport, handling, and disposal of hazardous materials would remain essentially the same as under the Proposed Project (Impact 3.8-1), with adherence to the same federal, State and local regulations. There would be a decrease in the numbers and types of businesses on the Project Site under Alternative 2, but these decreases would be insufficient to change the conclusions about significance or the requirement for adherence to federal, State and local regulations. In addition, exposure to contaminated soils (Impact 3.8-4) under Alternative 2 would be reduced by approximately 4.5 percent as there would be no ground disturbance associated with the planned hotel on 1.25 acres of the East Transportation Site, but mitigation would still be required. Finally, hazards to air navigation (Impact 3.8-5) under Alternative 2 would be the same as the Arena Structure and the construction cranes required to construct the arena would be the same height as with the Proposed Project, and thus would penetrate imaginary airspace surfaces set by the FAA for LAX; the same mitigation would be required.

Hydrology and Water Quality

Impacts of Alternative 2 associated with soil erosion during construction and storm water drainage post-construction would also be similar to the Proposed Project but somewhat lessened as the planned hotel on the East Transportation and Hotel Site would not be constructed under Alternative 2. As a result of the site being reduced in size by about 1.25 acres, impacts related to degradation of water quality during construction and post-construction (Impacts 3.6-1, 3.6-3, 3.9-1 and 3.9-4) and inadequate site drainage (Impacts 3.9-3 and 3.9-6) would be reduced by about 4.5 percent, but would still require mitigation.

Land Use and Planning

Like the Proposed Project, Alternative 2 would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4).

Noise

Traffic noise impacts of Alternative 2 would be essentially unchanged under Alternative 2. Under normal conditions, a doubling of traffic generates an increase in ambient noise of about 3 dB. Reciprocally, it would take a reduction of about 50 percent to result in a noticeable change in the noise impacts of the project. As reported below, this alternative would result in a reduction in traffic of about 3 percent. Thus, traffic noise effects of Alternative 2 would be the same as those of the Proposed Project (Impacts 3.11-2 and 3.11-6).

Like the Proposed Project, Alternative 2 would not expose people within portions of the Project Site where there is an expectation of quiet to excessive noise levels from aircraft operations at nearby LAX as the hotel and team medical clinic would not be constructed on the Project Site. For this reason, noise impacts associated with aircraft operations (Impacts 3.11-4 and 3.11-8) would be avoided, as with the Proposed Project.

Public Services

Because impacts of the Proposed Project on public services, including fire and police protection, and parks and recreation facilities would be largely driven by event activity at the proposed arena, these impacts would remain largely unchanged and would continue to be less than significant (see Impacts 3.13-1 through 3.13-10), under Alternative 2.

Transportation and Circulation

Under Alternative 2, the slightly reduced capacity of the arena would reduce vehicle trip generation in the pre-event and post-event peak hours for major events in the weekday and weekend evenings by approximately 3 percent. This slight reduction in trips would not materially reduce the significant impacts found for the Proposed Project on intersections, neighborhood streets, and freeway facilities under either Adjusted Baseline or Cumulative conditions with or without concurrent events at The Forum or the NFL Stadium (Impacts 3.14-1 through 3.14-9, Impacts 3.14-16 through 3.14-24, Impacts 3.14-28 and 3.14-29, and Impacts 3.14-33 and 3.14-34).

Similar to the Proposed Project, Alternative 2 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic (Impacts 3.14-11, 3.14-25, 3.14-30, and 3.14-35).

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the arena and West Parking Garage under Alternative 2 would likely involve the same temporary lane closures. Therefore, construction impacts for Alternative 2 would be similar to those for the Proposed Project.

Although Project-related congestion would be slightly less than under the Proposed Project, the potential impact on emergency access to the CHMC would be essentially the same, and would require mitigation to be less than significant, as under the Proposed Project.

Utilities and Service Systems

Because the amount of impervious surfaces in Alternative 2 would be very similar to those under the Proposed Project, impacts related to storm drainage system capacity (Impacts 3.15-9 and 3.15-10) would be essentially the same as under the Proposed Project, with the same required mitigation measures.

Impacts Identified as Being Less Severe than the Proposed Project

Air Quality and Greenhouse Gas Emissions

Air Quality and GHG emissions during construction and operation under Alternative 2 would be similar to the Proposed Project but the reduced seating capacity of the arena and elimination of the other proposed ancillary uses (i.e., retail shops, outdoor stage, team practice facility, sports medical clinic, team offices) on the Arena Site and the hotel on the planned hotel on the East Transportation Site would reduce the amount of construction, and would reduce the overall amount of associated traffic by 3 percent. There would be a corresponding decrease in criteria pollutant emissions, localized maximum daily operational emissions (NO_2), and GHG emissions. Therefore, similar to the Proposed Project, Alternative 2 would conflict with implementation of the applicable air quality plans, as operational emissions associated with the alternative, though reduced, would still exceed thresholds established by the SCAQMD for criteria air pollutants (Impact 3.2-1 and 3.2-5).

Impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6), localized maximum daily operational emissions (NO_2) (Impacts 3.2-3 and 3.2-7), and GHG emissions (Impact 3.7-1) would be reduced by approximately 3 percent, but would still require the implementation of Mitigation Measure 3.2-2(a), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure 3.14-2(b)), Mitigation Measure 3.2-2(b), which would require the testing of the emergency generators and fire pump generators on non-event days, Mitigation Measure 3.2-2(c), which would require preparation and implementation of a Construction Emissions Minimization Plan, Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks, Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan, and Mitigation Measure 3.7-1(b), which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance.

Energy Demand and Conservation

Energy demand during construction and operation under Alternative 2 would be similar to the Proposed Project but lessened because the capacity of the arena would be reduced by 3 percent. This alternative would not include additional team facilities (i.e., team practice facility, sports medical clinic, and team offices) at the Project site, although the team offices and practice facility would continue to be used in their current sites. The planned hotel on the East Transportation Site would not be included, and thus would reduce the amount of energy demanded (Impacts 3.5-2 and 3.5-4).

Noise and Vibration

Noise levels under Alternative 2 would be similar to the Proposed Project but lessened as the seating capacity of the arena would be reduced by 3 percent and none of the other proposed facilities (i.e., retail shops, outdoor stage, team practice facility, sports medical clinic, and team offices) on the Arena Site and the hotel on the planned hotel on the East Transportation Site would be constructed. Therefore, impacts associated with a temporary increase in noise during construction and a permanent increase in noise during operation (Impacts 3.11-1, 3.11-2, 3.11-5 and 3.11-6) would be reduced as the duration of construction noise would be shorter (due to less building space) and the amount of traffic would decrease (due to fewer trips). In addition, vibration levels under Alternative 2 would also be similar to the Proposed Project but lessened for the same reasons. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-7) would be reduced, but would still require the implementation of Mitigation Measures 3.11-3(a) through (c), which requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Population, Employment and Housing

Impacts related to Population, Employment and Housing (Impacts 3.12-1 through 3.12-4) would remain less than significant under Alternative 2, although non-event-related employment generation on the Project Site would be reduced by about 90 percent. Because under Alternative 2 non-event-related employment on the Project Site would be reduced by about 90 percent, impacts on public schools (Impacts 3.13-11 and 3.13-12), already less than significant for the Proposed Project, would be further reduced under Alternative 2. The arena under Alternative 2 would be expected to generate a total of 35 new school students, a reduction of 15 students compared to the 50 students under the Proposed Project as described in Table 3.13-9.

Transportation and Circulation

The elimination of the ancillary uses in Alternative 2 would avoid the significant impacts identified for the Proposed Project's ancillary uses and hotel at intersections and neighborhood streets (Impacts 3.14-1 through 3.14-6, Impacts 3.14-16 through 3.14-21, Impacts 3.14-28, and 3.14-33).

The slight reduction in venue capacity would reduce the significant VMT impacts identified for events at the venue, but not to a less than significant level. The elimination of the ancillary uses and hotel would avoid the significant VMT impacts identified for the Proposed Project hotel use (Impact 3.14-10).

Utilities and Service Systems

Under Alternative 2, utility demands would be proportionately decreased as a result of the decreased capacity of the arena, and elimination of the practice facility, team offices, and sports medicine clinic in the Arena Structure, as well as the retail/restaurant, community, and hotel uses. Water demand of Alternative 2 would be approximately 48 percent lower than under the Proposed Project. Wastewater generation of Alternative 2 would be about 31 percent lower than

under the Proposed Project. Solid waste generation of Alternative 2 would be approximately about 37 percent lower than under the Proposed Project.[3] As a result, impacts with respect to water supply (Impacts 3.15-2 and 3.15-4), wastewater treatment capacity (3.15-5, 3.15-7), and solid waste disposal capacity (3.15-11 and 3.15-13) would be less than significant under both the Proposed Project and Alternative 2.

Impacts Identified as Being More Severe than the Proposed Project

Noise

The impact of event-related noise on nearby sensitive receptors would be exacerbated under the Reduced Project Size Alternative. Plaza events that utilize amplified sound, including pre- or post-game concerts, would be more exposed due to the lack of intervening structures in the plaza meaning that more noise would escape the Project Site, and would travel greater distances, affecting more sensitive receptors. As such, affected sensitive receptors, especially those located to the northwest of the intersection of South Prairie Avenue and West Century Boulevard, as well as homes that are located south and west of the Arena, west of South Prairie Avenue and south of West 102nd Street, as well as the hotel use at 3900 West Century Boulevard would all be exposed to substantially higher levels of noise than disclosed for the Proposed Project (Impacts 3.11-2 and 3.11-6). Mitigation of these effects would either involve (1) reductions in the level of amplification for plaza events, or (2) construction of intervening walls or structures to obstruct line-of-sight between the plaza and nearby sensitive receptors.

Transportation and Circulation

Although few of the impacts of the Reduced Project Size Alternative would be more severe than those of the Proposed Project, it is notable that Alternative 2 would fail to respond to several policies of the City of Inglewood General Plan which encourage the development of employment-generating uses in the City. Further, by eliminating the potential to consolidate LA Clippers team uses, including the arena, practice facility, sports medicine and treatment facilities, and team offices in a single location, Alternative 2 would likely increase the amount of travel between these uses that are currently located disparately throughout the region. The result of this would be increased trip-making and increased VMT. Further, the elimination of complementary ancillary uses on the Project Site would likely increase trip-making and VMT for both regular daytime employees as well as for event attendees who would have to travel to other locations for food and drink, hotels, and other activities (Impact 3.14-10). These effects would tend to exacerbate the generation of air pollutants, GHG emissions, congestion, and other such effects at a regional level.

Relationship to Project Objectives

The Reduced Project Size Alternative would meet some, but not all of the City's objectives for the project. The City objectives to promote economic development, the economic health and welfare, and City revenues (City Objective 2); to strengthen the community by providing public and youth-oriented space (City Objective 4); and to create employment and construction-related employment opportunities in the City of Inglewood (City Objective 7) would only be partially

[3] Memorandum – IBEC Alternative 2 – Wastewater & Solid Waste Generation, July 18, 2019.

met under this alternative as no retail use, team practice facility, sports medical clinic or team offices would be included. Further, the elimination of the team practice facility, sports medical clinic, and team office means that the LA Clippers would continue to generate VMT and associated air pollutants and GHG emissions during commute trips between these uses located around the Los Angeles basin. As such, Alternative 2 would be less responsive to City Objective 10 because it would be less environmentally conscious than the Proposed Project.

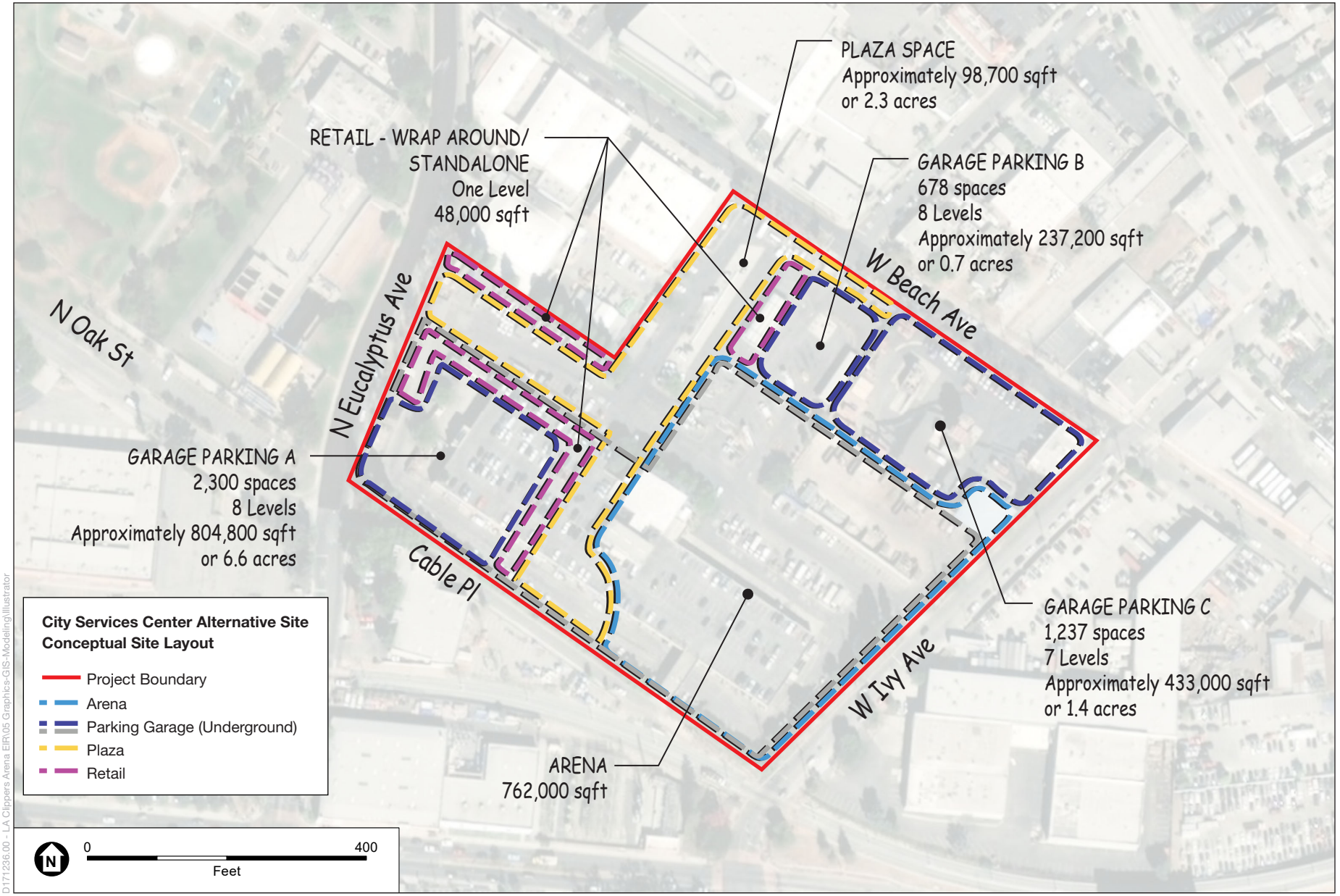
The Reduced Project Size Alternative would also meet some but not all of the project applicant's objectives for the Proposed Project. Under this alternative the arena would have 500 fewer seats than identified in project applicant Objectives 1a and 1d. In addition, the project applicant's goal of consolidating team facilities (project applicant Objective 1c) and providing complementary retail (project applicant Objective 1e) would also not be met under the Reduced Project Size Alternative, as no team facilities and retail development would be provided. The elimination of retail and hotel uses under this alternative would be less responsive to meeting the intent of project applicant Objective 1f related to providing public benefits such as opportunities for youth- and community-oriented programs and increasing revenues by property and sales taxes and potential transient occupancy taxes. Finally, the absence of a complementary uses such as a team practice facility, sports medical clinic, team offices, retail and public uses under this alternative would fail to meet project applicant Objectives 2 and 2d.

6.5.3 Alternative 3: City Services Center Alternative Site

Description

Under Alternative 3, key elements of the Proposed Project would be developed on a site in Downtown Inglewood, located approximately 1.5 miles northwest of the Project Site (see **Figure 6-2**). The focus of this alternative is to identify the impacts that would occur if the arena and as much of the other elements of the Proposed Project as feasible are developed at another site within the City of Inglewood that is not as proximate to The Forum and the NFL Stadium, as a means of avoiding or lessening the traffic and related impacts of concurrent events at these facilities. The City determined that there is one such site that may meet these criteria and provides sufficient land to accommodate the arena, some parking, and plaza uses potentially available.

Specifically, Alternative 3 would be located on an approximately 9.7-acre site that encompasses the majority of a block bound by West Beach Avenue on the north, West Ivy Avenue on the east, Cable Place and the future Crenshaw/LAX light rail right-of-way on the south, and North Eucalyptus Avenue on the west. The Alternative 3 site is presently occupied by a City-owned corporation yard, known as the Inglewood City Services Center, and a firefighter training academy owned and operated by El Camino College. One existing building on the Alternative 3 site includes ground-level maintenance bays for vehicle and equipment maintenance, uncovered parking and a fuel island on the second floor accessible from Cable Place to the south of the site, and three floors of office space. Uncovered parking and material stockpiles and storage areas are also present in the City Services Center. Facilities on the firefighter training academy portion of the site include a classroom building, practice tower, and a "burn" building.



SOURCE: Google, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-2
Alternative 3: City Services Center Alternative Site

ESA

Regional access to the Alternative 3 site is provided by the San Diego Freeway (I-405), located approximately 0.6 miles to the west, and the Glenn Anderson Freeway & Transitway (I-105), located 2.3 miles to the south. Interstate 405 is located about 0.7 miles closer to the City Services Center Alternative site than to the Project Site, while I-105 is located about three times as far from the City Services Center Alternative site (2.4 miles) than from the Project Site (0.8 miles). Local access to the City Services Center Alternative site is provided by several major arterials, including Florence Avenue and La Brea Avenue, which serve the area near the City Services Center site. Transit access to the City Services Center Alternative site is provided by several bus lines and the future Crenshaw/LAX light rail line. The closest bus stop to the City Services Center Alternative site is a block north along North La Brea Avenue, and the nearest light rail station to the City Services Center Alternative site is about 0.25 miles to the east along Florence Avenue. The Alternative 3 site is located approximately 1.5 miles northwest of The Forum, and approximately 2 miles northwest of the site of the NFL Stadium.

Uses in the immediate vicinity of the City Services Center Alternative site include the Marvin Engineering Company industrial complex north and adjacent to the City Services Center site, manufacturing and single family residential uses to the north across West Beach Avenue and manufacturing and warehouse uses to the east across Ivy Avenue. There are also churches to the west of the site across North Eucalyptus Avenue. With the exception of a three-story structure along West Beach Avenue, all of the remaining uses to the north and east of the site are located in one-story structures, including three single family homes on the north side of West Beach Avenue, east of West Hazel Street. An electrical substation is located across the future Crenshaw/ LAX light rail line right-of-way to the south and a single-story commercial wholesale building is located to the south across Cable Place. The City's Sanford M. Anderson Water Treatment Plant is located to the west across North Eucalyptus Avenue.

The City Services Center Alternative site and the surrounding area are designated Downtown Transit-Oriented Development (TOD) in the City of Inglewood General Plan. The City Services Center Alternative site and the area to the north, east, and south of the site is zoned MU-2, TOD Mixed Use 2, while the area to the west of the site is zoned O-S, Open Space.

Alternative 3 would involve the demolition of the facilities that presently occupy the City Services Center and firefighter training academy areas and the construction of an arena and parking structures that would open to a pedestrian plaza that would include an outdoor stage (see Figure 6-2). Similar to the Proposed Project, the arena under this alternative would have a capacity of 18,000 attendees in an NBA basketball configuration, and up to 18,500 in certain concert configurations. The arena would be located on the southeast portion of the site while Parking Structure A would be situated on the southwestern portion of the site and Parking Structures B and C would be situated on the northeastern portion of the site. Access to the arena would be provided on West Beach and North Eucalyptus avenues via a pedestrian plaza. Parking Structure A would be accessed from North Eucalyptus Avenue while Parking Structures B and C would be accessed from West Beach Avenue. In addition, approximately 48,000 square feet of

ground floor retail oriented towards the pedestrian plaza would be provided on the lower level of Parking Garages A and B and along the northwestern border of the site.

The proposed parking structures on the City Services Center Alternative site would include 4,215 parking spaces, which is the same amount of parking provided by the Proposed Project. In addition, off-site parking for events at the arena would be provided by an existing parking structure owned and operated by the Faith Central Bible Church. The existing structure is located approximately 800 feet to the southwest of the Project Site along Florence Avenue and would provide up to 860 additional parking spaces.

At 9.7 acres, the Alternative 3 site would be approximately 35 percent of the size of the Project Site. As a result, none of the other team facilities proposed by the Proposed Project (e.g., team practice facility, sports medical clinic, and team offices) would be constructed under Alternative 3 as the site is not of sufficient size to accommodate the additional square footage. The LA Clippers' team offices would continue to be located on Flower Street within two blocks of Staples Center while the LA Clippers would continue to use their practice and training facility in the Playa Vista neighborhood of Los Angeles. In addition, this alternative would not include a hotel or a new potable water well because existing uses would remain in their existing locations on the Project Site.

Finally, under Alternative 3, all of the uses that presently occupy the City Services Center and the firefighter training academy would be relocated to the Arena Site along West Century Boulevard. Unlike the Proposed Project, the relocation of these uses would not require the vacation of either West 101st Street or West 102nd Street. In addition, these uses would only require approximately 10 acres of the Arena Site.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 3. In addition, the comparative analysis of environmental effects provided below was informed by the Downtown Inglewood and Fairview Heights Transit Oriented Development (TOD) Plan Program EIR[4], which provided information relating to existing conditions in and around the City Services Center site.

Impacts Identified as Being the Same or Similar to the Proposed Project

Although the size of the City Services Center Alternative site is only about 35 percent of the size of the Project Site, Alternative 3 also involves relocation of uses from the City Services Center Alternative site to the Project Site, and thus a number of impacts would be similarly likely to occur despite the reduced size of the site for the construction of the Proposed Project.

[4] City of Inglewood, 2016. *Downtown Inglewood and Fairview Heights Transit Oriented Development Plan Program EIR*. November 1, 2016.

Aesthetics

Like the Proposed Project developed at the Project Site, Alternative 3 would introduce more intensive and dense uses than current development at the City Services Center site. At this location, there are limited long-range views to be affected by the larger structures that would be developed under this alternative (Impact 3.1-1). Like at the Project Site, there are a few residences in close proximity to the City Services Center site. As a result of the rather low intensity of use along West Beach Avenue, it is likely that nighttime light levels at the existing homes that are across the street from this site are less than two foot-candles at the property line. With the addition of Alternative 3 at this location, the potential exists for outdoor lighting, building façade lighting, and illuminated signage on the arena and/or parking structures that would face the residences to result in light levels in excess of the significance threshold (Impacts 3.1-2 and 3.1-5). This would be similar to the impacts of the Proposed Project on adjacent sensitive receptors, and would be mitigated through implementation of Mitigation Measures 3.1-2(a) and (b).

Biological Resources

A number of trees are located on and/or adjacent to the City Services Center site. In addition, as discussed in Section 3.3, Biological Resources, a number of trees are also located on and/or adjacent to the Arena Site where the City Services Center and fire academy would be relocated. As a result, Alternative 3 could disturb nesting raptors or migratory birds (Impact 3.3-2) and result in the loss of protected trees (Impact 3.3-3). Mitigation Measures 3.3-2 and 3.3-3 would reduce these impacts by requiring that steps be taken to protect these resources during construction. As a result, impacts on nesting raptors or migratory birds and protected trees would be similar to those described for the Proposed Project.

Cultural and Tribal Cultural Resources

Like the Project Site, there are no known archaeological or historical resources located on the City Services Center site. However, according to the TOD EIR, it is likely that development in Downtown Inglewood, including on the City Services Center site, could disturb buried archaeological resources,[5] and disturb unknown human remains.[6] In addition, as discussed in Section 3.4, Cultural and Tribal Cultural Resources, unknown archaeological resources, and human remains may also be located on the Arena Site where the City Services Center and fire academy would be relocated. For these reasons, it is possible that, like with the Proposed Project, implementation of Alternative 3 could cause a substantial adverse change in the significance of unknown historic, archaeological, or tribal cultural resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8). Mitigation Measures 3.4-1 and 3.4-4 would reduce these impacts by requiring that work stop if such resources are uncovered, and that the resources be appropriately evaluated and treated. Therefore, impacts on archaeological resources and human remains would be similar to the Proposed Project.

[5] City of Inglewood, 2016. *Downtown Inglewood and Fairview Heights Transit Oriented Development Plan Program EIR*. November 1, 2016. p. 4.D-14.

[6] City of Inglewood, 2016. *Downtown Inglewood and Fairview Heights Transit Oriented Development Plan Program EIR*. November 1, 2016. p. 4.D-18.

Geology and Soils

Impacts related to geology and soils conditions and hazards, including paleontological resources would be similar to those described for the Proposed Project (see Section 3.6, Geology and Soils). Because Alternative 3 would occur approximately 1.7 miles from the Project Site, the geological and soils conditions that would be encountered in construction of Alternative 3 would be essentially the same as with the Proposed Project. The proximity of the City Services Center Alternative site to the historic Centinela Creek and nearby seismic faults could indicate the potential for unstable soils, but any impacts would be avoided by required compliance with the California Building Code. According to the TOD EIR, it is likely that development in Downtown Inglewood, including on the City Services Center site, could disturb previously unknown unique paleontological resources,[7] but because there would be less ground-disturbing activity because of the reduced amount of development in Alternative 3, the potential for erosion and accidental discovery of paleontological resources would be correspondingly decreased (Impacts 3.6-2 and 3.6-4). However, these impacts would continue to be potentially significant under Alternative 3 and would require the same mitigation measures as identified for the Proposed Project in order to reduce the impact to less than significant.

Hazards and Hazardous Materials

A known Leaking Underground Storage Tank (LUST) is located approximately 0.14 miles to the southwest of the City Services Center Alternative site and a petroleum spill occurred approximately 100 feet to the south of the site.[8] It is possible that releases from these sites may have migrated to the City Services Center site. In addition, the presence of a fuel island and ongoing vehicle and equipment maintenance activities in the service bays could indicate that unknown soil contamination may be present on the City Services Center site. Furthermore, as discussed in Section 3.8, Hazards and Hazardous Materials, unknown soil contamination may be present on the Arena Site given its land used history and the results of soil testing. As a result of these conditions at the City Services Center site, under Alternative 3, as with the Proposed Project, it is possible that construction workers could be exposed to contamination during ground disturbing activities (Impact 3.8-4). Mitigation Measure 3.8-4 would require the preparation and approval of the Soil Management Plan prior to initiating earthwork activities, which would reduce the potential for worker exposures. For this reason, impacts related to on-site contamination would be similar to those described for the Proposed Project.

Hydrology and Water Quality

The City Services Center Alternative site is fully developed with impervious surfaces; pervious surfaces on the site are minimal and include ornamental landscaping. Sheet flow stormwater runoff on the City Services Center Alternative site is managed by an existing system of storm drains. Further, the site is bisected, east-to-west, by a drainage that is encased in a below-grade culvert and would be required to be relocated as part of development of the site. In addition, as

7 City of Inglewood, 2016. *Downtown Inglewood and Fairview Heights Transit Oriented Development Plan Program EIR*. November 1, 2016. p. 4.D-16.

8 State Water Resources Control Board, 2019. GeoTracker database. Accessed: May 9, 2019.

discussed in Section 3.9, Hydrology and Water Quality, the Arena Site is partially developed with large portions of previously development but now vacant land.

As a result, it is possible that construction and operation of Alternative 3 could cause water quality discharges that are not consistent with SWRCB objectives and could degrade the quality of the water that is discharged from the City Services Center Alternative site (due to arena development) and the Arena Site (due to the relocation of the City Services Center land uses) (Impacts 3.6-1, 3.6-3, 3.9-1, and 3.9-4). Altered drainage patterns during both construction and operation on both sites, including the realignment of the below-grade drainage culvert bisecting the City Services Center site, would also have the potential to result in erosion, sedimentation, and/or flooding on or off site by redirecting or concentrating flows (Impact 3.9-3 and 3.9-6). In order to lessen the significance of these impacts for Alternative 3, like the Proposed Project, Mitigation Measure 3.9-1(a) would require the project to comply with a number of regulations governing water quality and drainage while Mitigation Measure 3.9-1(b) would require the periodic sweeping parking lots during operation to remove contaminates. As a result, impacts related to water quality and drainage would be similar to the Proposed Project.

Land Use and Planning

Like the Proposed Project, Alternative 3 would not result in the division of an established community, nor would it be inconsistent with plans or policies that have been adopted for the purposes of environmental mitigation, and thus Alternative 3 would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4).

Public Services

Because impacts of the Proposed Project on public services, including fire and police protection, parks and recreation facilities, and public schools would be largely driven by event activity at the proposed arena, these impacts would remain largely unchanged and would continue to be less than significant (see Impacts 3.13-1 through 3.13-12) under Alternative 3.

Transportation and Circulation

Under Alternative 3, the ability to walk to the Crenshaw/LAX light rail line Downtown Inglewood Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since only one rail line would be thus accessible. As such, it is anticipated that vehicle trip generation for major events in the arena at the City Services Center Alternative site would be similar to that for the Proposed Project.

This alternative would therefore be expected to have intersection, neighborhood street, and freeway facility impacts for major events at a similar level as the Proposed Project (Impacts 3.14-1 through 3.14-9, Impacts 3.14-16 through 3.14-24, Impacts 3.14-29 and 3.14-29, and Impacts 3.14-33 and 3.14-34), although distributed across the transportation system differently. Although the City Services Center Alternative site is closer to the I-405 freeway (0.6 miles) than is the Proposed Project (1.3 miles), it is farther from the I-110 and I-105 freeways; thus, regional trips would not be distributed as evenly and freeway impacts would be concentrated on the I-405. Furthermore,

although Florence Avenue and La Brea Avenue (designated as major arterials in the City of Inglewood General Plan) serve the area near the site, the street grid system breaks down in the north part of Inglewood surrounding the City Services Center Alternative site, with curvier streets, less arterial capacity, and discontinuous streets in the vicinity.

Eucalyptus Avenue and Beach Avenue both travel through residential neighborhoods to the north of the City Services Center Alternative site. Since both of these streets would provide direct access to parking garages for the arena, neighborhood street impacts would be expected on these streets (Impacts 3.14-4 through 3.14-6, and Impacts 3.14-19 thorough 3.14-21.

The amount of on-site parking under this alternative would be similar to that for the Proposed Project, meaning that a substantial amount of parking (roughly 3,700 to 4,100 spaces for a major event) would still need to be provided off site. Some could be accommodated in parking garages in the downtown Inglewood area and in the nearby Faithful Central Bible Church parking structure, but shuttling would be required to off-site parking, presumably at Hollywood Park, to avoid spillover parking into residential neighborhoods.

Similar to the Proposed Project, Alternative 3 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic (Impacts 3.14-11, 3.14-25, 3.14-30, and 3.14-35).

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the Project at the Alternative 3 site would likely involve temporary lane closures along the Eucalyptus Avenue frontage of the site for construction of a parking garage. Therefore, construction impacts for Alternative 3 would be in a different location, but would be similar in magnitude to those described for the Proposed Project.

Utilities and Service Systems

The existing storm drain system in the area of the City Services Center Alternative and Arena sites may not have sufficient capacity to handle post-construction stormwater runoff from each site (Impacts 3.15-9 and 3.15-10). In order to lessen the significance of these impacts for Alternative 3, like the Proposed Project, Mitigation Measures 3.15-9 and 3.15-10 would require the project to comply with a number of regulations governing water quality and drainage (Mitigation Measure 3.9-1(a)). As a result, impacts related to stormwater drainage would be similar to the Proposed Project.

Impacts Identified as Being Less Severe than the Proposed Project

Because Alternative 3 would be located away from the busy West Century Boulevard and South Prairie Avenue corridors, and because the amount of development in Alternative 3 is less than under the Proposed Project, a number of significant impacts of the Proposed Project would be lessened or avoided.

Aesthetics

Although the aesthetic impacts of the Proposed Project to views and visual character would be less than significant with mitigation, none of the effects described near the Project Site would occur under Alternative 3. There would be development on the Arena Site, but it would be low in scale other than the fire academy tower, and would not be large in scale. Because the streets surrounding the City Services Center Alternative site are narrower and not straight for extended distances, views are relatively constrained, and as such there would be less potential for disruption of long-range views under Alternative 3 (Impact 3.1-1). Further, the significant impacts of increased light at sensitive receptors around the Project Site, including the residences at 10226 and 10204 South Prairie Avenue, as well as residences on the west side of the West Parking Garage Site, would not occur under Alternative 3 as development would not be lit at night (Impacts 3.1-2 and 3.1-5).

Air Quality and GHG Emissions

Air Quality and GHG emissions during construction and operation under Alternative 3 would be similar to the Proposed Project but lessened because this alternative would disturb slightly less soil (i.e., 9.7 acres on the City Services Center Alternative site and approximately 10 acres on the Arena Site) and would not include additional team facilities (i.e., team practice facility, sports medical clinic, and team offices), the planned hotel on the East Transportation Site, or a new potable water well, and thus, the duration of construction would be shorter and fewer trips would be generated during operation. In addition, as discussed under Transportation, below, the elimination of the office, practice facility, sports medicine clinic, and hotel uses in Alternative 3 and the ability to walk to rail transit would reduce weekday peak hour trip generation by the ancillary uses by more than half from that estimated for the Proposed Project, with corresponding decreases in both criteria air pollution and GHG emissions directly from the Proposed Project. However, the lack of consolidation of the LA Clippers uses on a single site would tend to offset some of these reductions as a result of increased amounts of travel between the Arena Structure, team offices currently located in downtown Los Angeles, and practice facility in Playa Vista.

Therefore, similar to the Proposed Project, Alternative 3 would conflict with implementation of the applicable air quality plans, as operational emissions associated with the alternative, though reduced, would still exceed thresholds established by the SCAQMD for criteria air pollutants (Impact 3.2-1 and 3.2-5). In addition, impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6), localized maximum daily operational emissions (NO_2) (Impacts 3.2-3 and 3.2-7), and GHG emissions (Impacts 3.7-1 and 3.7-2) would be reduced, but would still require the implementation of Mitigation Measure 3.2-2(a), which would require the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)), Mitigation Measure 3.2-2(b), which would require testing of the emergency generators and fire pump generators on non-event days, Mitigation Measure 3.2-2(c), which would require preparation and implementation of a Construction Emissions Minimization Plan, Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks, Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan, and Mitigation Measure 3.7-1(b),

which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance.

Energy Demand and Conservation

Energy demand during construction and operation under Alternative 3 would be similar to the Proposed Project but lessened because this alternative would not include additional team facilities (i.e., team practice facility, sports medical clinic, and team offices), the planned hotel on the East Transportation Site, or a new potable water well, and thus would reduce the amount of energy demanded (Impacts 3.5-2 and 3.5-4).

Hazards and Hazardous Material

Alternative 3 would not result in an air navigation hazard as the City Services Center Alternative site as it is not located within an airport land use area plan. For this reason, hazards impacts associated with air navigation (Impacts 3.8-5) would be avoided under this alternative and Mitigation Measure 3.8-5 would not be required.

Noise and Vibration

As described above, there are three residential homes that are considered sensitive receptors immediately across West Beach Avenue. Construction noise levels under Alternative 3 would also be similar to the Proposed Project but lessened in duration as this alternative would not include additional team facilities (i.e., team practice facility, sports medical clinic, and team offices), the planned hotel on the East Transportation Site, or a new potable water well, and thus the construction period would be shorter and fewer vehicle trips would be generated during operation. Like with the Proposed Project, operational sound from outdoor plaza events from amplification systems would result in significant impacts at sensitive receptors proximate to the City Services Center site, but because compared to the Proposed Project there are fewer sensitive receptors that are in close proximity to the City Services Center site, this impact would be less severe than under the Proposed Project. Therefore, impacts associated with a temporary increase in noise during construction and a permanent increase in noise during operation (Impacts 3.11-1, 3.11-2, 3.11-5, and 3.11-6) would be reduced, but would still require implementation of Mitigation Measure 3.11-1, which would require the implementation of measures and controls to reduce noise during construction, Mitigation Measure 3.11-2(a), which would require the preparation of a noise reduction plan major events, and Mitigation Measure 3.11-2(b), which would require the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)).

Vibration levels under Alternative 3 would also be similar to the Proposed Project but lessened as the duration of construction would be shorter. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-6) would be reduced, but would still require the implementation of Mitigation Measures 3.11-3(a) through (c), which requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Unlike the Proposed Project, Alternative 3 would not result in the construction of the hotel and team medical clinic and the City Services Center Alternative site is located entirely outside the 65 dBA contour for aircraft operations from LAX. Thus, Alternative 3 would not expose sensitive receptors within the Project Site to excessive noise levels from aircraft operations, and impacts related to exposure to aircraft noise would be less than significant, like with the Proposed Project.

Population, Employment and Housing

Impacts related to Population, Employment and Housing (Impacts 3.12-1 through 3.12-4) would remain less than significant under Alternative 3, although non-event-related employment generation on the City Services Center Alternative site would be reduced by about 62 percent. Because non-event-related employment on the City Services Center Alternative site would be reduced by about 62 percent under Alternative 3, impacts on public schools (Impacts 3.13-11 and 3.13-12), already less than significant for the Proposed Project, would be further reduced under Alternative 3. The arena and commercial uses under Alternative 3 would be expected to generate a total of 38 new school students, a reduction of 12 students compared to the 50 students under the Proposed Project as described in Table 3.13-9.

Transportation and Circulation

The elimination of the office, practice facility, and sports medicine clinic uses in Alternative 3 and the ability to walk to rail transit would reduce weekday peak hour trip generation by the ancillary uses by more than half from that estimated for the Proposed Project, substantially reducing or possibly even avoiding the significant impacts of the ancillary uses at intersections and neighborhood streets (Impacts 3.14-1, 3.14-4, 3.14-16, and 3.14-19).

The elimination of the hotel use would avoid the significant VMT impact identified for the Proposed Project hotel use (Impact 3.14-10).

Pedestrian impacts could be lessened since event attendees parking off site at Hollywood Park would be shuttled to the off-site locations and would not have to cross arterial streets to access the off-site parking (Impact 3.14-13).

The nearest emergency room to the Alternative 3 site is located at the Centinela Hospital Medical Center, approximately 1.1 miles from the site. Given that large events at the Alternative 3 site would directly impact La Brea Avenue and Eucalyptus Avenue, two of the primary north-south routes across the future Metro Crenshaw/LAX light rail line within the City of Inglewood, Project-related congestion could impact emergency access to the CHMC from northern portions of the City. This impact would be less severe than emergency access impacts of the Proposed Project, but could nonetheless be require mitigation to result in a less than significant impact.

Given the location of the City Services Center Alternative site relative to The Forum and the NFL Stadium, Project impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium would be shifted and somewhat lessened from those for the Proposed Project during concurrent events (Impacts 3.14-28 and 3.14-29 and Impacts 3.14-33 and 3.14-34).

Utilities and Service Systems

Under Alternative 3, utility demands would be proportionately decreased as a result of the elimination of the practice facility, team offices, and sports medicine clinic in the Arena Structure and hotel uses. As described above, these uses would continue to exist and operate in their current locations. Water demand of Alternative 3 would be approximately 31 to 35 percent lower than under the Proposed Project. Wastewater generation of Alternative 3 would be about 22 percent lower than under the Proposed Project. Solid waste generation of Alternative 3 would be approximately about 22 percent lower than under the Proposed Project.[9] As a result, impacts with respect to water supply (Impacts 3.15-2 and 3.15-4), wastewater treatment capacity (3.15-5, 3.15-7), and solid waste disposal capacity (3.15-11 and 3.15-13) would be less than significant under both the Proposed Project and Alternative 3.

Impacts Identified as Being More Severe than the Proposed Project

Although the amount of development included in the City Services Center Site Alternative is less than under the Proposed Project, the specific aspects of the site create the potential for impacts that would be more severe than under the Proposed Project.

Aesthetics

Because of the narrowness of the surrounding streets and the presence of residential uses immediately across West Beach Avenue, the potential for spillover lighting effects on residential uses is greater than under the Proposed Project (Impacts 3.1-2 and 3.1-5). In addition, the location of the residences to the northeast of the Arena Structure and 8-story Parking Structure B and 7-story Parking Structure C that would be located across the street would create the potential for shadows to be cast on the homes in afternoons in the winter (Impact 3.1-3). Due to the over 400-foot length and east-west alignment of the two parking structures, such effects would be longer lasting than shadow effects on homes under the Proposed Project and it is likely that these impacts would be significant. If such shadows were significant, mitigation would involve reducing the height of the West Beach Avenue parking structures, which could also materially reduce the available parking on the City Services Center Alternative Site.

Transportation and Circulation

Of the streets immediately bordering the City Services Center Alternative site, Eucalyptus Avenue is designated as a minor arterial, Beach Avenue and Ivy Avenue are designated as collector streets, and Cable Place is a local street. Each of these streets currently provide only one traffic lane in each direction in the vicinity of the alternative site, and Eucalyptus Avenue and Ivy Avenue will have at-grade crossings with the Crenshaw/LAX light rail line. As such, the ability of Eucalyptus Avenue to adequately accommodate peak event flows into and out of Parking Structure A and of West Beach Avenue to adequately accommodate peak event flows into and out of Parking Structures B and C would result in significant street and site access impacts (Impacts 3.14-4 through 3.14-6, and Impacts 3.14-19 through 3.14-21).

[9] Memorandum – IBEC Alternative 3 – Wastewater & Solid Waste Generation, July 18, 2019.

Relationship to Project Objectives

The City Services Center Alternative would meet some of City's objectives for the project. In particular, the project would meet the City's goals of becoming a regional sports and entertainment center (City Objective 1) and stimulating economic development (City Objective 2). In addition, given the location of the site near the future Crenshaw/LAX light rail line, the project would also meet the City's goal of encouraging public transit opportunities (City Objective 6).

However, although Alternative 3 would include relocation of current City Services Center and the firefighter training academy uses to the Arena Site portion of the Project Site, it would result in a less intensive use of the Project Site than the Proposed Project. Because City Objective 5 is to '[t]ransform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City," Alternative 3 would not be as responsive to this objective as the Proposed Project. In addition, the elimination of the team practice facility, sports medical clinic, and team offices means that the LA Clippers would continue to generate VMT and associated air pollutants and GHG emissions during commute trips between these uses located around the Los Angeles basin. As such, Alternative 3 would be less responsive to City Objective 10 because it would be less environmentally conscious than the Proposed Project.

The City Services Center Alternative would also meet some, but not all, of the project applicant's objectives for the project. Because constructing on the City Services Center Alternative site would first require designing and constructing replacement uses on the Project Site, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024–2025 season, and thus could be unable to meet project applicant Objective 1a. The project under this alternative would not meet the project applicant's goal of consolidating team facilities on one site (project applicant Objective 1b) as the team practice facility, sports medical clinic, and team offices would continue to be located in Downtown Los Angeles and Playa Vista, respectively.

In addition, the project would only partially meet the project applicant's goal of contributing to the economic and social well-being of the community as the elimination of the hotel under the City Services Center Alternative would result in the loss of revenue from transient occupancy taxes (project applicant Objective 1f). Next, as the City Services Center Alternative site would be approximately 35 percent of the size of the Project Site, and thus would provide fewer amenities, the project would not be as competitive with other major entertainment venues as it would be on the Project Site, and it would not provide sufficient complementary on-site uses to sustain the project on non-event days (project applicant Objectives 2b and 2d). Finally, the project would not be located on a site near other similar uses (i.e., the future stadium) within the HPSP area under the City Services Center Alternative. As a result, the Proposed Project would not combine with the future stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City (project applicant Objective 3a).

6.5.4 Alternative 4: Baldwin Hills Alternative Site

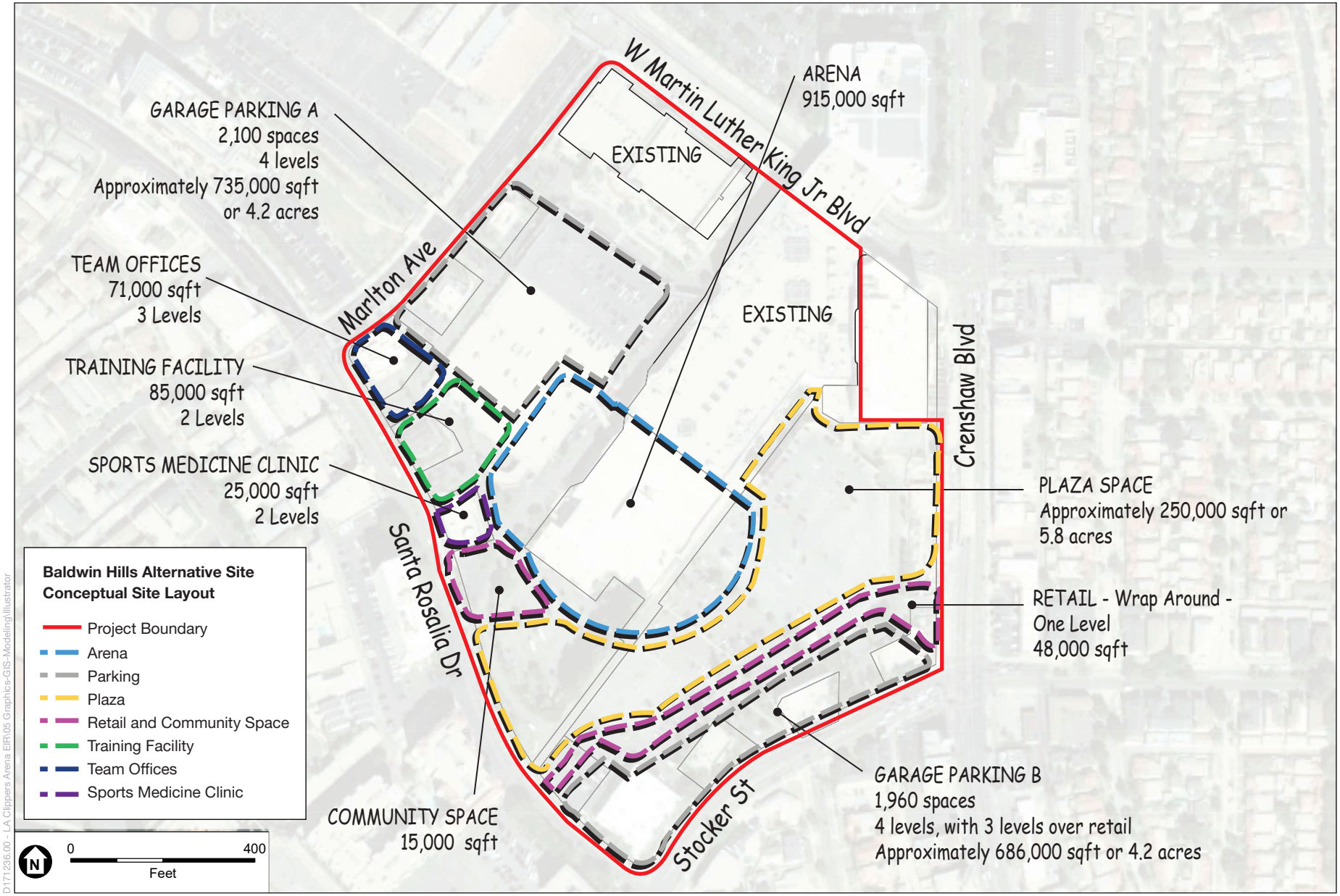
Description

Under Alternative 4, the Proposed Project would be developed at the site of the existing Baldwin Hills Crenshaw Plaza shopping mall, located approximately 4.5 miles north of the Project Site in the Baldwin Hills neighborhood of the City of Los Angeles (see **Figure 6-3**). The focus of this alternative is to identify the impacts that would occur if the arena and related development were to be constructed and operated at another site that is located, if not within the City of Inglewood, then in the same general vicinity within the region, but not as proximate to The Forum and the NFL Stadium, as a means of avoiding or lessening the traffic and related impacts of concurrent events at these facilities. Because the vicinity around Inglewood is largely developed, available sites that may meet these criteria and be of sufficient size to accommodate the arena and other project elements are limited. The City determined that there is such a site located in the vicinity of Baldwin Hills neighborhood.

The Baldwin Hills Crenshaw Plaza shopping mall is approximately 43 acres in size and is bounded by West 39th Street on the north, Crenshaw Boulevard on the east, Stocker Street on the southeast, Santa Rosalia Drive on the southwest, and Marlton Avenue on the west. The mall is also bisected into two parcels by Martin Luther King Jr. (MLK) Boulevard: a northern parcel consisting of approximately 11 acres and a southern parcel consisting of 32 acres. The Baldwin Hills Alternative site is located on a large portion of the 32-acre southern parcel of the mall.

Under existing conditions, the Baldwin Hills Alternative site includes approximately 791,650 square feet of commercial retail, restaurant, and entertainment uses. These uses include anchor stores such Sears; mall stores; restaurants; a theater; a bank; and two parking structures. The existing Cinemark Theaters and mall stores on the site would remain. All other uses, including the Sears store and automotive center would be demolished and cleared for construction of the Alternative 4 uses. None of the uses on the northern parcel would be disrupted, and the viaduct that crosses West Martin Luther King Jr. Boulevard would remain.

In general, regional highway facilities are located further from the Baldwin Hills Alternative Site than the regional highway facilities that serve the Project Site. Regional access to the Baldwin Hills Alternative site is provided by the Santa Monica Freeway (I-10), located approximately 1.6 miles to the north, the Harbor Freeway (I-110), located about 3.1 miles to the east, and the San Diego Freeway (I-405), located approximately 3.5 miles to the west. Local access to the Baldwin Hills Alternative site is provided by Crenshaw Boulevard and West Martin Luther King Jr. Boulevard. The Baldwin Hills Alternative site is also accessible by transit via bus and the future Crenshaw/LAX light rail line. The closest bus stop to the Baldwin Hills Alternative site will be located immediately adjacent to the site, at the intersection of Crenshaw Boulevard and MLK Boulevard, while the nearest light rail station is located immediately adjacent to the site along the west side of Crenshaw Boulevard, south of MLK Boulevard.



D1712360.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Google, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-3
Alternative 4: Baldwin Hills Alternative Site

ESA

The Baldwin Hills Alternative site is located adjacent to the Crenshaw Commercial Corridor and is mostly surrounded by commercial uses with low and medium density residential uses located to the southwest, south, and east. Land uses to the north consist of retail uses located across MLK Boulevard on the mall's 11-acre northern parcel while land uses to the east include single-story commercial uses and associated parking. To the east, along Crenshaw Boulevard between West MLK Jr. Boulevard and West Stocker Street, land uses are commercial for one parcel deep, and then single family residential further east. Land uses to the southeast across Stocker Street include single-story commercial uses, two-story multifamily uses, and one-story single family residential uses. Land uses to the southwest along Santa Rosalia Drive include various mid-rise residential and office uses including a four-story medical office building, six-story condominium building, a church and preparatory academy, and a community recreational facility (YMCA). Land uses to the west along Marlton Avenue include a large three-story Kaiser Permanente medical office building surrounded by parking.

The Baldwin Hills Alternative Site is designated Regional Commercial Center, and is located in the West Adams-Baldwin Hills-Leimert Community Plan area. Land uses surrounding the Baldwin Hills Alternative site within the City of Los Angeles are designated by the West Adams-Baldwin Hills-Leimert Community Plan as Regional Commercial Center to the north, Community Commercial and Neighborhood Commercial to the east, Community Commercial to the southeast, and Regional Center Commercial to the west. With respected to zoning, the Baldwin Hills Alternative site is designated Commercial (C2). Land uses surrounding the Baldwin Hills alternative site within the City of Los Angeles are zoned as Commercial (C2) to the north; Limited Commercial (C1) to the east; Commercial (C2) to the southwest; and Commercial (C2) to the west. Land uses within unincorporated Los Angeles County to the southeast are zoned Multiple Dwelling Unit Residential (R3).

A plan to modernize and redevelop the existing Baldwin Hills Crenshaw Plaza shopping mall was approved by the City of Los Angeles in 2018. The plan calls for the demolition of approximately 13,400 square feet of retail/restaurant space and the construction of about 44,200 square feet of retail/restaurant space, a 400-room hotel, and 410 apartment units on the Baldwin Hills Alternative site; the existing mall buildings and theater would remain. The project has yet to be developed.

Alternative 4 would involve the demolition of the Sears store, the east parking structure along Crenshaw Boulevard, and smaller commercial and retail outbuildings along Stocker Street, Santa Rosalia Drive, and Marlton Avenue. The former Walmart store at the corner of Crenshaw Boulevard and West MLK Jr. Boulevard, the main mall structure (including bridge structure), and Cinemark movie theater would remain. In addition, the west parking structure along Marlton Avenue would either be expanded or replaced under this alternative.

Similar to the Proposed Project, the arena under Alternative 4 would have a capacity of 18,000 attendees in an NBA basketball configuration, and up to 18,500 in certain concert configurations. In addition, a team practice facility, sports medical clinic, team offices, and retail uses would be included under this alternative. The square footage of each of these uses would remain the same

as under the Proposed Project. This alternative would not include a hotel or a new potable water well because such uses would not be removed in order to accommodate the Arena Structure. Approximately 4,060 on-site parking spaces would be provided in two parking structures, slightly less than the 4,125 on-site parking spaces that would be provided in the Proposed Project. On-site parking would be provided in the expanded or new four-level 2,100-space Parking Structure A that would be accessed from Marlton Avenue and a new four-level, 1,960-space Parking Structure B would be constructed along Stocker Street.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 4. The comparative analysis of environmental effects provided below was informed by the 2016 Baldwin Hills Crenshaw Plaza Master Plan Project EIR (Master Plan EIR),[10] that contained information relating to existing conditions in and around the Baldwin Hills Alternative Site, and the environmental impacts of redevelopment of the site.

Impacts Identified as Being the Same or Similar to the Proposed Project

Because the size of the arena and the amount of development would be essentially the same as the development in the Proposed Project, many of the impacts of the Proposed Project that are affected by the intensity of development would remain the same or very similar at the Baldwin Hills Alternative Site.

Aesthetics

The aesthetic conditions around the Baldwin Hills Alternative site are different in specifics than at the Project Site, but similar in character. The site is adjacent to a major commercial corridor, in this case Crenshaw Boulevard, with other commercial lined streets backed by residential neighborhoods on several sides. Long range views are of urbanized Los Angeles, and while the proposed arena and associated uses at this site would be clearly identifiable, the aesthetic change of the site from a regional shopping mall with major parking resources to an arena with parking resources would not be material (Impact 3.1-1). Most of the immediately adjacent uses that would be potentially affected by shadows created by the larger structures are commercial in nature, and given the 4-story profile of the perimeter parking structures, it is unlikely that significant shadow impacts would affect nearby residential uses (Impact 3.1-3).

Although they would affect light sensitive receptors at a different location, the spillover lighting effects of Alternative 4 would be of similar magnitude as those of the Proposed Project. Adjacent to the Baldwin Hills Alternative site there are light sensitive residences across Stocker Street and Santa Rosalia Drive. Illuminated signage on retail buildings and parking structures, plaza lighting, and arena façade lighting could spillover these streets and result in light in excess of City of Los Angeles standards on residential properties. While many of these current light sensitive receptors are in proximity to the existing Baldwin Hills mall uses, the increased height, signage, and area lighting from the proposed type of development could exacerbate existing light levels

[10] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016.

and create significant impacts (Impacts 3.1-2 and 3.1-5). Like the Proposed Project, Alternative 4 would require implementation of Mitigation Measure 3.1-2(a) and (b).

Biological Resources

A number of trees are located on and/or adjacent to the Baldwin Hills Alternative site so it is likely that tree loss or other construction activities that would occur with Alternative 4 could disturb nesting raptors or migratory birds (Impact 3.3-2). Mitigation Measure 3.3-2 would reduce these impacts by requiring that steps be taken to protect this resource during construction. As a result, impacts to nesting raptors or migratory birds would be similar to the Proposed Project.

Geology and Soils

Impacts of the Baldwin Hills Alternative Site related to geology and soils conditions and hazards, including paleontological resources would be similar to those described for the Proposed Project. Because Alternative 4 would occur approximately 4.5 miles north of the Project Site, the geological and soils conditions that would be encountered in construction of Alternative 3 would similar to those with the Proposed Project. Because the amount of ground-disturbing activity under Alternative 4 would be essentially the same as with the Proposed Project, the potential for erosion and accidental discovery of paleontological resources would be correspondingly similar (Impacts 3.6-2 and 3.6-4). These impacts would continue to be potentially significant under Alternative 4 and would require the same mitigation measures as identified for the Proposed Project in order to reduce the impact to less than significant.

Hazards and Hazardous Materials

Past soil contamination on the Baldwin Hills Alternative site has either been remediated or does not pose a concern to individuals and/or the environment.[11] However, it is possible that previously contaminated soils may still remain on the Baldwin Hills Alternative site, and thus, as with the Proposed Project, construction workers could be exposed to contamination during ground disturbing activities (Impact 3.8-4). Mitigation Measure 3.8-4 would require the preparation and approval of the Soil Management Plan prior to initiating earthwork activities, which would reduce the potential for worker exposures. For this reason, impacts related to on-site contamination would be similar to the Proposed Project.

Hydrology and Water Quality

The Baldwin Hills Alternative site is fully developed with impervious surfaces; pervious surfaces on the site are minimal and include ornamental landscaping. Surface water runoff from the Baldwin Hills Alternative site is directed into an extensive storm drain collection system that serves the area. Similar to the Proposed Project, it is possible that construction and operation of Alternative 4 could degrade the quality of the water that is discharged from the Baldwin Hills Alternative site (Impacts 3.6-1, 3.6-3, 3.9-1 and 3.9-4). In addition, as with the Proposed Project, altered drainage patterns on the Baldwin Hills Alternative site during both construction and operation have the potential to result in erosion, sedimentation, and/or flooding on or off site by

[11] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.F-10.

redirecting or concentrating flows (Impact 3.9-3 and 3.9-6). Mitigation Measure 3.9-1(a) would require the project at the Baldwin Hills Alternative site to comply with a number of regulations governing water quality and drainage while Mitigation Measure 3.9-1(b) would require the periodic sweeping of parking lots during operation to remove contaminates. As a result, impacts related to water quality and drainage would be similar to those described for the Proposed Project.

Land Use and Planning

Like the Proposed Project, Alternative 4 would not result in the division of an established community, as the arena and other uses would be located entirely within the southern parcel of the Baldwin Hills-Crenshaw Plaza mall; the vacation of streets would not be required. Alternative 4 would likely require an amendment to West Adams-Baldwin Hills-Leimert Community Plan. With the amendment, Alternative 4 would be consistent with plans or policies that have been adopted for the purposes of environmental mitigation, and thus it would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4).

Noise and Vibration

Construction vibration levels under Alternative 4 would be similar to the Proposed Project due to the use of similar amounts of equipment and construction methods. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-6) would be the same and would still require the implementation of Mitigation Measures 3.11-3(a) through (c), which requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Like the Proposed Project (Impacts 3.11-4 and 3.11-8), Alternative 4 would not expose people residing or working within the Baldwin Hills Alternative site to excessive noise levels from aircraft as the site is not located within 2 miles of a public airport or public use airport.

Population, Employment and Housing

According to the Master Plan EIR, development under the Baldwin Hills Crenshaw Plaza Master Plan would result in a net increase of 1,760 employees on the site. However, these new jobs would be accommodated by unemployed workers in the area.[12] Similar to the Proposed Project, Alternative 4 would add 768 non-event employees to the Baldwin Hills Alternative site, which is less than half the number that would be added under the Master Plan. As a result, these new jobs would also be accommodated by unemployed workers in the area. In addition, as no housing is located on the Baldwin Hills Alternative site, Alternative 4 would not result in the displacement of substantial numbers of people or housing. For these reasons, impacts related to population, employment, and housing (Impacts 3.12-1 through 3.12-4) under Alternative 4 would be similar in magnitude to the Proposed Project.

Public Services

Fire protection services at the Baldwin Hills Alternative site is provided by the City of Los Angeles Fire Department (LAFD) and police protection services are provided by the Los Angeles

[12] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.J-11.

Police Department (LAPD). There are multiple fire stations that provide service to the project site, including Station Nos. 94, 34, and 66, which the LAFD has indicated that the response times and distances to the Project Site from Station 94 and Station 34 currently meet LAFD standards.[13] The Baldwin Hills Alternative Site is located within the LAPD's South Bureau, and is served by the Southwest Community Police Station, located at 1546 West Martin Luther King Jr. Boulevard.[14] With the implementation of a series of Regulatory Compliance Measures and Project Design Features required of new projects in the City of Los Angeles, the Proposed Project built and operated at the Baldwin Hills Alternative site would have a less than significant impact on the provision of fire and police protection services (Impacts 3.13-1 through 3.13-4). This impact would be similar in magnitude to the impact at the Project Site.

Because the Proposed Project does not include residential uses, it would not adversely affect City of Los Angeles parks and recreation facilities or Los Angeles Unified School District elementary, middle, and high schools (Impacts 3.13-5 through 3.13-12). Thus, these impacts would be the same as with the Proposed Project.

Transportation and Circulation

Under Alternative 4, the ability to walk to the Crenshaw/LAX light rail line Martin Luther King Jr. Station without the need for shuttling would increase the attractiveness of rail transit, although this effect could be partially offset since only one rail line would be thus accessible. The removal of a portion of the retail uses at Baldwin Hills Crenshaw Plaza shopping mall to accommodate the Project at the Baldwin Hills Alternative site would reduce the net vehicle trip increase generated by the project at this site. Although the net new trips generated by major events at the arena would be reduced somewhat, a substantial reduction in the level of intersection, neighborhood street, or freeway facility impacts would not be expected (Impacts 3.14-1 through 3.14-9, Impacts 3.14-16 through 3.14-24, Impacts 3.14-28 and 3.14-39, and Impacts 3.14-33 and 3.14-34).

In general, regional highway facilities are located further from the Baldwin Hills Alternative site than the regional highway facilities that serve the Project site. Regional access to the Baldwin Hills Alternative site is provided by the I-10 freeway, located approximately 1.6 miles to the north, the I-110 freeway, located about 3.1 miles to the east, and the I-405 freeway, located approximately 3.5 miles to the west. Local access to the Baldwin Hills Alternative site is provided by Crenshaw Boulevard and Martin Luther King Jr. Boulevard, both of which are designated as Avenue I arterial streets in the City of Los Angeles *Mobility Plan 2035*, and Stocker Street, a Boulevard II arterial street in the *Mobility Plan 2035*. [15] Each of the streets bordering the Baldwin Hills Alternative site provide multiple traffic lanes.

[13] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.K.1-2.
[14] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.K.2-2.
[15] City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan*, Adopted January 2016.

Similar to the Proposed Project, Alternative 4 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic (Impacts 3.14-11, 3.14-25, 3.14-30, and 3.14-35).

Pedestrian impacts could be similar since not all parking would be provided on the Baldwin Hills Alternative site and pedestrians could be crossing arterial streets to access off-site parking (Impact 3.14-13).

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the Project at the Alternative 4 site would likely involve temporary lane closures along the Stocker Street frontage of the site for construction of a parking garage. Therefore, construction impacts for Alternative 4 would be in a different location but could be similar in magnitude to those for the Proposed Project.

Utilities and Service Systems

Similar to the Proposed Project, Alternative 4 would demand approximately 103 acre-feet per year (AFY) with the implementation of baseline water conservation measures and about 63 AFY with LEED Gold certification. Water service to the Baldwin Hills Alternative site is provided by the Los Angeles Department of Water and Power (LADWP). In accordance with the requirements of Senate Bill 610 and California Water Code section 10912(a), LAWDP, as the designated water supplier, prepared a Water Supply Assessment (WSA) for development proposed under the Baldwin Hills Crenshaw Plaza Master Plan. The WSA concluded that the anticipated additional 332.5 AFY of annual water demand under the Master Plan falls within the City's projected water supplies for normal, single-dry, and multiple-dry years through the year 2030 and falls within the City's 25-year water demand growth projection.[16] As Alternative 4 would demand substantially less water than the Baldwin Hills Crenshaw Plaza Master Plan, LADWP would also have sufficient supply to serve development under Alternative 4. This impact would be the same as the Proposed Project.

In addition, like with the Proposed Project, the existing storm drain system in the vicinity of the Baldwin Hills Alternative site may have insufficient capacity to accommodate post-construction stormwater runoff from the Alternative 4 development (Impacts 3.15-9 and 3.15-10). Mitigation Measures 3.15-9 and 3.15-10 would require the project to comply with a number of regulations governing water quality and drainage (Mitigation Measure 3.9-1(a)). As a result, impacts related to stormwater capacity would be similar to those described for the Proposed Project.

Impacts Identified as Being Less Severe than the Proposed Project

Air Quality and GHG Emissions

Air Quality and GHG emissions during construction and operation under Alternative 4 would be similar to the Proposed Project but slightly lessened as this alternative would not include the

[16] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. pp. IV.M.2-11 to IV.M.2-12.

planned hotel on the East Transportation Site or a new potable water well. Therefore, similar to the Proposed Project, Alternative 4 would conflict with implementation of the applicable air quality plans, as operational emissions associated with the alternative, though somewhat reduced, would still exceed thresholds established by the SCAQMD for criteria air pollutants (Impacts 3.2-1 and 3.2-5).

Impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6), localized maximum daily operational emissions (NO_2) (Impacts 3.2-3 and 3.2-7), and GHG emissions (Impact 3.7-1 and 3.7-2) would be slightly reduced, but would still require the implementation of Mitigation Measure 3.2-2(a), which would require the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)), Mitigation Measure 3.2-2(b), which would require the testing of the emergency generators and fire pump generators on non-event days, Mitigation Measure 3.2-2(c), which would require preparation and implementation of a Construction Emissions Minimization Plan, Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks, Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan, and Mitigation Measure 3.7-1(b), which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance.

Biological Resources

None of the trees listed in the City of Los Angeles Protective Tree Ordinance occur on the Baldwin Hills Alternative site.[17] As a result, Alternative 4 would not result in the loss of protected trees (3.3-3). Mitigation Measure 3.3-3 to reduce this impact would not be required. As a result, impacts to protected trees would be avoided under this alternative.

Energy Demand and Conservation

Energy demand during construction and operation under Alternative 4 would be similar to the Proposed Project but slightly lessened as this alternative would not include the planned hotel on the East Transportation Site or a new potable water well Impacts 3.5-2 and 3.5-4.

Hazards and Hazardous Materials

Alternative 4 would not result in an air navigation hazard as the Baldwin Hills Alternative site is not located within an airport land use area plan. For this reason, hazards impacts associated with air navigation (Impact 3.8-5) would be avoided under this alternative and Mitigation Measure 3.8-5 would not be required.

Transportation and Circulation

The removal of a portion of the existing retail uses at Baldwin Hills Crenshaw Plaza shopping mall to accommodate the Project at the Baldwin Hills Alternative site would reduce the net vehicle trip increase generated by the project at this site. Net new trips generated by the ancillary

[17] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. Appendix A, Initial Study, p. 5.

uses would be reduced to the extent that intersection and street impacts are unlikely for the ancillary uses (Impacts 3.14-1, 3.14-4, 3.14-16, and 3.14-19). Net new trips generated by daytime events uses would be reduced because of both the removal of a portion of the existing uses and the ability to walk to rail transit, reducing intersection, neighborhood street, and freeway facility impacts for daytime events (Impacts 3.14-2, 3.14-5, 3.14-8, 3.14-17, 3.14-20, and 3.14-23).

Average trip lengths for attendees of events at the Baldwin Hills Alternative site would likely be shorter than those for events at the Proposed Project given the site's location closer to the regional center, reducing the significant VMT impacts identified for events at the Proposed Project, but not to a level that is less than significant. The elimination of the hotel use would avoid the significant VMT impact identified for the Proposed Project's hotel use (Impact 3.14-10).

The nearest emergency rooms to the Alternative 4 site are located at the Kaiser Permanente West Los Angeles Medical Center, approximately 2.7 miles from the site, and the Southern California at Culver City, approximately, 3.3 miles from the site. Given the distance from the site, impacts on emergency access would not be expected to be significant, and would not require mitigation.

Given that the location of the Baldwin Hills Alternative site is over 3 miles from The Forum and the NFL Stadium, the level of additional project-related impact on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium would be substantially reduced from that for the Proposed Project during concurrent events (Impacts 3.14-28 and 3.14-29, Impact 3.14-30, Impacts 3.14-33 through 3.14-35).

Impacts Identified as Being More Severe than the Proposed Project

Cultural Resources

According to Master Plan EIR, two known archaeological sites are located on the Baldwin Hills Alternative site. Archaeological site survey records indicate the presence of archaeological burial remains and artifacts including abalone shells, mollusk shells, chipped stone points, and other unidentified material that were identified and recorded in 1946 during construction of the Broadway Building on the northern mall parcel and again in 1951 during excavation for the basement store.[18] In addition, the younger quaternary alluvium deposits underneath the Baldwin Hills Alternative site typically do not contain significant fossil vertebrate remains; however, older, deeper deposits underneath the site may contain significant vertebrate fossils.[19]

For these reasons, similar to the Project Site, it is possible that the Baldwin Hills Alternative site may contain unknown historical, archaeological, or tribal cultural resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8). As noted above, the Master Plan EIR identified that there are two known archaeological sites within the Project Site, and City of Los Angeles Historic-Cultural Monument No. 487 (Sanchez Ranch) is located within 500 feet of the Project Site. Both archaeological resource sites 19-000080 and 19-001336, and City of Los Angeles Cultural Monument No. 487, have recorded the existence of

[18] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.D.2-9.
[19] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. p. IV.D.2-6.

Native American burial remains and other artifacts including abalone shells, mollusk shells, and chipped stone points. Due to the proximate location of the proposed grading areas and these sites, potential to disturb other undiscovered Native American remains that may exist beneath the Project Site is considered moderate to high. Because of the potential for accidental discovery of such resources occur during construction, this impact would be potentially significant and considered more severe than that described for the Proposed Project.

Mitigation Measures 3.4-1 and 3.4-4 would reduce these impacts by requiring that work stop if such resources are uncovered, and that the resources be appropriately evaluated and treated. Nevertheless, because of the known presence of Native American archaeological resources, including human remains and burial artifacts on and near the Baldwin Hills Alternative Site, impacts on archaeological resources, and human remains would be more severe than for the Proposed Project.

Noise and Vibration

Ambient noise levels at locations around the Baldwin Hills Alternative site are similar, but somewhat lower than those in the vicinity of the Project Site. Noise levels along perimeter streets range from about 61 to 69 dBA Leq at the Baldwin Hills Alternative site,[20] compared to a range of approximately 64 to 71 dBA Leq at the Project Site (see Table 3.11-1). While traffic noise generators are similar in character, the Baldwin Hills Alternative site area lacks proximity to aircraft noise as is the case at the Project Site.

Noise levels under generated by construction and operation of Alternative 4 would be similar to the Proposed Project and sensitive receptors along Stocker Street to the south, across Crenshaw Boulevard to the east, across Santa Rosalia Drive to the west-southwest, and across West MLK Jr. Boulevard to the northwest of the Baldwin Hills Alternative site would be subjected to the same noise levels as sensitive receptors near the Project Site during construction and operation; these receptors would be located similar distances as sensitive receptors near the Project Site from construction activity, nearby roadways, and arena plaza activities. Therefore, while temporary increases in noise during construction and permanent increases in noise during operation (Impacts 3.11-1, 3.11-2, 3.11-5, and 3.11-6) would be of similar magnitude, the fact that the Baldwin Hills Alternative site area is generally quieter than the Project Site vicinity would result in more severe impacts with Alternative 4 than under the Proposed Project. Development under Alternative 4 would still be required to implement Mitigation Measure 3.11-1, which requires the implementation of measures and controls to reduce noise during construction, Mitigation Measure 3.11-2(a), which would require the preparation of a noise reduction plan major events, and Mitigation Measure 3.11-2(b), which requires the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)).

[20] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. Table IV.I-3, p. IV.I-7.

Transportation and Circulation

The amount of on-site parking under Alternative 4 would be similar to that for the Proposed Project, meaning that a substantial amount of parking (roughly 3,700 to 4,100 spaces for a major event) would still need to be provided off site. Some could potentially be accommodated in the evenings in the parking lot for the medical office building across Marlton Avenue to the northwest or in other small lots in the area. However, this is likely to be insufficient, and event spillover parking onto nearby residential streets could be a significant impact.

Three of the streets surrounding the Alternative 4 site are identified in the City of Los Angeles *Mobility Plan 2035* for future bicycle improvements: Crenshaw Boulevard is on the Bicycle Lane Network identified for Tier 2 Bicycle Lanes, Martin Luther King, Jr. Boulevard is on the Bicycle Enhanced Network identified for Tier 1 Protected Bicycle Lanes, and Santa Rosalia Drive is on the Neighborhood Enhanced Network. As such, depending on the location of parking access and shuttle bus pull-outs, construction and operation of the Project could adversely affect planned bicycle facilities. Strategic placement of Traffic Control Officers could potentially mitigate any such impacts.

Utilities and Service Systems

At the Project Site, wastewater flows could be accommodated with several limited off-site improvements to increase capacity in local lines. At the Baldwin Hills Alternative site, the 12-inch sewer line under Marlton Avenue has a remaining flow capacity of 0.28 MGD; the capacity of the sewer under Crenshaw Boulevard is unknown.[21] The estimated peak wastewater flow from the Proposed Project development would be approximately 0.70 MGD, more than double the known capacity of lines serving the site. Thus, infrastructure upgrades would be needed to allow the local wastewater infrastructure adjacent to the Project Site to serve the Proposed Project at the Baldwin Hills Alternative site. The construction of these infrastructure improvements could cause noise, traffic disruption, and other environmental effects associated with sewer line upgrades. This impact would be more severe than at the Project Site.

Relationship to Project Objectives

The City of Inglewood's basic objectives for the Proposed Project involve economic development, revitalization, and enhancing the welfare of the City and its residents, transforming underutilized property in the City, enhancing the identity of the City, and creating jobs in Inglewood. Because the Baldwin Hills Alternative Site is located in the City of Los Angeles and not in the City of Inglewood, none of the City of Inglewood's objectives for the Project would be met under Alternative 4.

The Baldwin Hills Alternative Site would meet most but not all of the project applicant's objectives for the project. Because the Baldwin Hills Alternative site would first require acquiring the site, and then designing and approving the project through the City of Los Angeles, it is

[21] City of Los Angeles, 2016. *Baldwin Hills Crenshaw Plaza Master Plan Project EIR.* November 2016. Table IV.I-3, p. IV.M.1-11.

uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024–2025 season, and thus could be unable to meet project applicant Objective 1a. While a state-of-the-art multi-purpose basketball and entertainment center (project applicant Objective 1a) along with team facilities (project applicant Objective 1c) and retail uses (project applicant Objective 1e) would be constructed under the Baldwin Hills Alternative, it would not combine with the future NFL Stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of Inglewood (project applicant Objective 3a).

6.5.5 Alternative 5: The District at South Bay Alternative Site

Description

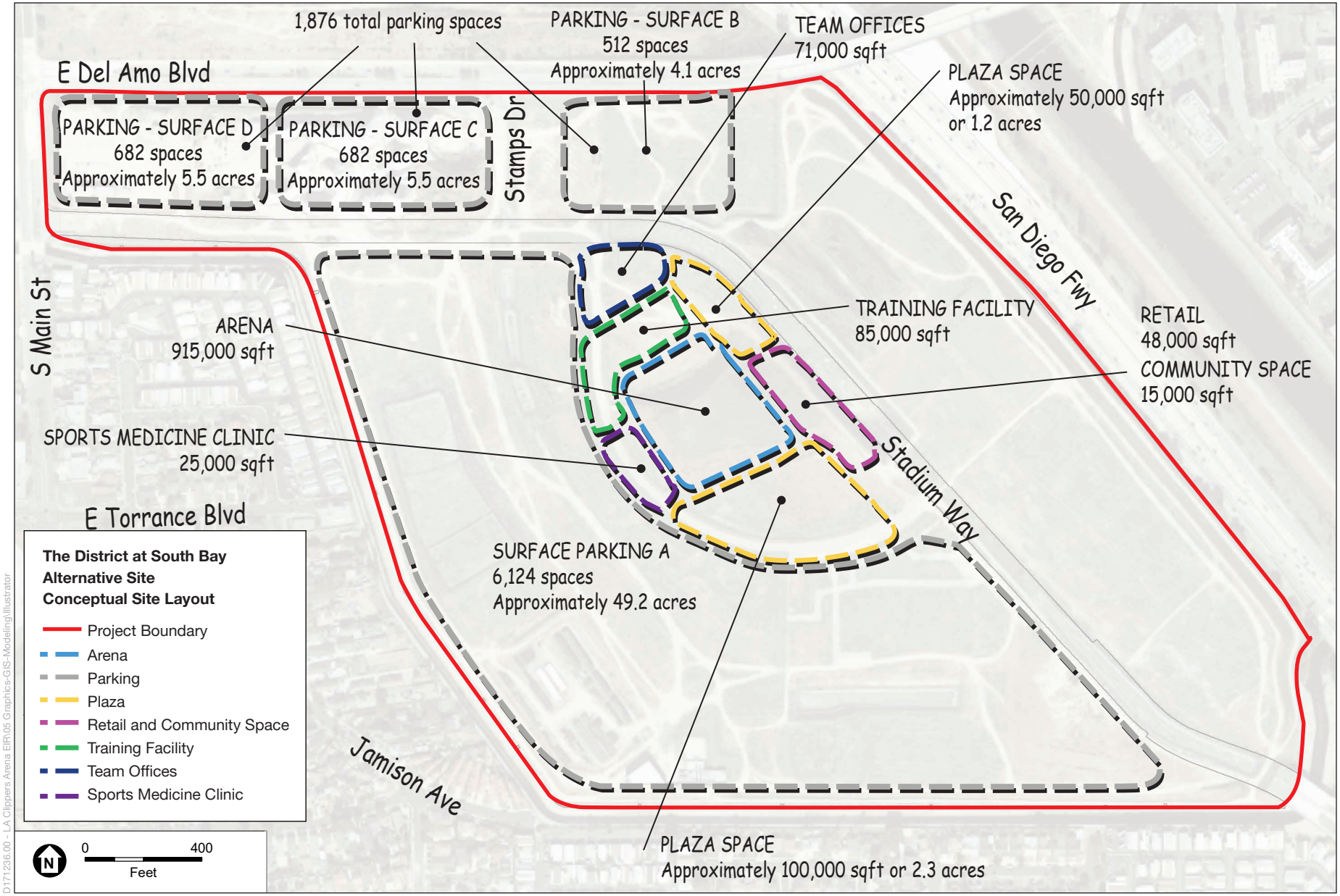
Under Alternative 5, the Proposed Project would be developed at a site in the City of Carson approximately 8 miles southeast of the Project Site (see **Figure 6-4**). The focus of this alternative is to identify the impacts that would occur if the arena and related development are located at another site that is, if not proximate to the City, then at a site that has previously been considered for a sports and entertainment facility. The City has determined that there is such a site located in the City of Carson. One key aim of this alternative is to determine whether such a site exists that

would locate the arena at a site that is not as proximate to The Forum and the NFL stadium, as a means of avoiding or lessening the traffic and related impacts of concurrent events at these facilities. The City has determined that Alternative 5 may meet these criteria. There is some question regarding whether this site would meet the project applicant's objective to "[l]ocate a basketball and entertainment center on a site that is geographically desirable and accessible to the LA Clippers' current and anticipated fan base." Based on available information, however, this alternative appears to be potentially feasible.

Specifically, the Proposed Project would be located on a portion of a 157-acre site known as The District at South Bay, located west of the San Diego Freeway (I-405) and south of Del Amo Boulevard. The site is a former Class II landfill that is currently undergoing remediation and closure. The site is mostly vacant and is covered with nonnative grasses with the exception of the eastern portion of the site adjacent to the I-405, where a 711,500-square-foot regional commercial center is presently being constructed. Other existing facilities on the site include groundwater and landfill gas treatment facilities, and subsurface facilities to assist with dispersion of landfill gases. Construction trailers and equipment are also located in the northwestern portion of the site; soil and material stockpiles and construction materials are stored in various locations on the site.[22]

Regional access to the site would be provided by the San Diego Freeway (I-405), immediately adjacent to the east, Harbor Freeway (I-110 Freeway), approximately 0.5 miles to the west, Artesia Freeway (SR-91 Freeway), about 1.9 miles to the north, and Long Beach Freeway (I-710 Freeway), approximately 3.4 miles to the east. Overall, these regional highway facilities are located closer to the Alternative 5 site than the regional highway facilities that serve the Proposed

[22] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018, p. II-8.



SOURCE: Google, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-4
Alternative 5: The District at South Bay Alternative Site

ESA

Project. Local access to the site is provided by Del Amo Boulevard, Avalon Boulevard, and Main Street. Transit at the Alternative 5 site includes bus service provided by the City of Carson's bus system, Carson Circuit, which provides connections to the Metro Blue Line and regional bus services from Torrance Transit, the MTA, Long Beach Transit and Gardena Municipal Bus Lines. The nearest bus stop is located at the intersection of Del Amo Boulevard and Main Street, located adjacent to the northwest corner of the project site, and multiple bus lines running north-south along Avalon Boulevard. The nearest light rail station is the Metro Blue Line station at Del Amo Boulevard, about 3.5 miles east of the site.

The Alternative 5 site is surrounded by multiple land uses. Uses to the east across the I-405 include residential neighborhoods and regional retail, most notably the South Bay Pavilion at Carson. To the north of the site is the Porsche Experience Center, a 6.5-kilometre test and development auto racetrack, a racing car exhibition, and a restaurant, To the northeast is the Victoria Golf Course. Residential areas, consisting of one- and two-story detached residences and manufactured homes, are located to the south and west. The residences are separated from the Alternative 5 site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the site. To the west of the site, extending away from the site on West Torrance Boulevard and Del Amo Boulevard, are low-rise commercial and light industrial uses.

The site is designated Mixed Use – Residential in the City of Carson General Plan and designated Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) in The District at South Bay Specific Plan. Land uses surrounding the project site are designated by the City of Carson General Plan as Mixed Use – Residential and Mixed Use – Business Park to the north, Regional Commercial to the east, Low Density Residential and High Density Residential to the south, and Low Density Residential to the west. With respected to zoning, land uses surrounding the project site are zoned regional commercial to the north and east, and single-family and multi-family residential to the south and west.

In 2006, the City of Carson adopted the Carson Marketplace Specific Plan, which proposed constructing a 1,995,125-sf mixed-use commercial project (retail, 300 hotel rooms, and entertainment uses) and 1,550 residential units. In 2011, the specific plan was amended and renamed "The Boulevards at South Bay Specific Plan." In 2015, the specific plan area was proposed for the development of an NFL Stadium that would have served as the home for the San Diego Chargers and Oakland Raiders franchises. Ultimately this site was not selected, and the Chargers relocated to Los Angeles with the intent to play games at the new NFL Stadium under construction in Inglewood, and the Raiders decided to relocate to a new stadium currently under development in Las Vegas.

In 2018, the specific plan was further amended to allow for regional commercial uses and renamed "The District at South Bay Specific Plan." Under the current proposal, the 157-acre site would be developed with a total of 1,250 residential units and 1,834,833 square feet of commercial uses including approximately 711,500 square feet of regional commercial uses,

including outlet and restaurant uses, and 890,000 square feet of regional retail center, neighborhood-serving commercial, restaurant, and commercial recreation/entertainment uses, as well as 350 rooms total in two hotels. As discussed above, the 711,500-square-foot regional commercial center (Los Angeles Premium Outlets) is under construction on the approximately 30-acre eastern portion of the specific plan area, adjacent to the I-405.

As with the Proposed Project, the Alternative 5 arena would have a capacity of 18,000 attendees in an NBA basketball configuration, and up to 18,500 in certain concert configurations. In addition, this alternative would include a team practice facility, sports medical clinic, team offices, and retail uses. The square footage of each of these uses would remain the same as under the Proposed Project. Approximately 8,000 surface parking spaces would be provided on the site; no parking structures would be constructed. The amount of parking is almost twice as much parking as is provided by the Proposed Project, and would respond to the relative lack of access to transit (3.5 miles to the Metro Blue Line Del Amo Station) and lack of substantial parking resources in the vicinity of the Alternative 5 site.

The design of the arena would change in response to the conditions on the District at South Bay Alternative site. Investigation of and planning for remediation of the former landfill started in the late 1970s, and continued for about 40 years. The DTSC Remedial Action Plan for the former landfill requires the creation of an impervious cap underlain by clean fill.[23] Thus, in order to avoid substantial changes to those earlier plans that would be associated with substantial excavation, instead of excavating to a depth of up to 35 feet and removing approximately 376,000 cubic yards of earth and former landfill materials from the site to accommodate the arena bowl, under Alternative 5, the arena would be constructed on a pad that would require the import of a similar amount of soil in order to build up the land area around the arena to avoid disturbing the buried landfill materials on the site.

This alternative would not include a hotel or a new municipal water well.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 5. In addition, the comparative analysis of environmental effects provided below was informed by The District at South Bay Specific Plan EIR,[24] which provided information relating to existing conditions in and around the Carson Alternative Site.

Impacts Identified as Being the Same or Similar to the Proposed Project

Aesthetics

Like the Project Site, the District at South Bay Alternative site is located in an urbanized area. The area in the vicinity of the Carson site does not contain notable features that would be

[23] City of Carson, *Carson Marketplace Addendum to the Final Environmental Impact Report*, State Clearinghouse Number 20050510059, July 2009. pp. 15–16.

[24] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018.

considered unique geologic features or scenic resources located near a scenic highway, and does not have any scenic vistas. The site is adjacent to the San Diego Freeway which is not designated as a state scenic highway. As such, like the Proposed Project, the project built and operated at the District at South Bay Alternative site would not substantially damage any scenic resources within a state scenic highway. Because of the setting and location of adjacent uses, there would be no significant impacts related to shadowing of residences or other sensitive uses (Impact 3.1-3). These impacts would be of the same magnitude as under the Proposed Project. Finally, the spillover lighting effects of Alternative 5 would be of similar magnitude as those of the Proposed Project (Impacts 3.1-2 and 3.1-5). Adjacent to the District at South Bay Alternative site are light sensitive residences to the south and west across the Torrance Lateral Channel. Lighting in the parking lots surrounding the arena could spill over to these areas and result in light in excess of City of Carson standards on residential properties. Like the Proposed Project, Alternative 4 would require implementation of Mitigation Measures 3.1-2(a) and (b).

Geology and Soils

As described above, the Alternative 5 site is a former Class II landfill that is currently undergoing remediation and closure, and which is underlain by former landfill waste materials, which have been compacted through a densification process known as Deep Dynamic Compaction (DDC). In addition, the District at South Bay Alternative site is largely located within an area designated by the City of Carson General Plan Safety Element and the State of California Seismic Hazard Maps as a CGS Liquefaction Hazard Zone.[25] The Alternative 5 site is outside of any established Alquist-Priolo Earthquake Fault Zone for fault rupture hazards, and no active or potentially active faults are known to pass directly under the site. Compliance with the most recent State Building Code and the City of Carson's Building Code seismic design standards and site evaluation requirements would reduce the risk of exposure of the Project's occupants and structures to ground shaking, liquefaction, differential settlement, or other geologic hazards. Thus, although geologic and seismic impacts would be greater at the District at South Bay Alternative site, impacts related to geology and soils would, as mitigated, be less than significant, and similar to those described for the Proposed Project.

Hazards and Hazardous Materials

Hazardous materials impacts related to the former landfill uses on the site are discussed further below. However, impacts related to exposure of workers or residents to accidental spills or other operational hazards would be the same at the District at South Bay Alternative site as described for the Proposed Project (Impacts 3.8-1 through 3.8-3).

Land Use and Planning

Like the Proposed Project, Alternative 5 would not result in the division of an established community, as the arena and other uses would be located entirely within the boundaries of the District at South Bay Alternative site; the vacation of streets would not be required. Alternative 5 would likely require an amendment to the City of Carson General Plan. With the amendment,

[25] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. IV.E-7

Alternative 5 would be consistent with plans or policies that have been adopted for the purposes of environmental mitigation, and thus it would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4).

Population, Employment and Housing

According to The District at South Bay Specific Plan EIR, development under The District at South Bay Specific Plan could support a population increase of approximately 4,550 persons. However, this population growth would be within the Southern California Association of Governments' (SCAG) forecasted short- and long-term growth within the South Bay Cities Subregion.[26] Similar to the Proposed Project, Alternative 5 would add 768 non-event employees to the District at South Bay Alternative site, which is well below the total persons added under the Specific Plan. As a result, the employees added under Alternative 5 would also be within SCAG's forecasted short- and long-term growth within the South Bay Cities Subregion. In addition, as no housing is located on the District at South Bay Alternative site, Alternative 5 would not result in the displacement of substantial numbers of people or housing. For these reasons, impacts related to population, employment, and housing (Impacts 3.12-1 through 3.12-4) under Alternative 5 would be similar in magnitude to the Proposed Project.

Public Services

Fire protection services at the District at South Bay Alternative site is provided by the Los Angeles County Fire Department (LACFD) and police protection services are provided by the Los Angeles County Sheriff's Department (LACSD). There are multiple fire stations that provide service to the project site, including Station No. 36 which is the closest to the site.[27] The District at South Bay Alternative site is served by the Carson Sheriff Station located at 21356 South Avalon.[28] With the implementation of a series of design-related mitigation measures required of new projects in the City, and including the provision of space for use by the Sheriff's Department in the arena, the Proposed Project built and operated at the District at South Bay Alternative site would have a less than significant impact on the provision of fire and police protection services (Impacts 3.13-1 through 3.13-4). This impact would be similar in magnitude to the impact at the Project Site.

Because the Proposed Project does not include residential uses, it would not adversely affect City of Carson parks and recreation facilities or Los Angeles Unified School District elementary, middle, and high schools (Impacts 3.13-5 through 3.13-12). Thus, these impacts would be the same as with the Proposed Project.

Transportation and Circulation

Similar to the Proposed Project, Alternative 5 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic (Impact 3.14-11).

[26] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-16.
[27] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-17.
[28] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-20.

Utilities and Service Systems

Similar to the Proposed Project, Alternative 5 would demand approximately 103 AFY with the implementation of baseline water conservation measures and about 63 AFY with LEED Gold certification. Water service to the District at South Bay Alternative site is provided by the California Water Service Company (Cal Water). In accordance with the requirements of Senate Bill 610 and California Water Code section 10912(a), Cal Water, as the designated water supplier, prepared a WSA for development proposed under the Boulevards at South Bay Specific Plan, which found that Cal Water did have adequate water supplies to meet the projected demands of the project in addition to those of its existing customers and other anticipated future water users in the Dominguez District for the 20-year period under all conditions. A separate analysis was also conducted to determine if further analysis of water supply and demand was required in connection with The District at South Bay Specific Plan, which modified the Boulevards at South Bay Specific Plan. The District at South Bay Specific Plan was projected to have an estimated annual demand of 705 AFY, and the separate analysis found that this demand would be less than previously projected for the Boulevards at South Bay Specific Plan, and thus The District at South Bay Specific Plan did not trigger the necessity to prepare a new WSA under California Water Code section 10910(h).[29] As Alternative 5 would demand substantially less water that The District at South Bay Specific Plan, it also would not trigger the need to prepare a new WSA, and Cal Water would have sufficient supply from existing supplies and resources to serve development under Alternative 5.

Storm drainage infrastructure serving the District at South Bay Alternative site has been sized to accommodate intense development planned under the various versions of the specific plan that regulate development of the site. In addition, development under Alternative 5 would be required to implement drainage control features in accordance with the City's drainage control regulations as well as 2009 SUSMP requirements. [30] As a result, there would be no need for new or expanded storm drainage facilities (Impacts 3.15-9 and 3.15-10). These impacts would be similar to those described for the Proposed Project.

Impacts Identified as Being Less Severe than the Proposed Project

Biological Resources

The District at South Bay Alternative site has been completely disturbed and no vegetation, including trees, or habitat is present to support nesting raptors or migratory birds. As a result, Alternative 5 would not disturb nesting raptors or migratory birds (Impact 3.3-2) and would not result in the loss of protected trees (Impact 3.3-3).[31] Mitigation Measures 3.3-2 and 3.3-3 to reduce these impact would not be required. As a result, unlike the Proposed Project, no impacts to nesting raptors or migratory birds and protected trees would occur under this alternative.

[29] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. pp. VI-28 to VI-31.
[30] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-13.
[31] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-4.

Cultural and Tribal Cultural Resources

The District at South Bay Alternative site is a former landfill with no existing buildings or other structures. As a result, there is no potential for the development of the Proposed Project at this site to have a significant impact on unknown historical, archaeological, or tribal resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8).[32] Mitigation Measures 3.4-1 and 3.4-4 to reduce these impacts would not be required. Therefore, under Alternative 5, impacts on cultural resources, including archaeological resources, tribal cultural resources, and human remains would be less severe than under the Proposed Project.

Geology and Soils

As described above, because the District at South Bay site a former landfill, and ground disturbing activities would occur in soils that are clean fill and compacted former landfill materials, there would be no potential to discover unknown paleontological resources (Impacts 3.6-2 and 3.6-4). Therefore, these impacts would be less than significant under Alternative 5 and would not require the mitigation measure as identified for the Proposed Project in order to reduce the impact to less than significant.

Hazards and Hazardous Materials

Impacts related to proximity to nearby airports would be less severe for the District at South Bay Alternative site than for the Proposed Project, which is under the flight path of LAX and within 2 miles of Hawthorne Airport (HHR). The closest public airport to the District at South Bay Alternative site is the Compton Airport, which is located approximately 3.25 miles to the north. Alternative 5 would not result in an air navigation hazard as the District at South Bay Alternative site is not located within an airport land use area plan. For this reason, hazards impacts associated with air navigation (Impacts 3.8-5 and 3.8-11) would be avoided under this alternative and Mitigation Measure 3.8-5 would not be required.

Hydrology and Water Quality

Development under Alternative 5 would not degrade the quality of the water that is discharged from the District at South Bay Alternative site (Impacts 3.6-1, 3.6-3, 3.9-1 and 3.9-4). Construction on the District at South Bay Alternative site would be required to adhere to best management practices listed the NPDES General Construction Permit to reduce potential adverse effects with regard to water quality. During operation, the proposed arena and other facilities would be subject to the drainage control requirements of the County's 2009 Standard Urban Stormwater Mitigation Plan (SUSMP) permit and the City's Storm Water Pollution Control Measures for New Development Projects.[33] In addition, any alterations to existing drainage patterns as a result of Alternative 5 would not be of a sufficient magnitude so as to result in substantial erosion or siltation or flooding on or off site (Impact 3.9-3 and 3.9-6).[34] As a result, Mitigation Measures 3.9-1(a) and 3.9-1(b) to reduce impacts related to water quality and drainage

[32] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-6.
[33] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-11.
[34] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. VI-12.

would not be required. For this reason, impacts related to on-site contamination would be less than those described for the Proposed Project.

Noise and Vibration

Noise levels under Alternative 5 would be similar to the Proposed Project but lessened as sensitive receptors to the west and south of the District at South Bay Alternative site are located further away from construction activity and roadways than sensitive receptors under the Proposed Project. The nearest sensitive residential receptors that may be affected by the Proposed Project at the District at South Bay Alternative site are one- and two-story detached residences and mobile homes that are located across the Torrance Lateral Channel to the south and west of the site. Future residential uses have been approved across Del Amo Boulevard from the area of the District at South Bay Alternative site. In addition, the San Diego Freeway is a substantial noise source to the east of the District at South Bay Alternative Site, and the Porsche Experience, located across Del Amo Boulevard immediately north of the recently approved residences, is an entertainment use that already creates substantial noise in the area. Ambient noise levels measured at the site range from about 50 to 78 dBA across the site, generally in a west-to-east configuration with higher noise levels near the San Diego Freeway, and lower levels near the residential uses south and west of the site.[35] This is a much wider range of noise levels than at the Project Site. Because the noise levels produced by the Proposed Project constructed at the District at South Bay Alternative site would be similar to those predicted for the Proposed Project, it is possible that the impacts would be less severe on the eastern side of the property, near the San Diego Freeway, and potentially more severe on the south and western side of the site, adjacent to current residential uses.

Therefore, impacts associated with a temporary increase in noise during construction and a permanent increase in noise during operation (Impacts 3.11-1, 3.11-2,3.11-5, and 3.11-6) would be reduced, but would still require implementation of Mitigation Measure 3.11-1, which would require the implementation of measures and controls to reduce noise during construction, Mitigation Measure 3.11-2(a), which would require the preparation of a noise reduction plan major events, and Mitigation Measure 3.11-2(b), which would require the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)). In addition, vibration levels under Alternative 5 would also be similar to the Proposed Project but lessened for the same reasons. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-7) would be reduced, but would still require the implementation of Mitigation Measures 3.11-3(a) through (c), which requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Transportation and Circulation

The District at South Bay Alternative site is located approximately 3.5 miles from the Metro Blue Line station at Del Amo Boulevard, approximately 1.5 miles from the Metro Silver Line station on the I-110 freeway at Carson Street, and approximately 1.8 miles from the Harbor Gateway Transit

[35] City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. Table IV.H-1, p. IV.H-6.

Center. As such, it is assumed that the Project at this location would provide shuttle service to the Blue Line and Silver Line similar to the shuttle service to the Crenshaw/LAX and Green Lines to be provided as part of the Proposed Project. Although the Silver Line is an express bus service with lower capacity than a light rail line, bus service can be readily increased if needed and the Silver Line provides one-seat service to the Metro Red/Purple Lines and Union Station in downtown Los Angeles. As such, it is anticipated that vehicle trip generation for events in the arena at the District at South Bay Alternative site would be similar to that for the Proposed Project.

Regional access to the District at South Bay Alternative site would be provided by the I-405 freeway (immediately adjacent to the east), the I-110 freeway (approximately 0.5 miles to the west), the SR-91 freeway (about 1.9 miles to the north), and the I-710 freeway (approximately 3.4 miles to the east). Overall, these regional highway facilities are located closer to the District at South Bay Alternative site than the regional highway facilities that serve the Proposed Project are to the Proposed Project site, including direct access to the I-405 freeway via the Avalon Boulevard interchange located immediately adjacent to the site (Impacts 3.14-7 through 3.14-9, Impacts 3.14-22 through 3.14-24, and Impacts 3.14-29 and 3.14-34). Direct access to the site is provided by three streets designated as major highways in the City of Carson General Plan: Del Amo Boulevard (six lanes), Avalon Boulevard (six lanes), and Main Street (four lanes). There are no direct street connections across the Torrance Lateral Flood Control Channel connecting to the residential neighborhoods to the south and west. For all of these reasons, locating the Project on the District at South Bay Alternative site would likely impact a lesser number of intersections and neighborhood streets than the Proposed Project (Impacts 3.14-1 through 3.14-6 and Impacts 3.14-16 through 3.14-21).

Since all parking would be provided on site under Alternative 5, pedestrian impacts would be lessened since impacts associated with pedestrians crossing arterial streets would not be expected to be significant (Impact 3.14-13). This could also potentially lessen eventgoer confusion regarding where they should park and reduce local circulation.

The elimination of the hotel use would avoid the significant VMT impact identified for the Proposed Project's hotel use (Impact 3.14-10).

The nearest emergency room to the Alternative 5 site is located at the Harbor-UCLA Medical Center, approximately 1.1 miles from the site. Given the distance from the site and that the Harbor-UCLA Medical Center is located on the far side of the Harbor Freeway and served by different major arterials (Carson Street, Vermont Avenue, and Normandie Avenue) than those serving the site, impacts on emergency access would not be expected to be significant, and likely would not require mitigation (Impact 3.14-14, 3.14-26, 3.14-31, and 3.14-36).

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the Project at the Alternative 5 site would be generally internal to the

site and would likely not involve temporary lane closures along arterial streets. Therefore, construction impacts for Alternative 5 would be less than those for the Proposed Project.

Given that the location of the District at South Bay Alternative site is over 8 miles from The Forum and the NFL Stadium, the Project at this site would not be likely to have additional significant impacts on intersections, neighborhood streets, freeway facilities, and public transit during concurrent events at The Forum and/or the NFL Stadium (Impacts 3.14-28 and 3.14-29 and Impacts 3.14-33 and 3.14-34).

Impacts Identified as Being More Severe than the Proposed Project

Air Quality and GHG Emissions

Air Quality and GHG emissions during construction under Alternative 5 would be similar to the Proposed Project but slightly lessened as this alternative would not include the planned hotel on the East Transportation Site and no parking structures would be constructed. However, operational air pollutant and GHG emissions would be increased compared to the Proposed Project because the project developed at the District at South Bay Alternative site would have less accessibility to transit and therefore higher automobile trip generation. In addition, because of its increased distance from Staples Center, VMT would be increased due to increased trip lengths. The combination of increased trips and increased trip lengths means that transportation-related emissions of criteria air pollutants and GHGs would be increased compared to the Proposed Project. Therefore, similar to the Proposed Project, Alternative 5 would conflict with implementation of the applicable air quality plans, however operational emissions associated with the alternative would exceed thresholds established by the SCAQMD for criteria air pollutants by a greater amount than under the Proposed Project (Impact 3.2-1 and 3.2-5).

Impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6), localized maximum daily operational emissions (NO_2) (Impacts 3.2-3 and 3.2-7), and GHG emissions (Impact 3.7-1 and 3.7-2) would be increased, and would still require the implementation of Mitigation Measure 3.2-2(a), which would require the implementation of a transportation demand management (TDM) program (Mitigation Measure 3.14-2(b)), Mitigation Measure 3.2-2(b), which would require the testing of the emergency generators and fire pump generators on non-event days, Mitigation Measure 3.2-2(c), which would require preparation and implementation of a Construction Emissions Minimization Plan, Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks, Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan, and Mitigation Measure 3.7-1(b), which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance. It is very likely that the required GHG offsets would be materially greater than under the Proposed Project.

Energy Demand and Conservation

Impacts related to Energy Demand and Conservation would be greater for the District at South Bay Alternative than those of the Proposed Project. Like for the Proposed Project, it is assumed

that the Alternative 5 project would be built to comply with the requirements of LEED Gold certification. Because the project at the District at South Bay Alternative site would not include construction of either the hotel or the parking structures, energy required for construction would tend to be less than under the Proposed Project. However, due to increased trip making and VMT, operational transportation energy would be increased compared to the Proposed Project. Construction impacts, which may be decreased compared to the Proposed Project, are one-time events and relatively short in duration, compared to operational impacts which occur on a continual basis over a 30-year or more period. Thus, on balance, energy effects of the project at the District at South Bay Alternative site would be more severe than those of the Proposed Project (Impacts 3.5-2 and 3.5-4).

Hazards and Hazardous Materials

The initial investigations of contamination at the District at South Bay Alternative site go back to the late 1970s. As a result of contamination discovered on and adjacent to the District at South Bay Alternative site, the site was listed as a hazardous substances site by the California Department of Toxic Substances Control (DTSC) in the 1980s and a remedial action order requiring implementation of remedial activities was issued for the site in 1988.[36] Remediation of the District at South Bay Alternative site was divided by the DTSC into two operable units (OU). A remedial action plan (RAP) for the Upper OU was approved in 1995, which was modified by an Explanation of Significant Differences (ESD) in 2009. A separate RAP for the Lower OU was prepared in 2005. The purpose of the Upper OU RAP was to make the District at South Bay Alternative site safe for future development. The purpose of the Lower OU RAP was to protect groundwater resources and was not required to make the District at South Bay Alternative site safe for future resources.[37]

The Upper OU RAP requires the installation, operation, and maintenance of (1) a landfill cap designed to encapsulate the waste and create a barrier between future improvements and buried waste, (2) an active gas collection and treatment system designed to remove landfill gases from under the landfill cap, and (3) a groundwater collection and treatment system designed to contain a groundwater plume underneath the site and treat the extracted groundwater prior to discharge.[38] Development under Alternative 5 would be required to adhere to these requirements. The arena foundation would need to be supported by a pile system, with individual piles driven to the bearing soil beneath the waste. Given the density of the pile system to support a building of the scale of the proposed arena, and the nature of the extensive landfill gas collection system, it is likely that material changes to the landfill gas collection system may be required, and it is possible that construction workers could be exposed to contamination during ground disturbing and foundation construction activities. These impacts would be more severe than those described for the Proposed Project in Impact 3.8-4. Mitigation Measure 3.8-4 would require the preparation and approval of the Soil Management Plan prior to initiating earthwork activities, which would reduce the potential for worker exposures. This measure would be required to be expanded to include coordination with the

36 City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. II-13.
37 City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. II-14.
38 City of Carson, 2018. *The District at South Bay Specific Plan EIR*. March 2018. p. II-14.

State Department of Toxic Substance Control (DTSC), and implementation of any required amendments or updates to the RAP for the site. For this reason, impacts related to on-site contamination would be more severe than those described for the Proposed Project.

Transportation and Circulation

Three of the streets surrounding or within the Alternative 5 site are identified in the City of Carson *Master Plan of Bikeways*[39] for future bicycle improvements: colored buffered bike lanes on Del Amo Boulevard, buffered bike lanes on New Stamps Road, and a bike path along Lenardo Drive (shown as Stadium Way on Figure 6-4) from the east end of the site to Avalon Boulevard. As such, depending on the location of parking access and shuttle bus pull-outs, construction and operation of the Project could adversely affect planned bicycle facilities. Strategic placement of Traffic Control Officers could potentially mitigate any such impacts.

Average trip lengths for attendees of events at the District at South Bay Alternative site would likely be longer than those for events at the Proposed Project given the site's location farther from the regional center, increasing the level of the significant VMT impacts identified for events at the Proposed Project (Impact 3.14-10).

Relationship to Project Objectives

The City of Inglewood's basic objectives for the Proposed Project involve economic development, revitalization, and enhancing the welfare of the City and its residents, transforming underutilized property in the City, enhancing the identity of the City, and creating jobs in Inglewood. Because the District at South Bay Alternative is located in the City of Carson and not in the City of Inglewood, none of the City of Inglewood's objectives for the project would be met under Alternative 5.

The District at South Bay Alternative would meet most but not all of the project applicant's objectives for the project. Because the District at South Bay Alternative site would first require acquiring the site, and then designing and approving the project through the City of Carson, it is uncertain if this alternative site would allow the applicant to begin hosting LA Clippers home games in the 2024–2025 season, and thus could be unable to meet project applicant Objective 1a. While a state-of-the-art multi-purpose basketball and entertainment center (Objective 1a) along with team facilities (Objective 1c) and retail uses (Objective 1e) would be constructed under the District at South Bay Alternative, it would not combine with the future stadium to create a dynamic, year-round sports and entertainment district destination in the southwestern portion of the City of Inglewood (Objective 3a).

Alternative 5 may not meet one of the applicant's basic objectives for the project. Objective 1(b) states: "Locate a basketball and entertainment center on a site that is geographically desirable and accessible to the LA Clippers' current and anticipated fan base." The District at South Bay Alternative site is located approximately 11 miles southeast of the Project Site. As such, the site is

[39] City of Carson, 2013. *Carson Master Plan of Bikeways*. August 2013.

located 11 miles further away from the Clippers' current home at Staples Arena in downtown Los Angeles. For this reason, it is unclear whether this location would achieve project applicant Objective 1(b).

6.5.6 Alternative 6: Hollywood Park Specific Plan Alternative Site

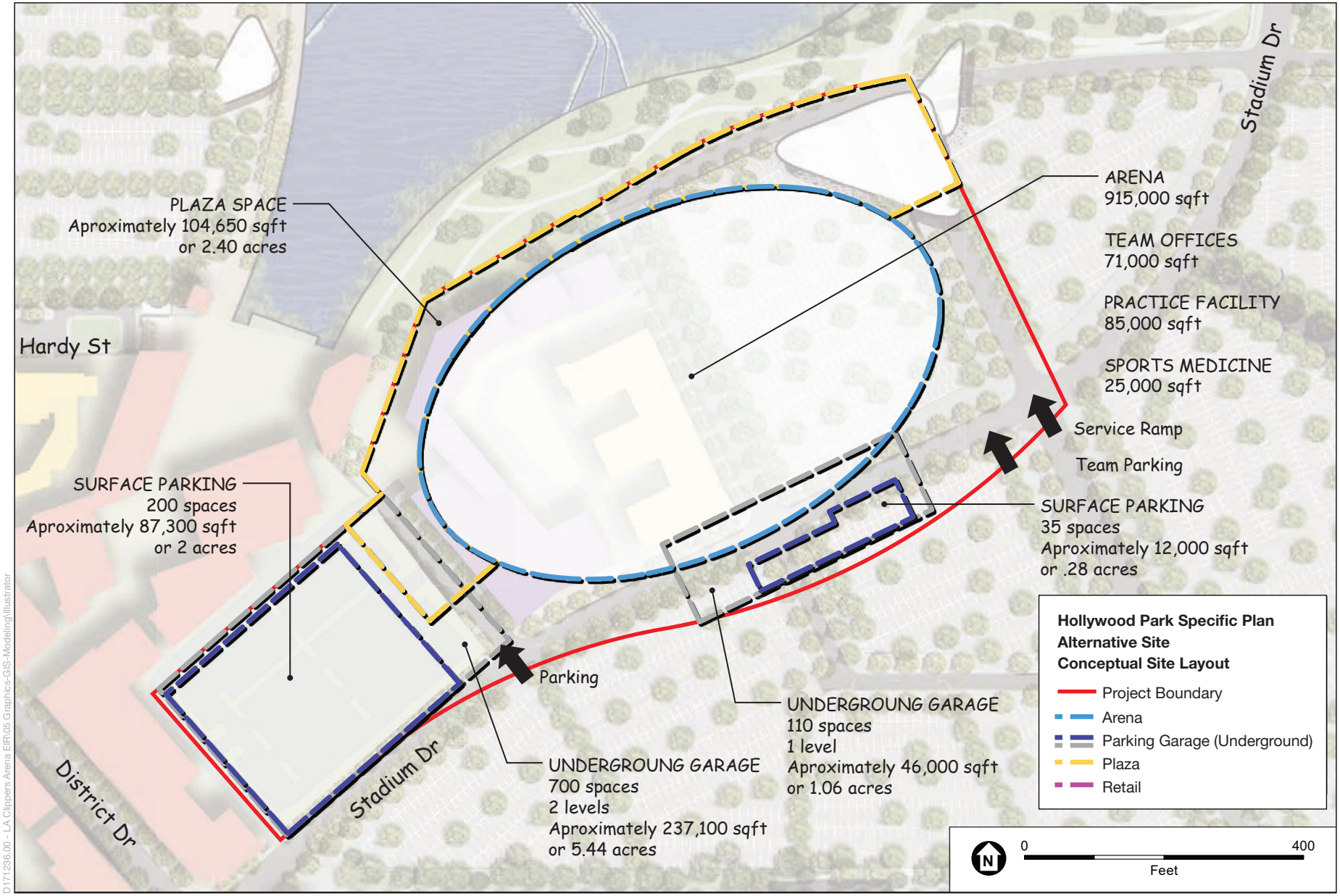
Description

Under Alternative 6, elements of the Proposed Project would be developed on an approximately 12-acre site near the NFL Stadium currently under construction within the Hollywood Park Specific Plan (HPSP) area to the north of the Project Site across West Century Boulevard (see **Figure 6-5**). As with the Proposed Project, Alternative 6 would involve the construction of a new multi-purpose arena to serve as the home of the LA Clippers NBA basketball team in the City of Inglewood and as much of the related development included in the Proposed Project as feasible, including the relocation of the LA Clippers team offices and team practice and athletic training facility.

The focus of this alternative is to identify the impacts that would occur if the arena and related uses, including the ancillary plaza uses, would be developed on a site (the HPSP Alternative site) within the HPSP area to potentially avoid or lessen the transportation-related impacts associated with concurrent events at the NFL Stadium and the Proposed Project. As a means of avoiding or lessening these impacts, Alternative 6 assumes that the arena and NFL Stadium operators would be able to reach a mutually agreed schedule coordinating events at the two venues. The analysis also focuses on whether locating the Proposed Project on the Alternative 6 site would otherwise avoid or reduce one or more significant environmental impacts of the Proposed Project.

Alternative 6 would include sufficient land to potentially accommodate the uses included in the Proposed Project, provided the property would become available and could be acquired by the project applicant.

The HPSP area includes development under the Stadium Alternative of the HPSP. This analysis assumes the completion of development of certain components referred to as the HPSP Adjusted Baseline projects in Section 3.0.5, which include the construction of a 70,000-seat open air NFL Stadium, a 6,000-seat performance venue, 518,077 square feet of retail and restaurant uses, 466,000 square feet of office space, 314 residential units, an 11.89-acre park with a large water feature, a 4-acre civic use, and approximately 9,900 parking spaces within the HPSP area. Although the retail, dining, and multi-purpose space for community programming could potentially be incorporated into the previously planned and approved development at Hollywood Park, the evaluation of this Alternative 6 for the purposes of this analysis conservatively assumes that such development would be additive to the HPSP development included in the Adjusted Baseline together with approved future development within the HPSP area. In other words, under this alternative, the uses proposed as part of the Proposed Project would not supplant development authorized under the HPSP, but would be added atop the development authorized under the HPSP.



D171236.00 - LA Clippers Arena EIR\05 Graphics-GIS-Modeling\Illustrator

SOURCE: Google, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-5
Alternative 6: Hollywood Park Specific Plan Alternative Site

ESA

Alternative 6 would involve the development of the Proposed Project within the HPSP area on an approximately 12-acre site to the south of the NFL Stadium currently under construction. This evaluation of Alternative 6 assumes the completion of the proposed development described as the HPSP Adjusted Baseline Projects in Section 3.0.5. The Alternative 6 site is comprised of parcels currently approved for future development in the HPSP, as discussed in Section 3.0.6 (Cumulative Assumptions). The Alternative 6 site would be approximately 75 percent of the size of the Arena Site (and approximately 47 percent of the total Project Site, including the parking parcels), but would accommodate many of the uses proposed by the Proposed Project (e.g., the athletic training and practice facility, LA Clippers team offices, and sports medicine clinic).

Uses in the vicinity of the Alternative 6 site include the HPSP Adjusted Baseline Projects, including retail, park, residential, commercial office, stadium, hotel and ancillary uses. The area to the north of the HPSP area is zoned C-R Commercial Recreation and includes the historic Forum concert venue and associated surface parking. The area to the east of the HPSP area is zoned R-2 Residential Limited Multi Family, Open Space, R-1 Residential Single Family, and C-R Commercial Recreation. The area to the south of the HPSP area is zoned C-2A Airport Commercial and M-1 Light Manufacturing. The area to the west of the HPSP area is zoned C-2A Airport Commercial and C-2 General Commercial.

Similar to the Proposed Project, development under Alternative 6 would include the Arena Structure, including an approximately 915,000 sf arena to host LA Clippers NBA games and other events, the LA Clippers team offices (71,000 sf), the LA Clippers practice and training facilities (85,000 sf) and a sports medicine clinic (25,000 sf). Seating capacity of the arena would remain at 18,000 attendees for LA Clippers NBA basketball games and a maximum capacity of up to 18,500 attendees for concert events. The overall design of the Arena Structure under Alternative 6 would be identical to the Proposed Project, with the modification that the parking structure adjacent to the Arena Structure in the Proposed Project would not be constructed. Access to the arena would be provided from a landscaped pedestrian plaza in the HPSP area, along the southern edge of Lake Park, and lead directly into the main lobby of the arena.

Although the retail development within the HPSP area described in the Adjusted Baseline would be located directly adjacent to the Alternative 6 site, and the ancillary retail, dining, and multi-purpose space for community programming uses included in the Proposed Project could potentially be located within that development, this evaluation of Alternative 6 assumes that the total 63,000 sf of ancillary uses would be additional to the development within the HPSP area analyzed in the Adjusted Baseline and Cumulative analyses described in Section 3.0. Thus, as with the Proposed Project, Alternative 6 would include the development of 24,000 sf of food and drink uses, 24,000 sf of retail uses, including a 7,000 sf LA Clippers team store, and 15,000 sf of multi-purpose space for community programming. Alternative 6 would not include the construction of a new hotel or removal of an existing municipal water well and construction of a new replacement well. The proposed West Parking Structure and East Parking Structure and Transportation Hub components of the Proposed Project would not be constructed under Alternative 6.

Primary access to the area around the HPSP IBEC Site would be from West Century Boulevard and South Prairie Avenue to the internal access roads within the HPSP Area. Development of Alternative 6 would require modification of the alignment of a proposed internal roadway along the Alternative 6 site and accompanying utilities to the south to accommodate the arena and ancillary development.

Regional access to the Alternative 6 site is essentially the same as for the Project Site and is provided by the San Diego Freeway (I-405), located approximately 2.6 miles to the west, and the Glenn Anderson Freeway & Transitway (I-105), located 1.6 miles to the south. Local access to the Alternative 6 would be slightly different from the Proposed Project, provided by several major arterials, including South Prairie Avenue and West Century Boulevard with alternative connections to Hawthorne Boulevard, Crenshaw Boulevard and Arbor Vitae Street.

Transit access to the HPSP site is provided by several bus lines and the future Crenshaw/LAX light rail line. The closest bus stop, at the intersection of South Prairie Avenue and Hardy Street, is about one-third of a mile from the Alternative 6 site, and the nearest light rail station is approximately 1.5 miles away. Similar to the Proposed Project, development of the Alternative 6 would include shuttle service to and from existing nearby rail transit stations and a shuttle drop-off and pick-up area near the arena to accommodate the shuttle service.

A total of 1,045 additional parking spaces would be developed within surface parking areas and subterranean parking structures located within the Alternative 6 site, as shown on Figure 6-5. The parking structures and surface parking areas would be accessed from the internal street network within the HPSP area, with primary access from South Prairie Avenue and Pincay Drive, with access to certain premium parking areas from the proposed Stadium Drive accessed from West Century Boulevard.

The HPSP requires that “no less than nine thousand (9,000) spaces located throughout the HPSP area shall be made available” for the NFL Stadium. As described in Section 3.0.5, the Adjusted Baseline includes approximately 9,900 spaces located within the HPSP area based on information included in plans submitted to the City of Inglewood. This analysis assumes that the development of an arena under Alternative 6 would include an agreement between the operators of the NBA arena and the NFL Stadium to coordinate events and shared parking. The remaining parking demand for events at the arena developed under Alternative 6 would be provided through the parking facilities within the HPSP area through coordination between the NFL Stadium and parking facility operators and the operator of the arena. Such coordination is anticipated to include location of the TNC loading areas and other transportation facilities such as charter bus and microtransit staging and loading areas sufficient to serve Alternative 6.

The parcels included in the Alternative 6 site are designated Mixed-Use (MU) within the current HPSP which permits athletic, social, entertainment, dining recreation and leisure uses. The area immediately to the north of the Alternative 6 site would continue be developed as Lake Park, an open space area with a large water feature. The total permitted development as described in the

HPSP would continue to be permitted. Thus, the uses within the MU zone that might have otherwise been developed at the Alternative 6 site would be developed elsewhere within the HPSP. The HPSP contains sufficient land to accommodate the relocation of these uses.

If Alternative 6 were developed, it is anticipated that the ownership of the properties within the Proposed Project Site would not change, private property would not need to be acquired for development of the proposed uses, and none of the uses that presently occupy the Project Site would be relocated. Similarly, the vacation of either West 101st Street or West 102nd Street would not be required. Potentially, a portion of the properties within the Project Site owned by the City and or the Successor Agency could be used for construction staging under Alternative 6. However, the revitalized development of the Project Site would not occur as part of Alternative 6.

The HPSP area is a privately-owned property subject to a detailed specific plan (the Hollywood Park Specific Plan), as well as a Development Agreement between the City and the HPSP developer. Development authorized under the HPSP is currently being implemented. There is, therefore, substantial uncertainty regarding site control and the feasibility of this alternative. The development of Alternative 6 would potentially require amendments to the HPSP, which would require the consent of the landowner and approval of the City pursuant to the terms of the Development Agreement between the City and the property owner.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 6. The comparative analysis of environmental effects provided below was informed by the 2009 Hollywood Park Redevelopment Project EIR (HPRP EIR),[40] which contains information relating to conditions in and around the HPSP Alternative site, and the environmental impacts of redevelopment of the site.

Impacts Identified as Being the Same or Similar to the Proposed Project

Because the size of the Proposed arena and the amount of ancillary development would be the same as the development in the Proposed Project, many of the impacts of the Proposed Project that are affected by the intensity of development would remain the same or very similar at the HPSP Alternative Site.

Aesthetics

HPSP Alternative site, along with the entirety of the HPSP area, is located in an urbanized community that is currently undergoing development. The area in the vicinity of the HPSP Alternative site does not have any scenic vistas or unique visual characteristics. Visual impacts associated with Alternative 6 would be similar to the Proposed Project (Impacts 3.1-1 and 3.1-4) although limited views along South Prairie Avenue due to the proposed pedestrian bridge would not occur under this alternative.

[40] City of Inglewood, 2009. *Hollywood Park Redevelopment Project EIR*. July 2009.

The nearest shadow sensitive uses are existing residences located approximately 2,100 feet to the east and residences located about 1,100 feet to the west, as well as new residences being constructed under the Adjusted Baseline about 750 feet to the west, and under cumulative conditions about 750 feet to the east. Given these distances, like with the Proposed Project, there would be no significant impacts related to shadowing of residences or other sensitive uses (Impact 3.1-3). For these reasons, impacts related to views, and shadow would be similar to those of the Proposed Project.

Cultural Resources

Like the Project Site, there are no known archaeological or historical resources located on the HPSP Alternative site. According to the HPRP EIR, it is possible that development on the HPSP site could disturb buried archaeological resources,[41] and disturb unknown human remains.[42] Since the preparation of the HPRP EIR, substantial ground disturbing earthwork has taken place on the HPSP site, and thus surface soils have been highly disturbed to prepare the property for development. However, like at the Project Site, the Proposed Arena would require excavation to a depth of approximately 35 feet, which is below the area that has been recently disturbed. Therefore, like with the Proposed Project, it is possible that implementation of Alternative 6 could cause a substantial adverse change in the significance of unknown historic, archaeological, or tribal cultural resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8). Mitigation Measures 3.4-1 and 3.4-4 would reduce these impacts by requiring that work stop if such resources are uncovered, and that the resources be appropriately evaluated and treated. Therefore, impacts on archaeological resources and human remains would be similar to the Proposed Project.

Geology and Soils

Impacts related to geology and soils conditions and hazards, including paleontological resources would be similar to those described for the Proposed Project. Because Alternative 6 would occur less than one-half mile from Project Site, the same geological and soils conditions that would be encountered in construction of Alternative 6 would be essentially the same as with the Proposed Project. The Potrero Fault, which is approximately 0.5 miles from the Project Site, is closer to the Forum Alternative site, approximately 0.4 miles to the east; however, compliance with the California Building Code would avoid the creation of seismic hazards. According to the HPRP EIR, it is possible that development on the HPSP site could disturb previous unknown unique paleontological resources,[43] but because there would be less ground-disturbing activity because of the reduced amount of development in Alternative 6, the potential for erosion and accidental discovery of paleontological resources would be correspondingly decreased (Impacts 3.6-2 and 3.6-4). However, these impacts would continue to be potentially significant under Alternative 6 and would require the same mitigation measures as identified for the Proposed Project in order to reduce the impact to less than significant.

41 City of Inglewood, 2009. *Hollywood Park Redevelopment Project EIR*. July 2009. p. IV.E-28.
42 City of Inglewood, 2009. *Hollywood Park Redevelopment Project EIR*. July 2009. p. IV.E-28.
43 City of Inglewood, 2009. *Hollywood Park Redevelopment Project EIR*. July 2009. p. IV.E-29.

Hazards and Hazardous Materials

As discussed above, the HPSP Alternative site has been mass graded as part of HPSP development activities, and as part of these activities sites within the HPSP Alternative site containing soil contamination have been remediated. However, it is possible that previously contaminated soils may still remain on the HPSP Alternative site, and thus, as with the Proposed Project, construction workers could be exposed to contamination during ground disturbing activities (Impact 3.8-4). Mitigation Measure 3.8-4 would require the preparation and approval of the Soil Management Plan prior to initiating earthwork activities, which would reduce the potential for worker exposures. For this reason, impacts related to on-site contamination would be similar to the Proposed Project.

Hydrology and Water Quality

Similar to the Proposed Project, it is possible that construction and operation of Alternative 6 could degrade the quality of the water that is discharged from the HPSP Alternative site (Impacts 3.6-1, 3.6-3, 3.9-1 and 3.9-4). In addition, as with the Proposed Project, altered drainage patterns on the HPSP Alternative site during both construction and operation have the potential to result in erosion, sedimentation, and/or flooding on or off site by redirecting or concentrating flows (Impact 3.9-3 and 3.9-6). Although it is not yet designed, it is likely that the drainage system for Alternative 6 would be tied into the comprehensive drainage and water quality treatment system being constructed in the HPSP area, including the adjacent Lake Park. Mitigation Measure 3.9-1(a) would require the project at the HPSP Alternative site to comply with a number of regulations governing water quality and drainage while Mitigation Measure 3.9-1(b) would require the periodic sweeping of parking lots during operation to remove contaminates. As a result, impacts related to water quality and drainage would be similar to those described for the Proposed Project.

Land Use and Planning

Like the Proposed Project, Alternative 6 would not result in the division of an established community, as the arena and other uses would be located entirely within the HPSP area; the vacation of streets would not be required. Alternative 6 would potentially require approval of amendments to the HPSP, and related entitlement documents. With the approval of such amendments, Alternative 6 would be consistent with plans or policies that have been adopted for the purposes of environmental mitigation, and thus it would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4).

Noise and Vibration

Vibration sensitive receptors within the HPSP area, including commercial retail buildings that will be constructed under the Adjusted Baseline, are located in close proximity to the HPSP Alternative site. Construction vibration levels under Alternative 6 would be similar to the Proposed Project due to the use of similar amounts of equipment and construction methods. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-7) would be the same, and would still require implementation of Mitigation Measures 3.11-3(a) through (c), which

requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Population, Employment and Housing

Impacts related to Population, Employment and Housing (Impacts 3.12-1 through 3.12-4) would remain less than significant under Alternative 6. However, employment generation on the HPSP Alternative site would be reduced by about 7 percent as no hotel would be constructed.

Public Services

Because Alternative 6 would have the same type and amount of development (other than the elimination of the hotel and water well), and the same event profile as the Proposed Project, under Alternative 6 impacts of the Proposed Project on public services, including fire and police protection, parks and recreation facilities, would remain similar and would continue to be less than significant (see Impacts 3.13-1 through 3.13-12). Because employment on the Alternative 6 site would be reduced by about 7 percent under Alternative 6, impacts on public schools (Impacts 3.13-11 and 3.13-12), already less than significant for the Proposed Project, would be further reduced slightly under Alternative 6. The arena and commercial uses under Alternative 6 would be expected to generate a total of 49 new school students, a reduction of 1 student compared to the 50 students under the Proposed Project as described in Table 3.13-9.

Transportation and Circulation

Under Alternative 6, the Project would be of similar size to the Proposed Project, with a similar level of access to rail transit via shuttles for major events. As such, it is anticipated that vehicle trip generation for arena events and the ancillary uses at the Alternative 6 site would be similar to that for the Proposed Project. Given the proximity of the Alternative 6 site to restaurant and retail uses proposed as part of the HPSP, arrival and departure times before and after events could spread somewhat to the extent that these uses attract additional eventgoers. However, a material reduction in the level of intersection or freeway facility impacts would not be expected.

Because the Alternative 6 site is across the West Century Boulevard from the Project Site, the VMT characteristics of Alternative 6 would be essentially the same as for the Proposed Project. The event and retail components of Alternative 6 would have significant VMT impacts similar to those for the Proposed Project. The office, practice facility, sports medicine, and restaurant components of Alternative 6 would have less than significant VMT impacts similar to those for the Proposed Project.

Similar to the Proposed Project, Alternative 6 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic.

The Alternative 6 site is located approximately 0.5 miles from the Centinela Hospital Medical Center. Impacts of the Proposed Project-related congestion on emergency access would be similar to those for the Proposed Project.

Impacts Identified as Being Less Severe than the Proposed Project

Aesthetics

The nearest light sensitive uses are existing residences located approximately 2,100 feet to the east and residences located about 1,100 feet to the west, as well as new residences being constructed under the Adjusted Baseline about 750 feet to the west, and residences that would be developed under cumulative conditions about 750 feet to the east. Given these distances there would be no significant spillover lighting effects (Impacts 3.1-2 and 3.1-5), and Mitigation Measures 3.1-2(a) through (c) would not be required. For these reasons, impacts related to spillover lighting would be less than described for the Proposed Project.

Air Quality and GHG

Air Quality and GHG emissions during construction and operation under Alternative 6 would be similar to the Proposed Project but slightly lessened because Alternative 6 would not include the planned hotel on the East Transportation and Hotel Site or a new potable water well. Therefore, similar to the Proposed Project, Alternative 6 would conflict with implementation of the applicable air quality plans, as construction and operational emissions associated with the alternative, though somewhat reduced, would still exceed thresholds established by the SCAQMD for criteria air pollutants (Impact 3.2-1 and 3.2-5).

Impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6) and GHG emissions (Impact 3.7-1 and 3.7-2) would be slightly reduced, but would still require the implementation of Mitigation Measure 3.2-2(a), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure 3.14-2(b); Mitigation Measure 3.2-2(b), which would require the testing of the emergency generators and fire pump generators on non-event days; Mitigation Measure 3.2-2(c), which would require the preparation and implementation of a Construction Emissions Minimization Plan; Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks; Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan; and Mitigation Measure 3.7-1(b), which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance.

Biological Resources

The HPSP Alternative site has been mass graded and completely disturbed. No vegetation, including trees, or other habitat is present to support nesting raptors or migratory birds. As a result, Alternative 6 would not disturb nesting raptors or migratory birds (Impact 3.3-2) and would not result in the loss of protected trees (Impact 3.3-3). Mitigation Measures 3.3-2 and 3.3-3 to reduce these impacts would not be required. As a result, unlike the Proposed Project, no impacts to nesting raptors or migratory birds and protected trees would occur under this alternative.

Energy Demand and Conservation

Energy demand during construction and operation under Alternative 6 would be similar to the Proposed Project but slightly lessened as this alternative would not include the construction and

operation of a hotel on the East Transportation and Hotel Site or a new replacement potable water well (Impacts 3.5-2 and 3.5-4).

Hazards and Hazardous Materials

Unlike the Project Site, the HPSP Alternative site is located in between the approach flight paths for the primary runways at LAX, and is not located within the planning boundary/airport influence area (AIA) established for LAX in the Los Angeles County Airport Land Use Plan (ALUP). Further, compared to the Project Site, the additional distance between the Alternative 6 site and the Hawthorne Airport (HHR) would mean that the arena structure at the Alternative 6 site would not penetrate the HHR horizontal imaginary surface, but construction cranes for the arena would continue to penetrate the HHR horizontal surface. In addition, the arena construction cranes would penetrate both the HHR horizontal surface and notification surface. As a result, while there would be no significant impact related to penetration of the LAX obstacle clearance surface (Impact 3.8-5) under Alternative 6, this alternative would still require the implementation of Mitigation Measure 3.8-5.

Noise and Vibration

Under the Adjusted Baseline, noise sensitive receptors within the HPSP area would be located approximately 750 feet to the west of the HPSP Alternative site. Under cumulative conditions, additional noise sensitive receptors would be located approximately 750 to the east within the HPSP area. These noise sensitive receptors would be substantially further from the Alternative 6 site than the sensitive receptors that are located immediately adjacent to the Project Site.

Construction noise levels generated under Alternative 6 would be similar to the Proposed Project due to the use of similar amounts of equipment and construction methods. Because noise sensitive receptors would be further from the Alternative 6 site than the Project Site, impacts associated with a temporary increase in noise during construction (Impacts 3.11-1 and 3.11-5) would be less severe than under the Proposed Project, but would still require the implementation of measures and controls to reduce noise during construction (Mitigation Measure 3.11-1) and would remain significant and unavoidable.

Traffic generated under Alterative 6 would use much of the same roadway network as the Proposed Project. However, traffic under Alternative 6 would be shifted away from noise sensitive receptors south of West Century Boulevard, and thus would not negatively affect as many sensitive receptors as the Proposed Project. In addition, operational sound from outdoor plaza events would be reduced as noise sensitive receptors would be located much farther away from amplified noise than under the Proposed Project and, due to the positioning of the stage, the amplified noise would be directed northwest across the lake and not in the direction of sensitive receptors located to the west and east. Thus, impacts associated with a permanent increase in noise during operation (Impacts 3.11-2 and 3.11-6) would be reduced, but would still require the implementation of Mitigation Measure 3.11-2(a), which would require the preparation of a noise reduction plan major events, and Mitigation Measure 3.11-2(b), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure

3.14-2(b)); in total, operational noise impacts would remain significant and unavoidable, although likely reduced from the Proposed Project.

Transportation and Circulation

Given the location of the site within HPSP, the Project at this location could have a reduced level of impacts on existing neighborhood streets. That is because a grid network of residential streets only exists to the west of South Prairie Avenue and south of West Century Boulevard and not to the east or north of the site. For this reason, those traveling to or from the Alternative 6 site would be less likely to travel on existing neighborhood streets than they would at the Proposed Project site. The potential for such impacts would still exist, and the same mitigation measures would apply, which would reduce but not eliminate the significant and unavoidable neighborhood street impacts.

The elimination of the hotel use would avoid the significant VMT impact identified for the Proposed Project's hotel use.

Since all parking would be provided either on site or in HPSP parking lots near to the site under Alternative 6, pedestrian impacts would be lessened since impacts associated with pedestrians crossing arterial streets would not be expected to be significant. This could also potentially lessen eventgoer confusion regarding where they should park and reduce local circulation.

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the Project at the Alternative 6 site would be internal to the HPSP area and would not involve temporary lane closures along arterial streets. Therefore, construction impacts for Alternative 6 would be less severe than those for the Proposed Project.

Under Alternative 6, it is anticipated that events at the NFL Stadium and the Proposed Project would be subject to a mutually-agreed schedule to reduce transportation impacts. Concurrent Event Scenario 2 (major event at Proposed Project and Football Game at NFL Stadium) and Scenario 5 (major events at Proposed Project and The Forum and Football Game at NFL Stadium) as analyzed in Section 3.14, Transportation and Circulation, may still occur, as those scenarios envisioned a football game on a weekend afternoon and events at the Proposed Project and The Forum during a weekend evening. Impacts associated with these scenarios would not be reduced. Concurrent Event Scenario 3 (major event at Proposed Project and Midsize Event at NFL Stadium) and Scenario 4 (major events at Proposed Project and The Forum and Midsize Event at NFL Stadium), however, would not occur as those scenarios envision events in the NFL Stadium and at the Proposed Project at the same time with concurrent arrival and departure patterns. The impacts associated with these scenarios would not occur and alternative off-site remote parking would not be required for the Proposed Project. If concurrent events were to occur in the separate 6,000-seat performance venue under construction at HPSP, impacts on the transportation system would be reduced from those anticipated for Concurrent Event Scenarios 3 and 4. Although concurrent events transportation impacts may be reduced based on an enhanced level of schedule coordination between the operators of the NFL Stadium and the Alternative 6 arena, discussed above, concurrent events between those

two venues could take place and concurrent events with The Forum would still occur, and therefore the identified concurrent event significant and unavoidable impacts for the Proposed Project would remain so under Alternative 6.

Because the frequency with which concurrent events occurs would be reduced, the likelihood of impacts to emergency access during concurrent events would be correspondingly reduced, but would remain significant and unavoidable during concurrent events.

Utilities and Service Systems

Under Alternative 6, utility demands on the HPSP Alternative site would decrease as the hotel use would be eliminated. Due to the elimination of the hotel, water demand of Alternative 6 would be approximately 20 percent lower than under the Proposed Project. Wastewater generation of Alternative 6 would be about 3 percent lower than under the Proposed Project. Solid waste generation of Alternative 6 would be approximately about 4 percent lower than under the Proposed Project.[44] As a result, impacts with respect to water supply (Impacts 3.15-2 and 3.15-4), wastewater treatment capacity (3.15-5, 3.15-7), and solid waste disposal capacity (3.15-11 and 3.15-13) would be less than significant under both the Proposed Project and Alternative 6.

The existing off-site storm drain system in the area of the HPSP Alternative site has been planned with major infrastructure to accommodate development throughout the 238-acre HPSP area. This is contrasted with the Project Site, which may not have sufficient capacity to handle post-construction stormwater runoff from the Proposed Project (Impacts 3.15-9 and 3.15-10). Thus, the impacts related to stormwater drainage and runoff would potentially be less than significant, but Alternative 6 would still require implementation of Mitigation Measures 3.15-9 and 3.15-10. Impacts related to stormwater drainage would likely be less severe than those described for the Proposed Project, but would still require mitigation.

Impacts Identified as Being More Severe than the Proposed Project

There are no impacts of Alternative 6 that were identified which would be more severe than those described for the Proposed Project.

Relationship to Project Objectives

The HPSP Alternative would meet some of City's objectives for the Proposed Project. In particular, the HPSP Alternative would meet the City's goals of becoming a regional sports and entertainment center (City Objective 1) and stimulating economic development (City Objective 2). The HPSP site has an approved specific plan that is currently being implemented. As such, although portions of the HPSP area are currently vacant, they are planned for development, and development is proceeding. Thus, the HPSP area is not underutilized to the same degree as the Project Site. Because City objective 5 is to '[t]ransform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation

[44] Memorandum – IBEC Alternative 6 – Wastewater & Solid Waste Generation, August 23, 2019.

Administration (FAA) grants to the City," Alternative 6 would not be as responsive to this objective as the Proposed Project.

The HPSP Alternative would meet most but not all of the project applicant's objectives for the project. Because the HPSP Alternative would first require feasibly acquiring the site, potentially amending the existing HPSP and its implementing documents, including a Development Agreement, it is uncertain if Alternative 6 would allow the applicant to begin hosting LA Clippers home games in the 2024–2025 season. For this reason, the HPSP Alternative could be unable to meet project applicant Objective 1a.

6.5.7 Alternative 7: The Forum Alternative Site

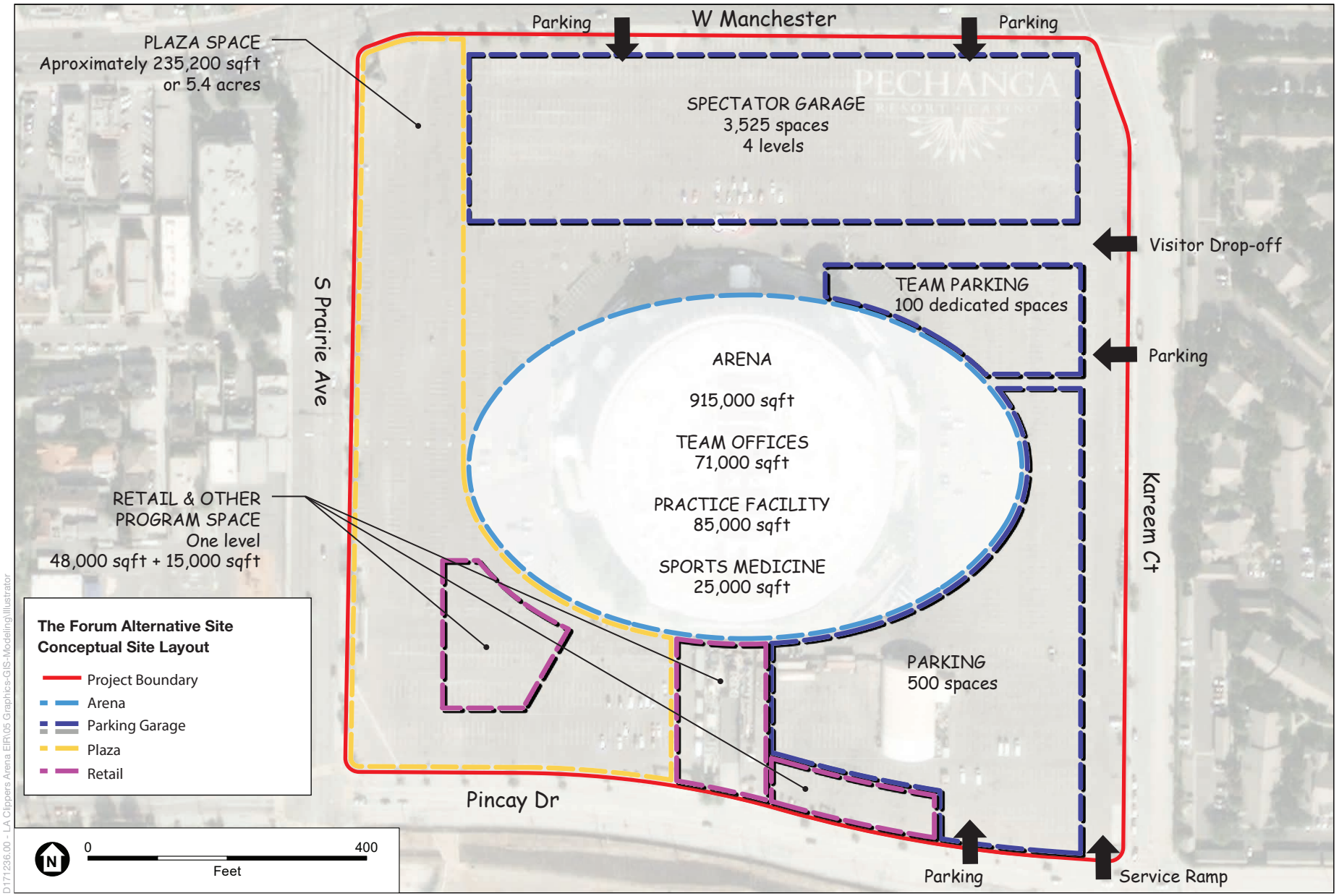
Description

Under Alternative 7, elements of the Proposed Project would be developed on an approximately 28-acre site currently occupied by the historic Forum concert and event venue (the Forum Alternative site), located approximately 0.8 miles north of the Project Site at 3900 West Manchester Boulevard in the City of Inglewood (see **Figure 6-6**). As with the Proposed Project, Alternative 7 would involve the construction of a new multi-purpose arena to serve as the home of the NBA LA Clippers basketball team and as much of the related development included in the Proposed Project as feasible, including the relocation of the LA Clippers team offices and team practice and athletic training facility.

The focus of this alternative is to identify the impacts that would occur if the arena and related uses, including the ancillary plaza uses and the same amount of on-site parking, are developed on the Forum Alternative site to potentially avoid or substantially lessen one or more significant environmental impacts of the Proposed Project, including the transportation-related impacts associated with concurrent events at the existing Forum venue and the Proposed Project.

The Forum Alternative site is currently developed with an historic concert venue known as The Forum, which has hosted sporting and entertainment events in the City since 1967 and is listed on both the National Register of Historic Places (National Register) and the California Register of Historical Resources (California Register). As discussed further in this section below, the development of a modern arena that meets NBA standards on the Forum Alternative site would require that the Forum Alternative site would be available and could be acquired by the project applicant, and the demolition of the existing Forum building. If the existing Forum building were to be demolished, Alternative 7 would include sufficient land to potentially accommodate the uses included in the Proposed Project.

Alternative 7 would involve the development of the same or substantially similar components of the Proposed Project on approximately 28 acres currently occupied by the historic Forum concert and event venue and ancillary structures and surface parking. The Forum Alternative site would be approximately 68 percent larger than the Proposed Project Arena Site (and approximately the same size as the total Project Site). As such, the Forum Alternative site could accommodate a program of



SOURCE: Google, 2018; ESA, 2019

Inglewood Basketball and Entertainment Center

Figure 6-6
Alternative 7: The Forum Alternative Site

ESA

development similar to the Proposed Project, although the hotel and well relocation components would not be included and the ancillary uses and parking would be configured differently.

The Forum Alternative site is currently zoned C-R Commercial Recreation. Areas to the east and west of the Forum site are zoned R-2 Residential Limited Multi Family, Open Space, R-1 Residential Single Family, and C-R Commercial Recreation. Uses in the immediate vicinity of the Forum site include the Inglewood Park Cemetery to the north, residential and commercial uses to the west across South Prairie Avenue, and the residential community known as Carlton Square to the east across Kareem Court. The HPSP area is located immediately to the south of the Forum Alternative site, across Pincay Drive.

Existing Forum Building

The Forum Alternative site is currently developed with the historic Forum concert and event venue. The Forum is an approximately 350,000 sf arena that opened in 1967 and until 1999 was the home of the NBA Los Angeles Lakers, the NHL Los Angeles Kings, and the WNBA Los Angeles Sparks, and hosted other major sporting events and other athletic competitions, concerts, and events. In 1999 and 2000, all three professional sports teams left Inglewood and moved to the then-new Staples Center in downtown Los Angeles.

The Forum was acquired in 2000 by the Faithful Central Bible Church, which used it for occasional church services and leased it for sporting events, concerts and other events. In 2012, the Forum was purchased by Madison Square Garden Company and underwent comprehensive renovation and rehabilitation that included structural, aesthetic, and amenity improvements completed in 2014 to convert the Forum into a world-class concert and event venue. On September 24, 2014, the Forum was listed on the National Register of Historic Places and the California Register of Historic Resources as an architecturally significant historic place worthy of preservation. The renovation of the Forum was funded in part by federal tax credits for its restoration as a National Register-listed building and an $18 million loan from the City of Inglewood for the restoration and rehabilitation of the structure.

The Forum, as renovated to function as a concert and event venue and listed on the National Register and the California Register, is substantially smaller than, and does not include the features and amenities provided in, modern NBA arenas. Constructed in 1967, The Forum structure stands at approximately 350,000 sf. By comparison, current NBA arenas range in size from approximately 586,000 sf to over 1 million sf, with the average of the three most recently-constructed arenas exceeding 700,000 sf.[45] The relatively small size of The Forum would make the use of the structure to serve as the home arena of an NBA team infeasible because the structure lacks sufficient space

45 The three most-recently constructed home NBA arenas include the Golden 1 Center in Sacramento, approximately 675,000 sf with a capacity of approximately 17,500; the Fiserv Forum in Milwaukee, approximately 724,000 sf with a capacity of approximately 17,500; and the Chase Center in San Francisco, approximately 750,000 sf with a capacity of approximately 18,000 seats.

for the range of vendors, food and drink establishments, luxury boxes and loge seating options, and other amenities required for a contemporary NBA home arena.

A conversion of The Forum from a concert and event venue to a modern home arena for an NBA team with related facilities would require extensive alterations to the historic structure, and a substantial increase in size.[46] At a minimum, required modifications would likely include, but not be limited to, the demolition and expansion of exterior walls and the roof of The Forum structure to accommodate the facilities and amenities required for a contemporary NBA arena such as a modern scoreboard, standard and premium seating, and sufficient concourse areas, clubs and locker rooms, food and beverage preparation and service areas, and other facilities. Even assuming such alterations were structurally feasible and any part of the original structure could be retained or repurposed, these changes would remove or substantially alter the character defining features of The Forum that make it eligible for listing on the National Register and California Register.

In addition, the other components of the Proposed Project, including the team office space, team practice and athletic training facility, sports medicine clinic, and the ancillary retail, dining, and community uses would likely not be feasible to accommodate within the Forum structure. Therefore, additional structures around the Forum would be required to accommodate those uses, obscuring or altering views of the Forum. These alterations would materially and adversely alter the "central location on an open site with high visibility from adjacent streets and properties" of The Forum, which is one of the character defining features for which the building is listed on the National Register and California Register.

In summary, it does not appear that the renovation, rehabilitation, or expansion of The Forum to function as a modern NBA arena would be feasible. Even if it were, it could not be accomplished without a significant adverse effect on an historic resource. Thus, Alternative 7 evaluates the demolition of The Forum and the redevelopment of the site with the components of the Proposed Project. While demolition of the Forum building is the only feasible manner to accommodate the development of a modern NBA arena and other components of the Proposed Project on the Forum Alternative site, were the site to become feasibly available for acquisition by the project applicant, the effects of removal of The Forum would be subject to a policy determination for decision makers.

Forum Alternative Characteristics

Similar to the Proposed Project, development under Alternative 7 would include the Arena Structure, including an approximately 915,000 sf arena to host LA Clippers NBA games and other events, the LA Clippers team offices (71,000 sf), the LA Clippers practice and training

[46] An example of the renovation of an historic arena in Seattle for the purpose of hosting professional sports home team games suggest that such a conversion of The Forum could require at least a doubling in size of the arena structure. In that case, the former Key Arena is being renovated to become the Arena at Seattle Center, increasing in square footage from approximately 410,000 sf to approximately 670,000 sf, with projected seating capacity of 18,350. While Key Arena was built in the early 1960s, the only part of the building that was listed on the National Register was the iconic modern roof of the structure. The current renovation of that structure involves the complete preservation of the historic roof structure while excavating under and around the current arena footprint to add sufficient square footage. Such an expansion to increase the size of The Forum without altering its historic façade and building design would be infeasible.

facilities (85,000 sf) and a sports medicine clinic (25,000 sf). Seating capacity of the arena under Alternative 7 would remain at 18,000 attendees for LA Clippers basketball games and a maximum capacity of up to 18,500 attendees for concert events.

The overall design of the main Arena Structure under Alternative 7 would be substantially similar to the Proposed Project, though oriented differently, with the main arena lobby entrance opening to the south onto a pedestrian plaza located at the corner of South Prairie Avenue and Pincay Drive with portions extending to the corner of South Prairie Avenue and Manchester Boulevard, as shown in Figure 6-6. As in the design included in the Proposed Project, the height of the main Arena Structure and appurtenances would extend up to 150 feet above grade, with the event level of the arena at approximately 30 to 35 feet below grade. The pedestrian plaza would be bound to the west by the arena structure and structured parking. The ancillary retail, dining, and multipurpose space for community programming uses would be included in separate structures within the plaza.

Similar to the Proposed Project, a total of 4,125 parking spaces as required by the City of Inglewood Municipal Code would be provided within the Forum site. As shown in Figure 6-6, these majority of the on-site parking spaces would be provided in a 3,525-space parking structure to the north of the main Arena Structure, with the remaining spaces provided in surface parking around the main Arena Structure and a limited amount of subterranean structured parking. Alternative 7 would not include a hotel or a construction of a new municipal water well to replace the well within the Project Site.

Access to the Forum Alternative site would utilize some of the existing access points to the site, including those from West Manchester Boulevard, South Prairie Avenue, Pincay Drive and Kareem Court. The on-site parking structure would be accessed from South Prairie Avenue and West Manchester Boulevard, with access to surface parking provided from Pincay Drive.

Regional access to the Forum Alternative site would be similar to but slightly different than access to the Project Site. Access to the Forum Alternative site is provided by the San Diego Freeway (I-405), located approximately 1.7 miles to the west, and the Glenn Anderson Freeway & Transitway (I-105), approximately 1.8 miles to the south, and the Harbor Freeway (I-110), approximately 3.4 miles to the east. Local access to the Forum Alternative site would be similar to access to the existing concert and event venue provided by several major arterials, including South Prairie Avenue and Manchester Boulevard with alternative connections to Florence Avenue, Hawthorne Boulevard, Crenshaw Boulevard and Arbor Vitae Street.

Transit access to the Forum Alternative site is provided by several bus lines and the future Crenshaw/LAX light rail line. The closest public transit stops are bus service stops located along the West Manchester Boulevard frontage of the Forum Alternative site, including a stop serving the Metro 115 bus line, and a bus stop located at the southwest corner of South Prairie Avenue and West Manchester Boulevard serving the Metro 115, 211, and 442 lines. The nearest rail transit stop that would serve the Forum Alternative site would be the Crenshaw/LAX light rail line Downtown Inglewood station currently under construction approximately 1.3 miles away by surface streets.

If Alternative 7 were developed, it is anticipated that the ownership of the properties within the Project Site would not change, private property would not need to be acquired for development of the proposed uses, and none of the uses that presently occupy the Project Site would be relocated. Similarly, the vacation of West 101st Street and West 102nd Street would not be required.

The Forum Alternative is a privately-owned property subject to a Development Agreement between the City and The Forum property owner. There is, therefore, substantial uncertainty regarding site control and the feasibility of this alternative. The development of Alternative 7 could require amendments to the Commercial Recreation zoning and land use designations to accommodate the Alternative 7 development within the site.

Comparative Analysis of Environmental Effects

Table 6-2 at the end of this chapter provides an impact-by-impact comparison of the significant impacts of the Proposed Project and Alternative 7.

Impacts Identified as Being the Same or Similar to the Proposed Project

Because the type and amount of development as well as the size of the arena would be essentially the same as the development in the Proposed Project, many of the impacts of the Proposed Project that would be affected by the intensity of development would remain the same or would be very similar at the Forum Alternative site.

Aesthetics

The nearest shadow sensitive uses are residences located across Kareem Court, approximately 75 feet to the east, and residences located on East Nutwood Street, across South Prairie Avenue about 190 feet to the west. With the addition of Alternative 7 at this location, the height of proposed structures and the distance between those structures and nearby shadow sensitive receptors would result in shadows affecting adjacent properties to the east in afternoons in December that would not exceed the threshold of three hours of new shadow. Morning shadows, to the west, would not reach the shadow sensitive receptors across South Prairie Avenue. Therefore, like the Proposed Project, the shadow impacts (Impact 3.1-3) of Alternative 7 would be less than significant.

Biological Resources

A number of mature landscape trees are located around the Forum structure, and street trees are present in the landscape strip along South Prairie Avenue, West Manchester Boulevard, and Kareem Court, adjacent to the Forum Alternative site. As a result, like the Proposed Project, Alternative 7 could disturb nesting raptors or migratory birds (Impact 3.3-2) and result in the loss of protected trees (Impact 3.3-3). Mitigation Measures 3.3-2 and 3.3-3 would be required to reduce these impacts by protecting these resources during construction. As a result, impacts on nesting raptors or migratory birds and protected trees would be similar to those described for the Proposed Project.

Cultural Resources

The Forum was originally developed in 1966–67, before State and federal laws that protect historic and archaeological resources were in force.[47] Like the Project Site, there are no known archaeological resources located on the Forum Alternative site. However, it is possible that development on the Forum Alternative site could disturb buried archaeological resources and unknown human remains. Therefore, it is possible that, like with the Proposed Project, implementation of Alternative 7 could cause a substantial adverse change in the significance of unknown historic, archaeological, or tribal cultural resources (Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-5, 3.4-6, and 3.4-7), and/or unknown human remains (Impacts 3.4-4 and 3.4-8). Mitigation Measures 3.4-1 and 3.4-4 would reduce these impacts by requiring that work stop if such resources are uncovered, and that the resources be appropriately evaluated and treated. Therefore, impacts on archaeological resources, and human remains would be similar to the Proposed Project.

Geology and Soils

Impacts related to geology and soils conditions and hazards, including paleontological resources would be similar to those described for the Proposed Project. Because The Forum Alternative would occur less than one-half mile from Project Site, the geological and soils conditions that would be encountered in construction of the Forum Alternative would be essentially the same as with the Proposed Project. The Potrero Fault, which is approximately one-half mile from the Project Site, is closer to the Forum Alternative site, approximately one-quarter mile to the east; however, compliance with the California Building Code would avoid the creation of seismic hazards. Because there would be a similar amount of ground-disturbing activity in Alternative 7, the potential for erosion and accidental discovery of paleontological resources would be correspondingly similar (Impacts 3.6-2 and 3.6-4). These impacts would continue to be potentially significant under the Forum Alternative and would require the same mitigation measures as identified for the Proposed Project in order to reduce the impact to less than significant.

Hazards and Hazardous Materials

The Forum Alternative site is listed twice on the GeoTracker database maintained by the State Water Resources Control Board for releases of diesel found in subsurface soil. Both cases involved leaking underground storage tanks, one reported in 1986 and the other reported in 2004; both cases have been subsequently closed.[48] However, it is possible that previously contaminated soils may still remain on the Forum Alternative site, and thus, as with the Proposed Project, construction workers could be exposed to contamination during ground disturbing activities (Impact 3.8-4). Mitigation Measure 3.8-4 would require the preparation and approval of the Soil Management Plan prior to initiating earthwork activities, which would reduce the potential for worker exposures. For this reason, impacts related to on-site contamination would be similar to the Proposed Project.

[47] The National Historic Preservation Act was enacted in 1966, and related regulations were not adopted and in force at the time of the development of the Forum. CEQA was passed in 1970, and the California Office of Historic Preservation was opened in 1975.

[48] State Water Resources Control Board, 2019. GeoTracker database. Accessed: May 9, 2019.

Similar to project site, the Forum Alternative site is located within the planning boundary/airport influence area (AIA) established for LAX in the Los Angeles County Airport Land Use Plan (ALUP). Compared to the Project Site, the additional distance between the Alternative 7 site and the Hawthorne Airport (HHR) would mean that the arena structure at the Alternative 7 site would not penetrate the HHR horizontal imaginary surface, but construction cranes for the arena would continue to penetrate the HHR horizontal surface. In addition, the arena construction cranes would penetrate both the HHR horizontal and notification surfaces. As a result, hazards to air navigation (Impact 3.8-5) under Alternative 7 would be the same as the Proposed Project. Mitigation Measure 3.8-5 would reduce this impact by requiring the project applicant to notify the FFA and complete an aeronautical study to determine whether the Proposed Project would constitute a hazard to air navigation, to implement all actions required by the FAA to avoid the creation of a hazard to air navigation, and to submit to the City a consistency determination from the ALUC. As a result, hazards to air navigation would be similar to the Proposed Project.

Hydrology and Water Quality

The Forum Alternative site is fully developed with impervious surfaces; pervious surfaces on the site are minimal and include small planters with ornamental landscaping and street frontage landscape strips. Sheet flow stormwater runoff on the Forum Alternative site is managed by an existing system of storm drains. As a result, it is possible that construction and operation of Alternative 7 could cause water quality discharges that are not consistent with SWRCB objectives and could degrade the quality of the water that is discharged from the Forum Alternative site (Impacts 3.6-1, 3.6-3, 3.9-1 and 3.9-4). Altered drainage patterns during both construction and operation on the site would also have the potential to result in erosion, sedimentation, and/or flooding on or off site by redirecting or concentrating flows (Impact 3.9-3 and 3.9-6). In order to lessen the significance of these impacts for Alternative 7, like the Proposed Project, Mitigation Measure 3.9-1(a) would require the project to comply with a number of regulations governing water quality and drainage while Mitigation Measure 3.9-1(b) would require the periodic sweeping parking lots during operation to remove contaminates. Therefore, impacts related to water quality and drainage would be similar to the Proposed Project.

Land Use and Planning

Like the Proposed Project, Alternative 7 would not result in the division of an established community, as the arena and other uses would be located entirely within the Forum Alternative site; the vacation of streets would not be required (Impacts 3.10-1 and 3.10-3). The City of Inglewood designates the western third of the Forum Alternative site, along South Prairie Avenue, as Commercial/Residential while the remainder of the site is designated as Commercial/Recreation. As described above, the development of Alternative 7 could require amendments to the Commercial Recreation zoning and land use designations to accommodate the Alternative 7 development within the site. With such amendments, Alternative 7 would be consistent with plans or policies that have been adopted for the purposes of environmental mitigation, and thus it would have less-than significant-impacts related to land use and planning (Impacts 3.10-1 through 3.10-4). As a result, impacts related to land use and planning would be similar to the Proposed Project.

Noise and Vibration

Construction noise levels generated under Alternative 7 would be similar to the Proposed Project due to the use of similar amounts of equipment and construction methods. Because noise sensitive receptors would be located similar distances from the Forum Alternative site as the Project Site, impacts associated with a temporary increase in noise during construction (Impacts 3.11-1 and 3.11-5) would be similar to the Proposed Project, and would still require the implementation of measures and controls to reduce noise during construction (Mitigation Measure 3.11-1); construction noise impacts would remain significant and unavoidable. In addition, vibration levels under Alternative 7 would also be similar to the Proposed Project for the same reasons. As a result, vibration impacts with respect to structural damage and human annoyance (Impacts 3.11-3 and 3.11-7) would be similar, and would still require the implementation of Mitigation Measures 3.11-3(a) through (c), which requires minimum distances of construction equipment from sensitive receptors and the designation of a construction relations officer to field vibration-related complaints.

Traffic generated under Alterative 7 would be similar to the Proposed Project, but the location of the Forum Alternative site about 0.8 miles north of the Project Site would distribute these impacts across the transportation system slightly differently. Thus, the impact associated with a permanent increase in noise during operation (Impacts 3.11-2 and 3.11-6) would still require the implementation of Mitigation Measure 3.11-2(b), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure 3.14-2(b)), and, like with the Proposed Project, would remain significant and unavoidable. As discussed above, the Forum Alternative site is located within the planning boundary/AIA established for LAX in the Los Angeles County ALUP, and the planning boundary/AIA is based in part on the 65 dBA CNEL contour included in the ALUP. Similar to the Proposed Project, the Arena and ancillary uses under Alternative 7 would generally be compatible with uses permitted on the site by the ALUP, and standard building construction practices for commercial structures would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed medical clinic (Impacts 3.11-4 and 3.11-8). As a result, impacts related to aircraft noise would be similar to the Proposed Project.

Population, Employment and Housing

The implementation of Alternative 7 would result in the loss of existing jobs at The Forum, however new event related jobs would be created and could be occupied by current Forum employees. Impacts related to Population, Employment and Housing (Impacts 3.12-1 through 3.12-4) would remain less than significant under Alternative 7, although employment generation on the Forum Alternative site would be reduced as the existing jobs at the Forum would be eliminated and no hotel would be constructed.

Public Services

Because impacts of the Proposed Project on public services, including fire and police protection, parks and recreation facilities, and public schools would be largely driven by event activity at the proposed arena, these impacts would remain largely unchanged and would continue to be less

than significant (see Impacts 3.13-1 through 3.13-12) under Alternative 7. It should be noted that major events already occur at the Forum Alternative site throughout the year. Alternative 7 would likely increase the number of events that take place at the site, somewhat increasing the demands on police, fire, and parks services, because the existing Forum building would be demolished, the total demand for public services would be somewhat lower than under the Proposed Project.

Because employment on the Forum Alternative site would be reduced somewhat under Alternative 7, impacts on public schools (Impacts 3.13-11 and 3.13-12), already less than significant for the Proposed Project, would be slightly further reduced under Alternative 7. The arena and commercial uses under Alternative 7 would be expected to generate a total of 49 new school students, a reduction of 1 elementary school student compared to the 50 students under the Proposed Project as described in Table 3.13-9.

Utilities and Service Systems

The existing storm drain system in the area of the Forum Alternative site may not have sufficient capacity to handle post-construction stormwater runoff from each site (Impacts 3.15-9 and 3.15-10). In order to lessen the significance of these impacts for Alternative 7, like the Proposed Project, Mitigation Measures 3.15-9 and 3.15-10 would require the project to comply with a number of regulations governing water quality and drainage (Mitigation Measure 3.9-1(a)). As a result, impacts related to stormwater drainage would be similar to the Proposed Project.

Transportation and Circulation

Alternative 7 would be of similar size to the Proposed Project, with a similar level of access to rail transit via shuttles for major events. As such, it is anticipated that vehicle trip generation for arena events and ancillary uses at the Alternative 7 site would be similar to that for the Proposed Project. This alternative would therefore be expected to have intersection and freeway facility impacts similar to those described for the Proposed Project, although the location of the Forum Alternative site about 0.8 miles north of the Project Site would distribute these impacts across the transportation system slightly differently. For example, more traffic and greater levels of congestion would occur along the Manchester Boulevard corridor, and less traffic and reduced levels of congestion would occur along the West Century Boulevard corridor.

Given that the Alternative 7 arena would have a capacity of 18,000 for NBA games and 18,500 for concerts and The Forum has a capacity of 17,500, the increased capacity of a sold out event at this location would generate more person trips; however, the implementation of a shuttle system to rail transit (which is not provided for events at The Forum currently) could mean that vehicle trip generation and impacts would be slightly reduced from the trips and impacts generated by existing events currently occurring at The Forum.

The Alternative 7 site is located about 0.8 miles from the Project Site, and thus the VMT characteristics of this alternative would be essentially the same as those of the Proposed Project. The event and retail components of Alternative 7 would have significant VMT impacts similar to those for the Proposed Project. The office, practice facility, sports medicine, and restaurant

components of Alternative 7 would have less than significant VMT impacts similar to those for the Proposed Project.

Similar to the Proposed Project, Alternative 7 has the potential to impact on-time performance for buses operating in the vicinity because of congestion associated with event arrival and departure traffic.

The amount of on-site parking under Alternative 7 would be similar to that for the Proposed Project, meaning that a substantial amount of parking (roughly 3,700 to 4,100 spaces for a major event) would still need to be provided off site, presumably at the HPSP as for the Proposed Project (and as for The Forum currently). As such, impacts associated with pedestrians crossing streets to walk to/from the parking could be similar to the Proposed Project.

The Alternative 7 site is located approximately two-thirds of a mile from the Centinela Hospital Medical Center. Impacts of the Project-related congestion on emergency access would generally be similar to those for the Proposed Project.

Construction impacts on traffic were determined to be significant for the Proposed Project due to temporary lane closures along the Project frontages on South Prairie Avenue and West Century Boulevard. Construction of the Project at the Alternative 7 site would likely involve temporary lane closures along the Manchester Boulevard frontage of the site for construction of a parking garage, and could also involve temporary closure of the lane along the South Prairie Avenue frontage for some portion of the construction period. Therefore, construction impacts for Alternative 7 would be similar to those for the Proposed Project.

Impacts Identified as Being Less Severe than the Proposed Project

Aesthetics

The nearest light or shadow sensitive uses are residences located across Kareem Court, approximately 75 feet to the east, and residences located on East Nutwood Street, across South Prairie Avenue about 190 feet to the west. Under this alternative, the parking uses along Kareem Court would be unlikely to result in significant light impacts in the Carlton Square residences across Kareem Court. With the addition of Alternative 7 at this location, the distance to sensitive receptors to the west, across South Prairie Avenue, reduces the potential for outdoor lighting, building façade lighting, and illuminated signage on the arena and/or parking structures that would face the residences to result in light levels in excess of the significance threshold (Impacts 3.1-2 and 3.1-5). Thus, impacts related to spillover lighting would be less than the impacts of the Proposed Project on adjacent sensitive receptors, and Mitigation Measures 3.1-2(a) through (c) would not be required for Alternative 7.

Air Quality and GHG

Air Quality and GHG emissions during operation under Alternative 7 would decrease as the existing Forum structure would be demolished and planned hotel on the East Transportation and Hotel Site and the new potable water well would be eliminated. In addition, the new arena on the

Forum Alternative site, built to be consistent with current Title 24 requirements, would be more energy efficient that the existing Forum building, which was renovated in 2012 and can be expected to be consistent with prior versions of Title 24. Because the existing Forum building would be demolished, compared to the Proposed Project, fewer of the events that occur at the Alternative 7 arena would be net new; with over 100 events per year occurring at the Forum, and 47 of the anticipated 49 LA Clippers games currently taking place at Staples Center, more than 150 of the events that would occur at the Alternative 7 arena are already taking place in the air basin.

Similar to the Proposed Project, Alternative 7 would conflict with implementation of the applicable air quality plans, as operational emissions associated with the alternative, though reduced compared to the Proposed Project, would still exceed thresholds established by the SCAQMD for criteria air pollutants (Impact 3.2-1 and 3.2-5). Impacts associated with net new emissions of criteria air pollutants (Impacts 3.2-2 and 3.2-6and GHG emissions (Impact 3.7-1 and 3.7-2) during operation would be reduced compared to the Proposed Project. Nevertheless, Alternative 7 would still require the implementation of Mitigation Measure 3.2-2 (a), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure 3.14-2(b); Mitigation Measure 3.2-2(b), which would require the testing of the emergency generators and fire pump generators on non-event days; Mitigation Measure 3.2-2(c), which would require the preparation and implementation of a Construction Emissions Minimization Plan; Mitigation Measure 3.2-2(d), which would require the project applicant to encourage the use of zero- and near-zero emissions vendor and delivery trucks; Mitigation Measure 3.7-1(a), which would require the implementation of a GHG reduction plan; and Mitigation Measure 3.7-1(b), which would require the preparation of an annual GHG verification report to determine the number of GHG offsets required to bring the project below the no net new GHG emissions threshold of significance.

Energy Demand and Conservation

Energy demand during operation under Alternative 7 would be less than the Proposed Project as this alternative would involve demolition of the existing Forum building and would not include the planned hotel on the East Transportation Site or a new potable water well Impacts (3.5-2 and 3.5-4).

Noise and Vibration

Under Alternative 7 the outdoor stage would be positioned between the retail buildings to the south of the Arena. As a result, the impact due to operational sound from outdoor plaza events (Impacts 3.11-2 and 3.11-6) would be reduced as the amplified noise would be channeled by the retail buildings and directed to the south across Pincay Drive toward the NFL stadium and thus away from sensitive receptors to the west and east. Implementation of Mitigation Measure 3.11-2(a), which would require the preparation of a noise reduction plan major events, would still be required. Taken together, operational noise impacts would remain significant and unavoidable, although likely reduced somewhat from the Proposed Project.

Traffic generated under Alterative 7 would be similar to the Proposed Project, but because there would be a lesser potential for the occurrence of concurrent events, and no overlapping events with the Forum and no potential for concurrent events at The Forum, NFL Stadium, and Proposed Project, Alternative 7 would result in less overall traffic on the local roadway network during the highest peak conditions. Thus, the impact associated with a permanent increase in noise during operation (Impacts 3.11-2 and 3.11-6) would be reduced, would still require the implementation of Mitigation Measure 3.11-2(b), which would require the implementation of a Transportation Demand Management (TDM) program (Mitigation Measure 3.14-2(b)), and would remain significant and unavoidable, like with the Proposed Project.

Transportation and Circulation

The Project at the Alternative 7 site could have a reduced level of impact on existing neighborhood streets since a grid network of residential streets only exists to the west of South Prairie Avenue and not to the east, north, or south of the Forum Alternative site.

The elimination of the hotel use would avoid the significant VMT impact identified for the Proposed Project's hotel use.

Alternative 7 would not be able to accommodate the total number of combined events anticipated to occur at the Proposed Project and all of the events that currently occur at The Forum. Therefore, there would be a reduction in the net new Project-generated VMT on event days when there would otherwise have been an event at The Forum. To the extent that some existing events at The Forum are displaced and move to other venues in the region, there could be a reduction in regional VMT if such events are moved to a location with higher non-auto mode splits and shorter trip lengths (such as Staples Center) or to locations with a smaller capacity (such as the Hollywood Bowl). The event-related VMT impacts, however, would still be significant.

Under Alternative 7, no concurrent events could occur involving events at the Proposed Project and events at The Forum. Therefore, impacts identified in Section 3.14 for Concurrent Event Scenario 1 (major events at Proposed Project and The Forum), Scenario 4 (major events at Proposed Project and The Forum and Midsize Event at NFL Stadium), and Scenario 5 (major events at Proposed Project and The Forum and Football Game at NFL Stadium) would be avoided. There would be no potential for concurrent events to occur in all three facilities (Proposed Project, The Forum, and NFL Stadium). Although transportation impacts associated with concurrent events would generally be reduced because Alternative 7 would preclude events at the Proposed Project and The Forum from occurring simultaneously, concurrent events with the NFL Stadium would still occur, and therefore the identified concurrent event significant and unavoidable impacts for the Proposed Project would remain so under Alternative 7.

Because the frequency with which concurrent events occur would be reduced because concurrent events at The Forum and at the Proposed Project would no longer occur, the likelihood of impacts to emergency access during concurrent events would be correspondingly reduced, but would remain significant and unavoidable during concurrent events.

Utilities and Service Systems

Under Alternative 7, the existing Forum building would be demolished and the proposed hotel use would be eliminated, reducing the net new energy demand from Alternative 7 compared to the Proposed Project. Due to elimination of the proposed hotel, water demand of Alternative 7 would be approximately 20 percent lower than under the Proposed Project. Wastewater generation of Alternative 7 would be about 3 percent lower than under the Proposed Project. Solid waste generation would be approximately about 4 percent lower than under the Proposed Project.[49] As a result, impacts with respect to water supply (Impacts 3.15-2 and 3.15-4), wastewater treatment capacity (3.15-5, 3.15-7), and solid waste disposal capacity (3.15-11 and 3.15-13) would be reduced compared to the Proposed Project, and would remain less than significant under both the Proposed Project and Alternative 7.

Impacts Identified as Being More Severe than the Proposed Project

Aesthetics

The Forum Alternative site would be developed with a visually more intensive level of development compared to existing conditions, with a larger arena structure, and other parts of the site which are currently surface parking lots developed with multi-story commercial and parking structures. Like the Project Site, the Forum Alternative site is located in an urbanized area, and the area in the vicinity of the does not have any scenic vistas, and in this regard visual impacts associated with Alternative 7 would be similar to those described for the Proposed Project (Impacts 3.1-1 and 3.1-4), although the changes to views north and south on South Prairie Avenue that would result from the construction of the Proposed Project pedestrian bridge would not occur under this alternative. However, the historic Forum building is a unique visual feature in the area, and its demolition and removal would be considered a significant degradation of the visual character in this part of Inglewood. Mitigation measures to address this impact would be the same as those described under Cultural Resources, below. However, because Alternative 7 necessitates the complete demolition and removal of the historic Forum building, this impact would be significant and unavoidable.

Cultural Resources

As described above, the Forum Alternative site is currently developed with The Forum, a National Register of Historic Places and California Register of Historical Resources-listed concert and event venue. The Forum was opened in 1967 and hosted major sporting events and other athletic competitions, concerts, and events, and until 1999 was the home of the NBA Los Angeles Lakers, the NHL Los Angeles Kings, and the WNBA Los Angeles Sparks, when all three professional sports teams left Inglewood and moved to the then-new Staples Center in downtown Los Angeles.

The Forum underwent comprehensive renovation and rehabilitation, completed in 2014, that included structural improvements to convert The Forum into a world-class concert and event venue. Also in 2014, The Forum was listed on the National Register of Historic Places and the

[49] Memorandum – IBEC Alternative 7 – Wastewater & Solid Waste Generation, August 23, 2019.

California Register of Historic Resources as an architecturally significant historic property. As such it is an historical resource for the purposes of CEQA.

Under Alternative 7, The Forum would be demolished and elements of the Proposed Project would be developed on the 28-acre site. Demolition of an historical resource is considered a significant impact under CEQA. Demolition of an entire resource cannot be fully mitigated, and the impact would be considered to be significant and unavoidable. CEQA requires that feasible mitigation measures be prescribed. The following feasible mitigation measures would reduce impacts:

- **HABS Documentation** – HABS Documentation shall be completed for The Forum prior to any demolition activities. The work shall be completed by a qualified architectural historian and photographer with experience in HABS Documentation.
- **Display** – The project applicant shall work with the City to develop displays for the new facility that tell the history of The Forum, including text and photographs. The displays shall be installed prior to the new facility being opened to the public.
- **Salvage Plan** – The project applicant shall hire a qualified professional (architectural historian or historic architect) to develop a Salvage Plan. The Salvage Plan shall be approved by the City prior to demolition activities.

Although these measures would lessen the impact of Alternative 7 on historical resources, the impact would not be fully mitigated and would be significant and unavoidable.

Air Quality and GHG Emissions

Air Quality and GHG emissions during construction would increase under Alternative 7 as it would involve a greater amount of demolition (i.e., the existing Forum structure) than the Proposed Project. Therefore, impacts associated with the emission of criteria air pollutants (Impacts 3.2-2 and 3.2-6) and GHG emissions (Impact 3.7-1 and 3.7-2) during construction would increase. As a result, air quality impacts during construction with respect emissions of criteria pollutants would be greater than the Proposed Project Project's significant and unavoidable criteria pollutant emissions impacts.

Relationship to Project Objectives

The Forum Alternative would meet some of City's objectives for the Proposed Project. The Forum Alternative would meet the City's goals of becoming a regional sports and entertainment center (City Objective 1) and stimulating economic development (City Objective 2), however because this alternative would involve demolition of an existing entertainment venue, The Forum, in order to build a new sports and entertainment venue of similar size, it would not achieve these goals to the same extent as the Proposed Project. As explained above, The Forum site is currently developed with a large entertainment venue, and while there are surrounding surface parking lots that can be seen as underdeveloped, the Forum Alternative site is not underutilized to the same degree as the Project Site. Because City Objective 5 is to '[t]ransform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City," Alternative 7 would not be as responsive to this objective as the Proposed Project. Finally,

because the Forum Alternative would result in a new significant and unavoidable impact as a result of the demolition of the historic Forum building, it would be less responsive than the Proposed Project to City Objective 10, which calls for the project objectives to be achieved "in an expeditious and environmentally conscious manner."

The Forum Alternative would meet most but not all of the project applicant's objectives for the project. The Forum Alternative site is privately owned and subject to a Development Agreement between the City and The Forum's owners. Because the Forum Alternative would first require feasibly acquiring the site, there is substantial uncertainty regarding the feasibility of site control and whether Alternative 7 would allow the applicant to begin hosting LA Clippers home games in the 2024–2025 season. For this reason, the Forum Alternative could be unable to meet project applicant Objective 1a.

6.6 Alternatives Comparison and Environmentally Superior Alternative

In the evaluation of seven alternatives to the Proposed Project, presented in Section 6.5, above, the impacts of each alternative is discussed in comparison to the impacts of the Proposed Project, presented in Chapter 3 of this Draft EIR. **Table 6-2**, below, provides a consolidated comparison of the impacts of the Proposed Project and the Alternatives, indicates for each significant impact, whether the impacts of the project alternatives are equal to, less, or more severe than those of the Proposed Project.

An EIR is required to identify the Environmentally Superior Alternative from among the range of reasonable alternatives that are evaluated. CEQA Guidelines section 15126.6 (e)(2) requires that an environmentally superior alternative be designated and states that if the Environmentally Superior Alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

From the alternatives evaluated in this EIR, the Environmentally Superior Alternative would be Alternative 1, No Project Alternative. This alternative would avoid all significant impacts associated with the Proposed Project. The No Project Alternative would, however, fail to achieve any of the City's or project applicant's basic objectives of the Proposed Project.

As discussed above, when the No Project Alternative is identified as the Environmentally Superior Alternative, CEQA requires the Lead Agency to select the Environmentally Superior Alternative from among the other alternatives considered in the EIR. As is the situation in this EIR, in the case where the range of alternatives includes a number of alternative sites, the selection of an alternative that is considered environmentally superior often involves trade-offs between alternatives. For example, one alternative may have greater transportation impacts, while another may have lesser transportation impacts but greater cultural resources impacts. In the case of this EIR, each of the alternatives has a set of impacts that are somewhat similar and somewhat different due to the different distances from the current activities at Staples Center, and different physical characteristics

and setting of the particular alternative site. Thus, the identification of the Environmentally Superior Alternative is to a considerable degree inherently subjective and value based.

Alternative 2 would be the environmentally superior of alternatives that would be developed on the Project Site. It would avoid the most frequent of transportation impacts: those that would occur on non-event days. Due to this decreased weekday traffic, annual emissions of criteria air pollutants and GHGs would be correspondingly reduced. Nonetheless, this alternative would not avoid or lessen the impacts of the Proposed Project that would occur during peak conditions, before and after major events in the proposed arena, nor would it avoid or lessen the impacts associated with concurrent or overlapping events at the proposed arena, the NFL Stadium and/or The Forum.

Alternative 3, the City Services Center Alternative site, would lessen impacts related to intensity of development by eliminating some of the ancillary uses and by developing on a smaller site than the Proposed Project. In addition, by being located within walking distance of the LA Metro Crenshaw Line Downtown Inglewood station, it would maximize the opportunity to reduce overall trips through use of transit, avoiding the need for shuttles and TNCs to further congest City streets connecting attendees and employees from the transit system to the proposed arena. Further, it would move some of the most intense vehicular activity associated with arena events away from the most congested part of the City's arterial network along South Prairie Avenue, West Century Boulevard, and Manchester Boulevard, lessening to some extent the overlapping congestion and associated impacts on intersections, neighborhood streets, freeway facilities, and public transit that would be associated with concurrent events at the Proposed Project, NFL Stadium, and The Forum. While the impacts of such overlapping event conditions would be less severe at the Alternative 3 site than at the Project Site, or at the HPSP Alternative or Forum Alternative sites, these impacts would be greater than at the other alternative locations, such as the Baldwin Hills Alternative site or the District at South Bay Alternative site.

Alternative 4, the Baldwin Hills Alternative site, would have similar travel characteristics as the Proposed Project, but would be incrementally further away from the location of concurrent and overlapping events at the NFL Stadium and The Forum, avoiding most of the adverse effects of those conditions. However, due to conditions on and around the Baldwin Hills Alternative site, impacts on cultural and tribal cultural resources, and noise impacts on nearby residences would be greater than at the other alternative locations.

Alternative 5, the District at South Bay Alternative site, due to its greater distance from the Project Site, would avoid any of the transportation or other impacts (such as noise, lighting, cultural and paleontological resources, etc.) that would affect resources on, or uses and streets around, the Project Site to an even greater degree than either Alternatives 3 and 4. However, this greater distance from the Project Site and the current location of LA Clippers games at Staples Center in downtown Los Angeles, would increase impacts associated with travel to and from the proposed arena, increasing VMT compared to the other alternatives, and corresponding to the increased VMT, there would be increased air pollutant and GHG emissions, and increased

transportation energy demand compared to the other alternatives. Lastly, because of its former use as a landfill, there would be potential impacts at the District at South Bay Alternative site that would not occur at any of the other alternative sites or the Project Site.

Alternative 6 would have impacts very similar to the Proposed Project, but would reduce the significance of construction and operational noise, compared to the Proposed Project, due to increased distance from the Alternative 6 site to noise sensitive receptors. In addition, because the development of Alternative 6 would involve increased coordination of events at the NFL Stadium and the Alternative 6 arena, it is even less likely that overlapping events would occur than with the Proposed Project.

Alternative 7 would involve the development of a similar amount of development and the same sized arena as under the Proposed Project, and thus impacts related to the intensity of use would be similar to those of the Proposed Project. Many of the transportation impacts of this Alternative are already occurring on the local street system around the Forum Alternative site, and thus would not be net new impacts resulting from Alternative 7. The demolition of the existing Forum building would eliminate the impacts of the Proposed Project created by scenarios of overlapping and concurrent events at The Forum, NFL Stadium, and Proposed Project arena. Further, because over 100 events per year are already occurring at The Forum, and because the hotel use would be eliminated from Alternative 7, there would be a material decrease in net new VMT, criteria air pollutant emissions, energy demand, water demand, and GHG emissions compared to the Proposed Project. Alternative 7 would, however, result in the demolition of an historic structure that is listed on the National Register and the California Register; impacts to aesthetics and cultural resources that would be significant and unavoidable and which would not occur with the Proposed Project.

As discussed above, each of the sites has unique site-specific characteristics that would result in significant impacts, and the choice of sites would trade off such impacts as construction noise at the Project Site with cultural resources impacts at the Baldwin Hills Alternative Site, hazards impacts at the District at South Bay Alternative site, and historical resources impacts at the Forum Alternative site.

For the reasons discussed above, the City has determined that of the alternatives considered in this EIR, other than the No Project Alternative, the Environmentally Superior Alternative would be Alternative 3, the City Services Center Alternative.

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.1 Aesthetics								
3.1-1: Construction and operation of the Proposed Project could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or could conflict with the City's zoning and regulations governing scenic quality.	LS	NI	LS=	LS=	LS=	LS=	LS=	SU
3.1-2: Construction and operation of the Proposed Project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	LSM	NI	LSM=	LSM=	LSM=	LSM=	LS-	LSM-
3.1-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with the City's zoning and regulations governing scenic quality.	LS	NI	LS=	LS=	LS=	LS=	LS=	SU
3.1-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could cumulatively create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LSM	NI	LSM=	LSM=	LSM=	LSM=	LS-	LSM-
3.2 Air Quality								
3.2-1: Construction and operation of the Proposed Project would conflict with implementation of the applicable air quality plan.	SUM	NI	SUM-	SUM-	SUM-	SUM+	SUM-	SUM-
3.2-2: Construction and operation of the Proposed Project would result in a cumulatively considerable net increase in NOx emissions during construction, and a cumulatively considerable net increase in VOC, NOx, CO, PM10, and PM2.5 during operation of the Proposed Project.	SUM	NI	SUM-	SUM-	SUM-	SUM+	SUM-	SUM-/+
3.2-5: Construction and operation of the Proposed Project, in conjunction with other cumulative development, would result in inconsistencies with implementation of applicable air quality plans.	SUM	NI	SUM-	SUM-	SUM-	SUM+	SUM-	SUM-

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.2 Air Quality (cont.)								
3.2-6: Construction and operation Proposed Project, in conjunction with other cumulative development, would result in cumulative increases in short-term (construction) and long-term (operational) emissions.	SUM	NI	SUM-	SUM-	SUM-	SUM+	SUM-	SUM-/+
3.3 Biological Resources								
3.3-2: Construction of the Proposed Project could have the potential to 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.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LS-	LSM=
3.3-3: Construction of the Proposed Project could have the potential to conflict with local policies or ordinances protecting biological resource, such as a tree preservation policy or ordinance.	LSM	NI	LSM=	LSM=	LSM-	LSM-	LS-	LSM=
3.4 Cultural and Tribal Resources								
3.4-1: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	SUM
3.4-2: Construction of the Proposed Project could have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.4 Cultural and Tribal Resources (cont.)								
3.4-3: Construction of the Proposed Project could have the potential to 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: i) 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). ii) 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 section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=
3.4-4: Construction of the Proposed Project could have the potential to disturb human remains including those interred outside of dedicated cemeteries.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=
3.4-5: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could result in cumulatively considerable impacts to historical resources.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	SUM
3.4-6: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on archaeological resources.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.4 Cultural and Tribal Resources (cont.)								
3.4-7: Construction of the Proposed Project, in conjunction with construction of other cumulative development, could have the potential to contribute to cumulative impacts on the significance of a Tribal cultural resource, defined in Public Resources Code section 21074.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=
3.4-8: Construction of the Proposed Project, in conjunction with construction of other cumulative projects, could have the potential to contribute to cumulative impacts on human remains including those interred outside of dedicated cemeteries.	LSM	NI	LSM=	LSM=	LSM+	LSM-	LSM=	LSM=
3.5 Energy Demand and Conservation								
There are no significant project or cumulative impacts related to Energy Demand and Conservation.								
3.6 Geology and Soils								
3.6-1: Construction and operation of the Proposed Project could have the potential to result in the substantial erosion or the loss of topsoil.	LSM	NI	LSM=	LSM=	LSM=	LSM=	LSM=	LSM=
3.6-2: Construction of the Proposed Project could have the potential to directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=
3.6-3: Construction and operation of the Proposed Project in conjunction with other cumulative development, could have the potential to result in substantial erosion or loss of topsoil.	LSM	NI	LSM=	LSM=	LSM=	LSM=3	LSM=	LSM=
3.6-4: Construction of the Proposed Project, in conjunction with other cumulative development, could have the potential to contribute to cumulative impacts on paleontological resources.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.7 Greenhouse Gas Emissions								
3.7-1: Construction and operation of the Proposed Project could generate "net new" GHG emissions, either directly or indirectly, that could have a significant impact on the environment.	LSM	NI	LSM-	LSM-	LSM-	LSM+	LSM-	LSM-
3.7-2: Construction and operation of the Proposed Project could be inconsistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs.	LSM	NI	LSM-	LSM-	LSM-	LSM+	LSM-	LSM-
3.8 Hazards and Hazardous Materials								
3.8-4: Construction and operation of 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 and, as a result, could have the potential to create a significant hazard to the public or the environment.	LSM	NI	LSM=	LSM=	LSM=	LSM+	LSM=	LSM=
3.8-5: Construction and operation of the Proposed Project would be located within an airport land use plan area and could result in a safety hazard or excessive noise for people residing or working in the project area or could create a hazard to navigable airspace and/or operations at a public airport.	LSM	NI	LSM=	NI	NI	NI	LSM-	LSM=
3.9 Hydrology and Water Quality								
3.9-1: Construction and operation of the Proposed Project could have the potential to violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality, or conflict with or obstruct implementation of a water quality control plan.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.9 Hydrology and Water Quality (cont.)								
3.9-3: Construction and operation of the Proposed Project could have the potential to substantially alter the existing drainage patterns 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 has the potential to: result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=
3.9-4: Construction and operation of the Proposed Project, in conjunction with other cumulative development within the Dominguez Channel Watershed, could have the potential to cumulatively violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality or conflict with or obstruct implementation of a water quality control plan.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=
3.9-6: Construction and operation of the Proposed Project, in conjunction with other cumulative development in the Dominquez Channel Watershed, could have the potential to cumulatively alter the 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 result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; 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 impede or redirect flow.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM=	LSM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.10 Land Use and Planning								
There are no significant project or cumulative impacts related to Land Use and Planning.								
3.11 Noise								
3.11-1: Construction of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	SUM	NI	SUM-	SUM-	SUM+	SUM-	SUM-	SUM=
3.11-2: Operation of the Proposed Project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	SUM	NI	SUM-	SUM-	SUM+	SUM-	SUM-	SUM-
3.11-3: Construction of the Proposed Project would generate excessive groundborne vibration levels.	SUM	NI	SUM-	SUM-	SUM=	SUM-	SUM=	SUM=
3.11-5: Construction of the Proposed Project, in conjunction with other cumulative development, would result in cumulative temporary increases in ambient noise levels.	SUM	NI	SUM-	SUM-	SUM+	SUM-	SUM-	SUM=
3.11-6: Operation of the Proposed Project, in conjunction with other cumulative development, would result in cumulative permanent increases in ambient noise levels.	SUM	NI	SUM-	SUM-	SUM+	SUM-	SUM-	SUM-
3.11-7: Construction of the Proposed Project, in conjunction with other cumulative development, would generate excessive groundborne vibration.	LSM	NI	LSM-	LSM-	LSM=	LSM-	SUM=	SUM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.12 Population, Employment and Housing								
There are no significant project or cumulative impacts related to Population, Employment and Housing.								
3.13 Public Services								
There are no significant project or cumulative impacts related to Public Services.								
3.14 Transportation and Circulation								
3.14-1: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under Adjusted Baseline conditions.	SUM	NI	NI-	SUM-	SUM-	SUM-	SUM=	SUM=
3.14-2: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=	SUM-	SUM-	SUM=	SUM=
3.14-3: Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=	SUM=/-	SUM-	SUM=	SUM=
3.14-4: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	SUM	NI	NI-	SUM=/-/+	SUM-	SUM-	SUM-	SUM-
3.14-5: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=/+	SUM=/-	SUM-	SUM-	SUM-
3.14-6: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=/+	SUM=/-	SUM-	SUM-	SUM-
3.14-8: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=	SUM-	SUM=	SUM=	SUM=
3.14-9: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=	SUM=/-	SUM=	SUM=	SUM=

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.14 Transportation and Circulation (cont.)								
3.14-10: Certain components of the Proposed Project would generate VMT in excess of applicable thresholds.	SUM	NI	SUM-	SUM-	SUM-	SUM-/+	SUM-	SUM-
3.14-11: Operation of the Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM=	SUM=	SUM=	SUM=	SUM=
3.14-12: The Proposed Project could have the potential to adversely affect existing or planned bicycle facilities; or fail to adequately provide for access by bicycle.	LS	NI	LS=	LS-	SU+	SU+	LS=	LS=
3.14-13: The Proposed Project could have the potential to adversely affect existing or planned pedestrian facilities, or fail to adequately provide for access by pedestrians.	LSM	NI	LSM=/-	LSM-	LSM=	LSM-	LS-	LSM=
3.14-14: The Proposed Project could have the potential to result in inadequate emergency access under Adjusted Baseline conditions.	LSM	NI	LSM=/-	LSM-	LS-	LS-	LSM=	LSM=
3.14-15: The Proposed Project would substantially affect circulation for a substantial duration during construction under Adjusted Baseline conditions.	SUM	NI	SUM=	SUM=	SUM=	SUM-	SUM=	SUM-
3.14-16: Operation of the Proposed Project ancillary land uses would cause significant impacts at intersections under cumulative conditions.	SUM	NI	NI-	SUM-	SUM-	SUM-	SUM=	SUM=
3.14-17: Daytime events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	SUM	NI	SUM=/-	SUM=	SUM-	SUM-	SUM=	SUM=
3.14-18: Major events at the Proposed Project Arena would cause significant impacts at intersections under cumulative conditions.	SUM	NI	SUM=/-	SUM=	SUM=/-	SUM-	SUM=	SUM=
3.14-19: Operation of the Proposed Project ancillary land uses would cause significant impacts on neighborhood streets under cumulative conditions.	SUM	NI	NI-	SUM=/-/+	SUM-	SUM-	SUM-	SUM-

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.14 Transportation and Circulation (cont.)								
3.14-20: Daytime events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	SUM	NI	SUM=/-	SUM=/+	SUM-	SUM-	SUM-	SUM-
3.14-21: Major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under cumulative conditions.	SUM	NI	SUM=/-	SUM=/+	SUM=/-	SUM-	SUM-	SUM-
3.14-23: Daytime events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	SUM	NI	SUM=/-	SUM=	SUM-	SUM=	SUM=	SUM=
3.14-24: Major events at the Proposed Project Arena would cause significant impacts on freeway facilities under cumulative conditions.	SUM	NI	SUM=/-	SUM=	SUM=/-	SUM=	SUM=	SUM=
3.14-25: The Proposed Project would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	SUM	NI	SUM=/-	SUM=	SUM=	SUM=	SUM=	SUM=
3.14-26: The Proposed Project could have the potential to result in inadequate emergency access under cumulative conditions.	LSM	NI	LSM=/-	LSM-	LS-	LS-	LSM=	LSM=
3.14-27: The Proposed Project would substantially affect circulation for a substantial duration of construction under cumulative conditions.	SUM	NI	SUM=	SUM=	SUM=	SUM-	SUM=	SUM-
3.14-28: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-
3.14-29: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.14 Transportation and Circulation (cont.)								
3.14-30: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-
3.14-31: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under Adjusted Baseline conditions.	SUM	NI	SUM=/-	SUM-	LS-	LS-	SUM-	SUM-
3.14-32: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under Adjusted Baseline conditions.	SUM	NI	SUM=	SUM=	SUM-	SUM-	SUM-	SUM-
3.14-33: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts at intersections under cumulative conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-
3.14-34: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would cause significant impacts on freeway facilities under cumulative conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-
3.14-35: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would adversely affect public transit operations or fail to adequately provide access to transit under cumulative conditions.	SUM	NI	SUM=/-	SUM-	SUM-	SUM-	SUM-	SUM-
3.14-36: Major events at the Proposed Project, when operating concurrently with major events at The Forum and/or the NFL Stadium, would result in inadequate emergency access under cumulative conditions.	SUM	NI	SUM=/-	SUM-	LS-	LS-	SUM-	SUM-

TABLE 6-2
PROJECT ALTERNATIVES SIGNIFICANT IMPACT COMPARISON

Impact	Proposed Project	Alternative 1: No Project	Alternative 2: Reduced Project Size Alternative	Alternative 3: City Services Center Alternative Site	Alternative 4: Baldwin Hills Alternative Site	Alternative 5: The District at South Bay Alternative Site	Alternative 6: HPSP Alternative Site	Alternative 7: The Forum Alternative Site
3.14 Transportation and Circulation (cont.)								
3.14-37: The Proposed Project would substantially affect circulation for a substantial duration during construction during major events at The Forum and/or the NFL Stadium under cumulative conditions.	SUM	NI	SUM=	SUM=	SUM-	SUM-	SUM-	SUM-
3.15 Utilities and Service Systems								
3.15-9: Construction and operation of the Proposed Project could have the potential to require or result in the relocation or construction of new or expanded storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM-	LSM=
3.15-10: Construction and operation of the Proposed Project, in conjunction with other cumulative development, could have the potential to result in the relocation or construction of new storm water drainage facilities or expansion of existing facilities, the construction or relocation of which could have the potential to cause significant environmental effects.	LSM	NI	LSM=	LSM=	LSM=	LSM-	LSM-	LSM=

NOTES:
NI – No Impact
LS – Less than significant
LSM – Less than significant after application of feasible mitigation measure(s).
SU – Significant and unavoidable and no feasible mitigation is identified

SUM – Significant and unavoidable after application of available mitigation measure(s).
- : Impact is less severe than under the Proposed Project
= : Impact is the same as under, or similar to, the Proposed Project
+ : Impact is more severe than under the Proposed Project

CHAPTER 7
List of Preparers and Persons Consulted

7.1 Report Authors

Lead Agency

The City of Inglewood is the CEQA lead agency for preparation of this Environmental Impact Report (EIR).

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Christopher E. Jackson, Sr.: Director, Economic and Community Development Department

Peter Puglese, P.E. T.E.: Principal City Traffic Engineer

Mindy Wilcox, AICP: Planning Division, Planning Manager

Fred Jackson: Planning Division, Senior Planner

Public Works Department

Barmeshwar Rai, P.E.: Principal Water Resources Engineer

Victor Nunez: Transportation Operations Manager

Parks, Recreation, and Community Services Department

Sabrina Barnes: Director

Inglewood Police Department

Mark Fronterotta: Chief of Police

Parking and Enterprise Services

Mario Inga: Parking and Enterprise Services Manager

Environmental Science Associates (ESA)

The following ESA staff contributed to the preparation of the EIR.

Brian D. Boxer, AICP: M.P.A.-U.R.P. Public Affairs and Urban and Regional Planning, B.A. History. 37 years' experience. Project Director. Responsible for oversight of EIR preparation, providing overall technical approach and strategy in the EIR, client and agency coordination, and QA/QC of all work products.

Christina Erwin: B.S. Environmental Policy Analysis and Planning. 19 years' experience. Project Manager. Responsible for EIR preparation, day-to-day project management, oversight of subconsultants, and QA/QC for all work products. Also responsible for the preparation of the Project Description of the EIR.

Addie Farrell: B.A. Natural Resource and Environmental Geography. 15 years' experience. Deputy Project Manager. Responsible for EIR preparation, day-to-day project management, oversight of subconsultants, and QA/QC for all work products.

Greg Ainsworth: M.C.R.P. Environmental Planning, B.S. Environmental Horticulture Science. 17 years' experience. Responsible for QA/QC of the Biological Resources section of the EIR.

Brian Allee: B.S. City and Regional Planning. 14 years' experience. Responsible for the Land Use and Planning and Public Services sections of the EIR.

Blake Barroso: M.S. Civil Engineering, B.S. Environmental Science. 2 years' experience. Responsible for preparation of the health risk modeling and support of the Air Quality section of the EIR.

David Beauchamp: B.A. Environmental Studies, focus on water resources. 14 years' experience. Responsible for Water Supply and Wastewater portion of the Utilities/Service Systems section of the EIR.

Alyssa Bell: Ph.D. Vertebrate Paleontology, M.S. Environmental Microbiology, B.A. Ecology and Systematics. 10 years' experience. Responsible for the Paleontology portion of the Geology and Soils section of the EIR.

Sean Burlingame: B.S. Aviation Management. 11 years' experience. Responsible for aircraft discussions within the Hazards and Hazardous Materials section of the EIR.

Joza Burnam: B.S. Environmental Science. 12 years' experience. Responsible for air quality modeling.

Jeff Caton: B.S. Environmental Engineering. 30 years' experience. Responsible for the Greenhouse Gas Emissions section of the EIR.

Olivia Chan: M.A. Urban and Regional Planning, B.A. Environmental Analysis and Design. 9 years' experience. Responsible for the Air Quality, Energy Demand and Conservation, and Greenhouse Gas Emissions sections of the EIR.

Alta Cunningham: M.A. Historic Preservation, B.A. History. 18 years' experience. Responsible for assisting the project management team and consistency review of the EIR.

Doug DiCarlo: M.B.A., B.S. Airway Science Management. 24 years' experience. Responsible for aviation hazards and associated QA/QC within the Hazards and Hazardous Materials section of the EIR.

Sara Dietler: B.A. Anthropology. 20 years' experience. Responsible for the Archaeology and Tribal Cultural Resources portions of the Cultural Resources section of the EIR, and corresponding technical report.

Janelle Firoozi: M.C.P. Master of City Planning, B.A. Environmental Studies. 5 years' experience. Responsible for the Hydrology and Water Quality, Population, Employment, and Housing, and the Wastewater analysis in the Utilities and Service Systems sections of the EIR.

Amber Grady: M.A. Historic Preservation, B.A. Interior Design. 16 years' experience. Responsible for the Architectural History portion of the Cultural Resources section of the EIR, and corresponding technical report.

Justin Hall: B.A. Environmental Science & Policy, B.A. Environmental Geography. 3 years' experience. Responsible for the preparation of the Introduction, Introduction to the Analysis, and List of Preparers and Persons Consulted sections of the EIR. Also responsible for assisting the project management team throughout the duration of the EIR process and for assisting with the preparation of the administrative record.

Elbert Hsiung: M.P.H, Public Health – Environmental Health Sciences, B.S. Ecology. 2 years' experience. Responsible for air quality and greenhouse gas emissions modeling and support of the Air Quality and Greenhouse Gas Emissions sections of the EIR.

Christopher Jones: J.D., B.A. Sociology. 2 years' experience. Responsible for the aviation hazards portion of the Hazards and Hazardous Materials section of the EIR.

Karen Lancelle: M.L.I.S., B.A. Geology. 6 years' experience. Responsible for the preparation of the administrative record.

May Lau: B.S. Environmental Science. 14 years' experience. Responsible for the preparation of the Biological Resources section of the EIR.

Joel Miller: B.A. Communications. 20 years' experience. Responsible for word processing, copy editing, and preproduction of the EIR.

Leslie Moulton-Post: B.A. Human Biology (Environmental Planning and Marine/Estuarine Science Emphasis). Over 30 years' experience. Responsible for Water Supply portion of Utilities section.

Kristine Olsen: A.S. Natural Science. 18 years' experience. Responsible for managing, coordinating, and ensuring word processing and publication quality control for all elements of document production for the EIR.

Eryn Pimentel: GISP. B.A. Geography, B.A. Art. 11 years' experience. Responsible for GIS analysis and mapping for the EIR.

Anitra Rice: M.A. Urban and Environmental Policy, B.A. Environmental Analysis & Design. 17 years' experience. Responsible for management of the Air Quality, Energy Demand and Conservation, Greenhouse Gas Emissions, and Noise and Vibration sections of the EIR.

Heidi Rous: B.S. Physics. 28 years' experience. Responsible for direction and QA/QC of the Air Quality, Energy Demand and Conservation, Greenhouse Gas Emissions, and Noise and Vibration sections of the EIR.

Alan Sako: B.S. Atmospheric, Oceanic & Environmental Science. 16 years' experience. Responsible for the Air Quality, Energy Demand and Conservation, and Greenhouse Gas Emissions sections of the EIR.

Lily Sam: B.S. Biology. 8 years' experience. Responsible for the preparation of the Biological Resources section of the EIR.

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Susumu Shirayama: B.S. Aerospace Studies. 17 years' experience. Responsible for the amplified noise analysis in the Noise and Vibration section of the EIR.

Steve Smith: M.A. History, B.A. History. 19 years' experience. Responsible for preparation of the Aesthetics section of the EIR.

James Songco: B.F.A. Graphic Design, A.A. Studio Art. 19 years' experience. Responsible for the graphics/figures for the EIR.

Paul Stephenson: Master of Planning, B.S. Environmental Policy Analysis and Planning. 15 years' experience. Responsible for the Project Variants and Project Alternatives sections of the EIR.

Michael Stewart: B.S. Chemical Engineering. 6 years' experience. Responsible for health impact assessment.

Monica Strauss: M.A. Archaeology, B.A. Anthropology, A.A. Humanities. 19 years' experience. Responsible for QA/QC of the Cultural and Tribal Cultural Resources sections of the EIR.

Tina Su: Ph.D. Civil Engineering, B.S. Water Supply and Sewerage Engineering. 12 years' experience. Responsible for health impact assessment.

Jon Teofilo: B.S. Environmental Studies. 5 years' experience. Responsible for the Other CEQA Required Considerations section of the EIR.

Joseph Willenborg: B.A. Chemistry. Responsible for the preparation of Air Quality, Energy Demand and Conservation, and Greenhouse Gas Emission sections of the EIR.

Tim Witwer: B.A. Environmental Studies. 5 years' experience. Responsible for preparation of the Energy Demand and Conservation section of the EIR.

Other Consultants

The following other consultants contributed to the preparation of the EIR.

ALH Urban and Regional Economics

Amy L. Herman: M.C.P. Community Planning, B.A, Urban Policy Studies. 37 years' experience in urban economic and real estate analysis. Responsible for writing the Displacement Study Appendix of the EIR

BlueScape Environmental

James A. Westbrook, CCM, CPP: M.S. Environmental Science, B.S. Atmospheric Sciences. 30 years' experience. Project Manager responsible for preparation of the CMAQ Photochemical Modeling Study to Support a Health Impact Analysis technical report for the EIR.

James Wilkinson: Ph.D. Engineering and Public Policy, Ph.D. and M.S. Environmental Engineering. B.S. Petroleum Engineering. 30 years' experience. Responsible for report development and peer review of the CMAQ Photochemical Modeling Study to Support a Health Impact Analysis technical report for the EIR.

EnviroModeling

Francisco Matamala: Civil Engineering in Computer Science Degree. 24 years' experience. Responsible for completing the ozone/PM2.5 photochemical modeling work and report for the CMAQ Photochemical Modeling Study to Support a Health Impact Analysis technical report for the EIR.

Fehr & Peers

Netai Basu: M. Urban and Regional Planning, B.A. History. 25 years' experience. Project Manager. Responsible for day-to-day project management, QA/QC of inputs and findings of the Transportation section of the EIR, and coordination with EIR team and City.

John Gard: M.S. Civil and Environmental Engineering, B.S. Applied Mathematics. 25 years' experience. Responsible for review of documents and QA/QC of inputs and findings, and writing the Transportation section of the EIR.

Tom Gaul: B.S. Civil Engineering. 35 years' experience. Principal-in-Charge. Responsible for overall quality and administration of Transportation section of the EIR, including review of documents and QA/QC of inputs and findings.

Jeremiah LaRose: M. Urban and Regional Planning, B.A. Music. 5 years' experience. Lead planner for traffic simulation portion of the transportation analysis.

Mike Samuelson: M. Urban and Regional Planning, B.A. Geography. 5 years' experience. Responsible for internal team coordination, development of project transportation characteristics, and is the lead planner on transportation analysis.

G Anderson Associates

Gordon Anderson: M.B.A. 40+ years' experience. City management consultant. Responsible for representing the City of Inglewood; coordinating with and facilitating the efforts of various consultants, attorneys, City staff and the project applicant to ensure continued processing of the environmental impact report.

Lighting Alliance Design

Matthew Bates: B.A. Interior Architectural Design. 8 years' experience. Responsible for the preparation of the lighting analysis and survey. Also responsible for the oversight of the photometric site analysis along with brightness analysis of the facades and digital media.

Stone Planning LLC

David Stone: BS Accounting, MBA Finance, Economics, and Strategic Decision Making. 20 years' experience in the entertainment facilities and events industry. Responsible for market analyses related to the share of new and transferred events at the IBEC.

Todd Groundwater

Isis Priestaf, PhD: Ph.D. Geography. President, Todd Groundwater, 35 years' experience. Responsible for oversight of Water Supply Assessment.

Maureen Reilly, PE: M.S. Environmental Engineering. Senior Engineer, Todd Groundwater, 16 years' experience. Responsible for Water Supply Assessment.

Brent Johnson, PG: M.S. Geology. Associate Geologist, Todd Groundwater, 6 years' experience. Responsible for Water Supply Assessment data collection, analysis, and synthesis.

Trifiletti Consulting Inc.

Lisa Trifiletti: Esq. Principal, Trifiletti Consulting, 25 years' experience. Responsible for stakeholder and agency coordination.

Omar Pulido: Senior Project Director, Trifiletti Consulting, 8 years' experience. Agency coordination support.

Perla Solis: Planning Associate, Trifiletti Consulting, 5 years' experience. Agency coordination support.

Catherine Aguilar: Environmental Policy & Planning Associate, 1 year of experience. Agency coordination support.

7.2 Persons Consulted

California Department of Transportation (Caltrans)

Miya Edmonson: Caltrans District 7, Office of Regional Planning IGR/CEQA Branch Chief

City of Gardena – GTrans

Ernie Crespo: General Manager/Transit Director

City of Hawthorne

Alan Leung: Director of Public Works/City Engineer

City of Los Angeles, Department of Transportation (LADOT)

Sean Haeri: LADOT Division Manager, Transportation Planning & Land Use Review West LA/Coastal

City of Redondo Beach – Beach Cities Transit

Joyce Rooney: Transit Operations & Transportation Facilities Manager

City of Santa Monica – Big Blue Bus

Timothy McCormick: Manager of Performance and Planning

Consolidated Disposal Services

Chris Coyle: Sunshine Canyon Landfill

Culver CityBus

Diana Chang: Transportation Planning Manager

Golden State Water Company

Robert Hanford: Water Supply Assessment Review

Nicole Blackburn: Water Supply Assessment Review

Inglewood Unified School District

Yadallitle Preciado: ADA Attendance Clerk

Long Beach Transit

Burner Lee: Executive Director/VP of Service Delivery & Planning

Los Angeles County, Department of Public Works

Kent Tsujii: Associate Civil Engineer

Los Angeles County, Department of Regional Planning, Airport Land Use Commission

Bruce Durbin: Supervising Regional Planner

Alyson Stewart: Senior Regional Planner

Los Angeles County Metropolitan Transportation Authority (LA Metro)

Scott Greene: Transportation Planning Manager, Service Planning & Scheduling Department

Scott Page: Senior Director of Service Performance and Analysis

Los Angeles County Fire Department

Michael Y. Takeshita: Acting Chief, Forestry Division, Prevention Services Bureau

Lorraine Buck: Supervising Planning Analyst, Planning Division

Los Angeles County Sanitation Districts

Naoko Munakata: Planner

Los Angeles World Airports

Pat Tomchek: Senior Transportation Engineer

South Coast Air Quality Management District (SCAQMD)

Sang-Mi Lee, PhD: Program Supervisor, Air Quality Modeling

Lijin Sun, J.D.: Program Supervisor, CEQA IGR

Torrance Transit

Kim Turner: Transit Director

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