

## **Inglewood Basketball and Entertainment Center**



# Caltrans – City of Inglewood Coordination Meeting

## AGENDA:

### **1. Project Overview**

- Project Location
- Existing Conditions
- Project Elements

### **2. Project Assumptions and Methodology**

- NOP Caltrans comments
- Thresholds of significance

### **3. DEIR Analysis and Proposed Mitigations**

### **4. Next Steps and Timeline**

# Inglewood Basketball & Entertainment Center (IBEC)

## Project Location



### Background

- Beginning in the mid 80s, the FAA issued noise grants to the City of Inglewood as part of the **LAX Noise Control/Land Use Compatibility Program**
- Goal of Program
  - Disposing and recycling incompatible land uses with the noise levels of airport operations
- FAA and the City of Inglewood approved acquisition of Project site parcels

### Existing Uses

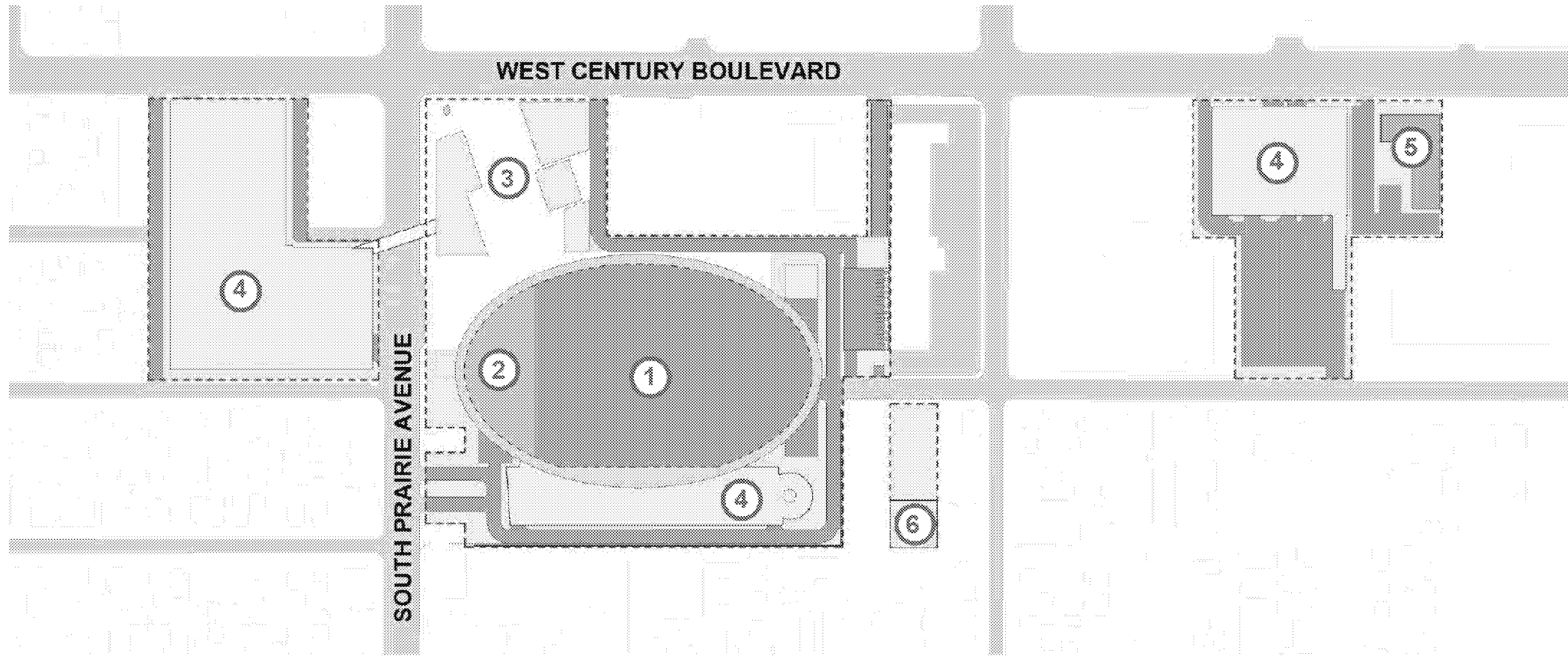
- All but 6 of the parcels that make up the Project are currently vacant and underdeveloped
- Vacant Parcels
  - Total approx. 23 acres; > 85% of Project Site
- Developed Parcels
  - Fast-food restaurant, a hotel, a warehouse, and light manufacturing facilities
  - Groundwater well and related facilities



# Inglewood Basketball & Entertainment Center (IBEC) Site Plan








# Inglewood Basketball & Entertainment Center (IBEC) Project Components



- ① Arena: 18,000 fixed seats, up to 18,500 maximum capacity
- ② Team Office: 71,000 SF  
Practice/Training Facility: 85,000 SF  
Sports Medicine Clinic: 25,000 SF
- ③ Retail / Food & Drink: 48,000 SF  
Flexible Community Space: 15,000 SF
- ④ Parking and Transportation Hub
- ⑤ Hotel: up to 150 rooms
- ⑥ Well Relocation

# IBEC Construction Schedule

Area of Construction	Phase	2020	2021	2022	2023	2024
<b>Arena Site</b>	Demolition, Site Preparation, Drainage/Utilities/Technology, Grading/Evacuation, Foundation/Concrete Pour, Building Construction + Interior Buildout, Paving, Architectural Coatings					
<b>West Parking Garage</b>	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Architectural Coatings					
<b>East Parking and Transportation Hub</b>	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Arch. Coating					
<b>Hotel</b>	Building Construction + Interior Buildout, Paving, and Arc. Coatings.					
<b>Well Relocation Site</b>	Demolition, Site Preparation, Grading/Evacuation, Drainage/Utilities, foundation/concrete pour, Buildout, Paving, Architectural Coatings					

# Inglewood Basketball and Entertainment Center Notice of Preparation (NOP) Comments

## Caltrans NOP Comments

- Formal scoping meeting is necessary
- Show Project trip generation
- Show Project trip distribution/trip assignment
- Analyze operation of freeway segments and ramps in the project vicinity
  - NB/SB I-405 on/off ramps to/from Century Blvd
  - EB/WB I-105 on/off ramps at Crenshaw Blvd
  - EB/WB I-105 on/off ramps at Prairie Ave
  - EB/WB I-105 on/off ramps at Hawthorne Blvd
- Analyze transportation impacts using VMT
- Incorporate multi-modal and complete streets elements that promote alternatives to auto travel and pedestrian safety measures
- Evaluate potential for TDM and ITS strategies as mitigation
- Identify costs for transit and active transportation improvements
- Identify and mitigate safety issues and project effects on all road users and modes
- Encourage lead agency to seek a fair-share contribution for the Project
- Provide information on City's impact fee program or, if none, Caltrans requests to jointly explore establishing a local VMT-based transportation impact fee



# Hollywood Park Specific Plan – Adjusted Baseline



The NFL Stadium and a number of projects in the Hollywood Park Specific Plan area under construction expected to be operational by 2021.

# Hollywood Park Specific Plan

## Hollywood Park Specific Plan Adjusted Baseline Projects

<b>Land Use</b>	<b>Adjusted Baseline Project</b>	<b>Estimated Operational Date<sup>b</sup></b>
<b>Retail and Restaurant</b>	518,077 sf	September 2021
<b>Office</b>	466,000 sf	September 2021
<b>Residential</b>	314 units	May 2021
<b>NFL Stadium</b>	70,240 seats	Summer 2020
<b>Perform. Venue</b>	6,000 seats	Summer 2020
<b>Parking Spaces</b>	9,000 parking spaces	Summer 2020

# Inglewood Basketball and Entertainment Center

## Thresholds – Freeway Facilities

### Thresholds – Freeway Facilities

- 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.

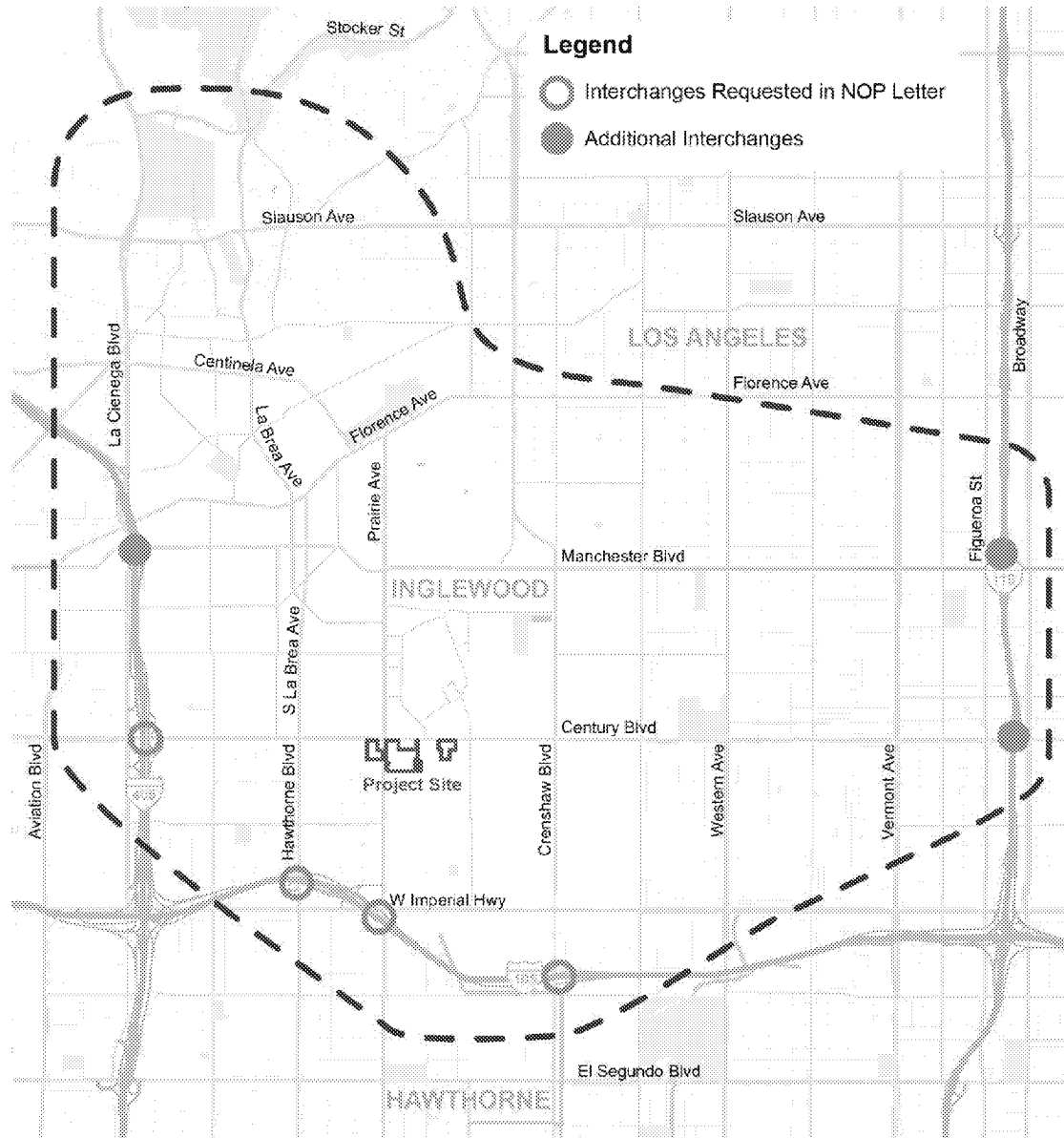
# Inglewood Basketball and Entertainment Center Thresholds – VMT (Regional Impacts)

## Thresholds – VMT (Regional) Impacts

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.

# Inglewood Basketball & Entertainment Center Project Study Area



Study area chosen based on:

- Project's size and expected distribution of trips (derived from big data)
- Directionality/routing of trips
- Susceptibility of being impacted
- Added three interchanges beyond those requested by Caltrans
- VMT analysis covers regional impacts beyond the freeway study area



# IBEC Traffic Study Area



Analysis of 53 distinct ramps, weave sections, and mainline sections on:

- I-405
- I-105
- I-110

Analysis of 10 freeway off-ramps

# TRAFFIC STUDY KEY ASSUMPTIONS

- Study analyzed 65 different permutations of the type of event and non-event conditions that would occur at the Proposed Project, including 5 existing conditions.
  - Ancillary Uses
  - Daytime Events
  - Major Events
  - Concurrent Events
- Freeway ramps and mainline merge, weave, diverge and basic sections analyzed using HCM 6<sup>th</sup> Edition (latest version)
- Micro-simulation used at majority of off-ramps to estimate 95<sup>th</sup> percentile off-ramp queues (for major events)
- Analysis considered potential for major event trips to queue back into ramp terminal intersection (thereby affecting its operations)

# Inglewood Basketball Entertainment Center (IBEC)

## Anticipated Annual Event Characteristics

### IBEC Events

Event Type	Anticipated Annual Frequency	Maximum Attendance
LA Clippers Home Basketball Game	Up to 5 Preseason Games	18,000
	41 Regular Season Games	18,000
	3 Postseason Games	18,000
Concerts	Up to 5 per year (large)	18,500
	Up to 8 per year (medium)	14,500
	Up to 10 per year (small)	9,500
Family Shows	Approximately 20	8,500
Other Events	Approximately 35	7,500
Corporate/Community Events	Approximately 100	2,000
Plaza Events	Approximately 16	4,000

# Analyzed Concurrent Events at NFL Stadium and The Forum

## NFL Stadium & The Forum Events

Location	Event Type	Anticipated Annual Frequency	Maximum Attendance
NFL Stadium	NFL Football Games (Regular)	16 regular season	70,240
	Midsized Events	Up to 8	25,000
The Forum		Approximately 75	17,500

# IBEC Project Scenarios

## Daytime Event Trip Generation Assumptions

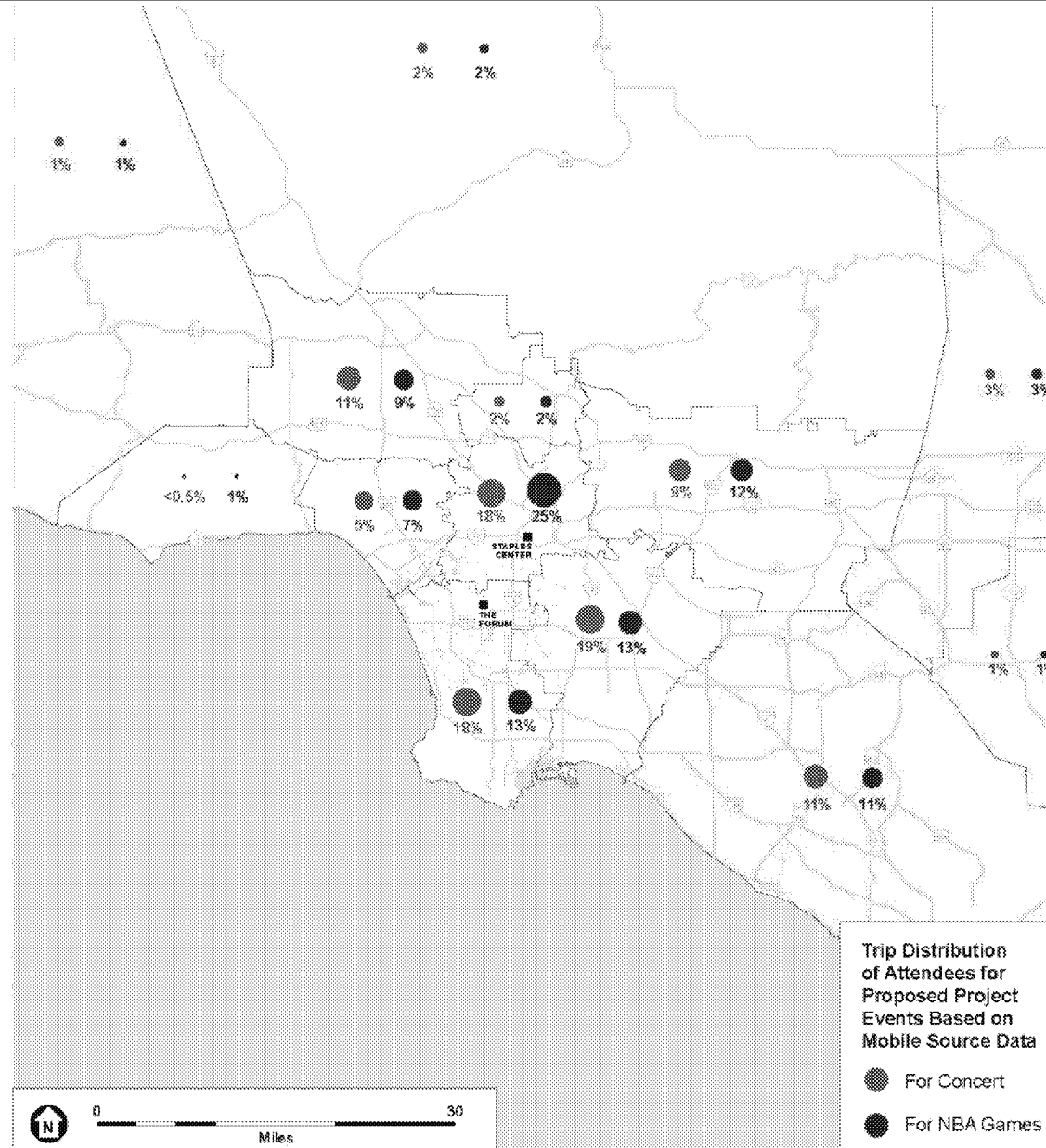
Daytime Event Scenario	Attendees/ Employees	Transit Mode (Attendees/Employees)		TNC Mode Share (Attendees/Employees)				Private Vehicles Mode Share (Attendees/Employees)			
		%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles
Corporate/ Community Event, beginning in weekday AM Peak Hour	2,000/ 25	1%/ 5%	20/ 1	10%/ 2%	200/ 1	2.18/ 1.18	92/ 1	89%/ 93%	1,780/ 23	1.20/ 1.18	1,483/ 19
Other Sporting Event or Gathering, ending in weekday PM Peak Hour	7,500/ 480	1%/ 5%	75/ 24	10%/ 2%	750/ 10	2.18/ 1.18	344/ 8	89%/ 93%	6,675/ 446	2.18/ 1.18	3,062/ 378



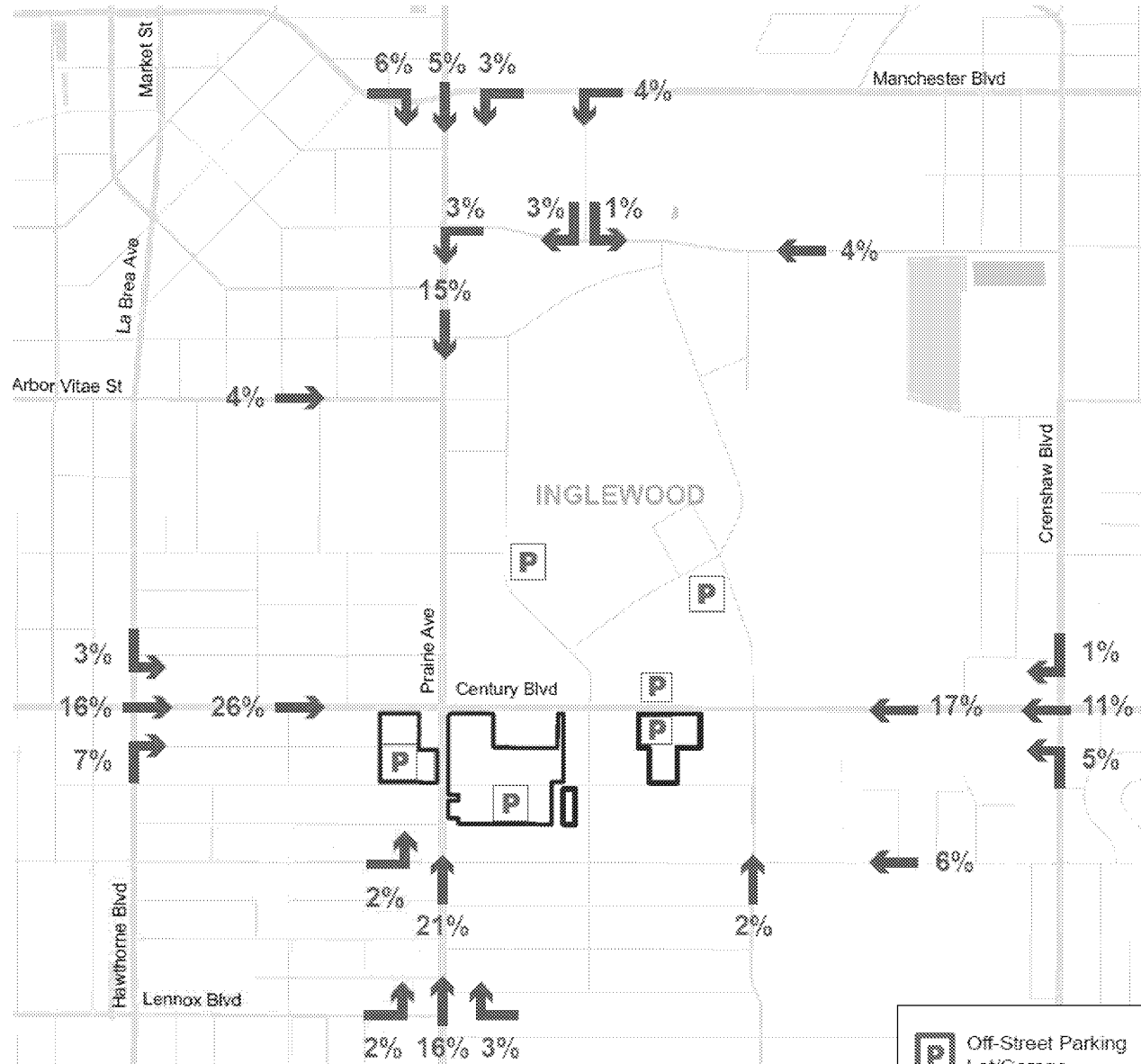
# IBEC Project Scenarios: Evening Trip Generation Assumptions

Evening Event Scenario	Attendees/ Employees	Transit Mode		TNC Mode Share				Private Vehicles Mode Share (Attendees/Employees)			
		%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles
Weekday Pre-Event NBA Game (6:00pm-7:00pm)	18,000/ 1,320	6%/ 5%	1,080/ 66	10%/ 2%	1,800/ 26	2.27/ 1.18	793/ 22	84%/ 93%	15,120/ 1,228	2.27/ 1.18	6,661/ 1,041
Weekend Pre-Event NBA Game (5:00-6:00 pm)	18,000/ 1,320	7%/ 5%	1,260/ 66	10%/ 2%	1,800/ 26	2.27/ 1.18	793/ 22	83%/ 93%	14,940/ 1,228	2.27/ 1.18	6,581/ 1,041
Weekday Post-Event Concert (9:30-10:30 pm)	18,500/ 1,120	5%/ 5%	925/ 56	10%/ 2%	1,850/ 22	2.18/ 1.18	849/ 19	85%/ 93%	15,725/ 1,042	2.18/ 1.18	7,213/ 883

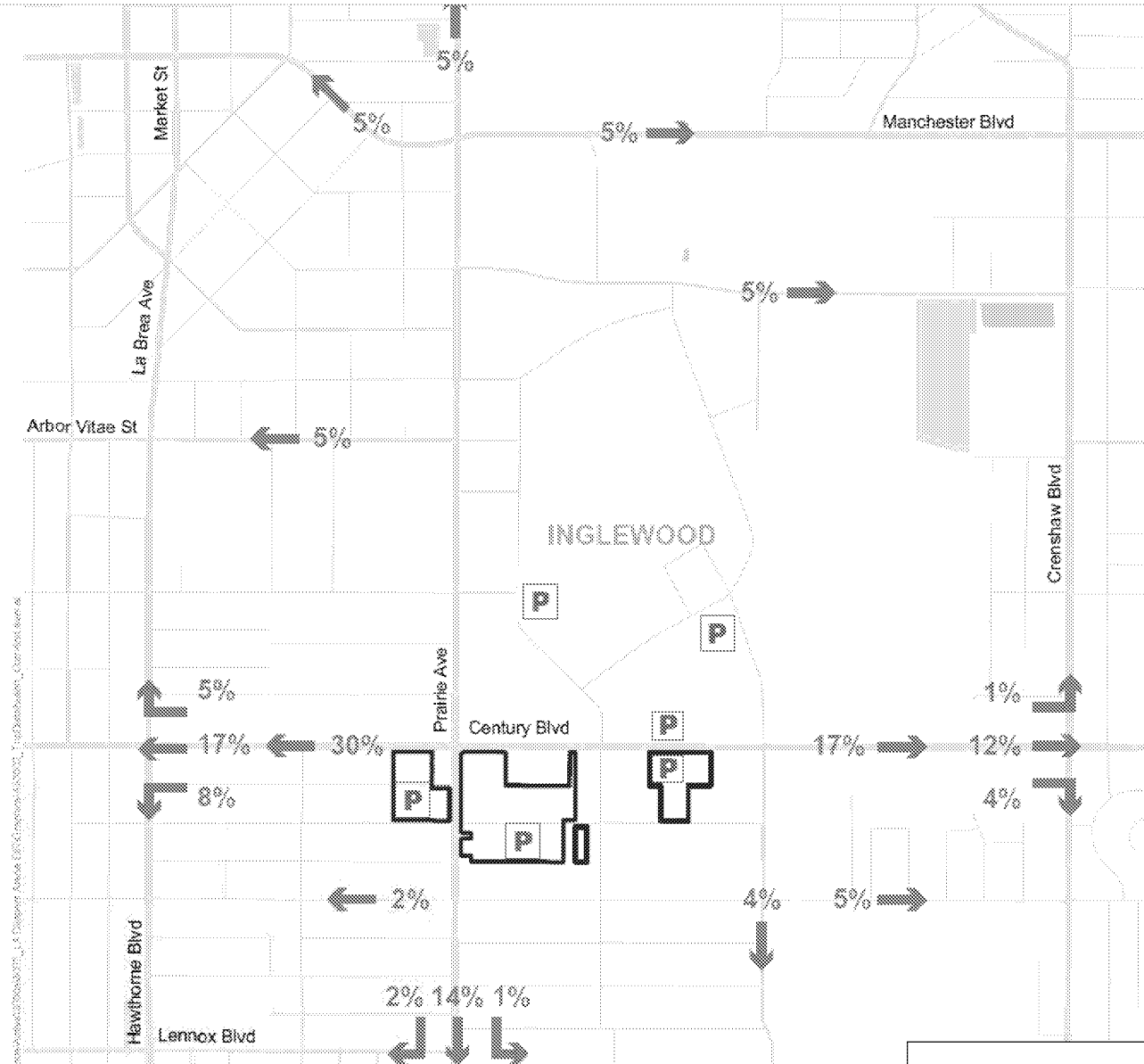
# Spatial Distribution of Major Event Attendees



# Geographic Distribution of Inbound Trips – Major Event



# Geographic Distribution of Outbound Trips – Major Event



# Freeway Impact Analysis – Overview of Impacts

- **Daily impacts of Ancillary uses:** No impacts on freeway components on off-ramps.
- **Daytime events:** 15 freeway components during peak hours on the I-405, I-105, and I-110; 14 freeway components under Cumulative Conditions.
- **Major events:** 6 freeway components on the I-405 and the I-105 and 3 freeway off-ramps; under cumulative conditions 8 freeway components and 3 freeway off-ramps.
- **Concurrent events:** More extensive impacts during weekday pre-event hour than weekday post-event or weekend pre-event; longer queues under project scenarios with 2 additional off-ramps affected.



# FREEWAY IMPACT ANALYSIS – Daytime and Major Events

I-405 Northbound	Component	Impacted Period(s)
Off-Ramp at Imperial Highway	Diverge	<b>Weekday AM Peak</b>
C/D Off-Ramp	Diverge	
C/D Off-Ramp to Imperial Highway On-Ramp	Basic	
Imperial Highway EB On-Ramp	Merge	
Imperial Highway WB On-Ramp	Merge	
Century Blvd Off-Ramp	Diverge	
Century Blvd Off-Ramp to Century Blvd On-Ramp	Basic	
Century Blvd On-Ramp	Merge	
Century Blvd WB On-Ramp to I-405 Mainline C/D Off-ramp	Weave	
I-405 Mainline C/D On-Ramp	Merge	<b>Weekday PM Peak Weekday Post-Event</b>
I-405 Mainline C/D On-Ramp to Manchester Blvd.	Basic	
Manchester Blvd. On-Ramp to La Tijera Blvd Off-Ramp	Weave	<b>Weekday PM Peak</b>

I-405 Southbound	Component	Impacted Period(s)
La Tijera Blvd On-Ramp to Florence Ave Off-Ramp	Weave	<b>Weekday AM Peak Weekday Pre-Event Weekend Pre-Event</b>
Florence Ave Off-Ramp to La Cienega Blvd On-Ramp	Basic	<b>Weekday AM Peak Weekday Pre-Event Weekend Pre-Event</b>
La Cienega Blvd On-Ramp to C/D Off-Ramp	Weave	<b>Weekday AM Peak Weekday Pre-Event Weekend Pre-Event</b>
La Cienega Blvd Off-Ramp (n/o Century Blvd.)	Diverge	
La Cienega Blvd Off-Ramp to On-Ramp (n/o Century Blvd)	Basic	
La Cienega Blvd On-Ramp (n/o Century Blvd) to La Cienega Blvd Off-Ramp (s/o Century Blvd)	Weave	
La Cienega Blvd On-Ramp (s/o Century Blvd) to La Cienega Blvd Off-Ramp (n/o Imperial Hwy)	Weave	
La Cienega Blvd Off-Ramp (n/o Imperial Hwy) to I-405 Mainline C/D On-Ramp	Basic	
I-405 Mainline C/D On-Ramp	Merge	<b>Weekday PM Peak</b>
La Cienega Blvd On-Ramp (n/o Imperial Hwy)	Merge	<b>Weekday PM Peak</b>
La Cienega Blvd s/o Imperial Hwy (On-ramp)	Merge	<b>Weekday PM Peak</b>

# FREEWAY IMPACT ANALYSIS – Daytime and Major Events

I-105 Eastbound	Component	Impacted Period(s)
I 405 SB On-Ramp	Merge	<b>Weekday Pre-Event</b>
Prairie Ave Off-Ramp	Diverge	
Prairie Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	
Imperial Hwy On-Ramp to 120th St Off-Ramp	Weave	<b>Weekday PM Peak Weekday Pre-Event Weekday Post-Event Weekend Pre-Event</b>
120th St Off-Ramp to 120th St On-Ramp	Basic	<b>Weekday PM Peak Weekend Pre-Event</b>
120th St On-Ramp	Merge	<b>Weekday PM Peak</b>
NB Crenshaw Blvd On-Ramp	Merge	<b>Weekday PM Peak</b>
Between Van Ness Ave and Normandie Ave Overcrossings	Basic	<b>Weekday PM Peak</b>

I-105 Westbound	Component	Impacted Period(s)
Vermont Ave On-Ramp	Weave	<b>Weekday AM Peak</b>
Between Normandie Ave and Van Ness Ave Overcrossings	Basic	<b>Weekday AM Peak</b>
Crenshaw Blvd Off-Ramp	Weave	<b>Weekday AM Peak</b>
Crenshaw Blvd Off-Ramp to Crenshaw Blvd Loop On-Ramp	Diverge	<b>Weekday AM Peak</b>
Crenshaw Blvd NB Loop On-Ramp	Basic	<b>Weekday AM Peak</b>
SB Crenshaw Blvd On-Ramp	Weave	<b>Weekday AM Peak</b>
Prairie/Hawthorne Ave Off-Ramp	Weave	
Prairie/Hawthorne Ave Off-Ramp to Imperial Hwy On-Ramp	Basic	
Imperial Hwy On-Ramp to I 405 Off-Ramp	Merge	<b>Weekday AM Peak Weekday PM Peak Weekday Pre-Event Weekday Post-Event Weekend Pre-Event</b>

# FREEWAY IMPACT ANALYSIS – Daytime and Major Events

I-110 Northbound	Component	Impacted Period(s)
I 105 On-Ramp	Merge	
101st St On-Ramp to n/o Century Blvd On-Ramp	Basic	
Century Blvd On-Ramp to Manchester Blvd Off-Ramp	Weave	
Manchester Blvd Off-Ramp to EB Manchester Blvd On-Ramp	Basic	<b>Weekday PM Peak</b>
EB Manchester Blvd On-Ramp	Merge	<b>Weekday PM Peak</b>
WB Manchester Blvd On-Ramp to 76th St Off-Ramp	Weave	

I-110 Southbound	Component	Impacted Period(s)
76th St On-Ramp to Manchester Blvd Off-Ramp	Weave	<b>Weekday PM Peak</b>
Manchester Blvd Off-Ramp to WB Manchester Blvd On-Ramp	Basic	<b>Weekday PM Peak</b>
WB Manchester Blvd On-Ramp	Merge	
EB Manchester Blvd On-Ramp	Merge	
Century Blvd Off-Ramp	Diverge	
Century Blvd Off-Ramp to Imperial Hwy Off-Ramp	Basic	
Imperial Hwy Off-Ramp	Diverge	

# FREEWAY RAMP IMPACT ANALYSIS –Major Events

Ramps	Impacted Period(s)
I-405 SB Off-Ramp at La Cienega Blvd (north of Century Boulevard)	
I-405 NB Off-Ramp at Century Boulevard	<b>Weekday Pre-Event</b>
I-405 SB Off-Ramp at La Cienega Blvd (south of Century Boulevard)	<b>Weekday Pre-Event</b> <b>Weekend Pre-Event</b>
I-105 WB Off-Ramp at Hawthorne Boulevard	
I-105 EB/WB Off-Ramp at Prairie Avenue	
I-105 WB Off-Ramp at Crenshaw Avenue	<b>Weekday Pre-Event</b> <b>Weekend Pre-Event</b>
I-105 EB Off-Ramp at 120th St	
I-110 SB Off-Ramp at Century Boulevard	
I-110 SB Off-Ramp at Manchester Boulevard	
I-110 NB Off-Ramp at Manchester Boulevard	

# TRANSPORTATION MITIGATION STRATEGY

## IBEC TDM Program

- Encourage alternative modes – Discounted event tickets if ride transit, giveaways/rewards/gamification, employee transit & vanpool subsidies, marketing
- Event-Day dedicated shuttle services – Shuttles to Green & Crenshaw LRT
- Encourage carpools & zero-emission vehicles – Preferential parking, reduced parking costs, EV parking spaces
- Encourage active transportation – Bicycle parking in excess of code, bike valet if needed, showers & lockers for employees
- Employee vanpool program
- Park-n-ride program – Regional park-n-ride program using charter coaches
- Information services – Real-time data, website/social media, etc.
- Reduce on-site parking demand – Coach bus/minibus/microtransit parking areas, TNC staging areas
- Event-day local microtransit service
- Performance standards & monitoring

## IBEC TMP

- Active event traffic management (local CMS, TCOs, etc.) in immediate vicinity of IBEC parking areas and at key intersections
- Parking reservation system, smartphone parking app, real-time parking garage occupancy
- Neighborhood traffic management program
- Bicycle parking
- Shuttle bus pull-out along Prairie Avenue
- Management strategies to minimize pre-event TNC drop-off at curb; post-event TNC staging in East Parking Garage
- Truck staging not permitted on Prairie, Century, or residential streets
- Local hospital access plan



# TRANSPORTATION MITIGATION STRATEGY

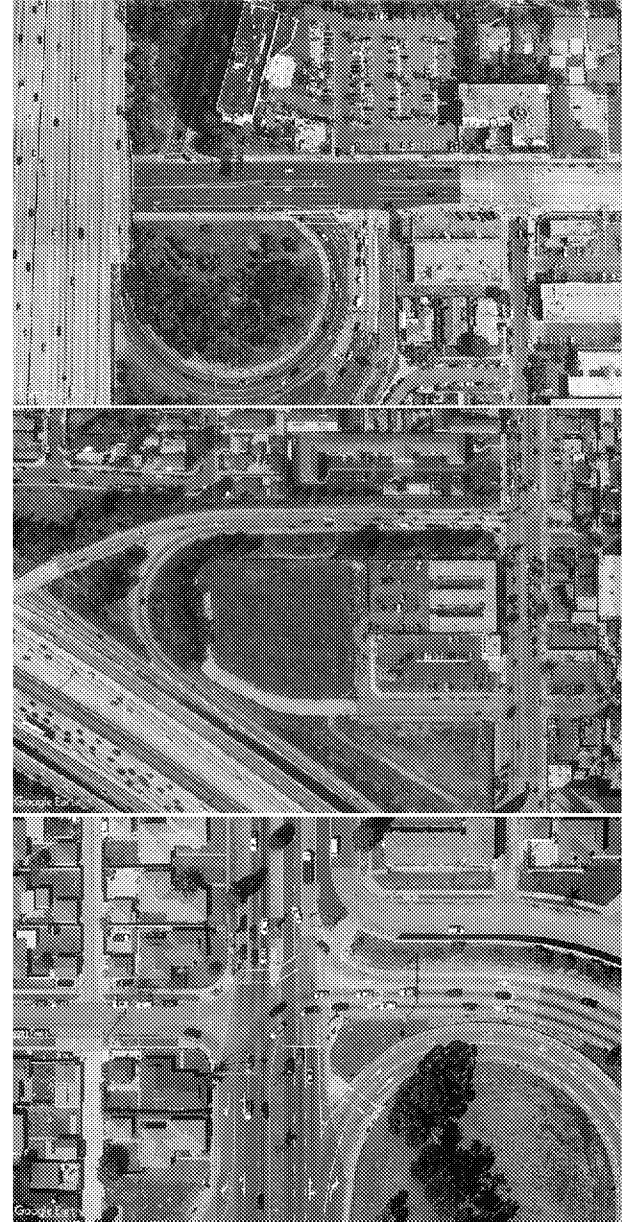
## **Work with Caltrans to Implement the following traffic management system improvements along I-105 Corridor**

- Changeable message signs (CMS) on the eastbound I-105 between the I-405 connector ramp and the eastbound South Prairie Avenue off-ramp
- CMS on the westbound I-105 between Vermont Avenue and the westbound Crenshaw Boulevard off-ramp
- 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 120<sup>th</sup> Street off-ramp to the I-105

# TRAFFIC STUDY ANALYSIS – RAMP MITIGATIONS

## RAMPS

- Century / 405 SB – No physical mitigation
- Century / 405 NB – Restripe I-405 NB off-ramp approach to Century Boulevard to consist of 1 left-turn lane, 1 shared left/right lane, and 1 right-turn lane
- 105 Off-Ramp at Prairie – Widen I-105 off-ramp approach to Prairie Avenue to consist of 2 left-turn lanes, 1 shared left/through/right lane, and 1 right-turn lane
- 105 WB Off-Ramp at Crenshaw – Widen I-105 westbound off-ramp approach to Crenshaw Boulevard to consist of 1 left-turn lane, 1 shared left/through lane, and 2 right-turn lanes



# Inglewood Basketball & Entertainment Center: Timeline

	2018	2019	2020	2021	2022	2023	2024
Outreach & Coordination	[Bar spanning 2018 to early 2024]						
Notice of Preparation	[Bar in early 2018]						
Draft Environmental Impact Report (EIR)	[Bar spanning 2018 to mid-2019]						
Final Environmental Impact Report (EIR)			[Bar in early 2020]				
City Approval Hearing Process			[Bar in early 2020]				
Construction				[Bar spanning 2021 to early 2024]			
Project Anticipated to be Operational							[Bar in early 2024]

