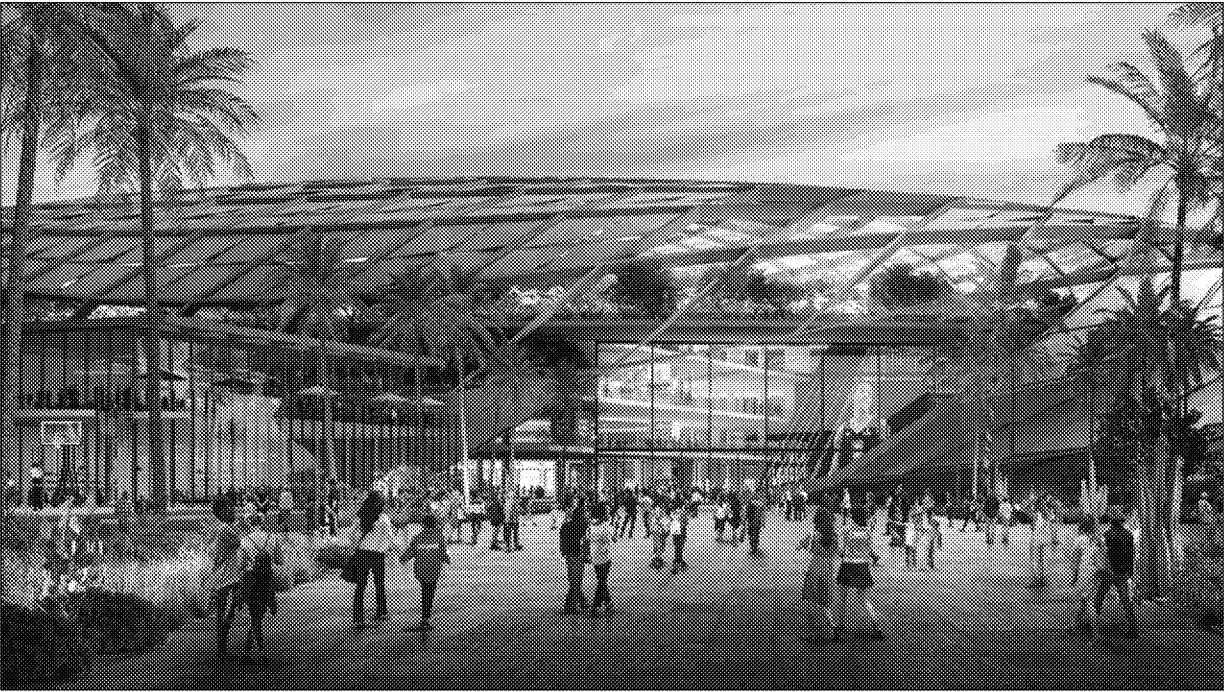




**LA County & City of Inglewood Collaboration Meeting  
Inglewood Basketball and Entertainment Center**

**February 6, 2020**



# LADOT – City of Inglewood Coordination Meeting

## **AGENDA:**

### **1. Project Overview**

- Project Location
- Existing Conditions
- Project Elements

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

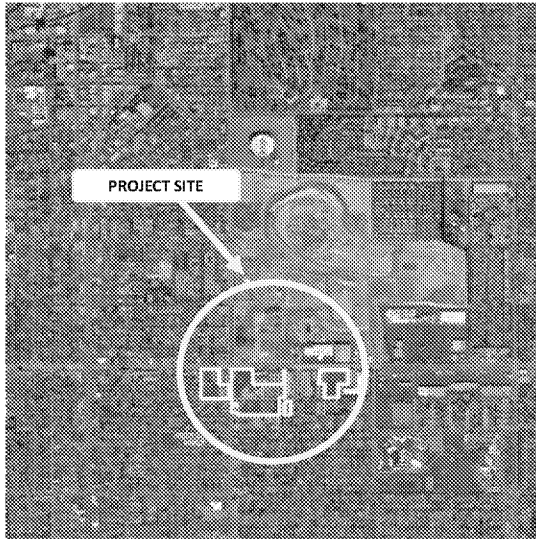
- Thresholds of significance

### **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

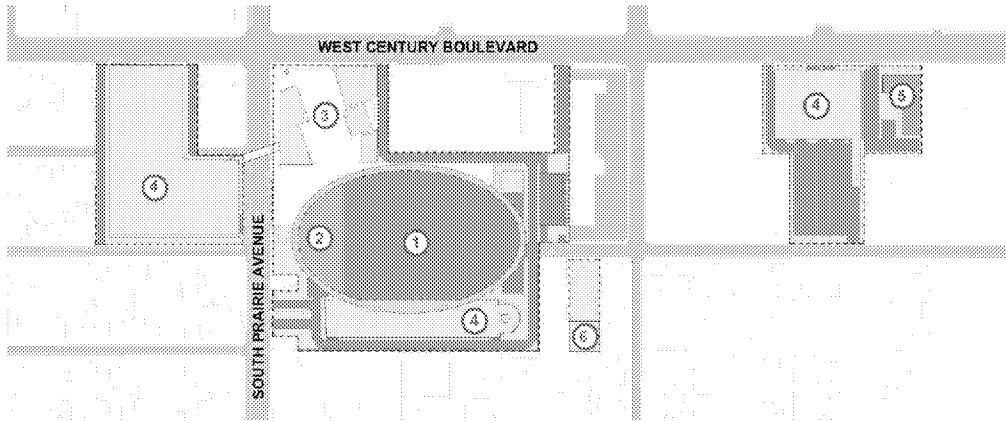
#### Existing Uses

- Total approx. 28 acres
- 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
- 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

Dennis to Provide.

# 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		[Construction bar spanning 2021 to 2023]			
<b>West Parking Garage</b>	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Architectural Coatings		[Construction bar spanning 2021 to 2022]			
<b>East Parking and Transportation Hub</b>	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Arch. Coating		[Construction bar in 2021]			[Construction bar in 2024]
<b>Hotel</b>	Building Construction + Interior Buildout, Paving, and Arc. Coatings.					[Construction bar in 2024]
<b>Well Relocation Site</b>	Demolition, Site Preparation, Grading/Evacuation, Drainage/Utilities, foundation/concrete pour, Buildout, Paving, Architectural Coatings		[Construction bar spanning 2021 to 2022]			

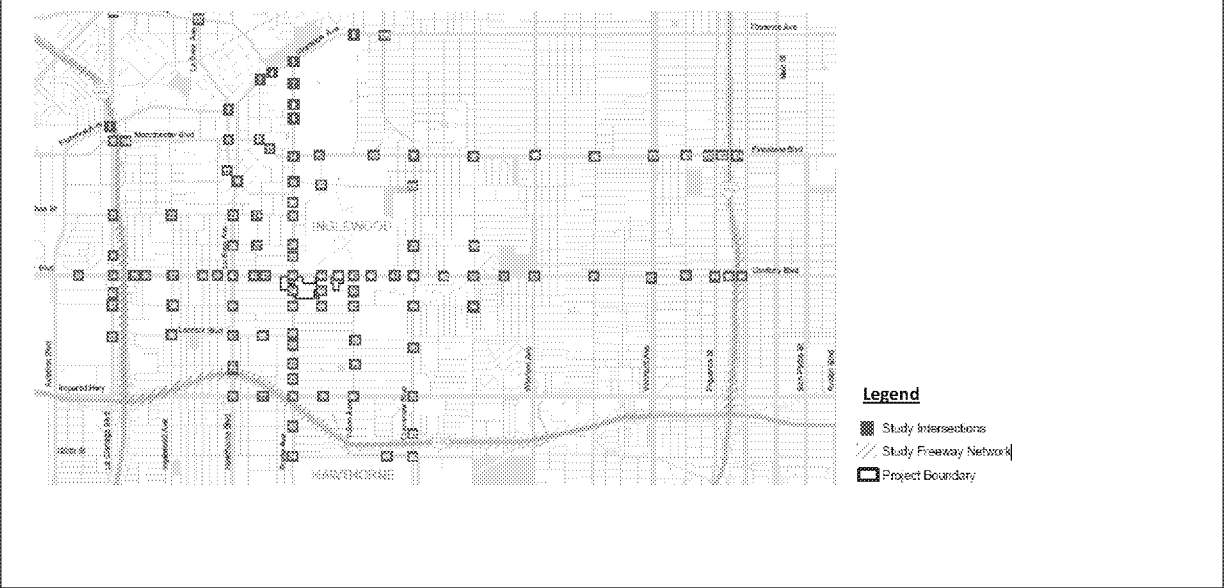
**Inglewood Basketball & Entertainment Center (IBEC)  
Hollywood Park Specific Plan**

**Hollywood Park Specific Plan Adjusted Baseline Projects**

<b>Land Use</b>	<b>Adjusted Baseline Project</b>	<b>Estimated Operational Date</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 & Entertainment Center Project Study Intersections and Freeway Network



114 intersections, 23 neighborhood street segments, 53 freeway mainline merge/diverge/weave sections, 10 freeway off-ramps queuing.

## Inglewood Basketball & Entertainment Center Study Intersections Wholly or Partly in Los Angeles County

#	Intersection	#	Intersection
34	La Cienega Blvd/West Century Blvd	66	Freeman Ave/Lennox Blvd
50	Van Ness Ave/West Century Blvd	71	Hawthorne Blvd/111th St
51	Gramercy Pl/West Century Blvd	87	La Cienega/Lennox Blvd
53	La Cienega Blvd/SB405 On/Off Ramps (s/o West Century)	88	Inglewood Ave/Lennox Blvd
57	La Cienega Blvd/West 104th St	91	Normandie Ave/West Century Blvd
58	Inglewood Ave/West 104th St	92	Vermont Ave/West Century Blvd
59	Hawthorne Blvd/West 104th St	110	La Brea Ave/Slauson Ave
64	Van Ness Ave/West 104th St	111	La Cienega Blvd/Stocker St
65	Hawthorne Blvd/Lennox Blvd	112	La Brea Ave/Overhill Dr/Stocker St

18 intersections in County of LA unincorporated or shared.

# Inglewood Basketball & Entertainment Center (IBEC)

## Anticipated Annual Event Characteristics

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.

- 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)

Location	Common Event Types <sup>a</sup>	Event Characteristics				
		Time of Year	Day of Week	Frequency (per Year)	Approx. Start/End Time	Attendance <sup>b</sup>
Project	Clippers NBA Basketball Games (Regular)	Oct-April	Any	41 Regular Season	Typically Evening <sup>c</sup>	18,000
	Clippers NBA Basketball Games (Pre & Post)	Oct & May/June	Any	Approx. 5 Pre-Season & 3 Post-Season	Typically Evening <sup>c</sup>	18,000 <sup>d</sup>
	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. 18	Evening	6,500
	Family Shows <sup>e</sup>	Throughout	Any	Approx. 20	Varies	6,500
	Corporate/Community Events <sup>f</sup>	Throughout	Any	Approx. 100	8 AM-5 PM	2,000
	Other Events <sup>g</sup>	Throughout	Any	Approx. 35	Varies	7,500
	Plaza Events <sup>h</sup>	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
NFL Football Games (Pre & Post)		Aug & Jan	Sat & Sun	4 Pre-Season & up to 4 Post-Season	Varies	70,240 <sup>d</sup>
Midsized Events		Throughout	Any	Up to 8	Typically Evening	25,000
Performance Venue		Throughout	Any	Approx. 75	Typically Evening	6,000
The Forum	Concerts	Throughout	Any	7/3	Evening	17,500

# Inglewood Basketball & Entertainment Center (IBEC) Proposed Project Transportation Impact Analysis Scenarios

Scenario	Specific Condition <sup>a</sup>	Weekday		Weekend		
		AM Peak Hour <sup>b</sup>	PM Peak Hour <sup>c</sup>	Pre-Event Peak Hour (6-7 PM)	Post-Event Peak Hour (8:00-10:00 PM)	5-6 PM Business Outflows (Notes)
Existing	No Events at NFL Stadium or Forum	x	x	x	x	x
Adjusted Baseline	No Project (No Events at NFL Stadium or Forum)	x	x	x	x	x
	Plus Project (Non-Event Day) <sup>d</sup>	x	x			
	Plus Project (Day Time Corporate/Community Event w/ 2,000 persons)	c				
	Plus Project (Other Sporting Event or Gathering w/ 7,500 persons)		x			
	Plus Project Major Event (16,000-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 75,045 persons					x
	with NFL game (1:25 PM start time with 75,045 persons) Plus Project Major Event (16,000-person concert starting on a weekend at 7 PM)					x (6-7 PM)
	No Project with Mobile Event (NFL Stadium 20,000 persons starting at 7 PM)			x	x	
	with Mobile Event (15,000 persons starting on a weekday at 7 PM) at NFL Stadium Plus Project Major Event (16,000-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 (16,000-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 Mobile Event (20,000 persons starting at 7 PM) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 PM)			x	x		
with Mobile Event (20,000 persons starting at 7 PM) at NFL Stadium and with Concert at Forum (17,500 persons starting at 7 PM) Plus Project Major Event (16,000-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 75,045 persons) and with Concert at Forum (17,500 persons that starts at 7 PM)					x	
with NFL game (1:25 PM start time with 75,045 persons) and with Concert at Forum (17,500 persons that starts at 7 PM) Plus Project Major Event (16,000-person concert starting at 7 PM)					x (6-7 PM)	
Combiner	Same scenario as Adjusted Baseline					

**NOTES**

- <sup>a</sup> All project special events scenarios also consider trips generated by project ancillary land uses.
  - <sup>b</sup> Busiest hour of weekend travel from 7-9 AM.
  - <sup>c</sup> Busiest hour of weekend travel from 6-9 PM.
  - <sup>d</sup> Week-event event includes auxiliary land uses only (team practice and training facility, team offices, sports medicine clinic, restaurant, retail and community space, outdoor clinic plaza, hotel).
- SOURCE: FHWA & PEERS, 2019.

## Inglewood Basketball & Entertainment Center (IBEC) Transportation Issues Areas Evaluated

- Intersections
- Neighborhood streets
- Freeway segments and off-ramps
- VMT
- Public transit operations
- Bicycle facilities
- Pedestrian facilities
- Emergency access
- Construction

TG added slide 12/20/19.  
Analyzed each of the above for project and cumulative.  
Most for concurrent events.

## Inglewood Basketball & Entertainment Center (IBEC)

### Thresholds– Intersections

#### Thresholds – Intersections

- A project would have a significant impact during the weekday AM or PM peak hours on intersection capacity 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  $\geq 0.040$  if LOS is C
  - V/C ratio increase  $\geq 0.020$  if LOS is D
  - V/C ratio increase  $\geq 0.010$  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.

Dennis to Provide.

## Inglewood Basketball & Entertainment Center (IBEC)

### Thresholds— Intersections Contd.

#### Thresholds – Intersections

- 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.

Dennis to Provide.

## Inglewood Basketball & Entertainment Center (IBEC) Thresholds – Residential Street Segments

### Thresholds – Residential Street Segments

- 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).

Dennis to Provide.



## Inglewood Basketball & Entertainment Center (IBEC) 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.

Dennis to Provide.

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

### Thresholds – VMT (Regional) Impacts

- The office components of the project generate VMT exceeding (i.e. higher than) a level of 15 percent below the existing regional daily work VMT per employee.
- The retail components of the project that are 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

Dennis to Provide.

# IBEC Project Scenarios: Daytime Trip Generation Assumptions

## Corporate/Community Event – 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 <sup>a</sup>		
		%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%		In	Out	Total
Attendees	2,000	1%	20	10%	200	2.18	92	80%	1,780	1.20	1,483	60%		1,200	74	1,334
Employees	25	5%	1	2%	1	1.18	1	93%	23	1.18	19	60%		12	1	13
<b>Total</b>	<b>2,025</b>		<b>21</b>		<b>201</b>		<b>93</b>		<b>1,803</b>		<b>1,502</b>			<b>1,272</b>	<b>75</b>	<b>1,347</b>

NOTES:

<sup>a</sup> Does not include trip generation associated with ancillary land uses.

## Sporting Event or Gathering – 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 <sup>a</sup>		
		%	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
<b>Total</b>	<b>7,980</b>		<b>99</b>		<b>760</b>		<b>352</b>		<b>7,121</b>		<b>3,440</b>			<b>309</b>	<b>3,307</b>	<b>3,616</b>

NOTES:

<sup>a</sup> Does not include trip generation associated with ancillary land uses.

**Peak Hour Intersection Operations – Adjusted Baseline Plus Project  
Significantly Impacted Intersections within County of Los Angeles – Daytime**

Intersection	Jurisdiction	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
			V/C or Delay	LOS	V/C or Delay	LOS
			La Cienega Blvd/West Century Blvd	Inglewood/City of Los Angeles/County of Los Angeles	AM	1.004
		PM	0.685	B	0.739	C
Hawthorne Blvd/West 104th St	Inglewood/ Los Angeles County	PM	0.701	C	0.803	D
Hawthorne Blvd/Lennox Blvd	Los Angeles County	PM	0.786	C	0.887	D
Hawthorne Blvd/111th St	Los Angeles County	PM	0.786	C	0.905	E
Normandie Ave/West Century Blvd	Los Angeles County	PM	0.915	E	0.968	E

8 intersections in City of LA impacted by daytime events.

# IBEC Project Scenarios: Evening Trip Generation Assumptions – Major Events

## 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 <sup>1</sup>			
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,000	8%	1,080	10%	1,908	2,27	793	84%	16,129	2,27	6,961	68%	5,069	539	5,608
Employees	1,520	5%	96	2%	28	1.18	22	93%	1,228	1.18	1,041	10%	107	30 <sup>2</sup>	137
Shuttle Buses <sup>3</sup>													16	16	32
<b>Total</b>			1,146		1,828		815		16,348		7,762		5,192	585	5,777

## Project Weekday Evening Event Trip Generation - Post-Event Peak Hour for NBA Basketball Game or 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 <sup>1</sup>			
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO	Vehicles	%	In	Out	Total
Attendees	18,509	5%	925	10%	1,850	2.18	849	85%	15,725	2.18	7,213	83%	785	6,091	7,390
Employees	1,120	5%	56	2%	22	1.18	19	93%	1,042	1.18	883	79%	15	713	728
Shuttle Buses <sup>2</sup>													16	16	32
<b>Total</b>			981		1,872		868		16,737		8,096		736	7,420	8,156

## IBEC Project Scenarios: Evening Trip Generation Assumptions – Major Events

### 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 <sup>1</sup>			
	Persons	%	Persons	%	Persons	AVO	Vehicles	%	Persons	AVO		Vehicles	%	In	Out
Attendees	18,000	7%	1,260	10%	1,600	2.27	793	83%	14,040	2.27	6,581	68%	5,014	536	5,553
Employees	1,320	5%	88	2%	26	1.18	22	93%	1,228	1.18	1,041	10%	107	30 <sup>2</sup>	137
Shuttle Buses <sup>3</sup>													16	19	35
<b>Total</b>	<b>19,320</b>		<b>1,326</b>		<b>1,826</b>		<b>815</b>		<b>16,168</b>		<b>7,622</b>		<b>5,140</b>	<b>586</b>	<b>5,728</b>

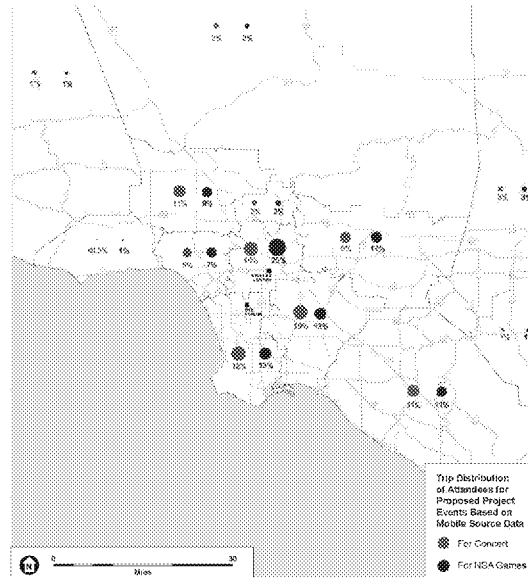
### Project Evening Event Trip Generation – Daily Conditions for NBA Basketball Games and Concerts

	Vehicle Trips			
	Weekday Evening NBA Game	Weekend Evening NBA Game	Weekday Evening Concert	Weekend Evening Concert <sup>4</sup>
Attendees	16,494	16,334	17,822	17,652
Employees	2,170	2,170	1,842	1,842
Shuttle Buses <sup>1</sup>	116	136	100	120
Miscellaneous <sup>2</sup>	200	200	200	200
<b>Total <sup>3</sup></b>	<b>18,980</b>	<b>18,840</b>	<b>19,964</b>	<b>19,814</b>

22

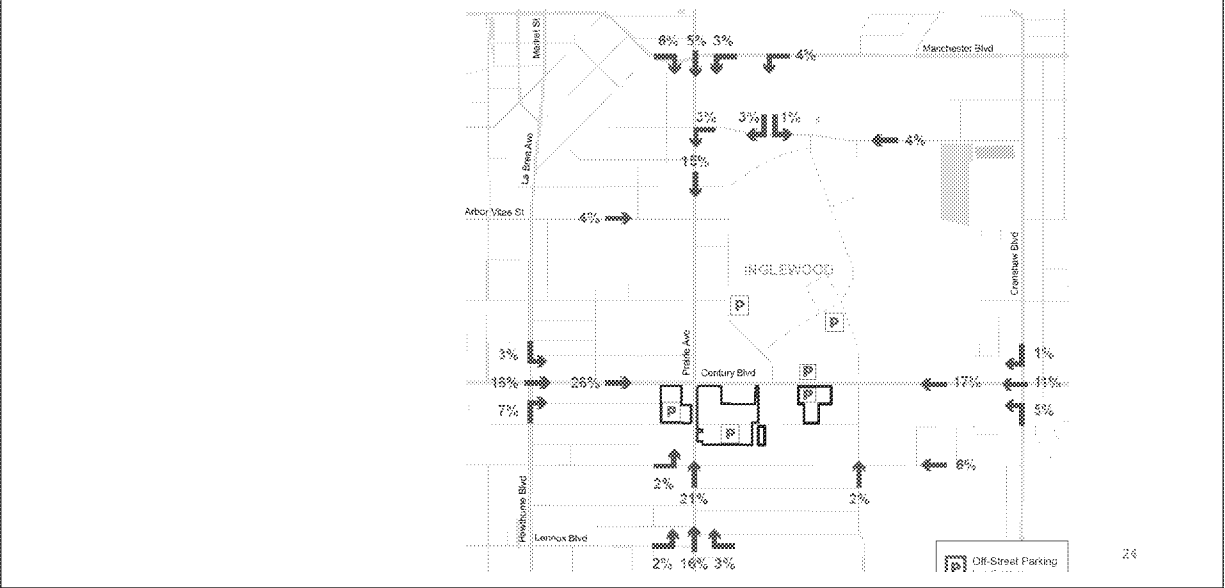
TG corrected distribution to generation 12/20/19.

# Spatial Distribution of Major Event Attendees



F&P content added 8/21

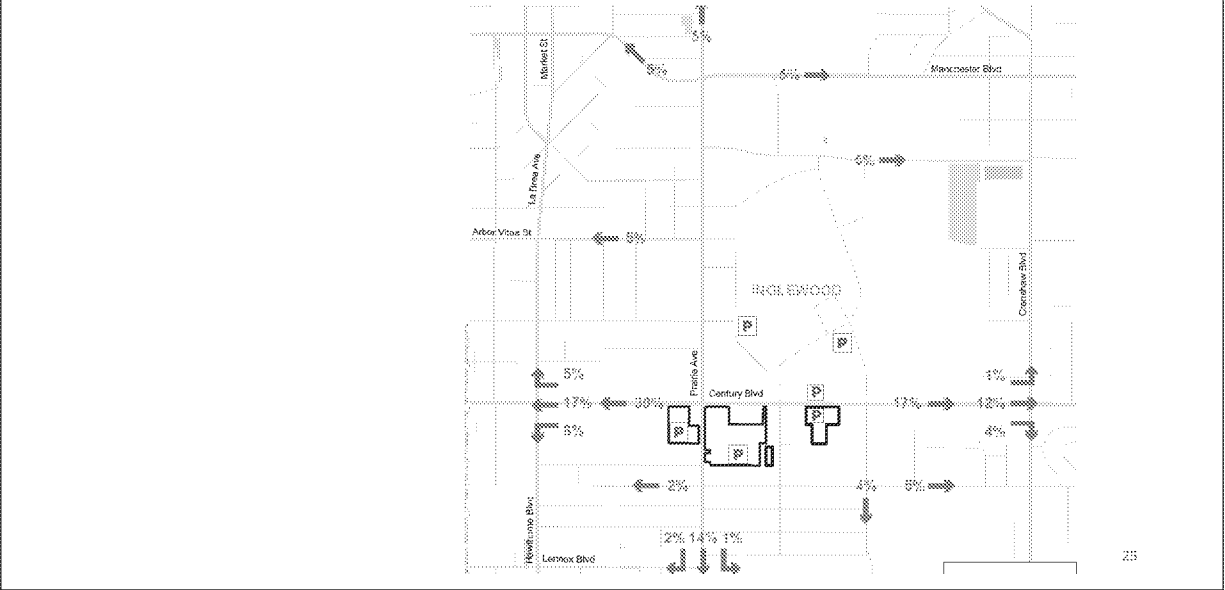
# Geographic Distribution of Inbound Trips – Major Event



F&P content added 8/21



# Geographic Distribution of Outbound Trips – Major Event



F&P content added 8/21

**Peak Hour Intersection Operations – Adjusted Baseline Plus Project (Major Event)  
Significantly Impacted Intersections within County of Los Angeles**

Intersection	Jurisdiction	Peak Hour	Adjusted Baseline No Project		Adjusted Baseline Plus Project	
			V/C or Delay	LOS	V/C or Delay	LOS
La Cienega Blvd/West Century Blvd	Inglewood/City of Los Angeles/County of Los Angeles	Weekday Pre-Event	36.7	D	57.8	E
Hawthorne Blvd/West 104th St	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
Freeman Ave/Lennox Blvd	Inglewood/Los Angeles County	Weekday Pre-Event	8.2	A	217.4	F
		Weekend Pre-Event	5.4	A	128.7	F

Added two LA impacted intersections that are analyzed using HCM/microsimulation, and removed other results at Western Ave and La Cienega/Centinela for analysis periods with no impact  
4 intersections in LA impacted by major events during weekday pre-event hour.

## Inglewood Basketball & Entertainment Center (IBEC) Vehicle Miles Travel Evaluation

### 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	

### 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	389,596	21.1	
	Weekend	386,237	20.9	

SOURCE: Fehr & Peers, 2019.

### VMT Impact Summary

- Event and hotel VMT impacts considered significant.
- Office, practice facility, sports medicine clinic and restaurant VMT impacts considered less than significant.

Event and hotel VMT impacts considered significant. Office, practice facility, sports medicine clinic, and restaurant impacts considered less than significant.

## Inglewood Basketball & Entertainment Center (IBEC) Vehicle Miles Travel Evaluation

### 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 <sup>1</sup>	+88,847	+4.9
	Weekend	394,985	-315,882 <sup>1</sup>	+79,103	+4.4
18,500-Person Concert Replacing Sold-Out Concert Elsewhere in the Region	Weekday	389,598	-291,277 <sup>2</sup>	+98,321	+5.3
	Weekend	386,237	-297,229 <sup>2</sup>	+89,008	+4.8

**NOTES:**

<sup>1</sup> Subtracted VMT is based on a sold-out 15,079-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).

<sup>2</sup> 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.

Event VMT impacts considered significant.

## Inglewood Basketball & Entertainment Center (IBEC) Intersection Mitigation Measures

**Impacts 3.14-2 & 3.14-3: Daytime events and major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions (Significant and Unavoidable)**

**Mitigation Measure 3.14-2(a)** – The project applicant shall prepare and implement a Event Transportation Management Plan (TMP). The Event TMP shall address the issues set forth below, and shall achieve the identified standards for each of the following issues:

- Vehicle Queuing on City Streets
- Pedestrian Flows
- Vehicular and Bicycle Parking
- Shuttle Bus Loading and Shuttle Bus Capacity and Wait Times
- Ride hailing
- Neighborhood Streets
- Truck Staging
- Parking Garage/Lot Operations

TG removed underlines 12/20/19. Added pedestrian flows.

## Inglewood Basketball & Entertainment Center (IBEC) Intersection Mitigation Measures

**Impacts 3.14-2 & 3.14-3 cont. - Daytime events and major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions (Significant and Unavoidable)**

**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.

- TDM 1/Encourage Alternative Modes of Transportation (Rail, Public Bus, and Vanpool)
- TDM 2/Event-day Dedicated Shuttle Services
- TDM 3/Encourage Carpools and Zero –Emission Vehicles
- TDM 4/Encourage Active Transportation
- TDM 5/Employee Vanpool Program
- TDM6/Park-n-Ride Program
- TDM 7/Information Services

TG removed underlines 12/20/19. Removed reduce on-site parking demand and event day local microtransit.

## **Inglewood Basketball & Entertainment Center (IBEC) Intersection Mitigation Measures**

**Impacts 3.14-2 & 3.14-3 cont. - Daytime events and major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions (Significant and Unavoidable)**

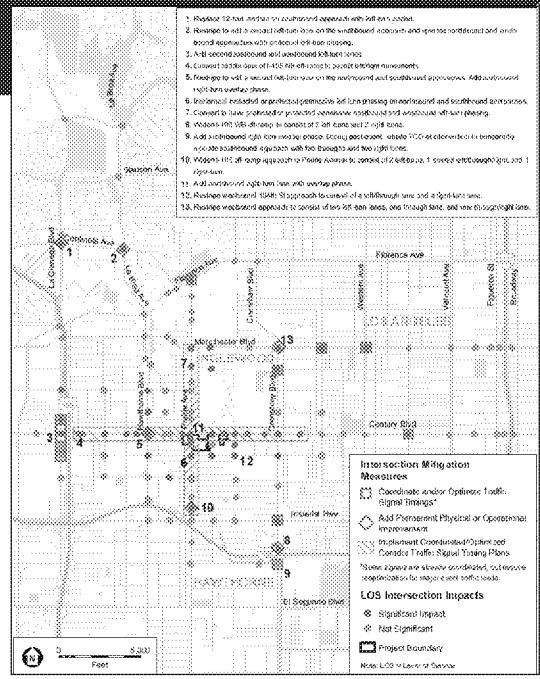
**Mitigation Measure 3.14-2(c)-** The project applicant shall work with the City of Inglewood and the City of Los Angeles to implement capacity-increasing improvements at the West Century Boulevard/La Cienega Boulevard intersection. Recommended improvements include two elements:

- 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.
- Remove median island on the west leg and restripe the eastbound and westbound approaches to add second left-turn lanes in each direction.

# Inglewood Basketball & Entertainment Center (IBEC) Intersection Mitigation Measures

**Impact 3.14-3 - Major events at the Proposed Project Arena would cause significant impacts at intersections under Adjusted Baseline conditions. (Significant and Unavoidable)**

**Mitigation Measure 3.14-3(a) to Mitigation Measure 3.14(p)** are illustrated in the figure. These are project-specific mitigation measures associated with the Adjusted Baseline Plus Project Major Event Weekday conditions.



Added this explicit mitigation because it is a physical alteration at LADOT jurisdiction.



## Inglewood Basketball & Entertainment Center (IBEC)

### VMT Mitigation Measures

**Impact 3.14-3 – Certain components of the Proposed Project would generate VMT in excess of applicable thresholds (Significant and Unavoidable)**

**Mitigation Measures 3.14-10(a)**- Implement the trip reduction measures included in the Project TDM Program described in the 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.

Did not include Impact 3.14-5, 3.14-4, 3.14-6, 3.14-7,

## Inglewood Basketball & Entertainment Center (IBEC) Residential Street Intrusion

**Impacts 3.14-5 & 3.14-6:** Daytime events and major events at the Proposed Project Arena would cause significant impacts on neighborhood streets under Adjusted Baseline conditions (Significant and Unavoidable)

**Mitigation Measures 3.14-5 & 3.14-6-** Implement the Event TMP described in the Mitigation Measure 3.14-2(a).

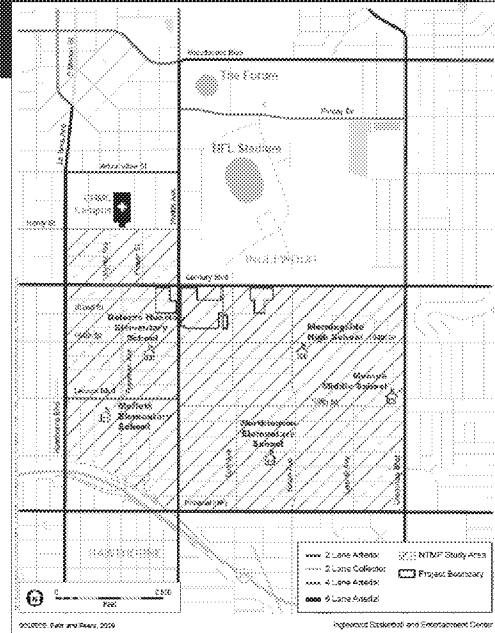
The Event TMP includes a neighborhood traffic management plan (NTMP) element.

NTMP goals and requirements:

- 1) Reduce 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 collector street segments;
- 2) Discourage and reduce event-related cut-through traffic while maintaining access for residents and their guests;
- 3) Incorporate and address the input from the public and other stakeholders.

NTMP implementation steps:

- Step 1: existing conditions
- Step 2: identification and analysis of potential neighborhood traffic management devices
- Step 3: public outreach
- Step 4: final plan and deployment



# Inglewood Basketball & Entertainment Center: Timeline

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





**Thank you!**