

**City of Hawthorne & City of Inglewood Collaboration Meeting
Inglewood Basketball and Entertainment Center**

February 26, 2020



LADOT – City of Inglewood Coordination Meeting

AGENDA:

1. Project Overview

- Project Location
- Existing Conditions
- Project Elements

2. Project Assumptions and Methodology

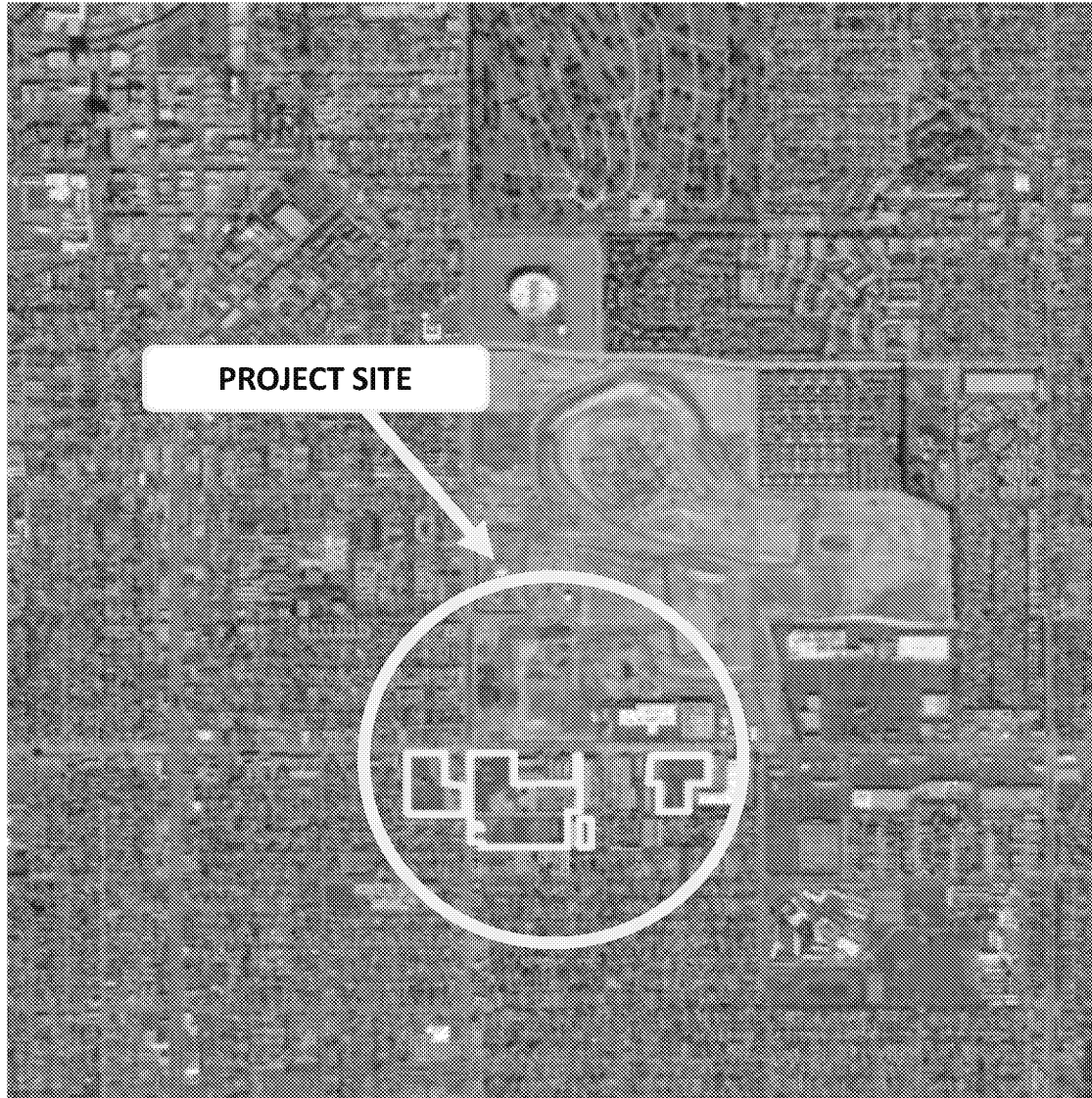
- Thresholds of significance

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

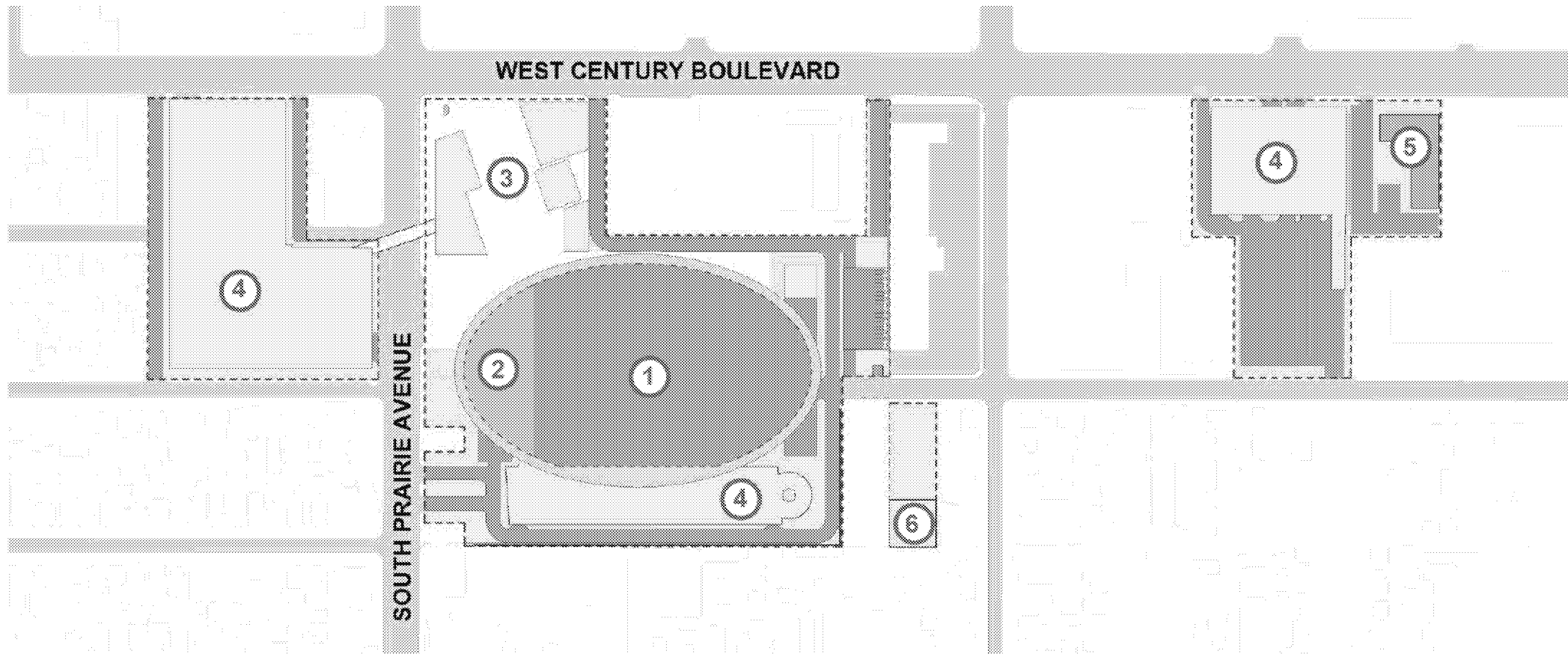
Existing Uses

- 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





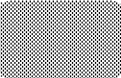
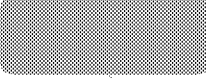


Inglewood Basketball & Entertainment Center (IBEC) Project Components



- ① Arena: 18,000 fixed seats, up to 18,500 maximum capacity
- ② Team Office: 71,000 SF
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
Arena Site	Demolition, Site Preparation, Drainage/Utilities/Technology, Grading/Evacuation, Foundation/Concrete Pour, Building Construction + Interior Buildout, Paving, Architectural Coatings					
West Parking Garage	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Architectural Coatings					
East Parking and Transportation Hub	Site Preparation, Drainage/Utilities/Trenching, Grading/Excavation, Foundations/Concrete Pour, Building Construction + Interior Buildout, Paving, Arch. Coating					
Hotel	Building Construction + Interior Buildout, Paving, and Arc. Coatings.					
Well Relocation Site	Demolition, Site Preparation, Grading/Evacuation, Drainage/Utilities, foundation/concrete pour, Buildout, Paving, Architectural Coatings					

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

Hollywood Park Specific Plan Adjusted Baseline Projects

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

Inglewood Basketball & Entertainment Center Project Study Intersections and Freeway Network



- Legend**
- Study Intersections
 - ▨ Study Freeway Network
 - ▭ Project Boundary

Inglewood Basketball & Entertainment Center

Study Intersections Wholly or Partly in City of Hawthorne

#	Intersection
74	Hawthorne Blvd/WB 105 Off-Ramp
76	Hawthorne Blvd/Imperial Hwy
77	Freeman Ave/EB 105 On-Ramp/Imperial Hwy
78	South Prairie Ave/Imperial Hwy
82	South Prairie Ave/118th St
83	Crenshaw Blvd/WB 105 Off-Ramp/118 th Pl
84	South Prairie Ave/120th St
85	EB 105 On/Off-Ramp/120th St
86	Crenshaw Blvd/120th Street

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 ^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
	Midsized 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

Inglewood Basketball & Entertainment Center (IBEC)

Proposed Project Transportation Impact Analysis Scenarios

Scenario	Specific Condition ^a	Weekday				Weekend
		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.

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

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 ≥ 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.

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.

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).

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 & 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

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 ^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.

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 ^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.

Peak Hour Intersection Operations – Adjusted Baseline Plus Project

Significantly Impacted Intersections in City of Hawthorne – Daytime Events

Intersection	Jurisdiction	Peak Hour	Adjusted Baseline		Adjusted Baseline	
			No Project		Plus Project	
			V/C or Delay	LOS	V/C or Delay	LOS
Hawthorne Blvd/ WB 105 Off-Ramp	Hawthorne/Caltrans	PM	0.745	C	0.851	D
Freeman Ave/EB 105 On- Ramp/Imperial Hwy	Hawthorne/Caltrans	PM	0.800	C	1.111	F
South Prairie Ave/ Imperial Hwy	Inglewood/Hawthorne	AM	0.933	E	0.968	E
		PM	0.882	D	0.978	E
Crenshaw Blvd/ WB 105 Off-Ramp/118 th Pl	Hawthorne/Caltrans	PM	0.821	D	0.961	E
South Prairie Ave/ Imperial Hwy	Inglewood/Hawthorne	PM	0.882	D	0.978	E
Crenshaw Blvd/WB 105 Off-Ramp/118 th Pl	Hawthorne/Caltrans	PM	0.821	D	0.961	E
South Prairie Ave/120 th St	Hawthorne	PM	0.925	E	0.992	E
EB 105 On/Off-Ramp/120 th St	Hawthorne/Caltrans	PM	0.749	C	0.880	D
Crenshaw Blvd/120 th St	Hawthorne	PM	0.725	C	1.075	F

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 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

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 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

IBEC Project Scenarios: Evening Trip Generation Assumptions – Major Events

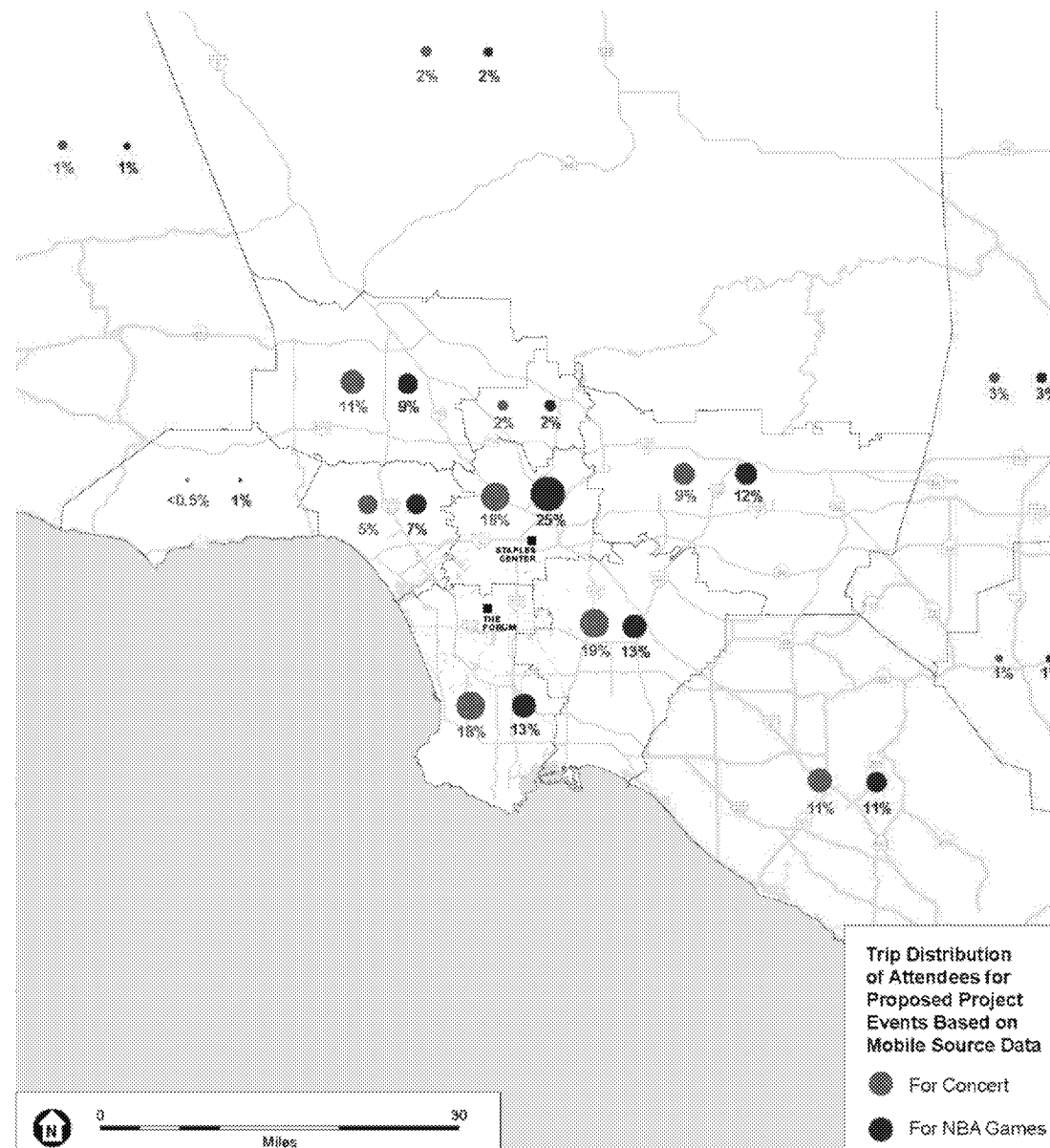
Project Weekend Evening Event Trip Generation - Pre-Event Peak Hour for NBA Basketball Game

	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 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

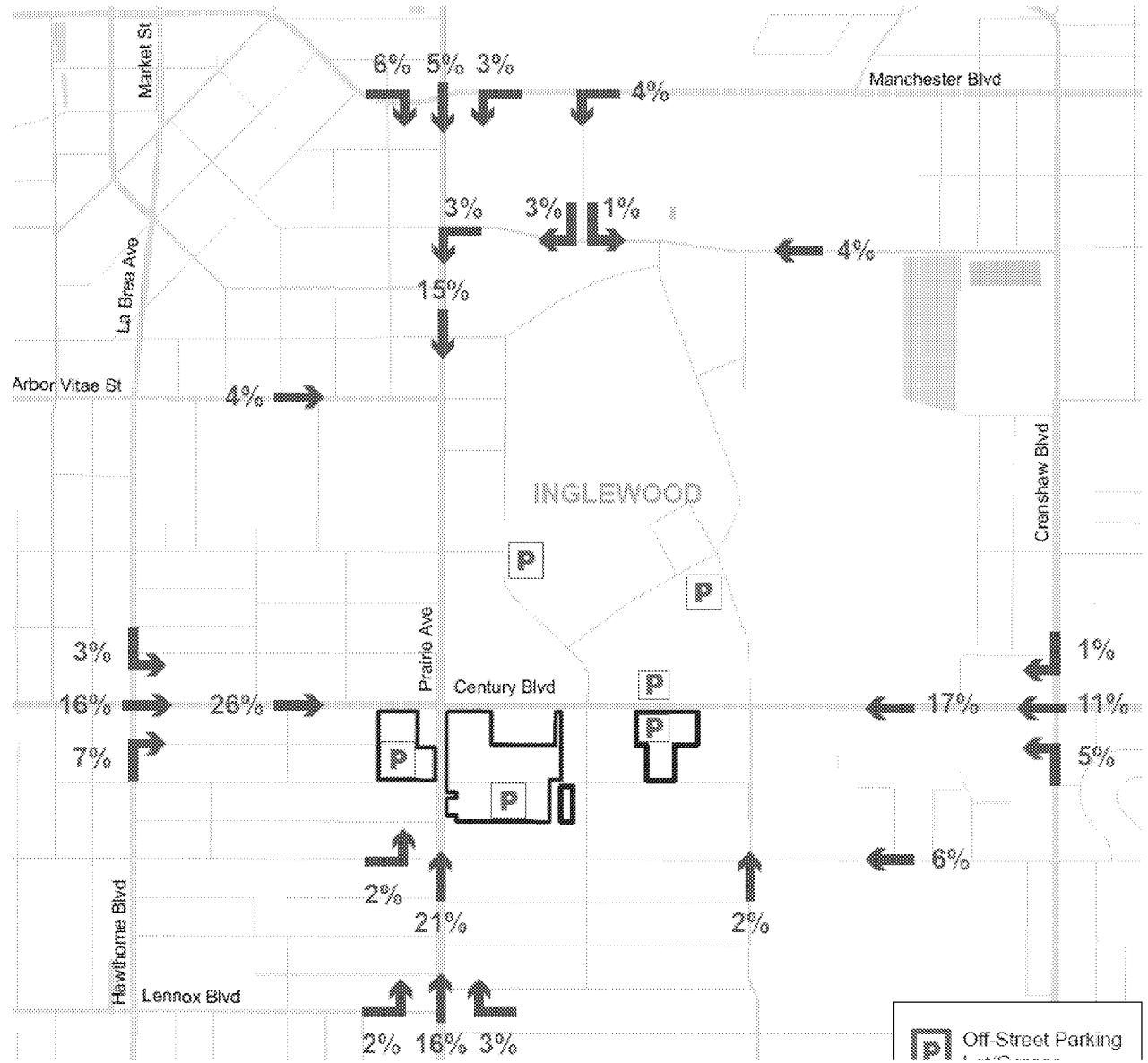
Project Evening Event Trip Generation – Daily Conditions for NBA Basketball Games and Concerts

	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

Spatial Distribution of Major Event Attendees



Geographic Distribution of Inbound Trips – Major Event



Peak Hour Intersection Operations – Adjusted Baseline Plus Project (Major Event) Significantly Impacted Intersections within City of Hawthorne

Intersection	Jurisdiction	Peak Hour	Adjusted Baseline		Adjusted Baseline	
			No Project		Plus Project	
			V/C or Delay	LOS	V/C or Delay	LOS
Crenshaw Blvd/ WB 105 Off-Ramp/118 th Pl	Hawthorne/Caltrans	Weekday Pre-Event	0.748	C	0.970	E
		Weekend Pre-Event	0.748	C	0.970	E
Crenshaw Blvd/120 th St	Hawthorne	Weekday Post-Event	0.588	A	1.032	F

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	389,598	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.

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 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.

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 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 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

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

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(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.

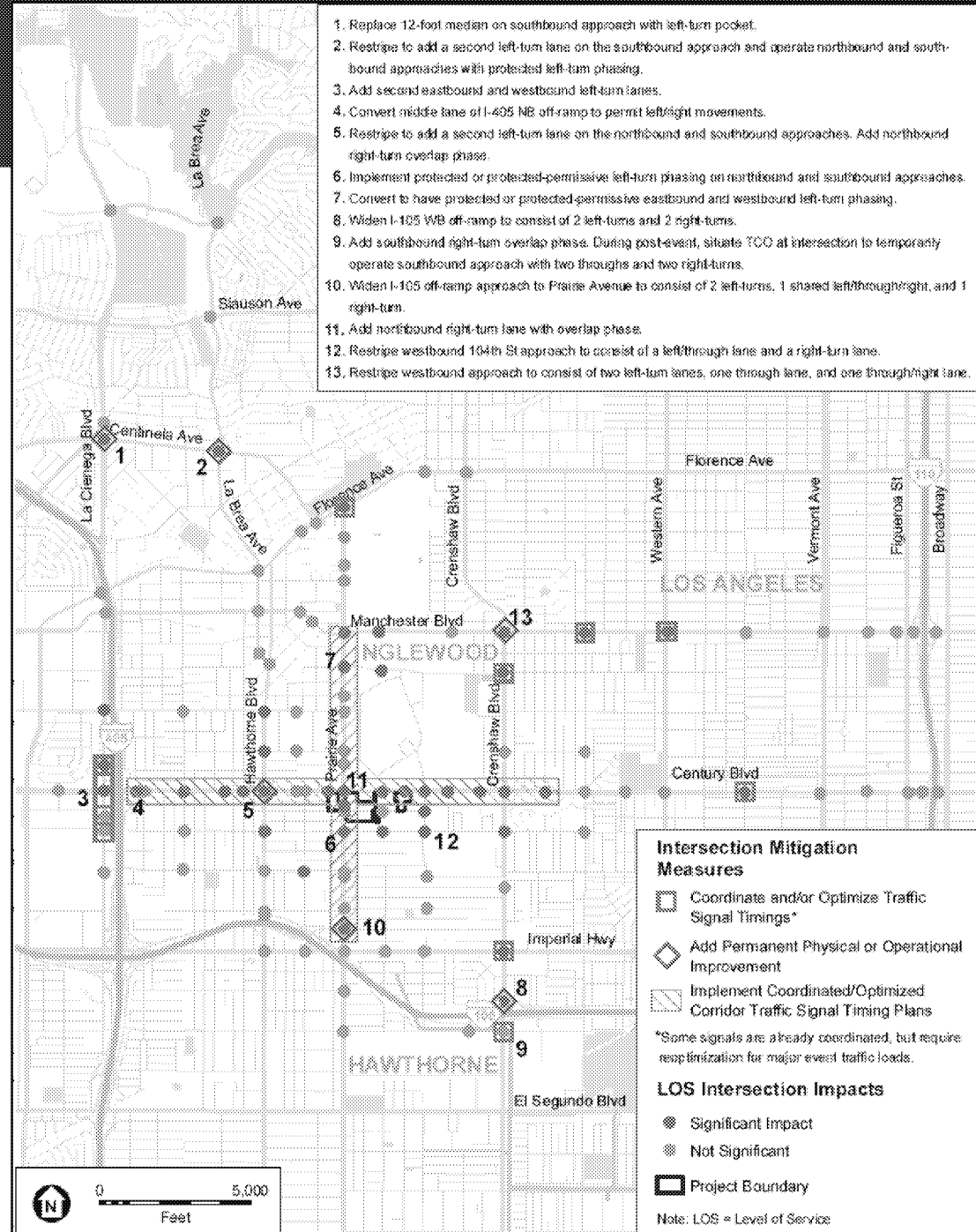
Mitigation Measure 3.14-2(l)-The project applicant shall work with the City of Hawthorne to implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street.

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).

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.



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.

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]



Thank you!