

**Los Angeles County Metropolitan Transportation Authority & City of Inglewood
Collaboration Meeting**

Inglewood Basketball and Entertainment Center

March 4, 2020



Agenda

1. Project Overview

- Project Location
- Existing Conditions
- Project Elements

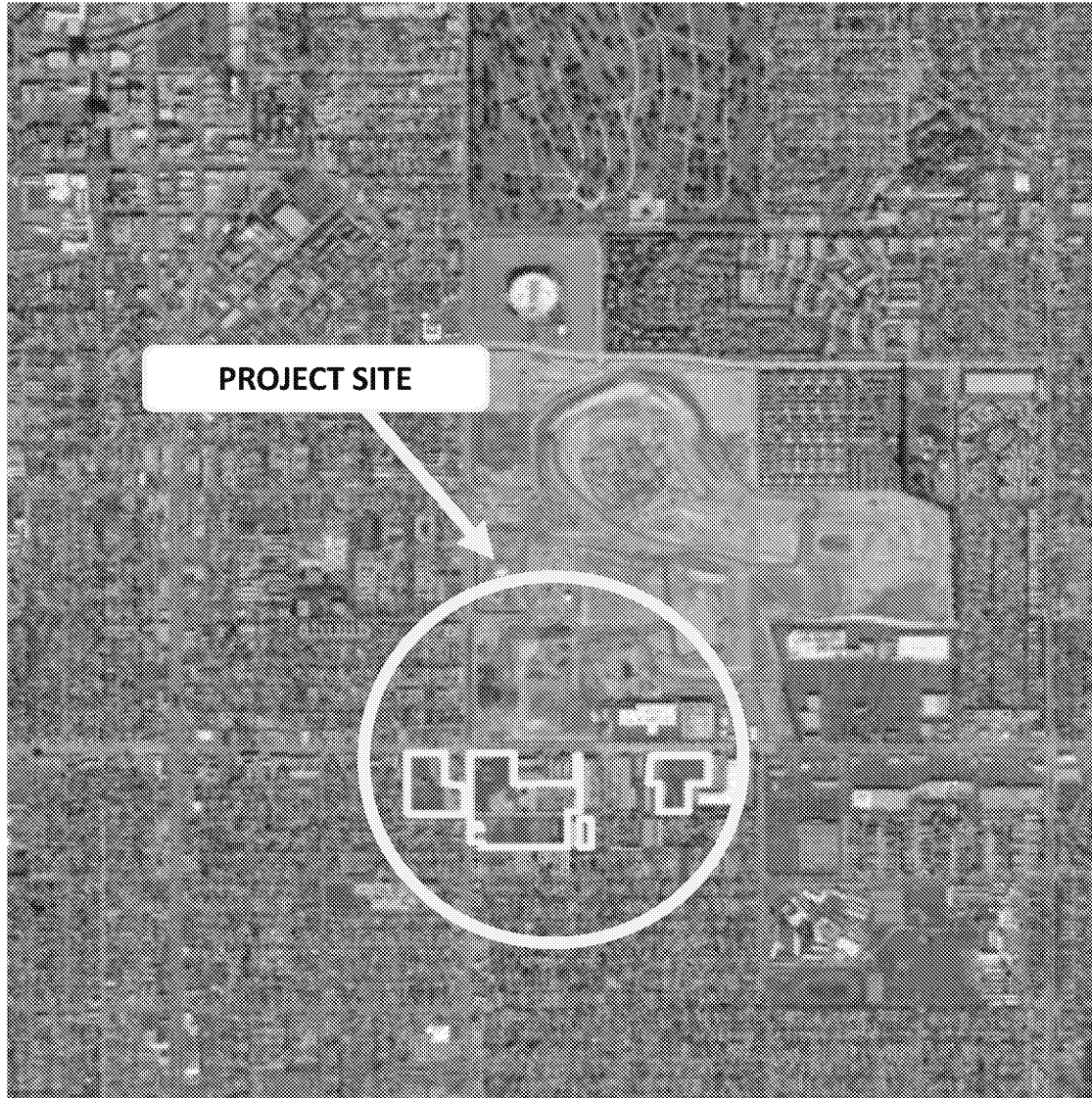
2. Project Assumptions and Methodology

3. DEIR Analysis and Proposed Mitigation

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

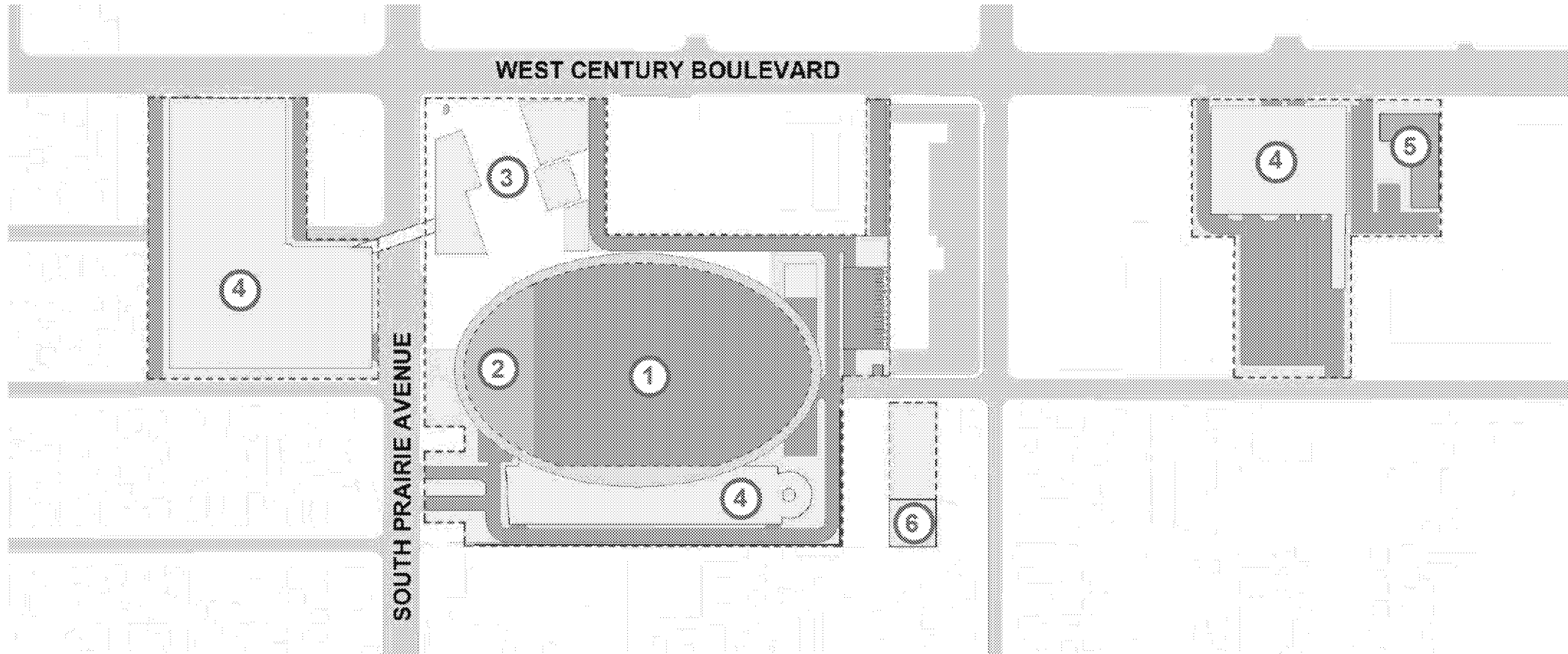
Existing Uses

- 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

③ Retail / Food & Drink: 48,000 SF
Flexible Community Space: 15,000 SF

⑤ Hotel: up to 150 rooms

② Team Office: 71,000 SF
Practice/Training Facility: 85,000 SF
Sports Medicine Clinic: 25,000 SF

④ Parking and Transportation Hub

⑥ Well Relocation

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.

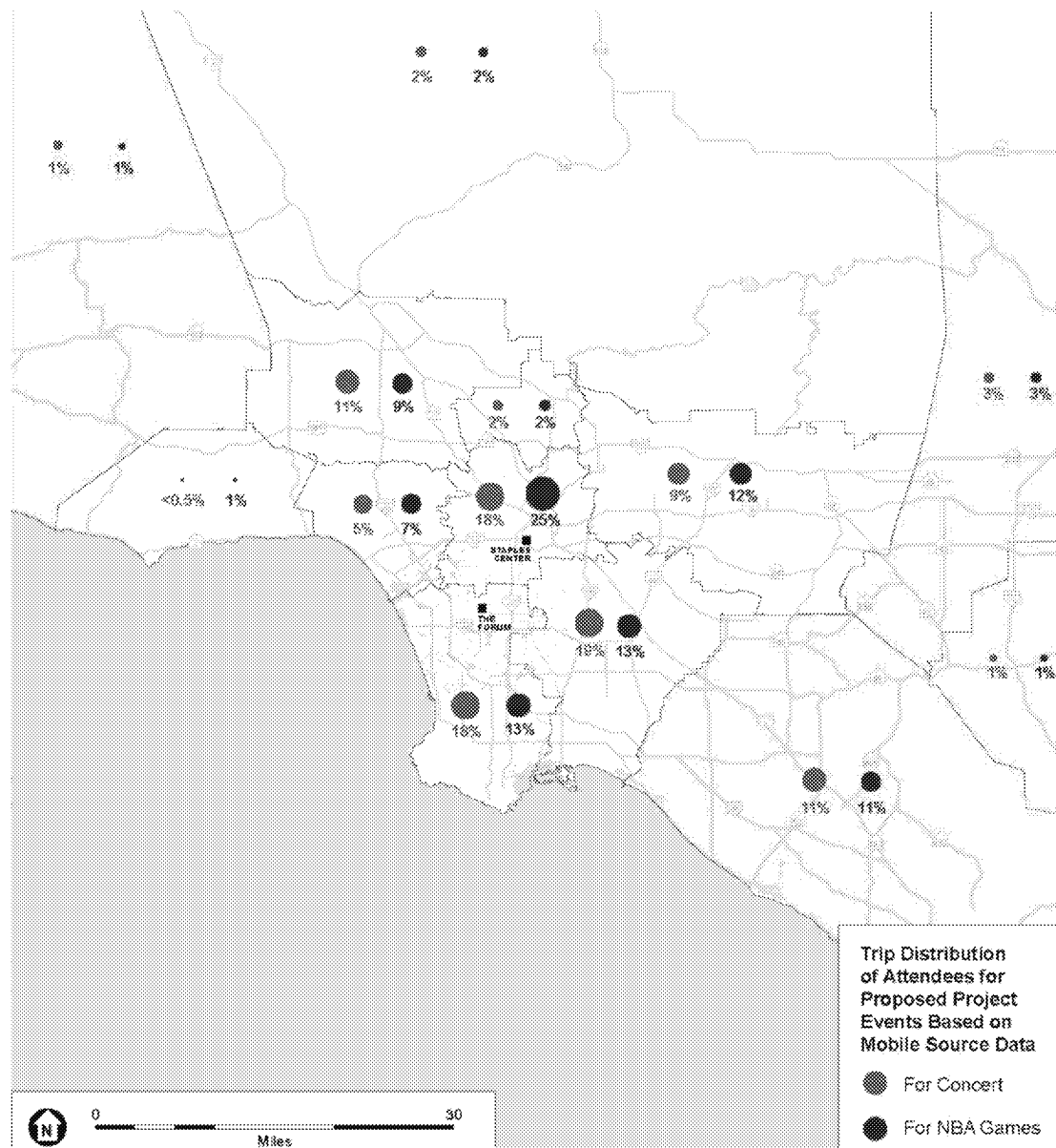
^b Busiest hour of adjacent street travel from 7–9 AM.

^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.

Spatial Distribution of Major Event Attendees



Inglewood Basketball and Entertainment Center (IBEC)

Thresholds

Impacts to Transit system are considered significant if a project would:

1. Adversely affect public transit operations; or
2. Fail to adequately provide access to transit

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.

IBEC Project Scenarios

Evening Trip Generation Assumptions

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

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

Inglewood Basketball and Entertainment Center (IBEC) Transit System Evaluation – Pre-Event Peak Hour Conditions

ADJUSTED BASELINE PLUS PROJECT (MAJOR EVENT) LIGHT-RAIL TRANSIT LOAD – PRE-EVENT
PEAK HOUR CONDITIONS

Line	Station	Direction	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%)

- Sufficient rail transit capacity to accommodate the Proposed Project demands during the weekday and weekend pre-event peak hours.

Inglewood Basketball and Entertainment Center (IBEC) Transit System Evaluation

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%)

- 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.

Inglewood Basketball and Entertainment Center (IBEC)

Mitigation Measures

Impact 3.14-2: Daytime 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

Inglewood Basketball & Entertainment Center (IBEC)

Intersection Mitigation Measures

Impact 3.14-2 cont. - Daytime 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

Impact 3.14-2 (b) cont. – 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.

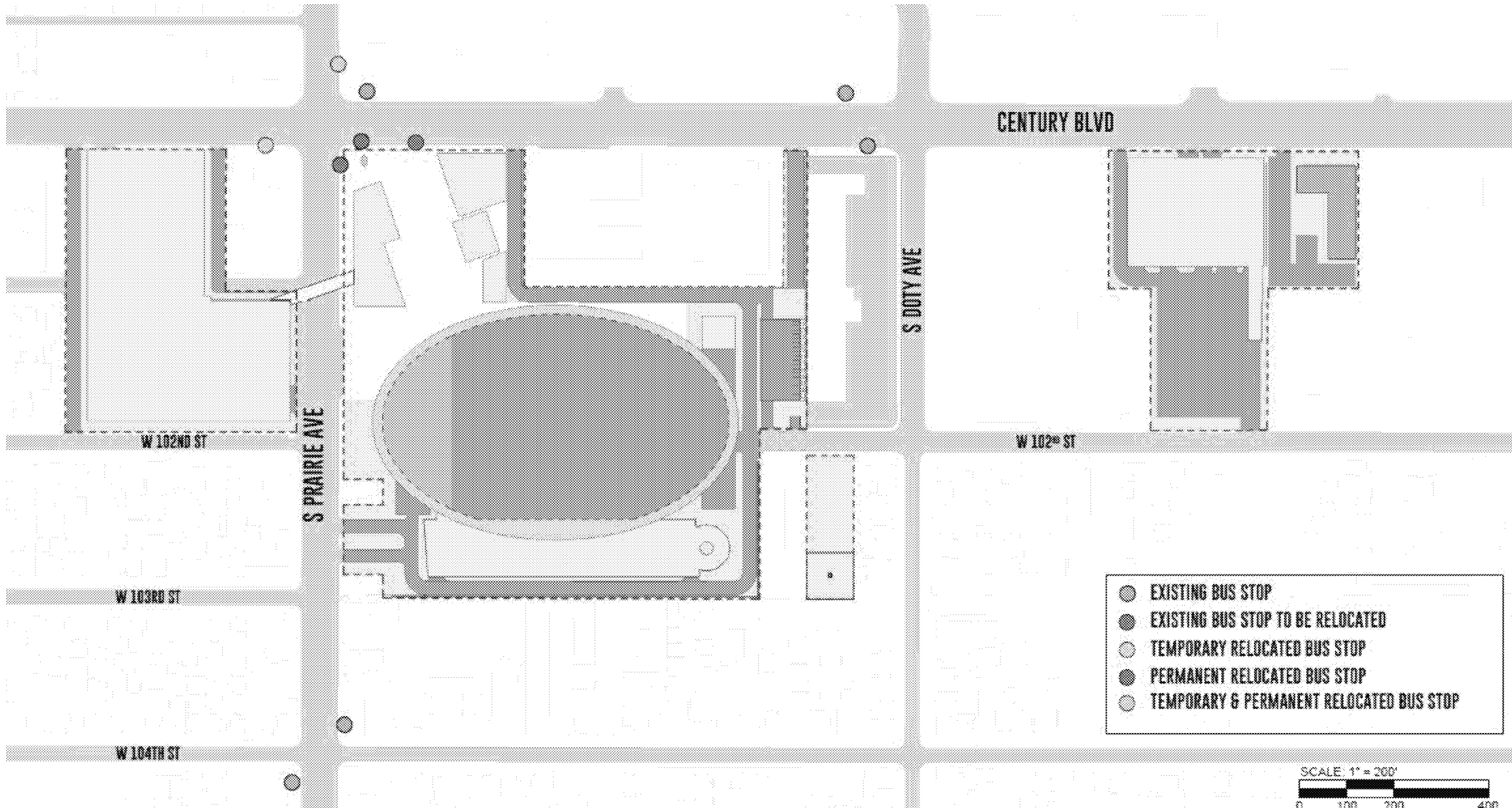
Inglewood Basketball & Entertainment Center (IBEC)

Intersection Mitigation Measures







Impact 3.14-2 (b) cont. – TDM 2/Event-day Dedicated Shuttle Service - 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 pickup 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.

Inglewood Basketball and Entertainment Center (IBEC) Bus Stop Relocations



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)

Timeline

	2018	2019	2020	2021	2022	2023	2024
Outreach & Coordination	[Shaded bar spanning from start of 2018 to end of 2023]						
Notice of Preparation	[Shaded bar in Q1 2018]						
Draft Environmental Impact Report (EIR)	[Shaded bar spanning from start of 2018 to end of 2019]						
Final Environmental Impact Report (EIR)			[Shaded bar in Q1 2020]				
City Approval Hearing Process			[Shaded bar in Q1 2020]				
Construction				[Shaded bar spanning from start of 2021 to end of 2023]			
Project Anticipated to be Operational							[Shaded bar in Q1 2024]

