

SEC DEVELOPMENT GUIDELINES

PART III SEC INFRASTRUCTURE PLAN

Section 1 SEC Infrastructure Plan Overview

1.1 SEC Infrastructure Plan

This SEC Infrastructure Plan will govern the construction and development of infrastructure for the Project in accordance with the other Project Approvals, including the SEC Design Guidelines. Except as provided in the SEC Design Guidelines and as agreed to by the City and Developer, no on site or off site Public Improvements ("Infrastructure") beyond what is described herein, and such other Infrastructure as may be mutually agreed to by the City and Developer, will be required for development of the Project or will be constructed by the Developer.

This SEC Infrastructure Plan describes all Infrastructure improvements to be provided by Developer, at Developer's cost, in accordance herewith for the Project. While some Infrastructure improvements to be provided by City Agencies or other governmental agencies, may be described, their inclusion herein is not intended to be all inclusive of all Infrastructure improvements to be provided by City Agencies or other governmental agencies. A condition precedent to Developer's performance under this Infrastructure Plan is the obtaining of all requisite approvals.

This SEC Infrastructure Plan establishes the design standards, construction standards, criteria and specifications of Infrastructure for the Project, including, without limitation, streets, and Infrastructure within the street right of way or easements including storm water, sanitary sewers, domestic water, reclaimed water, and all other Infrastructure. The precise location and final design of Infrastructure improvements consistent with this SEC Infrastructure Plan including intersection, street segment, wet and dry utilities, and other Infrastructure improvements will be determined during plan check and permit processing.

The dedication, acquisition and acceptance of streets and other Infrastructure improvements will occur through separate improvement plans and permits, offers of

dedication and easements. Other than as provided in the DDA, no real property is required to be acquired to construct the Infrastructure described in this SEC Infrastructure Plan.

The ability to construct and dedicate Infrastructure improvements for acquisition and acceptance by other regulatory agencies with jurisdiction such as, as applicable, Cal Trans, the City of Los Angeles, the County of Los Angeles or the City of Hawthorne, is contingent upon the review and approval of those other regulatory agencies. City will, in accordance with the Development Agreement, reasonably cooperate with requests by Developer to assist in obtaining such regulatory approvals, permits and actions from such other agencies that are necessary or desirable to effectuate and implement development of Project Infrastructure.

The City desires to utilize consultants to perform certain “on-call” plan review, construction inspection, and any other such on-call consulting services in connection with development of the Property. City will establish a procedure whereby the Developer may retain the services of certain City-approved consultants to perform on-call plan review, construction inspection and various other on-call consulting services on the behalf of the Developer and normally conducted by the City in a manner similar to that certain on-call service process established by the City in connection with the proposed development of the Hollywood Park property.

City will not require performance or payment bonds or other security for the completion of the Infrastructure improvements other than the typical general contractor bonds or contractor parent company guarantees.

1.2 Exhibits and Reference Documents

Exhibits

Exhibit 1	Sewer Infrastructure Plan
Exhibit 2	Storm Drain Infrastructure Plan
Exhibit 3	Fire Protection Infrastructure Plan
Exhibit 4	Domestic Water Infrastructure Plan
Exhibit 5	Well Water Transmission Infrastructure Plan

Exhibit 6	Reclaimed Water Infrastructure Plan
Exhibit 7	Dry Utility Infrastructure Plan
Exhibit 8	New Inglewood Well No. 8 Plan
Exhibit 9	Inglewood Well No. 6 Demolition Plan
Exhibit 10	Circulation Plan, Traffic Signal and Bus Stop Plan
Exhibit 11	Street Vacations, Widening and Dedications Plan
Exhibit 12a	Street Sections
Exhibit 12b	Street Sections
Exhibit 12c	Street Sections
Exhibit 13a	Traffic Mitigation – La Cienega Blvd/ W Century Blvd
Exhibit 13b	Traffic Mitigation - Hawthorne Blvd / La Brea Ave/ W Century Blvd
Exhibit 13c	Traffic Mitigation - Yukon Ave / 104th St
Exhibit 13d	Traffic Mitigation - S Prairie Ave / I-105 Off Ramp
Exhibit 13e	Traffic Mitigation - Manchester Blvd / La Brea Ave
Exhibit 13f	Traffic Mitigation - Crenshaw Blvd / Manchester Blvd
Exhibit 13g	Traffic Mitigation - Crenshaw Blvd / I-105 Off Ramp
Exhibit 13h	Traffic Mitigation - S Prairie Ave / 120th St
Exhibit 13i	Traffic Mitigation - Crenshaw Blvd / 120 th St
Exhibit 13j	Traffic Mitigation - La Brea Ave / S Centinela Ave
Exhibit 13k	Traffic Mitigation - I-405 Northbound Off-Ramp / W Century Blvd
Exhibit 13l	Traffic Mitigation – La Cienega Blvd / S Centinela Ave
Exhibit 13m	Traffic Mitigation – 104 th St / S Prairie Ave
Exhibit 13n	Traffic Mitigation - I-105 Freeway
Exhibit 13o	Traffic Mitigation – W Century Blvd / Felton Ave

Reference Documents

Reference 1	City of Inglewood Well No. 8 Preliminary Design Report prepared by Tetra Tech, dated April 2018.
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Section 2 Wet Utilities

Developer will install new storm drains, sanitary sewers, fire protection water main, domestic water mains, reclaimed water mains where needed and a well water transmission main. Prior to construction on site, Developer will install the construction noise barriers shown in Figure 2-19 of the Inglewood Basketball and Entertainment Center EIR. Construction will be done per approved plans and specifications prepared by the Developer's Project civil engineer and in a manner acceptable to the Developer and City and other Agencies having jurisdiction.

2.1 Sanitary Sewer

The Project's sanitary sewer system will be a combination of new public sewers to be installed in existing public right-of-way and new private on-site sewers as shown on Exhibit 1 (Sewer Infrastructure Plan). Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City. The Department of Public Works will plan check and inspect the Infrastructure work in the public right of way and the Building Safety Division will plan check and inspect the onsite private work. Developer will provide public right-of-way traffic control plans to the City for approval. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's sewer Infrastructure without restrictions based on the age of the existing pavement in the public streets. The City of Inglewood will provide adequate inspection services to allow the work to proceed without delay. Developer and its contractors shall comply with the NPDES General Construction Permit, City Laws including Public Works Department Requirements for Public Works Permit.

Where sewer mains and laterals will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3. The Project's sanitary sewer Infrastructure will tie into existing public sewer lines at six points unless revisions are requested by the Developer and approved by the City. The West Parking garage will be connected to the sewer main in Prairie Avenue at 102nd Street. The Arena area will be connected to existing sewer mains at two points: (1) Freeman Avenue and 103rd Street and (2) 102nd Street and East Boundary of Arena area. The Plaza area will be connected at Prairie

Avenue and 102nd Street. The East Parking Garage will be connected to a main in Century Boulevard.

The existing sewer mains in the portions of 101st Street and 102nd Street Right-of-Way to be vacated for the Project will be removed and new terminal manholes will be installed at the ends of the mains that will remain in service.

New offsite sewer mains will be installed in the existing public rights-of-way in locations shown on Exhibit 1 (Sewer Infrastructure Plan) and will be owned, operated and maintained by the City of Inglewood. New onsite sewer mains and service laterals will be installed in locations shown on Exhibit 1 (Sewer Infrastructure Plan) and will be owned, operated and maintained by the Developer. The sewer Infrastructure will consist of PVC sewer pipes ranging in diameter from 4" to 12" as well as precast manholes, and cleanouts, wyes, connections to existing mains and other appurtenances designed by the Project Civil Engineer in final plans to be approved by the City.

The sewer connection for the Hotel to be relocated on Century Boulevard east of the East Parking Garage site would have a new connection to the sewer main in 102nd Street east of Doty Avenue, and it will require an easement through the Developer's East Parking Garage site. This hotel sewer will be installed by the Hotel developer under separate sewer plans, traffic control plans and permits to be obtained provided by the Hotel developer, and it is not part of this SEC Infrastructure Plan.

2.2 Storm Drainage

The Project's storm drain Infrastructure will consist of tying into existing public storm drain lines, removing and relocating storm drain lines, and construction of new drain lines and supporting structures as shown on Exhibit 2 (Storm Drain Infrastructure Plan). Developer's Project Civil Engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City Department of Public Works and/or Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's storm drain Infrastructure without restrictions based on the age of the existing pavement in the public streets. The City of Inglewood will provide adequate inspection

services to allow the work to proceed without delay. Developer and its contractors shall comply with the City Laws, the Public Works Department Requirements for Public Works Permit, MS4 permit regulations, and the NPDES General Construction Permit. A SWPPP shall be prepared to the satisfaction of the City and the Los Angeles Regional Water Quality Control Board ("RWQCB") to ensure the prevention of substantial water quality degradation during construction of the Proposed Project. These plans shall be approved by the City and the Los Angeles RWQCB to confirm that these permit and regulatory requirements have been satisfied before construction commences on the site. Where storm drain Infrastructure will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

The Project' s storm drain system will tie into existing public storm drain lines at six points, unless revisions are requested by the Developer and approved by the City. The West Parking Garage area will be connected to existing public storm drain lines at three points: (1) 101st Street approximately 57' west of the project boundary, (2) an existing public catch basin at the northwest corner of Prairie Avenue and 101st Street, (3) an existing public catch basin at the northwest corner of Prairie Avenue and 102nd Street. The Arena and Plaza areas will be connected to an existing public storm drain at Prairie and the southern access road just north of 103rd street. The City relocated well site will be connected to an existing public reinforced concrete box storm drain at the intersection of 102nd Street and Doty Avenue. The East Parking Garage site will be connected to an existing public storm drain that traverses 102nd Street approximately 230' east of the centerline of Doty Avenue.

New offsite 18" and 24" reinforced concrete storm drains and precast manholes will be installed in the existing public rights-of-way in locations shown on Exhibit 2 (Storm Drain Infrastructure Plan) and will be owned, operated and maintained by the City. With the exception of the new Well Site, new onsite storm drains ranging from 8" to 24" diameter shall be HDPE WT Pipe by ADS or approved equal and installed and tested per Public Works Green Book standard. The Well Site storm drain will be reinforced concrete and will be owned, operated, and maintained by the City. All other on-site storm drain mains, service laterals and appurtenances will be installed in locations shown on Exhibit 2 (Storm Drain Infrastructure Plan) and will be owned, operated and maintained by the Developer.

To meet City-wide NPDS and MS4 permit requirements, Developer will install bio filtration systems in landscaped areas throughout the Project site. Bio filtration features will implement best management practices (BMPs) and will include features such as bio filtration planters and bio swales, and proprietary devices. The proposed bio filtration systems will be designed to capture site runoff from roof drains and surface runoff, treat the runoff through biological reactions within the planter soil media. Underground pre-cast detention basin pretreatment structures will be constructed in the West Parking area, Arena Site and Arena Site Parking Structure, East Parking Garage Site as shown on Exhibit 2 (Storm Drain Infrastructure Plan) to lower peak flow rates to LA County approved allowable levels.

Storm Drain Improvements, bio filtration systems and detention basin pretreatment structures for the Hotel to be relocated on Century Boulevard east of the East Parking Garage Site would require an easement to be provided by Developer through the Developer' s East Parking Garage Site. These improvements are not part of this SEC Infrastructure Plan. The Hotel developer will be responsible for obtaining permits and constructing the storm drain improvements for the hotel site, including separate storm drain plans, traffic control plans and other permits.

2.3 Fire Protection Infrastructure

The Project' s fire protection system will be a combination of new public water mains and fire hydrants to be installed in existing public right-of-way and new private on-site water mains and fire hydrants installed on site as shown on Exhibit 3 (Fire Protection Infrastructure Plan). Developer' s Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the Golden State Water Company and City Department of Public Works and/or Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project' s fire protection infrastructure without restrictions based on the age of the existing pavement in the public streets. The Golden State Water District, where applicable, will inspect the installation of the water mains and appurtenances in the public right-of-way including the water meters and the City will inspect pavement repairs. The Inglewood Building

Safety Division will inspect on site work. Developer and their contractors shall comply with the NPDES General Construction Permit, Inglewood Municipal Code regulations, and the Public Works Department Requirements for Public Works Permit.

Where fire protection water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

The Project' s fire protection infrastructure will tie into existing public water mains at nine points. Two new fire hydrants will connect to the Golden State Water Company (GSWC) water main on the west side of Prairie Avenue and will be extended to the east side of the street. Two connections will be made to the GSWC water main at 101st Street on the west side of the West Parking Garage Site and private mains will be extended north and south to new private fire hydrants. The southern main will extend to 102nd Street and tie into an existing water main there. Two new fire water mains will connect to the GSWC water main on the west side of Prairie Avenue and will be extended across the street. A new public fire hydrant will be installed on the east side of Prairie Avenue just south of 101st Street. Two private fire water mains will be extended into the Arena and Plaza areas to form a loop around the new arena complex. This private main will feed private fire hydrants. A fire protection water main and private fire hydrant on the west side of the East Parking Garage will connect to the GSWC water main in Century Boulevard.

The fire protection water main for the Hotel to be relocated on Century Boulevard east of the East Parking Garage Site will be installed by the Hotel developer under separate sewer plans, traffic control plans and permits to be obtained provided by the Hotel developer, and it is not part of this SEC Infrastructure Plan.

2.4 Domestic Water Infrastructure

The Project' s domestic water system will be a combination of new public water mains and appurtenances to be installed in existing public right-of-way and new private on-site water mains and appurtenances installed on site as shown on Exhibit 4 (Domestic Water Infrastructure Plan). Developer' s Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the Golden State Water Company (GSWC) and City of Inglewood Department of Public Works and/or

Building Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's domestic water Infrastructure without restrictions based on the age of the existing pavement in the public streets. GSWD will inspect the installation of the water mains and appurtenances in public right-of-way to the meter and the City of Inglewood will inspect pavement repairs. The Inglewood Building Safety Division will inspect the on-site private water mains and appurtenances. Developer and their contractors shall comply with the NPDES General Construction Permit, Inglewood Municipal Code regulations, and the Public Works Department Requirements for Public Works Permit.

The existing domestic water mains in the portions of 101st Street and 102nd Street rights-of-way to be vacated for the Project will be removed and the remaining ends of the mains that will remain in service will be capped.

Where domestic water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

The Project's domestic water infrastructure will tie into existing public water mains at seven points. The West Parking Garage Site will connect to the existing GSWC water main in 101st street with a 2-inch service with backflow preventer and meter. Three new domestic water mains will connect to the GSWC water main on the west side of Prairie Avenue and will be extended across the street to backflow preventers. The two connections on the north side of Prairie Avenue will loop through the Plaza Area to service plaza buildings. The connection to the south will loop through the southern access road and connect to the existing main at 102nd Street and the eastern Arena area boundary with a backflow preventer. This main will service the arena complex. The East Parking Garage Site will connect to an existing GSWC water main in Century Boulevard with a domestic water service, back flow preventer, and meter on the west side of the site.

A domestic water service back flow preventer and meter for the Hotel to be relocated on Century Boulevard east of the East Parking Garage Site will be installed by the Hotel

developer under separate sewer plans, traffic control plans and permits to be obtained provided by the Hotel developer, and it is not part of this SEC Infrastructure Plan.

2.5 Well Water Transmission Main Infrastructure

The City' s 27" diameter water well transmission main in the portion of the 102nd Street right-of-way to be vacated for the Project will be removed and a new pipeline will be installed in an on-site easement in the Arena southern access road and then northerly along Prairie Avenue to the reconnect to the existing main in 102nd Street as shown on Exhibit 5 (Well Water Transmission Infrastructure Plan). The new main will be installed and connected with the least interruption to service as practical. The new main will be in operation prior to the demolition of the existing main.

Developer' s Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the City Department of Public Works. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the work without restrictions based on the age of the existing pavement in the public streets. Developer and their contractors shall comply with the NPDES General Construction Permit, City Laws, and the Public Works Department Requirements for Public Works Permit.

Where the well water transmission main will be installed in the public right-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

2.6 Reclaimed Water System

The Project' s reclaimed water infrastructure shown on Exhibit 6 (Reclaimed Water Infrastructure Plan) will consist of a 2" connection to the existing West Basin Municipal Water District (WBMWD) transmission main on the east side of Prairie Avenue across from 101st Street. The connection will be fitted with the required backflow preventer and meter. Onsite private reclaimed water mains will be installed in the Arena area and Plaza area and may be connected to the West Parking Garage Site area via the pedestrian bridge.

Developer's Project civil engineer will prepare plans and specifications for the work that shall be reviewed and approved by the WBMWD, City Public Works and/or Building Department, and the Los Angeles County Health Department. Developer will provide traffic control plans to the City for approval of work in existing public right-of-way. After approval of the plans and specifications and the payment of standard City fees, the City of Inglewood will cooperate with the Developer to provide encroachment permits to allow the installation of the Project's reclaimed water infrastructure without restrictions based on the age of the existing pavement in the public streets. WBMWD will inspect the installation of the water mains and appurtenances in public right-of-way to the meter and the City of Inglewood will inspect pavement repairs. The Inglewood Building Safety Division will inspect the on-site private water mains and appurtenances. Developer and their contractors shall comply with the NPDES General Construction Permit, City Laws, and the Public Works Department Requirements for Public Works Permit.

Where reclaimed water mains and appurtenances will be installed in the public rights-of-way, existing asphalt pavement will be removed and replaced per the Standard Plans for Public Works Construction Standard Plan 133-3.

Section 3 Dry Utilities

Dry Utility improvements including onsite and offsite electrical, natural gas, telephone, and cable T.V. utilities are identified on Exhibit 7 (Dry Utility Infrastructure Plan). Southern California Edison is the electricity provider, Southern California Gas Co provides natural gas, AT&T provide phone service and Spectrum Business is the primary cable provider. Work necessary to provide the joint trench for dry utilities (that lie in public streets and in the sidewalk area if at all possible) and onsite access roads, consists of trench excavation and installation of conduit ducts for telephone, cable, fiber optic, electrical, and gas (direct burial). Additionally, utility vaults, splice boxes, and backfill are included. The utility owner/franchisee (such as optic companies) will be responsible for installing facilities such as transformers and wire.

All necessary and properly authorized public utility improvements for which franchises are authorized by the City shall be designed and installed in the public right-of-way in accordance with City Laws in effect from time to time, and permits approved by City Public Works Department. Joint trenches or utility corridors will be utilized wherever feasible. The location and design of joint trenches/utility corridors in the right of way must be approved by City Public Works Department during the preparation of improvement plans.

3.1 Relocations to Maintain Existing Service

The dry utilities in the portions of 101st Street and 102nd Street Right-of-Way to be vacated for the Project will be removed. The dry utilities located in easements on the Project sites will be removed. Buildings to remain that take service from these utilities to be removed include:

- (A) Liquor Warehouse Market, 10025 S Prairie Ave, Inglewood, CA 90303:
Electricity, Gas, Telephone, Cable T.V.
- (B) Sunshine Coin Laundry, 10023 S Prairie Ave, Inglewood, CA 90303:
Electricity, Gas, Telephone, Cable T.V.
- (C) Single Family Detached Residence, 10226 S. Prairie Avenue, Inglewood, CA 90303: Telephone, Cable T.V.
- (D) Triplex Residence, 10204 S. Prairie Avenue, Inglewood, CA 90303:
Telephone, Cable T.V.

- (E) Airport Inn Hotel, 3900 W. Century Boulevard, Inglewood, CA 90303: Telephone, Cable T.V.
- (F) Extra Space Storage, 3846 W. Century Boulevard, Inglewood, CA 90303: Telephone, Cable T.V.
- (G) Industrial Buildings, 3821 102nd Street, Inglewood, CA 90303 and properties to the east: Electricity.
- (H) Industrial Building, 10105 Doty Avenue, Inglewood, CA 90303: Telephone & Cable T.V.

Prior to disconnection of these active dry utilities to these users, new utilities to maintain service will be installed. Underground dry utilities will be installed in the public right-of-way in Prairie Avenue, 101st Street, Century Boulevard, 102nd Street, 103rd Street, 104th Street and the access road on the west side of the West Parking Garage Site. Above grade utilities will be installed on pole lines in 104th Street, Doty Avenue, and 102nd Street. Underground dry utilities will be installed in an easement on the Plaza area north access road to connect to the pole line at the southwest corner of the Airport Inn Hotel Property to utilities in Century Boulevard. Underground dry utilities will be installed in an easement on the western north/south access road on the West Parking Garage Site to connect 101st Street electrical service to Century Boulevard.

3.2 New Dry Utility Services

New dry utility electrical, telephone and cable TV service to the West Parking Garage Site will be taken from the existing overhead pole line on the north side of 102nd Street.

New electrical service to the Arena Plaza areas will be from underground dry utilities that will be extended from the CE Lennox Substation on 103rd Street, across Prairie Avenue and extended in an easement on the Arena area south access road. A secondary electrical service will be extended from the Hawthorne Substation in a combination of above ground and underground facilities northerly along Prairie Avenue to the easement on the Arena area south access road. New natural gas, telephone, and cable TV service to the Arena and Plaza areas will extend from existing facilities at Prairie Avenue and will be extended in a joint trench along the southern access road. New onsite dry utility facilities would be terminated within a utility yard near the southeast

corner of the Arena Site. Structures required to serve the Project site consist of switches, capacitor banks, multiple transformers, and metering equipment.

New dry utility service to the new relocated well site will be from the existing overhead pole line on 102nd Street.

New dry utility service to the East Parking Garage will be from the existing overhead pole line on the north side of 102nd Street and will require an underground service to be installed across 102nd Street.

Dry utilities for the Hotel to be relocated on Century Boulevard east of the East Parking Garage site will be installed by the Hotel developer under separate plans, traffic control plans and permits to be obtained by the Hotel developer, and it is not part of this SEC Infrastructure Plan.

Section 4 Inglewood Water Well Relocation

The City owned and operated Inglewood Water Well No. 6 will be properly destroyed, and a new Water Well No. 8 will be constructed to replace it as detailed in the City of Inglewood Well No. 8 Preliminary Design Report prepared by Tetra Tech and dated April 2018 ("Well Relocation PDR"). The new City owned, and operated Water Well No. 8 will be located on the southern third of the two parcel Well Relocation Site at 3818W 102nd Street in Inglewood. The site plan for Well No. 8 is shown on Exhibit 8 (New Inglewood Well 8 Plan).

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

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

The well would be drilled approximately 750 feet below ground surface, with a submersible pump to reduce noise to nearby residences. The Well No. 8 raw water discharge piping would connect to the existing City of Inglewood raw water main, located immediately in front of the proposed site on West 102nd Street, as shown on Exhibit 5 (Well Water Transmission Infrastructure Plan). An existing utility pole located 50 feet east of the Well Relocation Site on West 102nd Street is expected to be the connection location to provide the power for the new well facility.

An 18" diameter reinforced concrete well waste discharge line will connect to a LA County Flood Control District (LACFCD) reinforced concrete box located at the intersection of West 102nd Street and South Doty Avenue.

Inglewood Well No. 6 will be properly removed as described in the Well Relocation PDR. Existing site improvements will be demolished and removed as shown on Exhibit 9 (Inglewood Well 6 Demolition Plan).

With the City of Inglewood's concurrence, Developer has hired Tetra Tech as engineer of record for this well demolition and new well relocation project to provide services including project management, preliminary design, permitting, well design & equipping construction documents, bid phase assistance, and construction phase assistance for both removal of existing well and construction of a new replacement well.

The City of Inglewood will review and approve the plans and specifications and will bid out the work and hire the contractors to complete the Destruction of Well No. 6 and the construction of Well No. 8 and all required associated infrastructure and facilities. Developer will help coordinate plan reviews and permits and will pay for the construction work contracted for by the City subject to a separate reimbursement agreement to be negotiated. The City will destroy Well No. 6 per CA Water Well Standards Bulletins 74-81 and 74-90, end electric power service to the lot, and close the valve that cuts the well off from the well water transmission main. City may remove/salvage whatever Well No. 6 superstructure they deem appropriate.

Developer will contract for and complete the demolition of the facilities and infrastructure at Well No. 6 that remain after the City destroys the well. This demolition work can start as soon as Developer acquires the Well No. 6 site property from the City. City does not require new Well No. 8 to be complete prior to the destruction of Well No. 6.

Section 5 Street Improvements

Substantial street infrastructure already exists which will serve the Project. The existing and proposed street systems for the Project are shown in Exhibit 10 (Circulation Plan, Traffic Signal and Bus Stop Plan) and in Exhibit 11 (Street Vacation, Widening and Dedication Plan). Basic geometrics in the right of way such as numbers of lanes, their uses, and their widths are further shown in Street Section Exhibits 12a, 12b, and 12c. The following Infrastructure descriptions apply generally to streets surrounding the Project. In general, new street structural sections consist of 6" asphalt concrete (AC) over 9" crushed aggregate base (AB) for a traffic index (TI) of 7-8 and 5" AC over 8" AB for a TI 6-7 per soils report recommendations, to meet and match existing streets. Crushed miscellaneous base (CAB) could be substituted if approved by the Soils Engineer of Record. All street structural sections shall meet City standards in effect from at the time of plan approval. All anticipated underground utility crossings will be installed prior to final street pavement. Street improvements will be designed to meet the current City of Inglewood standard plans and details.

5.1 Local Public Street Right-Of-Way Surface Improvements

Public street surface improvements are not required except as specifically set forth in this Infrastructure Plan. Prior to the start of the Project, Developer will photograph the existing condition of the streets surrounding the Project site including 102nd, 101st, Century Boulevard, Prairie Avenue, and Doty Avenue and will only be required to repair street improvements shown to be damaged by the development of the Project and Infrastructure. New street surface improvements to support the Project will consist of:

- (A) 102nd Street westbound west of Prairie Avenue: Demolition of existing curbs, gutters, and sidewalks and adding a new concrete curb returns and asphalt surface improvements to join the new fire access road on the west side of the West Parking Garage. Demolish and remove existing concrete driveways and install new parkway street trees and landscaping along the frontage of the project per Section A1 102nd Street West Parking Garage on Exhibit 12b (Street Sections)

- (B) 101st Street: Demolition of existing curbs, gutters, and sidewalks and adding a new concrete curb returns and asphalt surface improvements to join the new fire access road on the west side of the West Parking Garage.
- (C) 101st Street: Demolition of existing curbs, gutters, and sidewalks and adding a new concrete curb returns and asphalt surface improvements to join the new fire access road on the east side of the West Parking Garage.
- (D) Century Boulevard eastbound west of Prairie Avenue: Demolition of existing curbs, gutters, and sidewalks where needed and adding a new concrete curb returns and asphalt surface improvements to join the new fire access road on the east and west sides of the West Parking Garage. Demolition of existing curbs, gutters, and sidewalks and installation of a new concrete driveway to access the West Parking Garage. Install a new traffic signal at the West Parking Garage access including new electrical service from Southern California Edison. Install new signage and striping of Century Boulevard at this new intersection per final approved plans. Temporary relocation of existing a Metro bus stop sign, bench and trash can. Demolition of existing unused concrete driveways and installation on new 10' wide concrete sidewalk as shown on Section CI of Exhibit 12a (Street Sections)
- (E) Prairie Avenue southbound south of Century Boulevard: Demolition of existing curbs, gutters, sidewalks and three streetlights. Add one new 12' wide AC right turn only lane and construction new concrete curbs, gutters and sidewalks as shown in Section P2 in Exhibit 12b (Street Sections). Install new signage and striping of the new lane per final approved plans. Tie into existing streetlight wiring conduits and reinstall the three streetlights with new foundations. Provide a concrete driveway access to the east side of the West Parking Garage. Install a new traffic signal at the West Parking Garage access including new electrical service from Southern California Edison. Install new signage and striping of Prairie Avenue at this new intersection per final approved plans.

- (F) Prairie Avenue at 102nd Street: Close off access west bound on 102nd Street from south bound Prairie as shown on the detail entitled Prairie Avenue and 102nd Street West Parking Structure on Exhibit 12d (Street Sections). Demolish the existing traffic signal at this intersection. Install signage and striping of this intersection per final approved plans.
- (G) Prairie Avenue between 102nd and 103rd Streets: Remove the existing reversible lane signal that crosses Prairie Avenue overhead to allow for installation of the planned access to the IBEC event center.
- (H) Prairie Avenue northbound south of 102nd to Project Boundary: Demolition of existing curbs, gutters, and sidewalks where needed and adding a new concrete curb returns and asphalt surface improvements to join the new main access road to the IBEC south parking garage. Relocate one streetlight. Tie into existing streetlight wiring conduits and reinstall the existing streetlight with new foundations. Install new sidewalks as necessary.
- (I) Prairie Avenue northbound between 102nd and Century Boulevard: Demolition of existing curbs, gutters, sidewalks and three streetlights. Add one new 12' wide AC right turn only lane and construction new concrete curbs, gutters and sidewalks as shown in Section P2 in Exhibit 12b (Street Sections). Tie into existing streetlight wiring conduits and reinstall three the streetlights with new foundations. Modify the existing traffic signal at Century and Prairie to implement a northbound right-turn signal overlap phase. Install new signage and striping of Prairie Avenue per final approved plans. Remove the existing bus stop signs, benches, trash can and shelter. Widen the east leg crosswalk across Century Boulevard to 20' .
- (J) Prairie Avenue northbound north of Century Boulevard: Remove existing parkway landscape, install sidewalk and reinstall the bus stop signs, benches, trash can and shelter from the south side of Century Boulevard to the north side of the intersection as shown on Exhibit 10 (Circulation Plan,

Traffic Signal and Bus Stop Plan). Remove the existing AC in the street and install a new concrete bus pad per City of Inglewood Standard Plan DS-14.

- (K) Century Boulevard east bound from Prairie Avenue to Doty Avenue: Relocate the existing bus stop sign, shelter, benches, and trash can east as shown on Exhibit 10 (Circulation Plan, Traffic Signal and Bus Stop Plan). Remove the existing AC in the street and install a new concrete bus pad per City of Inglewood Standard Plan DS-14. Remove existing driveways and install new concrete curb and gutter and sidewalk. Demolish existing curbs, gutters, and sidewalks where needed and add a new concrete curb returns and asphalt surface improvements to join the new fire access road to the east of the Plaza and to join the access ramp to the new Arena underground event floor level. Relocate one streetlight to create room for the new fire access road to the east of the IBEC Plaza.
- (L) Century Boulevard east bound from Doty Avenue to east side of the East Parking Garage site: Demolish existing curbs, gutters, and sidewalks where needed and add a new concrete curb returns and asphalt surface improvements to join the new fire access road to the west side of the East Parking Garage and to the East Parking Garage access. Modify the traffic signal, median and striping at the entrance to the East Parking Garage to allow for east and westbound access.
- (M) The Hotel to be relocated on Century Boulevard east of the East Parking Garage site will require demolition of the existing curbs, gutters, and sidewalks where needed, and the addition of a new driveway to the Hotel on Century Boulevard. These improvements will be installed by the Hotel developer under separate plans, traffic control plans and permits to be obtained provided by the Hotel Developer, and it is not part of this SEC Infrastructure Plan.

9.2 Mitigation Measures Including Intersections, Traffic Signal Improvements and Freeway Improvements in the City of Inglewood and in Other Jurisdictions

The following specific intersection Infrastructure improvements shall, subject to obtaining consents of other regulatory agencies with jurisdiction, where applicable, such as the City of Los Angeles, City of Hawthorne or Caltrans, as applicable, and where feasible within existing right-of-way, be provided by Developer in connection with the development of the Project in accordance with this SEC Infrastructure Plan:

- (A) As shown on Exhibit 13a, implement capacity-increasing improvements at the Century Boulevard/La Cienega Boulevard intersection. Improvements include two elements: (i) Restripe the westbound approach and modify traffic signals to convert the outside through/right lane to a dedicated right-turn lane and operate it with an overlap phase consistent with the LAX LAMP improvements planned for this location; and (ii) Remove median island on the west leg, restripe the eastbound and westbound approaches, and modify traffic signals to add second left-turn lanes in each direction.
- (B) As shown on Exhibit 13b, construct (via restriping, traffic signal modifications, and conversion of median) second left-turn lanes on the northbound and southbound approaches to the Century Boulevard/Hawthorne Boulevard/La Brea Boulevard intersection and operate the northbound right-turn with an overlap phase.
- (C) As shown on Exhibit 13c, restripe the westbound 104th Street approach to Yukon Avenue from consisting of a shared left/through/right lane to consist of a left/through lane and a dedicated right-turn lane. Modify traffic signals and connect this intersection to the existing ITS at Century & Yukon.
- (D) As shown on Exhibit 13d, widen the I-105 off-ramp approach to Prairie Avenue to consist of two lefts, a shared left/through/right, and a dedicated

right-turn lane. Replace sign gantry. Modify Caltrans maintained traffic signals. This will require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project.

- (E) As shown on Exhibit 13e, restripe the eastbound approach of Manchester Boulevard at La Brea Avenue to provide a separate right-turn lane, resulting in one left-turn lane, two through lanes and one right-turn lane. Work includes modification of traffic signals as necessary.
- (F) As shown on Exhibit 13f, restripe the westbound approach of Manchester Boulevard at Crenshaw Boulevard to provide a second left-turn lane, resulting in two left-turn lanes, one through lane and one shared through/right-turn lane. Work includes striping, removing median, and modification of traffic signals as necessary.
- (G) As shown on Exhibit 13g, widen the I-105 westbound off-ramp at Crenshaw Boulevard to consist of one left, one left/through, and two right-turn lanes. Replace sign gantry. Modify Caltrans maintained traffic signals. This would require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project.
- (H) As shown on Exhibit 13h, subject to further analysis to determine if there is enough existing right-of-way, remove the median island and restripe the southbound approach of 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. Work includes modification of traffic signals as necessary.
- (I) As shown on Exhibit 13i, implement a southbound right-turn overlap signal phase at the intersection of Crenshaw Boulevard and 120th Street. Work includes modification of signage and traffic signals as necessary.
- (J) As shown on Exhibit 13j, construct a second left-turn lane on southbound La Brea Avenue at Centinela Avenue and implement protected left turns for the northbound and southbound approaches. Work requires reducing

exiting lane widths and modification of signage and traffic signals as necessary.

- (K) As shown on Exhibit 13k, restripe the center lane on the I-405 Northbound Off-Ramp at Century Boulevard to permit both left and right-turn movements. Modify signage and Caltrans maintained traffic signals. This would require obtaining Caltrans approval and complying with the Caltrans project development process as a local agency-sponsored project.
- (L) As shown on Exhibit 13l, remove the median island on the north leg and construct a second left-turn lane on southbound La Cienega Boulevard at Centinela Avenue. Work includes modification of traffic signals as necessary.
- (M) As shown on Exhibit 13m, implement protected or protected/permissive left-turn phasing on northbound and southbound Prairie Avenue at 104th Street. Work includes modification of striping and traffic signals as necessary.
- (N) As shown on Exhibit 13n, [Text forthcoming, subject to confirmation]
- (O) Work with the City of Inglewood and the Centinela Hospital Medical Center to develop a wayfinding program that includes placement of signage (e.g., blank-out signs, changeable message signs, permanent hospital alternate route signs, etc.) on key arterials that may provide fixed alternate route guidance as well as real-time information regarding major events.
- (P) As shown on Exhibit 13o, restripe the northbound approach of Felton Avenue at Century Boulevard from a single left-through-right lane to one left/through lane and one right-turn lane. Work includes removing on street parking, striping, and modification of traffic signals as necessary.
- (Q) Work with the City to coordinate City traffic signals and optimize City traffic signal timings to accommodate major event traffic flows on:

- Prairie Avenue between Imperial Highway and Manchester Boulevard.
 - Century Boulevard between Felton Avenue and South 5th Avenue.
 - La Cienega Boulevard between West 97th Street and West 104th Street.
 - Florence Avenue and Prairie Avenue.
 - West Manchester Boulevard and South Van Ness Avenue.
 - West Manchester Boulevard and South Western Avenue
 - Crenshaw Boulevard and Pincay Drive
 - West Century Boulevard and South Normandy Avenue
 - Crenshaw Boulevard and Imperial Highway
 - Crenshaw Boulevard and West 120th Street.
- (R) Developer shall make a funding contribution to the City Public Works Traffic Division in the amount of \$12,500,000 to fund and implement Intelligent Transportation Systems (ITS) improvements at intersections in which the Project causes a significant impact for which a specific mitigation that would reduce this impact to less than significant could not be identified. Funding shall be provided no later than 24 months prior to the first NBA event to be held at the Arena.