
IV. ENVIRONMENTAL IMPACT ANALYSIS

L. TRAFFIC/TRANSPORTATION

The following analysis summarizes the findings and conclusions of the Revised Traffic Impact Study for the Hollywood Park Redevelopment Project (the “Traffic Study,” “Traffic Impact Study,” or “TIS”), prepared by Linscott, Law & Greenspan Engineers, August 1, 2008. The Revised Traffic Impact Study is included in its entirety as Appendix G-1 to this EIR.

The traffic analysis follows City of Inglewood traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the 2004 Congestion Management Program for Los Angeles County. The traffic analysis evaluates the project-related impacts associated with the proposed development at 66 key intersections in the vicinity of the Project Site. The study intersections were determined in consultation with the City of Inglewood Department of Public Works staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections. Additionally, a review was conducted of the Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

The Traffic Impact Study (i) presents existing traffic volumes, (ii) forecasts future traffic volumes with and without the proposed project, (iii) determines project-related impacts, (iv) forecasts future cumulative traffic volumes, and (v) presents recommendations for mitigation where necessary.

Existing Project Site

The Proposed Project is located within the Manchester-Prairie and Century Redevelopment Constituent Project Areas of the Merged Redevelopment Project Area of the City of Inglewood. The Project Site is generally bounded by vacant commercial property and existing residential development on the north, Century Boulevard on the south, existing residential development and a commercial shopping center on the east, and Prairie Avenue on the west (see Figure II-1, Regional and Vicinity Map in Section II, Project Description).

Existing Site Access

Primary vehicular access to the existing Hollywood Park Racetrack and Casino is presently provided via the following gates/driveways:

- Gate 2 on Prairie Avenue (opposite Arbor Vitae Street)
- Gate 3 on Prairie Avenue (opposite Hardy Street)
- Gate 4 on Century Boulevard (opposite Doty Avenue)
- Gate 5 on Century Boulevard (opposite Yukon Avenue)

- Gate 7/7A on Pincay Drive (opposite Carlton Square)

It should be noted that all five gates/driveways are presently controlled by traffic signals. Gates 2, 3, and 4 provide access for the general public to both the racetrack and the casino while Gate 7/7A is limited to employee and delivery vehicles only. Gate 5 is typically not utilized and is currently gated. All of the existing project gates/driveways currently accommodate full access (i.e., left-turn and right-turn ingress and egress turning movements). Other driveways are also provided along Prairie Avenue, Century Boulevard, and Pincay Drive but these driveways are only utilized on an as-needed basis.

Existing Street System

Regional Highway System

Regional access to the Project Site is provided by the San Diego Freeway (I-405) and the Century Freeway (I-105). A brief description of I-405 and I-105 Freeways are provided in the following paragraphs.

I-405 (San Diego) Freeway is a major north-south oriented freeway that extends from the San Fernando area to the north and the San Diego area to the south. In the project vicinity, the I-405 Freeway contains five mainline freeway lanes (four mixed flow lanes and one carpool lane) in each direction. Northbound and southbound ramps are provided on I-405 Freeway at Manchester Boulevard and at Century Boulevard, which are located approximately one and one-half miles west of the Project Site.

I-105 (Century) Freeway is a major east-west oriented freeway that extends from the Norwalk area to the east and the El Segundo / Los Angeles International Airport areas to the west. In the project vicinity, the I-105 Freeway contains five mainline freeway lanes (four mixed flow lanes and one carpool lane) in each direction. Eastbound and westbound ramps are provided on I-105 Freeway at Prairie Avenue and at Crenshaw Boulevard, which are located approximately one and one-half miles south of the Project Site.

Local Street System

Immediate access to the Project Site is provided via Prairie Avenue, Century Boulevard, and Pincay Drive. In consultation with the City of Inglewood Department of Public Works staff, the following 66 intersections were selected for analysis to evaluate the potential impacts generated by the proposed project (the City in which each study intersection is located is identified in parentheses):

1. Sepulveda Boulevard/Slauson Avenue (City of Culver City)
2. Sepulveda Boulevard/Centinela Avenue (City of Los Angeles)
3. La Cienega Boulevard Southbound (SB)/Slauson Avenue (County of Los Angeles)
4. La Cienega Boulevard Northbound (NB)/Slauson Avenue (County of Los Angeles)
5. La Tijera Boulevard/Centinela Avenue (City of Los Angeles)

6. La Cienega Boulevard/La Tijera Boulevard (City of Los Angeles)
7. La Cienega Boulevard/Centinela Avenue (City of Los Angeles)
8. La Cienega Boulevard/Manchester Boulevard (City of Inglewood)
9. I-405 Freeway NB Ramps/Manchester Boulevard (City of Inglewood)
10. La Cienega Boulevard/Arbor Vitae Street (City of Inglewood)
11. La Cienega Boulevard/I-405 Freeway SB Ramps, north of Century Boulevard (City of Los Angeles)
12. La Cienega Boulevard/Century Boulevard (City of Los Angeles)
13. La Cienega Boulevard/I-405 Freeway SB Ramps, south of Century Boulevard (City of Los Angeles)
14. I-405 Freeway NB Ramps/Century Boulevard (City of Inglewood)
15. Inglewood Avenue/Arbor Vitae Street (City of Inglewood)
16. Inglewood Avenue/Century Boulevard (City of Inglewood)
17. La Brea Avenue/Slauson Avenue (County of Los Angeles)
18. La Brea Avenue/Centinela Avenue (City of Inglewood)
19. La Brea Avenue/Florence Avenue (City of Inglewood)
20. La Brea Avenue/Manchester Boulevard (City of Inglewood)
21. La Brea Avenue/Arbor Vitae Street (City of Inglewood)
22. La Brea Avenue/Century Boulevard (City of Inglewood)
23. Hawthorne Boulevard/Imperial Highway (City of Hawthorne)
24. Centinela Avenue/Florence Avenue (City of Inglewood)
25. Prairie Avenue/Florence Avenue (City of Inglewood)
26. Prairie Avenue/Manchester Boulevard (City of Inglewood)
27. Prairie Avenue/Kelso Street-Pincay Drive (City of Inglewood)
28. Prairie Avenue/Arbor Vitae Street-Gate 2 (City of Inglewood)
29. Prairie Avenue/Hardy Street-Gate 3 (City of Inglewood)

30. Prairie Avenue/Century Boulevard (City of Inglewood)
31. Prairie Avenue/I-105 Freeway Eastbound (EB)-Westbound (WB) Off Ramps-112th Street (City of Inglewood)
32. I-105 Freeway EB On-Ramp-Freeman Avenue/Imperial Highway (City of Hawthorne)
33. Prairie Avenue/Imperial Highway (City of Hawthorne)
34. Cemetery Driveway-Kareem Court/Manchester Boulevard (City of Inglewood)
35. Crenshaw Drive-Briarwood Lane/Manchester Boulevard (City of Inglewood)
36. Kareem Court-Gate 8/Pincay Drive (City of Inglewood)
37. Carlton Drive-Gate 7-7A/Pincay Drive (City of Inglewood)
38. Gate 4-Doty Avenue/Century Boulevard (City of Inglewood)
39. Gate 5-Yukon Avenue/Century Boulevard (City of Inglewood)
40. Club Drive/Century Boulevard (City of Inglewood)
41. Crenshaw Boulevard/Slauson Avenue (City of Los Angeles)
42. Crenshaw Boulevard/Florence Avenue (City of Los Angeles)
43. Crenshaw Boulevard/Crenshaw Drive-82nd Street (City of Inglewood)
44. Crenshaw Boulevard/8th Avenue (City of Inglewood)
45. Crenshaw Boulevard/Manchester Boulevard (City of Inglewood)
46. Crenshaw Boulevard/Pincay Drive-90th Street (City of Inglewood)
47. Crenshaw Boulevard/Century Boulevard (City of Inglewood)
48. Crenshaw Boulevard/Imperial Highway (City of Inglewood)
49. Crenshaw Boulevard/Shopping Center Driveway, south of Imperial Highway (City of Inglewood)
50. Crenshaw Boulevard/116th Street (City of Inglewood)
51. Crenshaw Boulevard/118th Place-I-105 Freeway WB Ramps (City of Inglewood)
52. I-105 Freeway EB Ramps/120th Street (City of Hawthorne)
53. Crenshaw Boulevard/120th Street (City of Hawthorne)

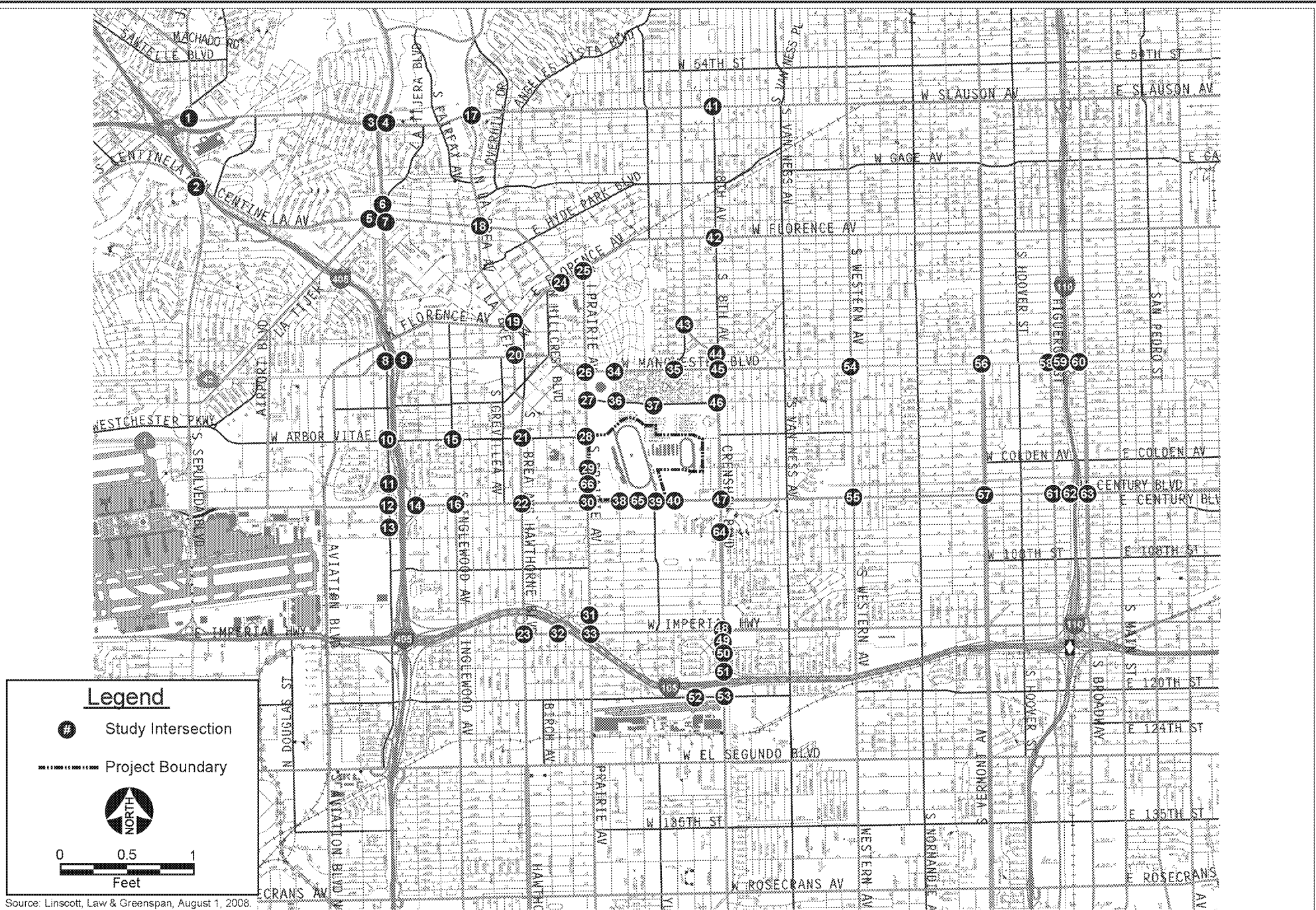
54. Western Avenue/Manchester Avenue (City of Los Angeles)
55. Western Avenue/Century Boulevard (City of Los Angeles)
56. Vermont Avenue/Manchester Avenue (City of Los Angeles)
57. Vermont Avenue/Century Boulevard (City of Los Angeles)
58. Figueroa Street/Manchester Avenue (City of Los Angeles)
59. I-110 Freeway SB Ramps/Manchester Avenue (City of Los Angeles)
60. I-110 Freeway NB Ramps/Manchester Avenue (City of Los Angeles)
61. Figueroa Street/Century Boulevard (City of Los Angeles)
62. I-110 Freeway SB Off-Ramp-Grand Avenue/Century Boulevard (City of Los Angeles)
63. I-110 Freeway NB On-Ramp-Olive Street/Century Boulevard (City of Los Angeles)
64. Crenshaw Boulevard/104th Street (City of Inglewood)
65. Proposed Signalized Driveway/Century Boulevard (City of Inglewood)
66. Prairie Avenue/97th Street (City of Inglewood)

The location of each intersection is depicted in Figure IV.L-1. All of the existing study intersections selected for analysis are currently controlled by traffic signals with the exception of the Crenshaw Boulevard & Shopping Center Driveway intersection (just south of Imperial Highway) and the Prairie Avenue & 97th Street intersection. The existing lane configurations at the 66 study intersections are displayed in Figure IV.L-2.

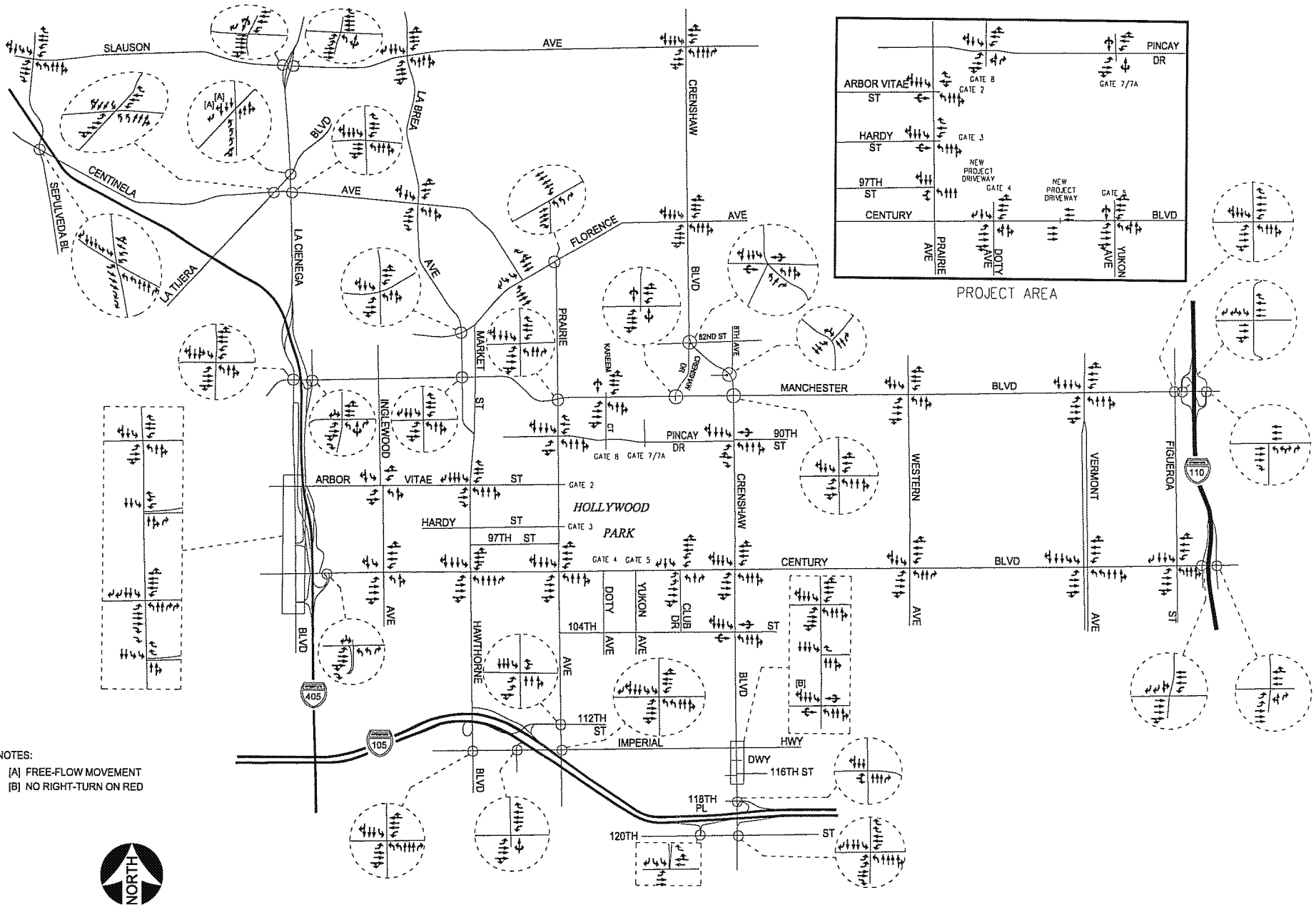
Roadway Classifications

The City of Inglewood utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- Freeways are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.



Source: Linscott, Law & Greenspan, August 1, 2008.



- NOTES:
- (A) FREE-FLOW MOVEMENT
 - (B) NO RIGHT-TURN ON RED



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-2
 Existing Lane Configurations

- Arterial roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.
- Collector roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
- Local roadways distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Roadway Descriptions

A review of the important roadways in the Project Site vicinity and study area is provided in the Traffic Impact Study. As indicated in Traffic Impact Study, the important roadways within the project study area were reviewed on a segment basis in terms of the number of lanes provided, parking restrictions, posted speed limits, etc. Additionally, the roadway classifications as designated by the appropriate jurisdiction are noted on a segment basis.

Public Transit Services

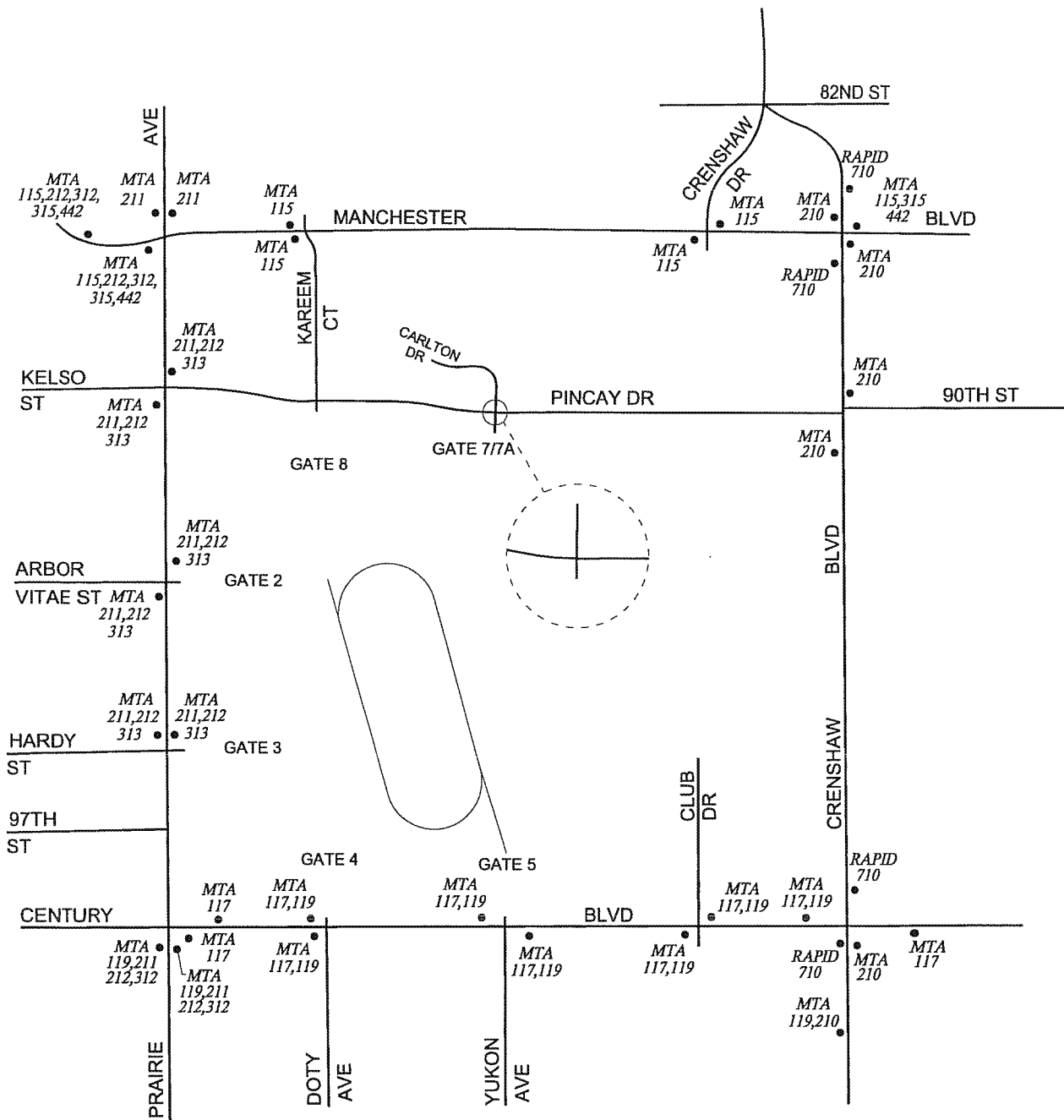
Public transit services in the project study area are currently provided by the Los Angeles County Metropolitan Transportation Authority (MTA). A summary of the existing transit routes, including the transit route, destinations and peak hour headways is presented in Table IV.L-1. The existing public transit routes in the proposed Project Site vicinity are illustrated in Figure IV.L-3. It should be noted that although public transit information is provided in this study, no reduction has been taken in the determination of the proposed project's vehicular trip generation forecasts and the corresponding traffic impacts to the surrounding street system to account for project-related trips that may be made via public transit in lieu of a private automobile.

Existing Bus Transit

The MTA provides bus transit service along major roadways within the project vicinity: Century Boulevard, Prairie Avenue, Manchester Boulevard, and Crenshaw Boulevard. The MTA operates ten transit routes along these four major roadways surrounding the Project Site. Most of the MTA bus transit routes provide headways of two to six buses per hour in each direction during the weekday morning and afternoon peak commuter hours and during the Saturday mid-day peak hour.

**Table IV.L-1
Existing Transit Routes**

Route	Destinations	Roadway Near Site	No. of Buses/Trains during Peak Hour			
			DIR	AM	PM	SAT
Metro Route 115	Pacific Avenue/Culver Boulevard to Norwalk Station	Prairie Avenue; Manchester Boulevard; Kareem Court; Crenshaw Drive; Crenshaw Boulevard	EB	8	5	4
			WB	11	6	4
Metro Route 117	City Bus Center to Lakewood Station	Century Boulevard; Prairie Avenue; Doty Avenue; Yukon Avenue; Club Drive; Crenshaw Boulevard	EB	3	4	5
			WB	4	3	4
Metro Route 119	Hawthorne/I-105 Station to 103rd Street/Kenneth Hahn Station	Century Boulevard; Prairie Avenue; Doty Avenue; Yukon Avenue; Club Drive; Crenshaw Boulevard	EB	1	1	N/A
			WB	1	1	N/A
Metro Route 210	South Bay Galleria to Hollywood/Vine Station	Crenshaw Boulevard; Manchester Boulevard; 90th Street; Pincay Drive; Century Boulevard	NB	6	4	4
			SB	5	5	3
Metro Route 211	South Bay Galleria to Market Street/ Manchester Boulevard	Manchester Boulevard; Prairie Avenue; Kelso Street; Arbor Vitae Street; Hardy Street; Century Boulevard	NB	2	2	N/A
			SB	4	2	N/A
Metro Route 212	Hawthorne/I-105 Station to Hollywood/Vine Station	Manchester Boulevard; Prairie Avenue; Kelso Street; Arbor Vitae Street; Hardy Street; Century Boulevard	NB	2	5	4
			SB	3	N/A	4
Metro Route 312	Hawthorne/I-105 Station to Hollywood/Vine Station	Manchester Boulevard; Prairie Avenue; Century Boulevard	NB	6	N/A	N/A
			SB	N/A	5	N/A
Metro Route 315	Pacific Avenue/Culver Boulevard to Norwalk Station	Prairie Avenue; Manchester Boulevard; Crenshaw Boulevard	EB	3	5	N/A
			WB	5	4	N/A
Metro Route 442	Hawthorne/I-105 Station to Patsaouras Transit Plaza	Manchester Boulevard; Crenshaw Boulevard; Century Boulevard	NB	2	N/A	N/A
			SB	N/A	2	N/A
Rapid Route 710	South Bay Galleria to Hollywood/Vine Station	Manchester Boulevard; Crenshaw Boulevard; Century Boulevard	NB	6	6	4
			SB	6	6	4
Metro Green Line	Redondo Beach to Norwalk	Crenshaw Boulevard; Hawthorne Boulevard	EB	8	8	4
			WB	8	8	4



Metro Green Line
Hawthorne Station

Metro Green Line
Crenshaw Station



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-3
Existing Transit Lines

The existing average weekday transit bus ridership data for the available transit lines provided by the MTA is presented in detail in the Traffic Impact Study. For each transit line shown, the bus stop located nearest to the Project Site where ridership data is available in each direction was identified. In addition, the average load representing the average number of persons on each bus during the weekday AM and PM peak hours is summarized. The average bus load during the weekday AM peak hour ranges from two persons per bus (Route 119) to 25 persons per bus (Route 117). The average bus load during the weekday PM peak hour ranges from three persons per bus (Route 211) to 24 persons per bus (Route 117). Based on this review, capacity to accommodate potential transit ridership generated to and from the proposed project is available.

Existing Metro Green Line

The Metro Rail system is comprised of the Metro Blue, Green, Red, Purple, and Gold Lines. The project study area is currently served by the Metro Green Line, which crosses the Metro Blue Line and runs in an east-west direction between Norwalk and Redondo Beach, curving south near the Los Angeles International Airport. The two closest Metro Green Line Stations to the Project Site include the Hawthorne Station which is located approximately one mile to the southwest and the Crenshaw Station which is located approximately one and a half mile to the southeast. The Metro Green Line currently provides headway of eight trains per hour in each direction during the weekday morning and afternoon peak commuter hours and four trains per hour in each direction during the Saturday mid-day peak hour.

Potential Future Rail Services

Based on information provided by the City of Inglewood, the MTA had acquired the right-of-way along the BNSF railroad tracks adjacent to Florence Avenue, which may potentially be developed in the future into some form of rail services. However, the timing and scope of such rail services can not be determined at this time and therefore are not included in this traffic analysis.

Traffic Counts

Manual traffic counts of vehicular turning movements were conducted at each of the 66 study intersections during the weekday morning (AM) and afternoon (PM) commuter periods as well as the Saturday mid-day period to determine the peak hour traffic volumes. The manual traffic counts were conducted by two traffic count subconsultants (i.e., City Traffic Counters and The Traffic Solution) at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commuter hour, from 4:00 to 6:00 PM to determine the weekday PM peak commuter hour, and from 11:00 AM to 2:00 PM on Saturday to determine the Saturday mid-day peak hour. The traffic counts were conducted during weekdays when local schools were in session. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with weekday peak commuter hours in the metropolitan Los Angeles area.

The weekday AM, weekday PM, and Saturday mid-day peak period manual counts of vehicle movements at the 66 study intersections are summarized in detail in the Traffic Impact Study. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in Figures

IV.L-4 and IV.L-5, respectively. The existing traffic volumes at the study intersections during the Saturday mid-day peak hour are shown in Figure IV.L-6. Summary data worksheets of the manual turning movement traffic counts are contained in the Traffic Impact Study.

Project Trip Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours and Saturday mid-day peak hour, as well as on a daily basis for a weekday and a Saturday, were estimated using rates published in the Institute of Transportation Engineers' (ITE) Trip Generation manual, 7th Edition, 2003. Trip generation forecasts for the individual project land use components and existing uses to be removed are summarized in the following paragraphs. As previously noted, although public transit information is provided in this study, no reduction has been taken in the determination of the proposed project's vehicular trip generation forecasts and the corresponding traffic impacts to the surrounding street system.

Shopping Center Component

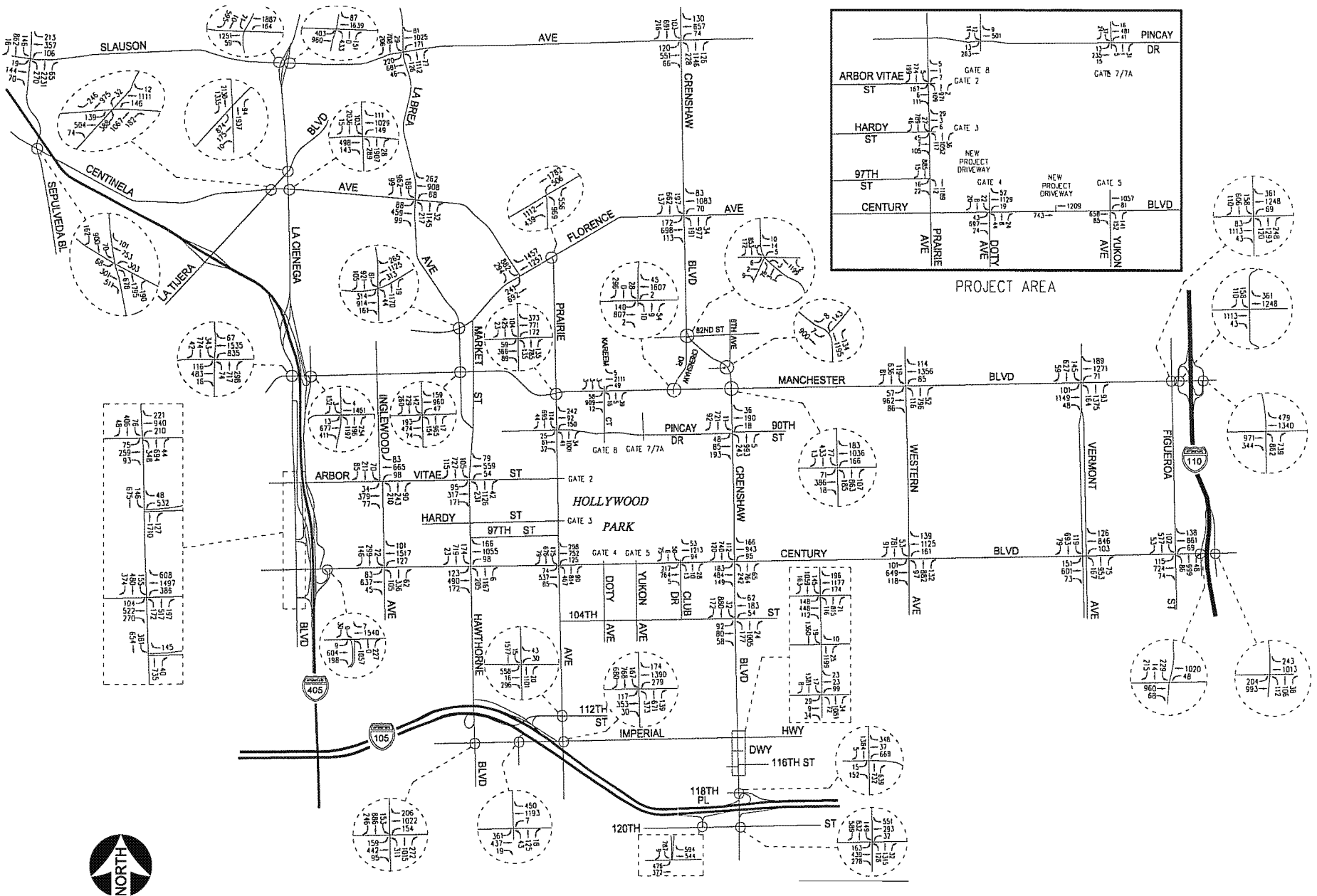
Traffic volumes expected to be generated by the shopping center (i.e., retail) component were forecast based upon rates per thousand square feet of development. ITE Land Use Code 820 (Shopping Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the retail use.

Casino/Off-Track Betting Component

Traffic volumes expected to be generated by the casino/off-track betting component were based on traffic count data collected at the existing Hollywood Park Casino. Weekday and weekend traffic counts were conducted at the project driveways on days without live horse racing events at the Hollywood Park in order to isolate the trip generation associated with the existing casino and simulcast operation. Summary data worksheets of the manual turning movement traffic counts at the project driveways (i.e., without live horse racing events) are contained in detail in the Traffic Impact Study (see Appendix G-1). As off-track betting is currently available at Hollywood Park and will continue to be available in the future, the traffic count data collected at the project driveways provide a valid estimate of trip generation associated with the casino/off-track betting component.

Residential Component

Traffic volumes expected to be generated by the residential component were forecast based upon rates per number of dwelling units. ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation equation rates were used to derive average rates to forecast the traffic volumes expected to be generated by the residential component. The regression equations contained in the ITE manual represent a best fit of actual traffic counts conducted at existing residential sites. However, most of the trip generation surveys contained in the ITE manual for this land use during the weekday conditions were conducted for existing developments with 600 dwelling units or less. Given the size of the proposed residential component (2,995 units proposed), it is therefore more appropriate and conservative to derive

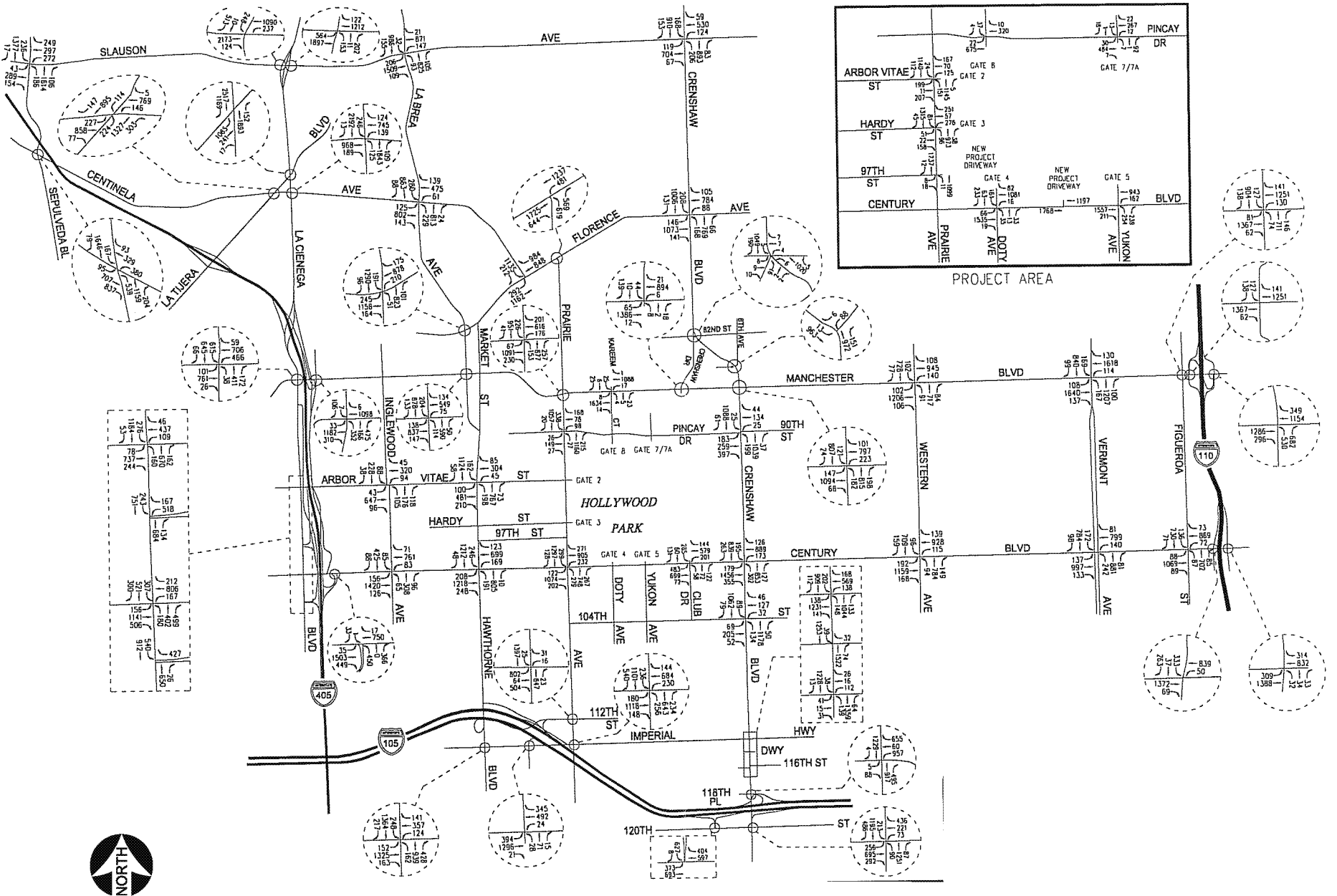


Source: Linscott, Law & Greenspan, August 1, 2008.

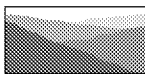


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Figure IV.L-4
Existing Traffic Volumes
Weekday AM Peak Hour

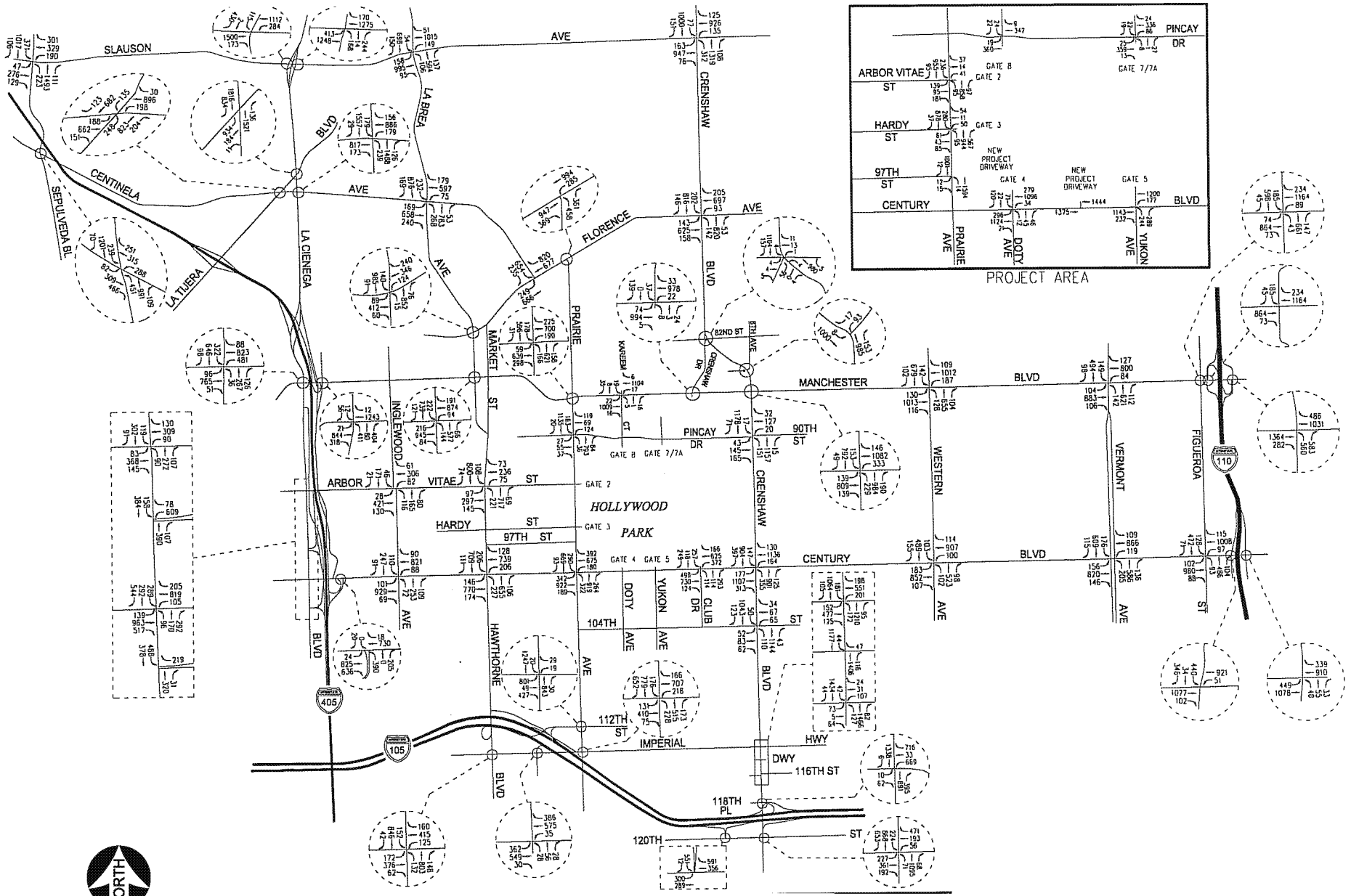


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-5
Existing Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-6
Existing Traffic Volumes
Saturday Mid-Day Peak Hour

average daily, AM and PM peak hour trip generation rates based on 600 dwelling units to forecast traffic generation as opposed to using the corresponding fitted curve equations directly from the ITE manual. Had the fitted curve equations been directly applied to the 2,995 units without adjustment, it would result in lower trip generation forecasts for the residential component. Specifically, the residential component's weekday traffic generation forecast would be about 27% lower during the weekday AM peak hour, 26% lower during the weekday PM peak hour, and 22% lower on a daily basis when compared to the methodology used in the Traffic Impact Study.

Similarly, most of the trip generation surveys contained in the ITE manual for this land use during the Saturday conditions were conducted for existing developments with 400 dwelling units or less. Given the size of the proposed residential component, it is therefore more appropriate and conservative to derive average Saturday daily and mid-day peak hour trip generation rates based on 400 dwelling units to forecast traffic generation as opposed to using the corresponding fitted curve equations directly from the ITE manual. Had the fitted curve equations been directly applied to the 2,995 units without adjustment, it would result in lower trip generation forecasts for the residential component. Specifically, the residential component's Saturday traffic generation forecast would be about 24% lower during the mid-day peak hour and 20% lower on a daily basis when compared to the methodology used in this traffic impact study.

It is recognized that the residential component of the proposed project consists of a wide spectrum of residential product types including some single-family detached homes, attached condominiums/townhouses, and podium units. Thus, use of the ITE Land Use Code 230 (Residential Condominium/ Townhouse) was intended to represent a range of residential product type that could be developed on the Project Site.

It should be noted that the community space component of the project is anticipated to primarily serve the residential component of the project only and, therefore, its potential to generate new trips onto the local street system is negligible.

Civic Use Component

A four acre site is proposed for civic uses which may include a school, a library, a community center, etc. For purposes of the trip generation forecast, it is conservatively assumed that the civic use component could be developed as an elementary school during the weekday AM peak hour analysis time period, since elementary schools typically have higher trip generation potential than libraries or community centers during the AM peak hour. For the weekday PM peak hour and the weekend mid-day peak hour analysis time periods, it is conservatively assumed that the civic use component could be developed as a library, since libraries typically have higher trip generation potential than schools or community centers during the weekday PM peak hour and the weekend mid-day peak hour.

Traffic volumes expected to be generated by the civic use component during the weekday AM peak hour were based upon rates per number of elementary school students. ITE Land Use Code 520 (Elementary School) trip generation average rates were used to forecast the traffic volumes expected to be generated by the civic use during the weekday AM peak hour. Traffic volumes expected to be generated by the civic use component during the weekday PM peak hour and the weekend mid-day peak hour were based

upon rates per thousand square feet of development. ITE Land Use Code 590 (Library) trip generation average rates were used to forecast the traffic volumes expected to be generated by the civic use during the weekday PM peak hour and the weekend mid-day peak hour.

It is anticipated that the elementary school will primarily serve the residential component of the proposed project with a portion of the student population will be coming from other areas of Inglewood. Based on information provided in the Final Developer Fee Justification Study & School Facilities Needs Analysis 2006-2007, Sage Institute Inc., student generation rates of 0.35 student per household for grades K-5 and 0.15 student per household for grades 6-8 are determined. For purposes of the Traffic Impact Study, it is conservatively assumed that approximately one student for every seven residential units (i.e., 0.15 student per household) will be generated by the residential component of the project. Traffic associated with the remaining student population is assumed to be generated to and from other areas of Inglewood.

It is assumed that the library would be 30,000 square feet and would serve the residential component of the proposed project in addition to the existing Inglewood community.

Hotel Component

Traffic volumes expected to be generated by the hotel were based upon rates per occupied rooms. ITE Land Use Code 310 (Hotel) trip generation average rates were used to forecast the traffic volumes expected to be generated by the hotel component. It should be noted that the ITE trip generation rates for hotels have already accounted for hotel supporting facilities such as restaurants, cocktail lounges, meeting rooms, etc. However, a separate trip generation forecast has been developed for the proposed meeting space (20,000 square feet) located within the hotel to provide a conservative analysis as the proposed meeting space may be larger than what is otherwise provided at a typical 300 room hotel. Traffic volumes expected to be generated by the meeting space of the hotel component were based upon rates per thousand square feet of development. As the Trip Generation manual does not provide a hotel meeting room land use category, ITE Land Use Code 495 (Recreational Community Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the meeting space of the hotel component as this land use provides the “best fit” to the proposed meeting room component.

General Office Component

Traffic volumes expected to be generated by the office component were based upon rates per thousand square feet of development. ITE Land Use Code 710 (General Office) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the office component.

Internal Capture and Pass-By Reductions

In addition to the trip generation forecast for the proposed project (which is essentially an estimate of the number of vehicles that could be expected to enter and exit the site access points), a forecast was made of likely internal capture and pass-by trips, as discussed in the following paragraphs.

Internal capture adjustments refer to a reduction of external trips for mixed-use developments such as the proposed project. Because of the nature of multi-use, or mixed-use, project development land use components (e.g., interaction between the office, retail and residential uses), trip making characteristics are interrelated and some trips are made among the various land uses on-site. These internal trips are not generated on the external street system and can be made either by walking or by vehicles entirely on internal roadways without using streets external to the site. Thus, internal capture trip reduction adjustments were applied to each of the project land use components to account for the trip interactions between the various project land uses. The internal capture rates for the proposed project were estimated based on the methodology outlined in Chapter 7 – Multi-Use Development of the Trip Generation Hand Book, An ITE Recommended Practice, published by ITE, June 2004.

Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadways to the Project Site include Prairie Avenue and Century Boulevard. The pass-by traffic forecast is based on the methodology and equations contained in Chapter 5 – Pass-by, Primary and Diverted Linked Trips of the Trip Generation Handbook, An ITE Recommended Practice, published by ITE, June 2004. Based on the ITE guidelines, a 23% pass-by reduction adjustment was applied to the proposed retail component of the project during the weekday analysis conditions and a 26% pass-by reduction adjustment was applied to the proposed retail component of the project during the Saturday analysis conditions. No pass-by reductions are applied to any of the other components of the project.

Existing Uses To Be Removed

The project trip generation forecasts also includes a trip generation credit for the existing Hollywood Park Racetrack which will be removed to accommodate the Proposed Project. The existing Casino currently on-site will remain at its current location. As stated in the Circulation Element of the Inglewood General Plan (adopted December 15, 1992), the Hollywood Park racetrack historically accommodated over 50,000 patrons during a race day. A review of the prior Hollywood Park racetrack attendance records during live-horse racing seasons was conducted to determine the appropriate attendance credit. The daily Hollywood Park Racetrack attendance records during live-horse racing seasons for the past seven years are sorted and summarized in the Traffic Impact Study separately for the weekday and weekend conditions. As shown, the highest weekday attendance during the past seven years at the Hollywood Park racetrack was 23,609 patrons. However, to maintain a conservative analysis of project trip generation, a weekday live-horse racing event with an attendance of 10,000 patrons has been assumed for purposes of developing the weekday existing use credit. This represents less than half of the peak recorded attendance in the past seven years and is well below the attendance level as documented in the General Plan.

Similarly, as shown, the highest weekend attendance during the past seven years at the Hollywood Park racetrack was 29,151 patrons. However, to maintain a conservative analysis of project trip generation, a weekend live-horse racing event with an attendance of 15,000 patrons has been assumed for purposes of developing the weekend existing use credit. This represents approximately half of the peak recorded

attendance in the past seven years and is well below the attendance level as documented in the General Plan.

To develop trip generation forecasts appropriately for a 10,000-attendance weekday event and a 15,000-attendance weekend event at the Hollywood Park, additional driveway traffic counts at the Hollywood Park (with and without live horse racing) were conducted and reviewed. The Traffic Impact Study summarizes the methodology and assumptions utilized in the development of trip generation associated with the 10,000-attendance weekday and 15,000-attendance weekend events.

The weekday and weekend project traffic generation forecasts for the proposed project are summarized in the following sub-sections. It should be noted that proposed project traffic generation forecasts include the casino/off-track betting component. Therefore, the existing trip generation credit appropriately also includes traffic generation from the casino use, since the casino is proposed to remain at its current location.

Weekday Project Trip Generation

The weekday traffic generation forecast for the proposed project is summarized in detail in the Traffic Impact Study. As summarized, the proposed project is expected to generate an additional 1,604 vehicle trips (588 more inbound trips and 1,016 more outbound trips) during the weekday AM peak hour. During the weekday PM peak hour the proposed project is expected to generate 39 fewer vehicle trips (1,298 more inbound trips and 1,337 fewer outbound trips). Over a 24-hour period, the proposed project is forecast to generate an additional 17,222 daily trip ends during a typical weekday (approximately 8,611 inbound trips and 8,611 outbound trips).

Weekend Project Trip Generation

The weekend traffic generation forecast for the proposed project is summarized in detail in the Traffic Impact Study. As summarized, the proposed project is expected to generate an additional 1,374 vehicle trips (105 more inbound trips and 1,269 more outbound trips) during the weekend mid-day peak hour. Over a 24-hour period, the proposed project is forecast to generate an additional 25,508 daily trip ends during a typical weekend day (approximately 12,754 inbound trips and 12,754 outbound trips).

Project Trip Distribution

Project generated traffic was assigned to the local roadway system based on traffic distribution patterns which accounted for the proposed project land uses, the proposed site access scheme, existing traffic movements, characteristics of the surrounding roadway system and nearby regional population and employment centers.

The forecast project traffic distribution percentages at the 66 study intersections are displayed in the Traffic Impact Study for the retail/office, the casino/off-track betting, the residential, the civic use, and the hotel components, respectively. The forecast project traffic distribution percentages of the existing

site at the 66 study intersections are also displayed in detail in the study for the weekday AM peak hour, the weekday PM peak hour, and the Saturday mid-day peak hour.

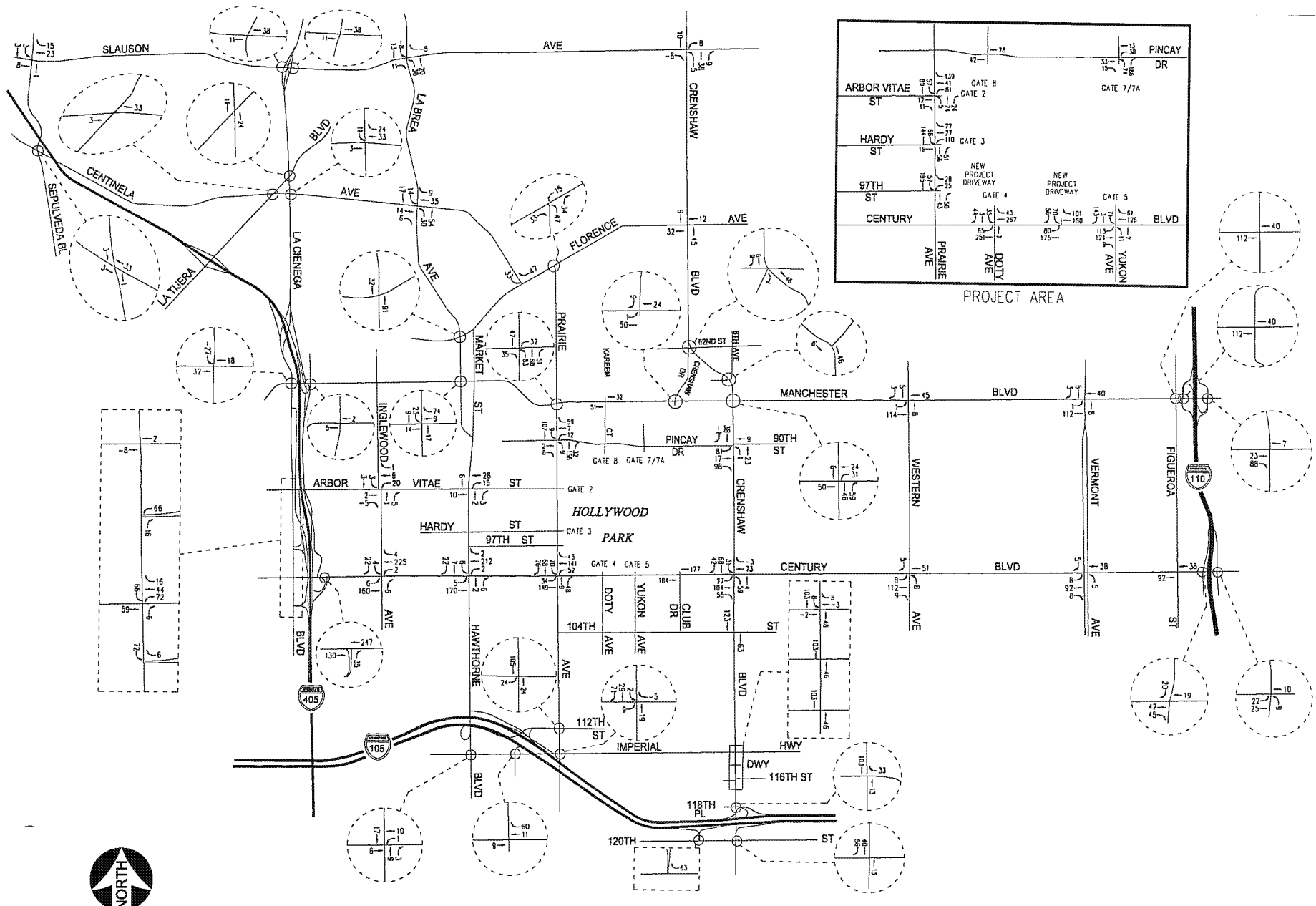
The forecast project traffic volumes for the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are displayed in Figures IV.L-7, IV.L-8, and IV.L-9, respectively.

Cumulative Development Projects

A forecast of on-street cumulative traffic conditions was prepared by incorporating the potential trips associated with other known development projects (i.e., “Related Projects”) in the area. With this information, the potential impact of the proposed project and other development projects can be evaluated within the context of the cumulative impact of all ongoing development. The Related Projects research was based on information on file at the City of Inglewood, City of Culver City, City of Hawthorne, City of Los Angeles, and County of Los Angeles Planning Departments. The list of Related Projects in the area is shown in Table III-1, located in Section III. The location of the Related Projects is displayed in Figure III-1, also in Section III.

The Related Projects list for planning purposes included potential City of Inglewood redevelopment projects for which no planning applications have been filed with the City. These added projects were considered for planning purposes even though they have not been applied for in the horizon of the proposed project, because it is possible that the potential applicants may file these projects for consideration. Land use information for some of these sizable projects (i.e., the Forum site, the Home Stretch Project, etc.) was obtained based on discussions with potential applicants and are considered to be speculative in the short term. Although some of the Related Projects may never be pursued or developed, the Traffic Impact Study conservatively assumes their traffic in the cumulative analysis conditions and therefore represents a worst-case analysis. It should be noted that the potential expansion of the Los Angeles International Airport (i.e., the LAX Master Plan) was listed as a related project. However, separate trip generation forecasts have not been developed as its future growth is uncertain at this time and is too speculative to analyze. In addition, the LAX Master Plan is a long term concept for possible future growth and expansion of the facility and has not yet been defined as a specific project while the Hollywood Park Redevelopment project will be developed on a relatively short term basis. It should be noted that although no separate trip generation forecasts have been developed for the LAX Master Plan, this traffic analysis does consider continued growth of the airport through the application of the ambient traffic growth factor.

Traffic volumes expected to be generated by the Related Projects were estimated using accepted generation rates published in the ITE Trip Generation manual. The Related Projects respective traffic generation for the AM and PM peak hours, as well as on a daily basis for a typical weekday, is also presented in detail in the Traffic Impact Study. The Related Projects respective traffic generation for the weekend mid-day peak hour, as well as on a daily basis for a typical weekend day, is presented in the study.

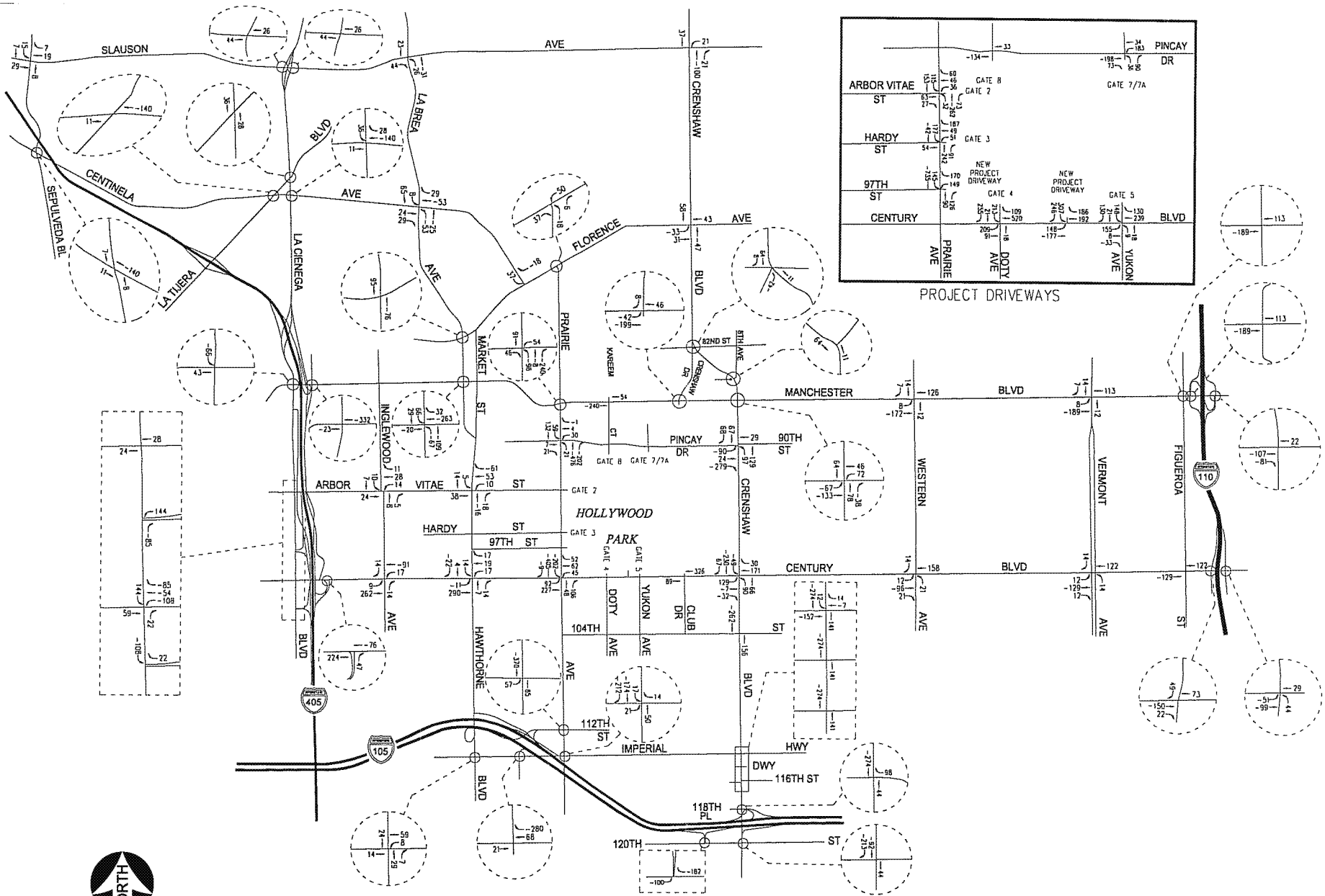


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-7
Project Traffic Volumes
Weekday AM Peak Hour

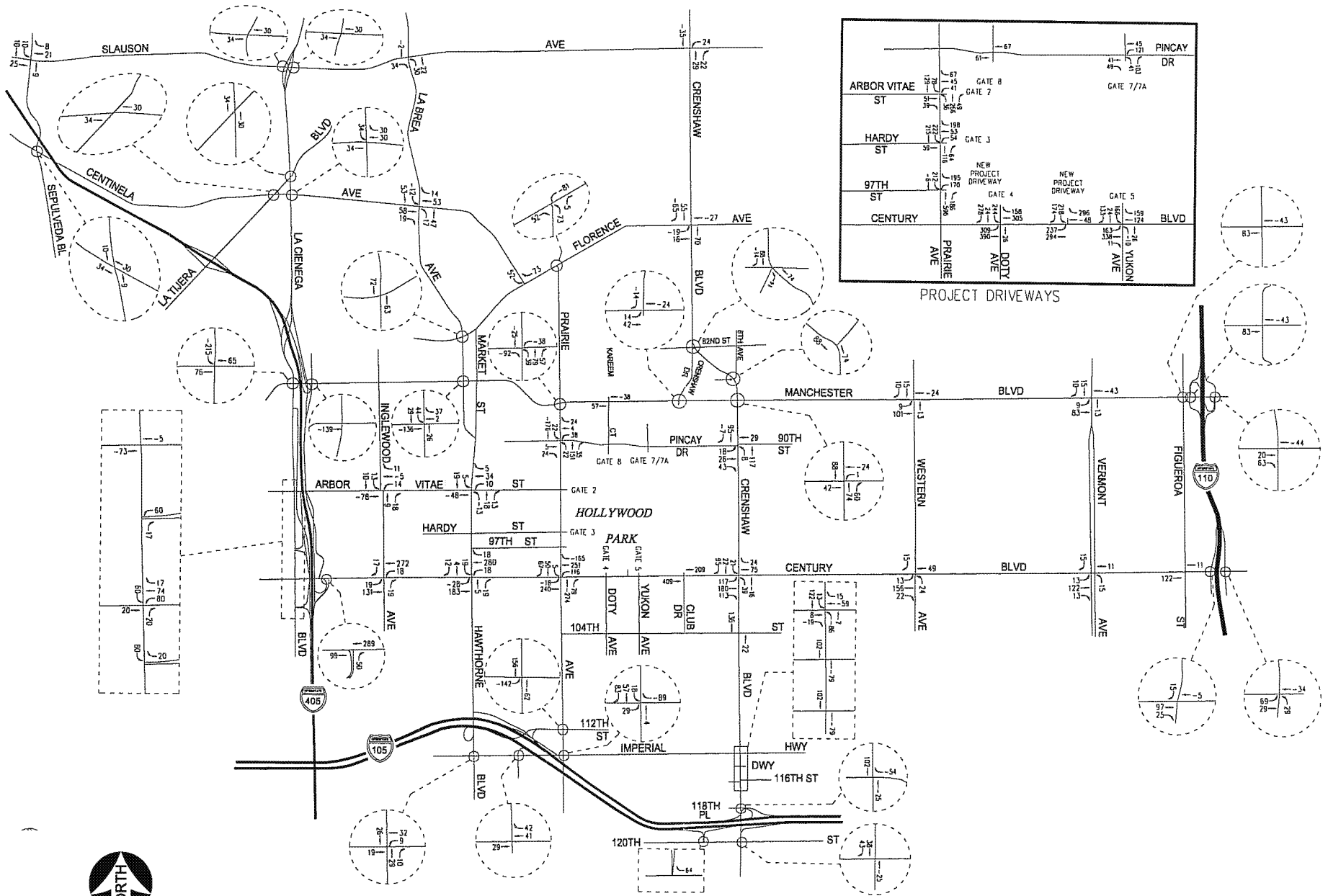


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-8
Project Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-9
Project Traffic Volumes
Saturday Mid-Day Peak Hour

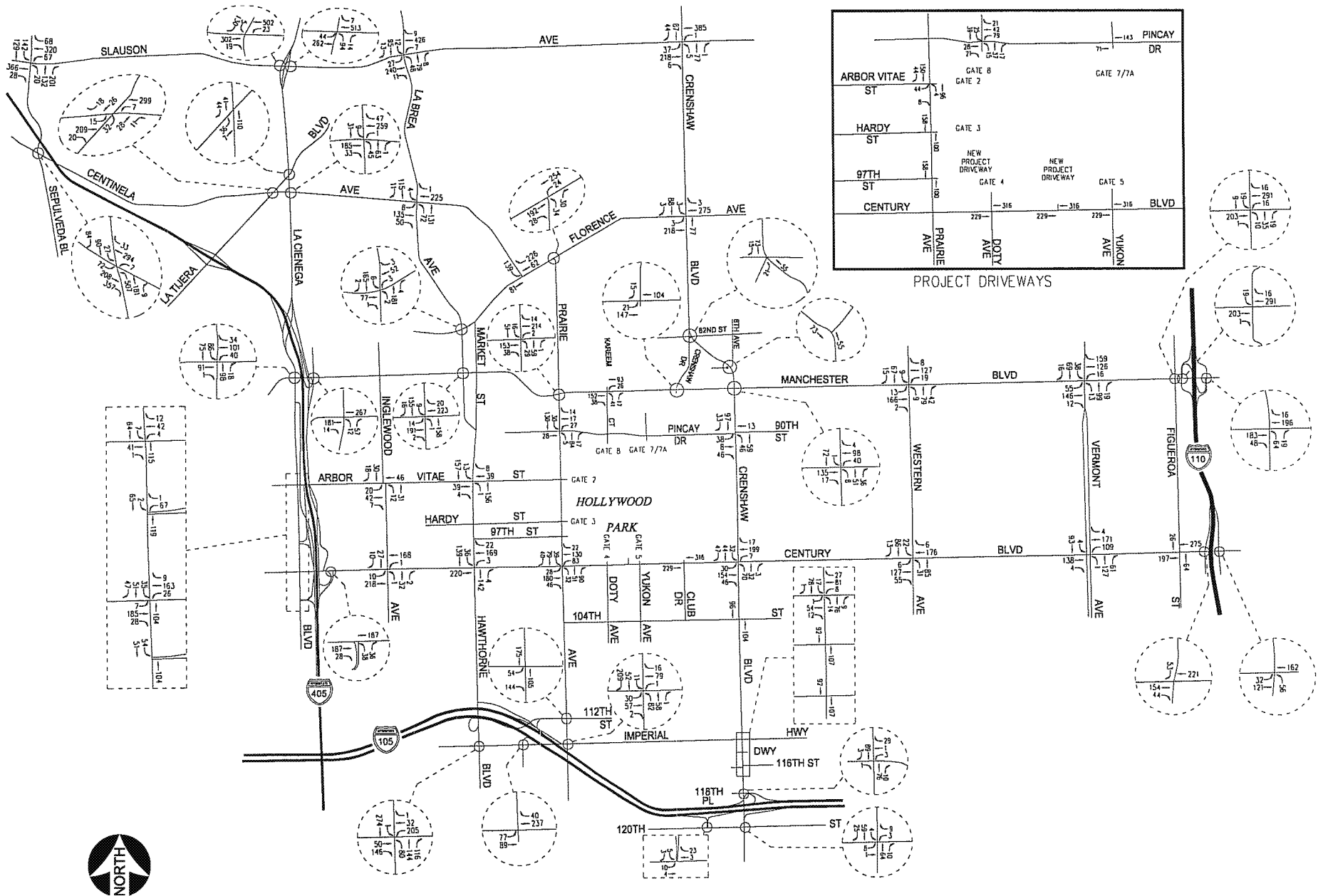
The anticipated distribution of the Related Projects traffic volumes at the 66 study intersections during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour are displayed in Figures IV.L-10, IV.L-11, and IV.L-12, respectively. Three sizeable Related Projects in which no planning applications have been filed with the City of Inglewood include the Inglewood Promenade project (Related Project No. I-1), the Forum Site project (Related Project No. I-17), and the Home Stretch project (Related Project No. I-19). Although these sizeable Related Projects represent only three of the 36 related development projects located within the City of Inglewood, they are forecast to account for approximately 74% of the total weekday daily, 57% of the total weekday AM peak hour, and 74% of the total weekday PM peak hour traffic expected to be generated by all potential development projects from the City of Inglewood. Similarly, these three sizeable projects are forecast to account for approximately 78% of the total Saturday daily and 79% of the total Saturday mid-day peak hour traffic expected to be generated by all potential development projects from the City of Inglewood. As indicated above, this traffic impact study conservatively assumes traffic associated with these projects where no planning applications have been filed with the City of Inglewood in the cumulative analysis conditions and therefore represents a worst-case analysis.

In order to account for unknown Related Projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 0.65 percent (0.65%) per year to the year 2014 (i.e., the anticipated year of project build-out). Application of this annual ambient growth factor allows for a conservative worst case forecast of future traffic volumes in the area. A review of the background traffic growth estimates for this area published in the 2004 Congestion Management Program for Los Angeles County, indicate that existing traffic volumes would be expected to increase at an annual rate of approximately 0.65 percent (0.65% per year) between 2005 and 2015. Thus, the annual growth rate of 0.65 percent (0.65%) per year to the year 2014 is consistent and appropriate.

Traffic Impact Analysis Methodology

The 66 study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The ICU method is required for use by the City of Inglewood. Twenty-eight (28) of the 66 study intersections are located in neighboring cities or unincorporated County of Los Angeles boundaries adjacent to the City of Inglewood.

In addition to the traffic analysis using the City of Inglewood ICU methodology, a supplemental traffic analysis was prepared for those study intersections located outside of City of Inglewood. The supplemental traffic analysis was prepared using the methodologies of the respective jurisdictions where the intersections are located. Specifically, the Critical Movement Analysis (CMA) method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the 19 study intersections located in the City of Los Angeles and the one study intersection located in the City of Culver City. The ICU method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the five study intersections located in the City of Hawthorne and the three study intersections located in the County of Los Angeles.

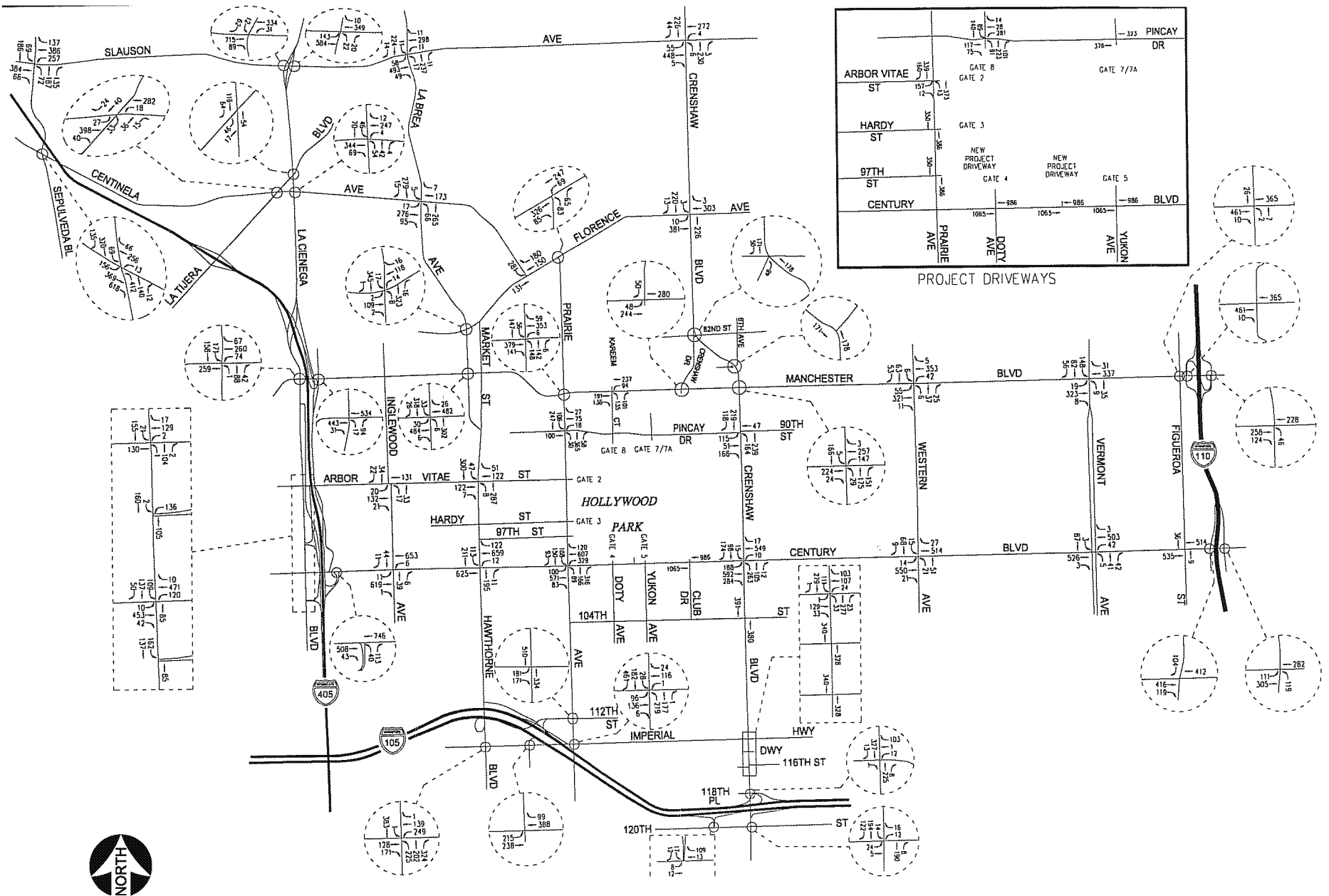


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-10
Related Projects Traffic Volumes
Weekday AM Peak Hour

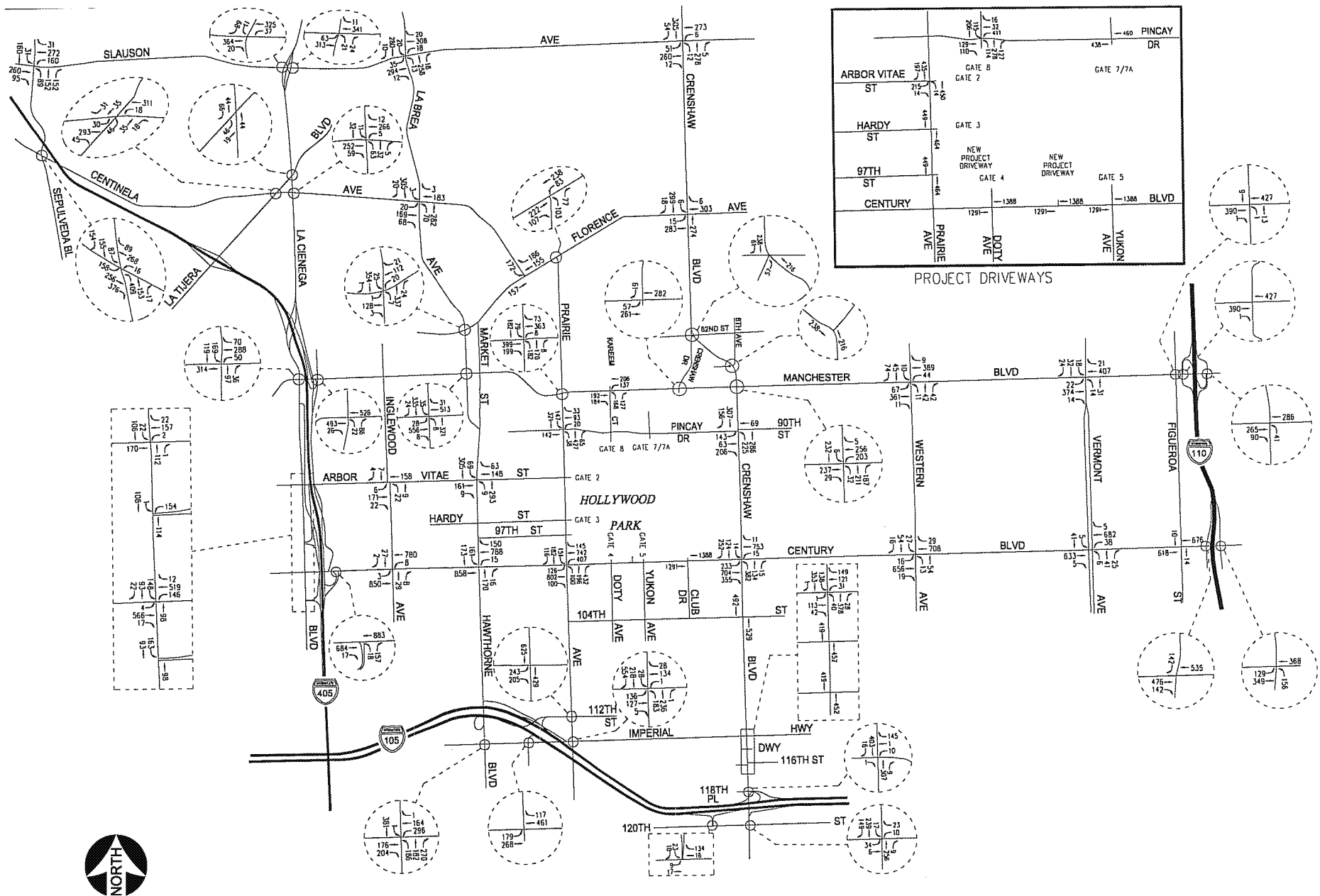


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-11
Related Projects Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-12
Related Projects Traffic Volumes
Saturday Mid-Day Peak Hour

For both the ICU and CMA methodologies, the overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The Levels of Service varies from LOS A (free flow) to LOS F (jammed condition). It should be noted that LOS D is typically recognized as the minimum acceptable level of service in urban areas. A description of both the ICU and CMA methods and corresponding Levels of Service is provided in detail in the Traffic Impact Study.

ENVIRONMENTAL IMPACTS

Impact Criteria and Thresholds

The relative impact of the added project traffic volumes expected to be generated by the proposed project during the weekday AM peak hour, PM peak hour, and the Saturday mid-day peak hour was evaluated based on analysis of future operating conditions at the 66 study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

Each study intersection was evaluated for potential traffic impacts using the City of Inglewood significant traffic impact thresholds. Additionally, each study intersection outside the City of Inglewood was evaluated on a supplemental basis using the significant traffic impact criteria utilized in the jurisdiction of the intersection (e.g., study intersections in the City of Los Angeles were evaluated for potential traffic impacts using the criteria of the Lead Agency, the City of Inglewood, as well as the City of Los Angeles).

City of Inglewood Impact Criteria

Per the City of Inglewood's policy, the significance of the potential impacts of project generated traffic at each study intersection was identified using criteria set forth in the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July 2004 (CMP) manual. A significant transportation impact is determined based on a change in the calculated v/c ratio of two percent (0.02) or more due to project-related traffic for an intersection operating at LOS F or worse ($v/c > 1.00$).

Using these criteria, for example, the project would not have a significant impact on an intersection if it is operating at LOS E or better after the addition of project traffic. However, if the intersection is operating at LOS F after the addition of project traffic and the project related increase in v/c ratio is 0.020 or more, then a significant project impact would result at the intersection. These criteria were applied to all 66 study intersections.

The ICU calculations utilize a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes, a dual turn lane capacity of 2,880 vph and a clearance of 0.10, and are consistent with the City of Inglewood criteria.

As previously mentioned, an annual rate of 0.65 percent (0.65%) ambient growth rate was assumed to account for unknown Related Projects in the vicinity of the proposed project. Additionally, it was assumed that the proposed project will be completed and occupied by the year 2014.

Adjacent cities have different criteria and methodologies for measuring traffic impacts. For informational purposes, the Traffic Impact Study presents additional impact analyses utilizing those other cities' respective criteria.

Traffic Impact Analysis Scenarios

Level of Service calculations at all 66 study intersections were analyzed for the following impact analysis conditions, which are consistent with methodologies required by the County of Los Angeles:

- (a) Existing conditions.
- (b) Condition (a) with 0.65 percent (0.65%) ambient traffic growth through year 2014.
- (c) Condition (b) with completion and occupancy of the proposed project.
- (d) Condition (c) with implementation of project mitigation measures, where necessary.
- (e) Condition (d) with completion and occupancy of the Related Projects, without any potential mitigation measures from the Related Projects.
- (f) Condition (e) with implementation of cumulative mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the 66 study intersections.

Traffic Impact Analysis Method

A methodology used by some agencies involves a future baseline condition whereby traffic associated with ambient growth as well as Related Projects is considered in the traffic analysis prior to the consideration of the potential traffic impacts associated with the proposed project. This alternative methodology is not recommended for consideration by the decision makers for this project as this methodology substantially over-states the future pre-project traffic levels of congestion due to the requirement to include traffic associated with all of the Related Projects, many of which are highly speculative, may never be pursued or developed, and indeed in several cases have not even been applied for (refer to Section III, Related Projects for a discussion of cumulative development projects and inclusion of Related Projects with no planning applications filed at the City of Inglewood). Further, this methodology requires Related Projects traffic be included in the future baseline conditions but not any of the potential mitigation measures associated with the Related Projects. As a result, this methodology places an undue burden on the proposed project to essentially mitigate its traffic effects, plus the adverse effects caused by the Related Projects.

The Traffic Impact Study for this EIR utilizes the traffic impact analysis methodology consistent with and required by the County of Los Angeles. This methodology utilized in this traffic analysis appropriately considers traffic generated by the proposed project in a future baseline generated by reasonably

foreseeable ambient traffic growth and requires the project to mitigate its direct impacts under this future condition. In addition, the proposed project is required to contribute on a fair share basis to improvements associated with potential impacts caused on a cumulative basis by the project and the Related Projects. This methodology is applied to all 66 study intersections. For the results of the traffic analysis using alternative methodologies please see the Traffic Impact Study.

CITY OF INGLEWOOD TRAFFIC ANALYSIS

The traffic impact analysis prepared for all 66 study intersections using the ICU methodology and application of the City of Inglewood significant traffic impact criteria is summarized in Table IV.L-2. The ICU data worksheets for the analyzed intersections are contained in detail in the Traffic Impact Study.

Existing Conditions

Weekday Existing Conditions

As indicated in Table IV.L-2, 17 of the 65 existing study intersections are presently operating at LOS E or worse during the weekday AM and/or PM peak hours under existing conditions. The remaining 48 existing study intersections are currently operating at LOS D or better during both the weekday AM and PM peak hours. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures IV.L-4 and IV.L-5, respectively.

Saturday Existing Conditions

As indicated in Table IV.L-2, four of the 65 existing study intersections are presently operating at LOS E or worse during the Saturday mid-day peak hour under existing conditions. The remaining 61 existing study intersections are currently operating at LOS D or better during the Saturday mid-day peak hour. As previously mentioned, the existing traffic volumes at the study intersections during the Saturday mid-day peak hour are displayed in Figure IV.L-6.

Existing With Ambient Growth Conditions

Weekday Existing With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors was assumed to be 0.65 percent (0.65%) per year through the year 2014. This growth in ambient traffic incrementally increases the v/c ratios at all of the study intersections. As shown in Table IV.L-2, 22 of the 65 existing study intersections are expected to operate at LOS E or worse during the weekday AM and/or PM peak hours with the addition of ambient growth traffic through year 2014. The remaining 43 existing study intersections are expected to continue to operate at LOS D or better during both the weekday AM and PM peak hours. The existing with ambient growth traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures IV.L-13 and IV.L-14, respectively.

Table IV.L-2

Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
1	Sepulveda Boulevard/ Slauson Avenue ^a	AM	0.704	C	0.739	C	0.750	C	0.011	0.750	C	0.011	0.944	E	0.205	0.887	D	0.148
	PM	0.721	C	0.757	C	0.762	C	0.005	0.762	C	0.005	1.054	F	0.297	0.980	E	0.223	
	SAT	0.710	C	0.746	C	0.756	C	0.010	0.756	C	0.010	0.901	E	0.155	0.834	D	0.088	
2	Sepulveda Boulevard/ Centinela Avenue ^b	AM	0.762	C	0.800	C	0.811	D	0.011	0.811	D	0.011	1.153	F	0.353	0.949	E	0.149
	PM	0.839	D	0.881	D	0.885	D	0.004	0.885	D	0.004	1.176	F	0.295	0.985	E	0.104	
	SAT	0.665	B	0.698	B	0.709	C	0.011	0.709	C	0.011	1.094	F	0.396	0.887	D	0.189	
3	La Cienega Boulevard (SB)/Slauson Avenue ^c	AM	0.704	C	0.736	C	0.744	C	0.008	0.744	C	0.008	0.890	D	0.154	0.790	C	0.054
	PM	0.850	D	0.889	D	0.898	D	0.009	0.898	D	0.009	1.076	F	0.187	0.976	E	0.087	
	SAT	0.711	C	0.743	C	0.750	C	0.007	0.750	C	0.007	0.855	D	0.112	0.755	C	0.012	
4	La Cienega Boulevard (NB)/Slauson Avenue ^c	AM	0.730	C	0.762	C	0.770	C	0.008	0.770	C	0.008	0.921	E	0.159	0.921	E	0.159
	PM	0.613	B	0.640	B	0.645	B	0.005	0.645	B	0.005	0.780	C	0.140	0.780	C	0.140	
	SAT	0.583	A	0.608	B	0.614	B	0.006	0.614	B	0.006	0.714	C	0.106	0.714	C	0.106	
5	La Tijera Boulevard/ Centinela Avenue ^b	AM	0.853	D	0.896	D	0.906	E	0.010	0.906	E	0.010	1.029	F	0.133	0.999	E	0.103
	PM	0.823	D	0.864	D	0.821	D	-0.043	0.821	D	-0.043	0.936	E	0.072	0.906	E	0.042	
	SAT	0.769	C	0.807	D	0.817	D	0.010	0.817	D	0.010	0.898	D	0.091	0.868	D	0.061	
6	La Cienega Boulevard/ La Tijera Boulevard ^b	AM	0.739	C	0.776	C	0.779	C	0.003	0.779	C	0.003	0.798	C	0.022	0.798	C	0.022
	PM	0.864	D	0.907	E	0.915	E	0.008	0.915	E	0.008	0.953	E	0.046	0.953	E	0.046	
	SAT	0.668	B	0.701	C	0.708	C	0.007	0.708	C	0.007	0.731	C	0.030	0.731	C	0.030	
7	La Cienega Boulevard/Centinela Avenue ^b	AM	0.959	E	1.008	F	1.018	F	0.010	1.018	F	0.010	1.134	F	0.126	1.007	F	-0.001
	PM	0.918	E	0.965	E	0.989	E	0.024	0.989	E	0.024	1.116	F	0.151	0.998	E	0.033	
	SAT	0.828	D	0.869	D	0.876	D	0.007	0.876	D	0.007	0.990	E	0.121	0.873	D	0.004	
8	La Cienega Boulevard/Manchester Boulevard ^d	AM	1.005	F	1.052	F	1.051	F	-0.001	1.051	F	-0.001	1.141	F	0.089	1.141	F	0.089
	PM	0.815	D	0.852	D	0.851	D	-0.001	0.851	D	-0.001	1.023	F	0.171	1.023	F	0.171	
	SAT	0.726	C	0.759	C	0.741	C	-0.018	0.741	C	-0.018	0.911	E	0.152	0.911	E	0.152	

Table IV.L-2 (Continued)

Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
9	I-405 Freeway NB Ramps/Manchester Boulevard ^d	AM	0.884	D	0.925	E	0.925	E	0.000	0.925	E	0.000	0.985	E	0.060	0.985	E	0.060
		PM	0.681	B	0.711	C	0.704	C	-0.007	0.704	C	-0.007	0.865	D	0.154	0.865	D	0.154
		SAT	0.569	A	0.593	A	0.593	A	0.000	0.593	A	0.000	0.725	C	0.132	0.725	C	0.132
10	La Cienega Boulevard/Arbor Vitae Street ^d	AM	0.800	C	0.836	D	0.837	D	0.001	0.837	D	0.001	0.870	D	0.034	0.770	C	-0.066
		PM	0.961	E	1.006	F	1.014	F	0.008	1.014	F	0.008	1.104	F	0.098	1.004	F	-0.002
		SAT	0.509	A	0.531	A	0.508	A	-0.023	0.508	A	-0.023	0.611	B	0.080	0.511	A	-0.020
11	La Cienega Boulevard/I-405 Freeway SB Ramps (n/o Century Boulevard) ^b	AM	0.837	D	0.879	D	0.899	D	0.020	0.899	D	0.020	0.959	E	0.080	0.959	E	0.080
		PM	0.610	B	0.640	B	0.685	B	0.045	0.685	B	0.045	0.761	C	0.121	0.761	C	0.121
		SAT	0.465	A	0.488	A	0.507	A	0.019	0.507	A	0.019	0.591	A	0.103	0.591	A	0.103
12	La Cienega Boulevard/Century Boulevard ^b	AM	0.733	C	0.770	C	0.821	D	0.051	0.821	D	0.051	0.886	D	0.116	0.856	D	0.086
		PM	0.690	B	0.724	C	0.774	C	0.050	0.774	C	0.050	1.023	F	0.299	0.993	E	0.269
		SAT	0.530	A	0.556	A	0.648	B	0.092	0.648	B	0.092	0.980	E	0.424	0.950	E	0.394
13	La Cienega Boulevard/I-405 Freeway SB Ramps (s/o Century Boulevard) ^b	AM	0.455	A	0.477	A	0.504	A	0.027	0.504	A	0.027	0.555	A	0.078	0.555	A	0.078
		PM	0.577	A	0.605	B	0.576	A	-0.029	0.576	A	-0.029	0.658	B	0.053	0.658	B	0.053
		SAT	0.385	A	0.404	A	0.438	A	0.034	0.438	A	0.034	0.526	A	0.122	0.526	A	0.122
14	I-405 Freeway NB Ramps/Century Boulevard ^d	AM	0.814	D	0.851	D	0.902	E	0.051	0.902	E	0.051	0.954	E	0.103	0.854	D	0.003
		PM	0.661	B	0.690	B	0.766	C	0.076	0.766	C	0.076	0.945	E	0.255	0.845	D	0.155
		SAT	0.446	A	0.464	A	0.506	A	0.042	0.506	A	0.042	0.788	C	0.324	0.688	B	0.224
15	Inglewood Avenue/Arbor Vitae Street ^d	AM	0.930	E	0.973	E	0.983	E	0.010	0.983	E	0.010	1.073	F	0.100	0.922	E	-0.051
		PM	0.913	E	0.955	E	0.992	E	0.037	0.992	E	0.037	1.130	F	0.175	0.906	E	-0.049
		SAT	0.688	B	0.718	C	0.701	C	-0.017	0.701	C	-0.017	0.821	D	0.103	0.821	D	0.103
16	Inglewood Avenue/Century Boulevard ^d	AM	0.744	C	0.777	C	0.831	D	0.054	0.831	D	0.054	0.893	D	0.116	0.793	C	0.016
		PM	0.780	C	0.816	D	0.881	D	0.065	0.881	D	0.065	1.041	F	0.225	0.941	E	0.125
		SAT	0.590	A	0.615	B	0.673	B	0.058	0.673	B	0.058	0.856	D	0.241	0.756	C	0.141

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
17	La Brea Avenue/ Slauson Avenue ^c	AM	0.768	C	0.803	D	0.829	D	0.026	0.829	D	0.026	0.997	E	0.194	0.856	D	0.053
	PM	0.895	D	0.937	E	0.969	E	0.032	0.969	E	0.032	1.170	F	0.233	0.973	E	0.036	
	SAT	0.800	C	0.837	D	0.855	D	0.018	0.855	D	0.018	1.069	F	0.232	0.898	D	0.061	
18	La Brea Avenue/ Centinela Avenue ^d	AM	0.925	E	0.968	E	1.004	F	0.036	0.904	E	-0.064	1.043	F	0.075	1.043	F	0.075
	PM	0.829	D	0.867	D	0.868	D	0.001	0.768	C	-0.099	0.981	E	0.114	0.981	E	0.114	
	SAT	0.886	D	0.927	E	0.971	E	0.044	0.871	D	-0.056	1.086	F	0.159	1.086	F	0.159	
19	La Brea Avenue/ Florence Avenue ^d	AM	1.153	F	1.208	F	1.236	F	0.028	1.136	F	-0.072	1.215	F	0.007	1.215	F	0.007
	PM	1.109	F	1.162	F	1.192	F	0.030	1.092	F	-0.070	1.248	F	0.086	1.248	F	0.086	
	SAT	0.716	C	0.748	C	0.768	C	0.020	0.668	B	-0.080	0.839	D	0.091	0.839	D	0.091	
20	La Brea Avenue/ Manchester Boulevard ^d	AM	0.916	E	0.959	E	0.981	E	0.022	0.981	E	0.022	1.115	F	0.156	0.917	E	-0.042
	PM	0.754	C	0.788	C	0.770	C	-0.018	0.770	C	-0.018	1.036	F	0.248	0.903	E	0.115	
	SAT	0.848	D	0.887	D	0.923	E	0.036	0.923	E	0.036	1.223	F	0.336	0.971	E	0.084	
21	La Brea Avenue/ Arbor Vitae Street ^d	AM	0.643	B	0.671	B	0.686	B	0.015	0.686	B	0.015	0.751	C	0.080	0.751	C	0.080
	PM	0.787	C	0.822	D	0.855	D	0.033	0.855	D	0.033	0.999	E	0.177	0.999	E	0.177	
	SAT	0.637	B	0.665	B	0.637	B	-0.028	0.637	B	-0.028	0.807	D	0.142	0.807	D	0.142	
22	La Brea Avenue/ Century Boulevard ^d	AM	0.783	C	0.819	D	0.871	D	0.052	0.771	C	-0.048	0.862	D	0.043	0.862	D	0.043
	PM	0.893	D	0.934	E	1.001	F	0.067	0.901	E	-0.033	1.101	F	0.167	1.101	F	0.167	
	SAT	0.738	C	0.771	C	0.824	D	0.053	0.724	C	-0.047	1.008	F	0.237	1.008	F	0.237	
23	Hawthorne Boulevard/ Imperial Highway ^e	AM	0.799	C	0.835	D	0.841	D	0.006	0.841	D	0.006	0.940	E	0.105	0.756	C	-0.079
	PM	0.910	E	0.952	E	0.964	E	0.012	0.964	E	0.012	1.385	F	0.433	0.987	E	0.035	
	SAT	0.599	A	0.625	B	0.641	B	0.016	0.641	B	0.016	0.950	E	0.325	0.653	B	0.028	
24	Centinela Avenue/ Florence Avenue ^d	AM	0.950	E	0.994	E	1.005	F	0.011	1.005	F	0.011	1.073	F	0.079	0.917	E	-0.077
	PM	0.942	E	0.985	E	0.998	E	0.013	0.998	E	0.013	1.143	F	0.158	0.919	E	-0.066	
	SAT	0.694	B	0.725	C	0.743	C	0.018	0.743	C	0.018	0.851	D	0.126	0.703	C	-0.022	

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
25	Prairie Avenue/ Florence Avenue ^d	AM	0.984	E	1.030	F	1.056	F	0.026	0.956	E	-0.074	1.023	F	-0.007	1.023	F	-0.007
	PM	0.975	E	1.020	F	1.045	F	0.025	0.945	E	-0.075	1.085	F	0.065	1.085	F	0.065	
	SAT	0.634	B	0.662	B	0.637	B	-0.025	0.537	A	-0.125	0.671	B	0.009	0.671	B	0.009	
26	Prairie Avenue/ Manchester Boulevard ^d	AM	0.688	B	0.719	C	0.744	C	0.025	0.744	C	0.025	0.839	D	0.120	0.739	C	0.020
	PM	0.901	E	0.942	E	0.983	E	0.041	0.983	E	0.041	1.174	F	0.232	0.985	E	0.043	
	SAT	0.719	C	0.751	C	0.733	C	-0.018	0.733	C	-0.018	0.965	E	0.214	0.831	D	0.080	
27	Prairie Avenue/ Kelso Street-Pincay Drive ^d	AM	0.554	A	0.577	A	0.659	B	0.082	0.659	B	0.082	0.708	C	0.131	0.708	C	0.131
	PM	0.769	C	0.804	D	0.736	C	-0.068	0.736	C	-0.068	0.964	E	0.160	0.964	E	0.160	
	SAT	0.520	A	0.541	A	0.636	B	0.095	0.636	B	0.095	0.931	E	0.390	0.931	E	0.390	
28	Prairie Avenue/ Arbor Vitae Street-Gate 2 ^d	AM	0.553	A	0.576	A	0.603	B	0.027	0.603	B	0.027	0.674	B	0.098	0.674	B	0.098
	PM	0.794	C	0.826	D	0.740	C	-0.086	0.740	C	-0.086	0.904	E	0.078	0.904	E	0.078	
	SAT	0.731	C	0.751	C	0.643	B	-0.108	0.643	B	-0.108	0.850	D	0.099	0.850	D	0.099	
29	Prairie Avenue/ Hardy Street-Gate 3 ^d	AM	0.449	A	0.467	A	0.538	A	0.071	0.538	A	0.071	0.571	A	0.104	0.571	A	0.104
	PM	0.760	C	0.785	C	0.644	B	-0.141	0.644	B	-0.141	0.724	C	-0.061	0.724	C	-0.061	
	SAT	0.739	C	0.754	C	0.634	B	-0.120	0.634	B	-0.120	0.730	C	-0.024	0.730	C	-0.024	
30	Prairie Avenue/ Century Boulevard ^d	AM	0.814	D	0.851	D	0.885	D	0.034	0.885	D	0.034	1.028	F	0.177	0.928	E	0.077
	PM	0.982	E	1.028	F	1.017	F	-0.011	1.017	F	-0.011	1.465	F	0.437	1.365	F	0.337	
	SAT	0.964	E	1.009	F	0.997	E	-0.012	0.997	E	-0.012	1.664	F	0.655	1.564	F	0.555	
31	Prairie Avenue/ I-105 Freeway EB-WB Off Ramps- 112th Street ^d	AM	0.668	B	0.697	B	0.728	C	0.031	0.728	C	0.031	0.819	D	0.122	0.819	D	0.122
	PM	0.756	C	0.790	C	0.713	C	-0.077	0.713	C	-0.077	0.926	E	0.136	0.926	E	0.136	
	SAT	0.669	B	0.699	B	0.731	C	0.032	0.731	C	0.032	0.990	E	0.291	0.990	E	0.291	
32	I-105 Freeway EB On Ramp-Freeman Avenue/Imperial Highway ^e	AM	0.699	B	0.730	C	0.741	C	0.011	0.741	C	0.011	0.832	D	0.102	0.832	D	0.102
	PM	0.548	A	0.572	A	0.538	A	-0.034	0.538	A	-0.034	0.749	C	0.177	0.749	C	0.177	
	SAT	0.546	A	0.570	A	0.583	A	0.013	0.583	A	0.013	0.785	C	0.215	0.785	C	0.215	

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
33	Prairie Avenue/ Imperial Highway ^e	AM	0.868	D	0.908	E	0.922	E	0.014	0.922	E	0.014	1.005	F	0.097	0.905	E	-0.003
	PM	0.872	D	0.912	E	0.868	D	-0.044	0.868	D	-0.044	1.020	F	0.108	0.920	E	0.008	
	SAT	0.686	B	0.717	C	0.734	C	0.017	0.734	C	0.017	0.985	E	0.268	0.885	D	0.168	
34	Cemetery Driveway- Kareem Court/ Manchester Boulevard ^d	AM	0.593	A	0.618	B	0.625	B	0.007	0.625	B	0.007	0.670	B	0.052	0.670	B	0.052
	PM	0.491	A	0.512	A	0.462	A	-0.050	0.462	A	-0.050	0.673	B	0.161	0.673	B	0.161	
	SAT	0.387	A	0.402	A	0.394	A	-0.008	0.394	A	-0.008	0.661	B	0.259	0.661	B	0.259	
35	Crenshaw Drive-Briarwood Lane/ Manchester Boulevard ^d	AM	0.913	E	0.955	E	0.969	E	0.014	0.969	E	0.014	1.024	F	0.069	0.924	E	-0.031
	PM	0.552	A	0.576	A	0.569	A	-0.007	0.569	A	-0.007	0.718	C	0.142	0.618	B	0.042	
	SAT	0.577	A	0.602	B	0.595	A	-0.007	0.595	A	-0.007	0.756	C	0.154	0.656	B	0.054	
36	Kareem Court-Gate 8 Pincay Drive ^d	AM	0.275	A	0.284	A	0.308	A	0.024	0.308	A	0.024	0.386	A	0.102	0.386	A	0.102
	PM	0.334	A	0.345	A	0.303	A	-0.042	0.303	A	-0.042	0.854	D	0.509	0.854	D	0.509	
	SAT	0.237	A	0.246	A	0.267	A	0.021	0.267	A	0.021	0.980	E	0.734	0.980	E	0.734	
37	Carlton Drive-Gate 7-7A Pincay Drive ^d	AM	0.310	A	0.319	A	0.463	A	0.144	0.463	A	0.144	0.507	A	0.188	0.507	A	0.188
	PM	0.332	A	0.339	A	0.421	A	0.082	0.421	A	0.082	0.539	A	0.200	0.539	A	0.200	
	SAT	0.306	A	0.312	A	0.426	A	0.114	0.426	A	0.114	0.562	A	0.250	0.562	A	0.250	
38	Doty Avenue-Gate 4/ Century Boulevard ^d	AM	0.410	A	0.424	A	0.513	A	0.089	0.513	A	0.089	0.578	A	0.154	0.478	A	0.054
	PM	0.590	A	0.608	B	0.758	C	0.150	0.758	C	0.150	0.964	E	0.356	0.864	D	0.256	
	SAT	0.650	B	0.662	B	0.796	C	0.134	0.796	C	0.134	1.085	F	0.423	0.985	E	0.323	
39	Yukon Avenue-Gate 5/ Century Boulevard ^d	AM	0.408	A	0.424	A	0.625	B	0.201	0.625	B	0.201	0.691	B	0.267	0.591	A	0.167
	PM	0.719	C	0.751	C	0.843	D	0.092	0.843	D	0.092	1.065	F	0.314	0.965	E	0.214	
	SAT	0.678	B	0.708	C	0.828	D	0.120	0.828	D	0.120	1.097	F	0.389	0.997	E	0.289	
40	Club Drive/ Century Boulevard ^d	AM	0.494	A	0.515	A	0.551	A	0.036	0.551	A	0.036	0.617	B	0.102	0.517	A	0.002
	PM	0.641	B	0.670	B	0.738	C	0.068	0.738	C	0.068	0.943	E	0.273	0.843	D	0.173	
	SAT	0.670	B	0.699	B	0.752	C	0.053	0.752	C	0.053	1.032	F	0.333	0.932	E	0.233	

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	
41	Crenshaw Boulevard/ Slauson Avenue ^b	AM	0.815	D	0.852	D	0.851	D	-0.001	0.851	D	-0.001	1.025	F	0.173	0.955	E	0.103
		PM	0.769	C	0.803	D	0.824	D	0.021	0.824	D	0.021	1.028	F	0.225	0.958	E	0.155
		SAT	0.965	E	1.010	F	1.003	F	-0.007	1.003	F	-0.007	1.202	F	0.192	1.132	F	0.122
42	Crenshaw Boulevard/ Florence Avenue ^b	AM	0.784	C	0.820	D	0.832	D	0.012	0.832	D	0.012	0.909	E	0.089	0.839	D	0.019
		PM	0.750	C	0.784	C	0.802	D	0.018	0.802	D	0.018	0.930	E	0.146	0.860	D	0.076
		SAT	0.790	C	0.826	D	0.827	D	0.001	0.827	D	0.001	1.021	F	0.195	0.951	E	0.125
43	Crenshaw Boulevard/ 82nd Street-Crenshaw Drive ^d	AM	0.548	A	0.569	A	0.584	A	0.015	0.584	A	0.015	0.614	B	0.045	0.614	B	0.045
		PM	0.507	A	0.525	A	0.518	A	-0.007	0.518	A	-0.007	0.602	B	0.077	0.602	B	0.077
		SAT	0.501	A	0.520	A	0.556	A	0.036	0.556	A	0.036	0.666	B	0.146	0.666	B	0.146
44	Crenshaw Boulevard/ 8th Avenue ^d	AM	0.572	A	0.597	A	0.611	B	0.014	0.611	B	0.014	0.628	B	0.031	0.628	B	0.031
		PM	0.471	A	0.490	A	0.498	A	0.008	0.498	A	0.008	0.552	A	0.062	0.552	A	0.062
		SAT	0.482	A	0.501	A	0.529	A	0.028	0.529	A	0.028	0.603	B	0.102	0.603	B	0.102
45	Crenshaw Boulevard/ Manchester Boulevard ^d	AM	0.719	C	0.751	C	0.780	C	0.029	0.680	B	-0.071	0.729	C	-0.022	0.729	C	-0.022
		PM	0.947	E	0.991	E	1.015	F	0.024	0.915	E	-0.076	1.147	F	0.156	1.147	F	0.156
		SAT	0.964	E	1.009	F	1.046	F	0.037	0.946	E	-0.063	1.231	F	0.222	1.231	F	0.222
46	Crenshaw Boulevard/ Pincay Drive-90th Street ^d	AM	0.646	B	0.675	B	0.721	C	0.046	0.721	C	0.046	0.801	D	0.126	0.701	C	0.026
		PM	0.728	C	0.760	C	0.759	C	-0.001	0.759	C	-0.001	1.001	F	0.241	0.901	E	0.141
		SAT	0.689	B	0.720	C	0.779	C	0.059	0.779	C	0.059	1.135	F	0.415	0.911	E	0.191
47	Crenshaw Boulevard/ Century Boulevard ^d	AM	0.776	C	0.811	D	0.902	E	0.091	0.802	D	-0.009	0.929	E	0.118	0.632	B	-0.179
		PM	1.004	F	1.051	F	1.065	F	0.014	0.965	E	-0.086	1.381	F	0.330	0.897	D	-0.154
		SAT	0.991	E	1.038	F	1.155	F	0.117	1.055	F	0.017	1.677	F	0.639	1.034	F	-0.004
48	Crenshaw Boulevard/ Imperial Highway ^d	AM	0.806	D	0.842	D	0.864	D	0.022	0.864	D	0.022	0.913	E	0.071	0.813	D	-0.029
		PM	0.844	D	0.882	D	0.887	D	0.005	0.887	D	0.005	1.068	F	0.186	0.968	E	0.086
		SAT	0.736	C	0.769	C	0.776	C	0.007	0.776	C	0.007	0.999	E	0.230	0.899	D	0.130

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
49	Crenshaw Boulevard/ Shopping Center Driveway (s/o Imperial Highway) ^d	AM	0.390	A	0.405	A	0.426	A	0.021	0.426	A	0.021	0.445	A	0.040	0.445	A	0.040
		PM	0.477	A	0.496	A	0.526	A	0.030	0.526	A	0.030	0.594	A	0.098	0.594	A	0.098
		SAT	0.474	A	0.493	A	0.477	A	-0.016	0.477	A	-0.016	0.571	A	0.078	0.571	A	0.078
50	Crenshaw Boulevard/ 116th Street ^d	AM	0.543	A	0.566	A	0.588	A	0.022	0.588	A	0.022	0.607	B	0.041	0.607	B	0.041
		PM	0.570	A	0.594	A	0.597	A	0.003	0.597	A	0.003	0.665	B	0.071	0.665	B	0.071
		SAT	0.643	B	0.671	B	0.692	B	0.021	0.692	B	0.021	0.780	C	0.109	0.780	C	0.109
51	Crenshaw Boulevard/ 118th Place-I-105 Freeway WB Ramps ^d	AM	0.739	C	0.772	C	0.794	C	0.022	0.794	C	0.022	0.823	D	0.051	0.823	D	0.051
		PM	0.763	C	0.798	C	0.761	C	-0.037	0.761	C	-0.037	0.857	D	0.059	0.857	D	0.059
		SAT	0.720	C	0.753	C	0.763	C	0.010	0.763	C	0.010	0.883	D	0.130	0.883	D	0.130
52	I-105 Freeway EB Ramps/ 120th Street ^e	AM	0.908	E	0.950	E	0.963	E	0.013	0.963	E	0.013	0.976	E	0.026	0.976	E	0.026
		PM	0.759	C	0.794	C	0.693	B	-0.101	0.693	B	-0.101	0.730	C	-0.064	0.730	C	-0.064
		SAT	0.676	B	0.706	C	0.719	C	0.013	0.719	C	0.013	0.764	C	0.058	0.764	C	0.058
53	Crenshaw Boulevard/ 120th Street ^e	AM	0.796	C	0.832	D	0.867	D	0.035	0.867	D	0.035	0.889	D	0.057	0.889	D	0.057
		PM	0.723	C	0.755	C	0.743	C	-0.012	0.743	C	-0.012	0.792	C	0.037	0.792	C	0.037
		SAT	0.795	C	0.831	D	0.858	D	0.027	0.858	D	0.027	0.971	E	0.140	0.971	E	0.140
54	Western Avenue/ Manchester Avenue ^b	AM	0.781	C	0.817	D	0.829	D	0.012	0.829	D	0.012	0.909	E	0.092	0.909	E	0.092
		PM	0.775	C	0.810	D	0.778	C	-0.032	0.778	C	-0.032	0.910	E	0.100	0.910	E	0.100
		SAT	0.778	C	0.813	D	0.840	D	0.027	0.840	D	0.027	0.989	E	0.176	0.989	E	0.176
55	Western Avenue/ Century Boulevard ^b	AM	0.760	C	0.794	C	0.816	D	0.022	0.816	D	0.022	0.908	E	0.114	0.838	D	0.044
		PM	0.778	C	0.814	D	0.865	D	0.051	0.865	D	0.051	1.024	F	0.210	0.954	E	0.140
		SAT	0.692	B	0.723	C	0.761	C	0.038	0.761	C	0.038	0.954	E	0.231	0.884	D	0.161
56	Vermont Avenue/ Manchester Avenue ^b	AM	0.864	D	0.903	E	0.914	E	0.011	0.914	E	0.011	1.056	F	0.153	0.903	E	0.000
		PM	0.919	E	0.962	E	0.983	E	0.021	0.983	E	0.021	1.171	F	0.209	0.981	E	0.019
		SAT	0.674	B	0.704	C	0.733	C	0.029	0.733	C	0.029	0.867	D	0.163	0.620	B	-0.084

Table IV.L-2 (Continued)
Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			
57	Vermont Avenue/ Century Boulevard ^b	AM	0.652	B	0.681	B	0.694	B	0.013	0.694	B	0.013	0.771	C	0.090	0.771	C	0.090
	PM	0.691	B	0.721	C	0.705	C	-0.016	0.705	C	-0.016	0.861	D	0.140	0.861	D	0.140	
	SAT	0.623	B	0.650	B	0.669	B	0.019	0.669	B	0.019	0.827	D	0.177	0.827	D	0.177	
58	Figueroa Street/ Manchester Avenue ^b	AM	0.762	C	0.800	C	0.808	D	0.008	0.808	D	0.008	0.892	D	0.092	0.892	D	0.092
	PM	0.711	C	0.746	C	0.707	C	-0.039	0.707	C	-0.039	0.843	D	0.097	0.843	D	0.097	
	SAT	0.762	C	0.800	C	0.787	C	-0.013	0.787	C	-0.013	0.924	E	0.124	0.924	E	0.124	
59	I-110 Freeway SB Ramps/Manchester Avenue ^b	AM	0.631	B	0.662	B	0.669	B	0.007	0.669	B	0.007	0.699	B	0.037	0.699	B	0.037
	PM	0.549	A	0.576	A	0.555	A	-0.021	0.555	A	-0.021	0.670	B	0.094	0.670	B	0.094	
	SAT	0.519	A	0.544	A	0.562	A	0.018	0.562	A	0.018	0.663	B	0.119	0.663	B	0.119	
60	I-110 Freeway NB Ramps/Manchester Avenue ^b	AM	0.743	C	0.780	C	0.781	C	0.001	0.781	C	0.001	0.842	D	0.062	0.842	D	0.062
	PM	0.596	A	0.625	B	0.630	B	0.005	0.630	B	0.005	0.687	B	0.062	0.687	B	0.062	
	SAT	0.584	A	0.613	B	0.604	B	-0.009	0.604	B	-0.009	0.672	B	0.059	0.672	B	0.059	
61	Figueroa Street/ Century Boulevard ^b	AM	0.771	C	0.806	D	0.814	D	0.008	0.814	D	0.008	0.891	D	0.085	0.891	D	0.085
	PM	0.717	C	0.749	C	0.738	C	-0.011	0.738	C	-0.011	0.848	D	0.099	0.848	D	0.099	
	SAT	0.711	C	0.742	C	0.768	C	0.026	0.768	C	0.026	0.966	E	0.224	0.966	E	0.224	
62	I-110 Freeway SB Off Ramp-Grand Avenue/Century Boulevard ^b	AM	0.447	A	0.465	A	0.481	A	0.016	0.481	A	0.016	0.561	A	0.096	0.561	A	0.096
	PM	0.521	A	0.543	A	0.553	A	0.010	0.553	A	0.010	0.702	C	0.159	0.702	C	0.159	
	SAT	0.532	A	0.555	A	0.583	A	0.028	0.583	A	0.028	0.769	C	0.214	0.769	C	0.214	
63	I-110 Freeway NB On Ramp-Olive Street/Century Boulevard ^b	AM	0.569	A	0.593	A	0.608	B	0.015	0.608	B	0.015	0.688	B	0.095	0.688	B	0.095
	PM	0.487	A	0.507	A	0.523	A	0.016	0.523	A	0.016	0.695	B	0.188	0.695	B	0.188	
	SAT	0.575	A	0.600	A	0.635	B	0.035	0.635	B	0.035	0.854	D	0.254	0.854	D	0.254	
64	Crenshaw Boulevard/ 104th Street ^d	AM	0.674	B	0.704	C	0.730	C	0.026	0.730	C	0.026	0.750	C	0.046	0.750	C	0.046
	PM	0.645	B	0.674	B	0.696	B	0.022	0.696	B	0.022	0.775	C	0.101	0.775	C	0.101	
	SAT	0.575	A	0.600	A	0.628	B	0.028	0.628	B	0.028	0.731	C	0.131	0.731	C	0.131	

Table IV.L-2 (Continued)

Summary of Volume to Capacity Ratios and Levels of Service - AM and PM Weekday Peak Hours and Saturday Mid Day Peak Hour

	#	PEAK HOUR	YEAR 2006 EXISTING		YEAR 2014 W/ AMBIENT GROWTH		YEAR 2014 W/ PROPOSED PROJECT		CHANGE V/C	YEAR 2014 W/ PROJECT MITIGATION		CHANGE V/C	YEAR 2014 W/ RELATED PROJECTS		CHANGE V/C	YEAR 2014 W/ REGIONAL MITIGATION		CHANGE V/C
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS		
65	New Signalized Project Driveway/Century Boulevard ^b	AM	f	f	f	f	0.496	A	0.496	0.496	A	0.496	0.562	A	0.562	0.562	A	0.562
		PM	f	f	f	f	0.687	B	0.687	0.687	B	0.687	0.892	D	0.892	0.892	D	0.892
		SAT	f	f	f	f	0.691	B	0.691	0.691	B	0.691	0.980	E	0.980	0.980	E	0.980
66	Prairie Avenue/97 th Street ^d	AM	0.371	A	0.385	A	0.432	A	0.047	0.432	A	0.047	0.453	A	0.068	0.453	A	0.068
		PM	0.487	A	0.507	A	0.528	A	0.021	0.528	A	0.021	0.608	B	0.101	0.608	B	0.101
		SAT	0.449	A	0.467	A	0.538	A	0.071	0.538	A	0.071	0.634	B	0.167	0.634	B	0.167

Notes:

Significant impacts are denoted with shaded cells and bold numbers.

^a City of Culver City Intersection.

^b City of Los Angeles Intersection.

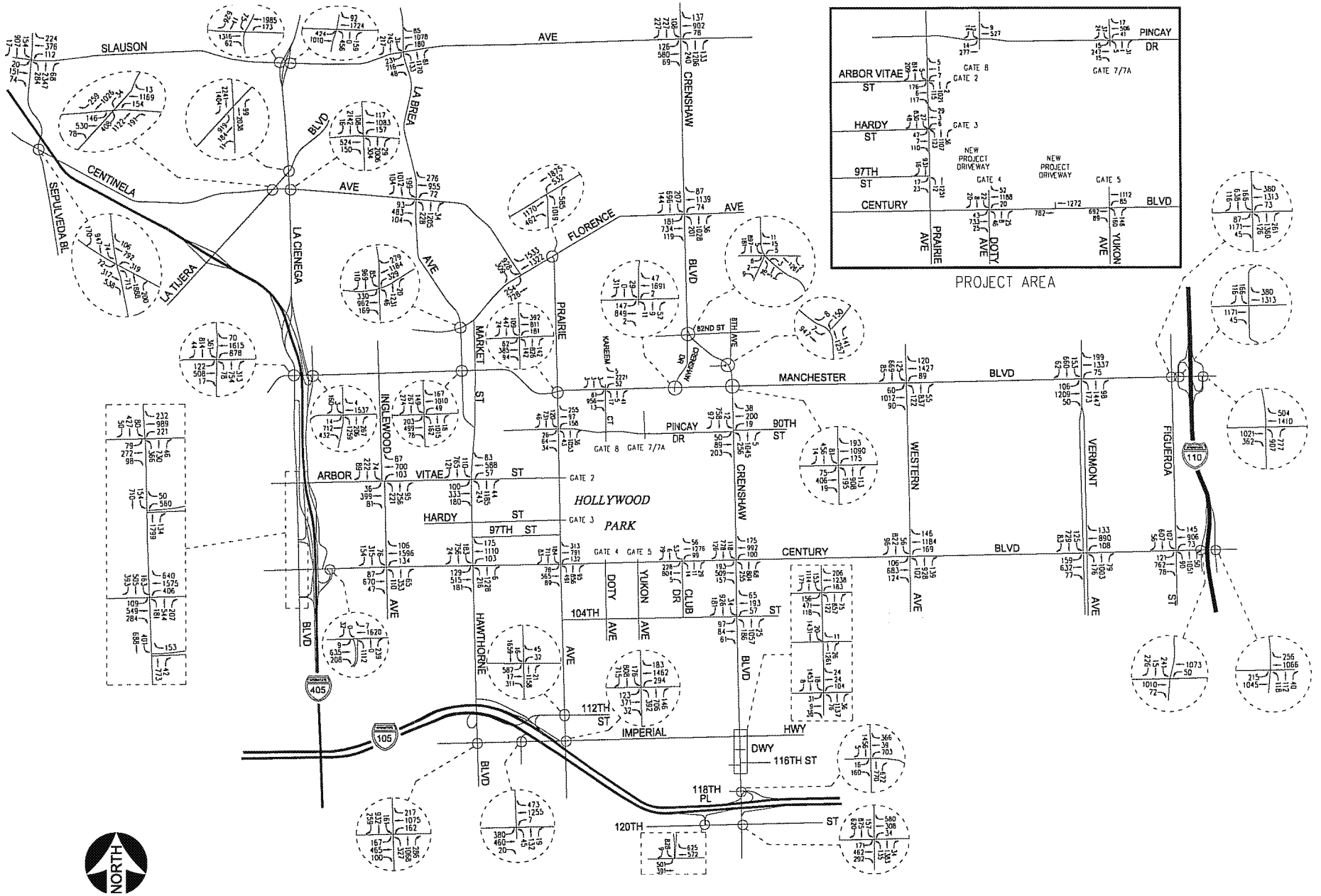
^c County of Los Angeles Intersection.

^d City of Inglewood Intersection.

^e City of Hawthorne Intersection.

^f Future Intersection.

Source: Linscott, Law and Greenspan Engineers, August 1, 2008.

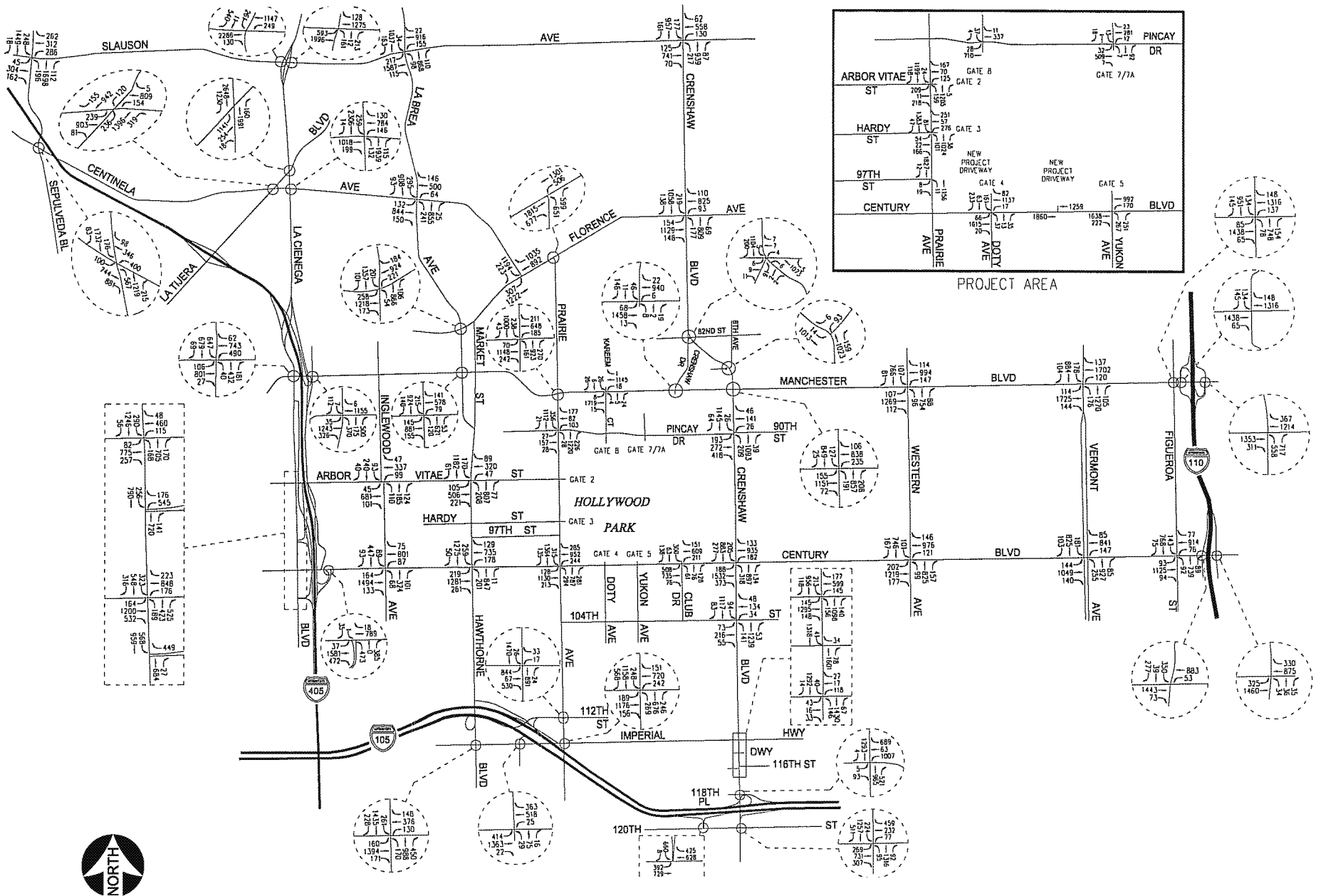


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-13
Existing With Ambient Growth Traffic Volumes
Weekday AM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-14
 Existing With Ambient Growth Traffic Volumes
 Weekday PM Peak Hour

Saturday Existing With Ambient Growth Conditions

As shown in Table IV.L-2, five of the 65 existing study intersections are expected to operate at LOS E or worse during the Saturday mid-day peak hour with the addition of ambient growth traffic through year 2014. The remaining 60 existing study intersections are expected to continue to operate at LOS D or better during the Saturday mid-day peak hour. The existing with ambient growth traffic volumes at the study intersections during the Saturday mid-day peak hour are displayed in Figure IV.L-15.

Proposed Project Site Access and Circulation

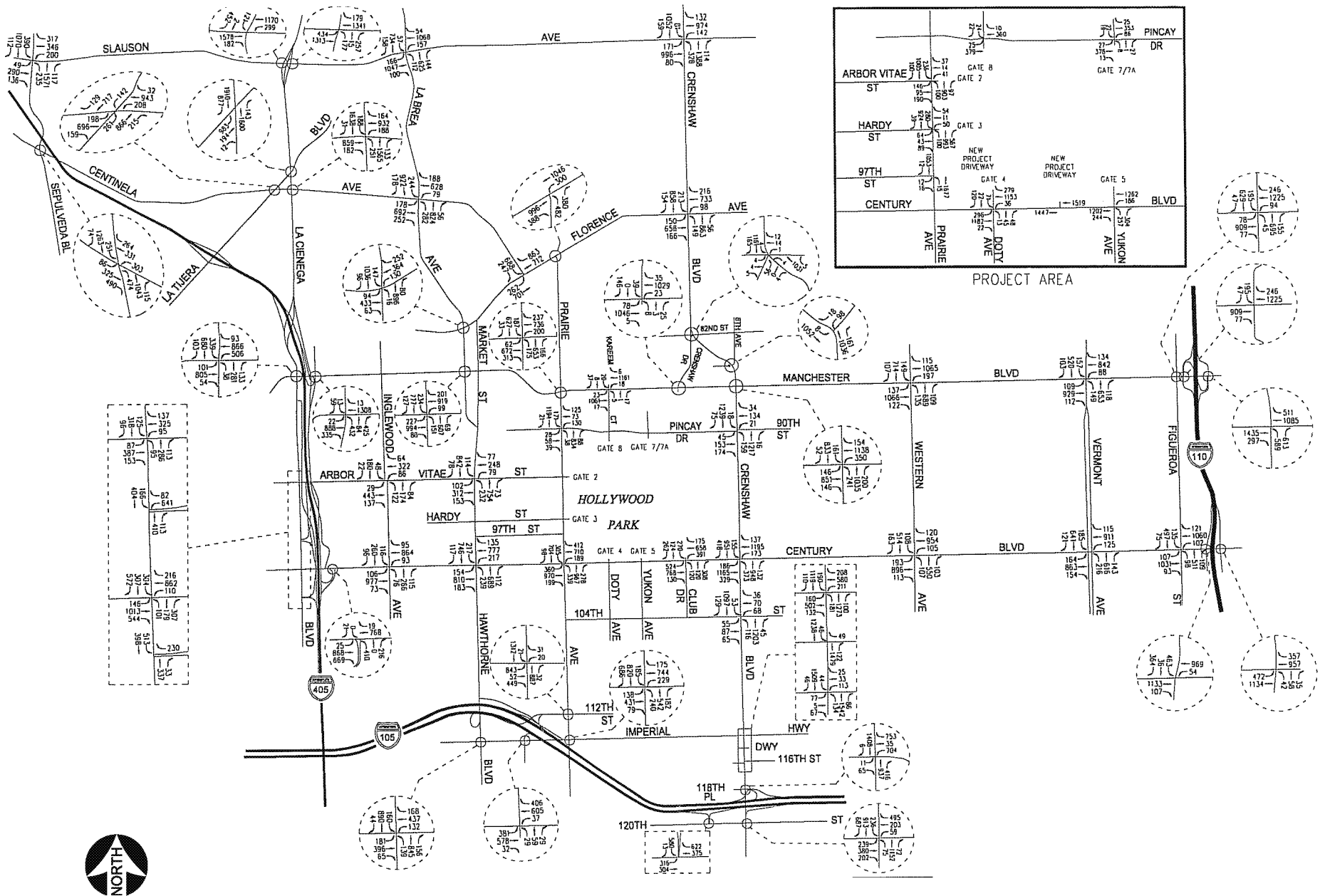
Primary vehicular access to the proposed project will be provided via the five existing signalized access points described above, plus two proposed signalized access points: one on Century Boulevard east of Gate 4/Doty Avenue and one on Prairie Avenue across from 97th Street. A brief description of the proposed project primary site access scheme and project design features to adequately serve the project site access are provided in the following paragraphs. This Traffic Impact Study assumes implementation of all of the Proposed Project's on-site and off-site roadway design features described herein as part of the project analysis conditions.

Prairie Avenue at Arbor Vitae Street:

This access point is located on the east side of Prairie Avenue, opposite Arbor Vitae Street, at the northwest corner of the project site. The roadway which will essentially function as an extension of Arbor Vitae Street will be 57 feet (curb-to-curb) in width in the vicinity of Prairie Avenue and will be constructed to City of Inglewood standards. The Arbor Vitae Street extension into the site will primarily provide vehicular access to the residential and civic use components of the project.

Project On-Site Design Features – This roadway will provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach to the Prairie Avenue/Arbor Vitae Street intersection. The existing traffic signal equipment at the Prairie Avenue/Arbor Vitae Street intersection will be modified to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Prairie Avenue, the northbound approach of the Prairie Avenue/Arbor Vitae Street intersection shall be widened along the east side of Prairie Avenue to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Project Off-Site Design Features – The eastbound Arbor Vitae Street approach shall be restriped within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane so as to properly align with the project access road.



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-15
Existing With Ambient Growth Traffic Volumes
Saturday Mid-Day Peak Hour

Prairie Avenue at Hardy Street:

This access point is located on the east side of Prairie Avenue, opposite Hardy Street. The roadway which will essentially function as an extension of Hardy Street will be 68 feet (curb-to-curb) in width in the vicinity of Prairie Avenue and will be constructed to City of Inglewood standards. The Hardy Street extension into the site will primarily provide vehicular access to the retail, civic use, and some residential components of the project.

Project On-Site Design Features – This roadway will provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach to the Prairie Avenue/Hardy Street intersection. The existing traffic signal equipment at the Prairie Avenue/Hardy Street intersection will be modified to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Prairie Avenue, the northbound approach of the Prairie Avenue/Hardy Street intersection shall be widened along the east side of Prairie Avenue to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Project Off-Site Design Features – The eastbound Hardy Street approach shall be widened and improved within the existing right-of-way along both sides of Hardy Street and restriped to provide one left-turn lane and one shared through/right-turn lane so as to properly align with the project access road.

Prairie Avenue at 97th Street:

This access point is located on the east side of Prairie Avenue, opposite 97th Street. The roadway which will essentially function as an extension of 97th Street will be 40 feet (curb-to-curb) in width in the vicinity of Prairie Avenue and will be constructed to City of Inglewood standards. The 97th Street extension into the site will primarily provide vehicular access to the retail component of the project and is proposed to be signalized.

Project On-Site Design Features – This roadway will provide one left-turn lane and one shared through/right-turn lane on the westbound approach to the Prairie Avenue/97th Street intersection. A traffic signal shall be installed at this location to accommodate 97th Street and the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Prairie Avenue, the northbound approach of the Prairie Avenue/97th Street intersection shall be widened along the east side of Prairie Avenue to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Project Off-Site Design Features – The eastbound 97th Street approach shall be widened and improved within the existing right-of-way along and restriped to provide one left-turn lane and one shared through/right-turn lane so as to properly align with the project access road.

Century Boulevard at Doty Avenue:

This access point is located on the north side of Century Boulevard, opposite Doty Avenue. The roadway which will essentially function as an extension of Doty Avenue will be 68 feet (curb-to-curb) in width in the vicinity of Century Boulevard and will be constructed to City of Inglewood standards. The Doty Avenue extension into the site will primarily provide vehicular access to the retail component of the project. Some traffic associated with the casino component of the project will also utilize this driveway.

Project On-Site Design Features – This roadway will provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach to the Doty Avenue/Century Boulevard intersection. The existing traffic signal equipment at the Doty Avenue/Century Boulevard intersection will be modified to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Century Boulevard, the westbound approach of the Doty Avenue/Century Boulevard intersection shall be widened along the north side of Century Boulevard to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Project Off-Site Design Features – The northbound Doty Avenue approach shall be restriped within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane so as to properly align with the project access road.

Century Boulevard at Proposed Signalized Driveway (east of Doty Avenue):

This access point is located on the north side of Century Boulevard, approximately 600 feet east of Doty Avenue. The roadway is proposed to be a private roadway and will be 57 feet (curb-to-curb) in width. The proposed signalized driveway will primarily provide vehicular access to the casino component of the project.

Project On-Site Design Features – This roadway will provide one left-turn lane and one right-turn only lane on the southbound approach to the Century Boulevard intersection. A traffic signal shall be installed at this location to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Century Boulevard, the westbound approach of this intersection shall be widened along the north side of Century Boulevard to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be three through lanes and one right-turn only lane.

Century Boulevard at Yukon Avenue:

This access point is located on the north side of Century Boulevard, opposite Yukon Avenue. The roadway which will essentially function as an extension of Yukon Avenue will be 60 feet (curb-to-curb) in width and will be constructed to City of Inglewood standards. The Yukon Avenue extension into the site will primarily provide vehicular access to the hotel and residential components of the project. Some traffic associated with the retail component of the project is also anticipated to utilize this driveway.

Project On-Site Design Features – This roadway will provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach to the Yukon Avenue/Century Boulevard intersection. The existing traffic signal equipment at the Yukon Avenue/Century Boulevard intersection will be modified to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection. In addition, to provide additional vehicular capacity and to facilitate traffic flow along Century Boulevard, the westbound approach of the Yukon Avenue/Century Boulevard intersection shall be widened along the north side of Century Boulevard to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Project Off-Site Design Features - The northbound Yukon Avenue approach shall be restriped within the existing pavement width to provide one left-turn lane, one through lane, and one shared through/right-turn lane so as to properly align with the project access road.

Pincay Drive at Carlton Drive:

This access point is located on the south side of Pincay Drive, opposite Carlton Drive. The roadway which will essentially function as an extension of Carlton Drive will be 26 feet (curb-to-curb) in width due to existing right-of-way/easement constraints. The Carlton Drive extension into the site will primarily provide vehicular access to the residential component of the project.

Project Off-Site Design Features – This roadway will provide one shared left-turn/through/right-turn lane on the northbound approach to the Carlton Drive/Pincay Drive intersection. The existing traffic signal equipment at the Carlton Drive/Pincay Drive intersection will be modified to accommodate the project access road and will serve all vehicular and pedestrian movements at the intersection.

Private Secondary Driveways (along Century Boulevard and Prairie Avenue)

In addition to the primary access points described above, secondary driveways would be provided to facilitate project traffic access to and from the project site. A minimum of one driveway but no more than three driveways should be provided at each of the following locations as part of the proposed project:

- North side of Century Boulevard east of Yukon Avenue (to serve the retail use)
- North side of Century Boulevard between the proposed signalized driveway and Yukon Avenue (to serve the hotel and retail uses)
- North side of Century Boulevard between Prairie Avenue and Doty Avenue (to serve the retail use)
- East side of Prairie Avenue between 97th Street and Century Boulevard (to serve the retail use)
- East side of Prairie Avenue between Arbor Vitae Street and Hardy Street (to serve the residential use)

It should be noted that all of the proposed secondary access driveways are anticipated to be limited to right-turn ingress and egress turning movement only operations. Further, the Traffic Impact Study assumes a minimum of one secondary access driveway is provided at each of the above locations, however, providing two or three driveways at these locations will not change the overall results of this study. It is further noted that minor driveways may also be provided along Prairie Avenue and Century Boulevard in addition to the primary and secondary driveways to accommodate service vehicles.

Internal Circulation

The Proposed Project is designed as a “smart growth” mixed-use infill development, designed to concentrate neighborhoods by bringing daily activities within walking distance of each other in an effort to reduce reliance on the private automobile, thereby reducing VMT. The internal circulation plan for the Project Site would be designed as a curvilinear street system connecting the community to the major streets, while providing for a safe residential, pedestrian-friendly environment by discouraging cut-through traffic. The Project Site would contain a network of streets and paseos that connect the parks and plazas with retail, entertainment, residential, office and civic uses.

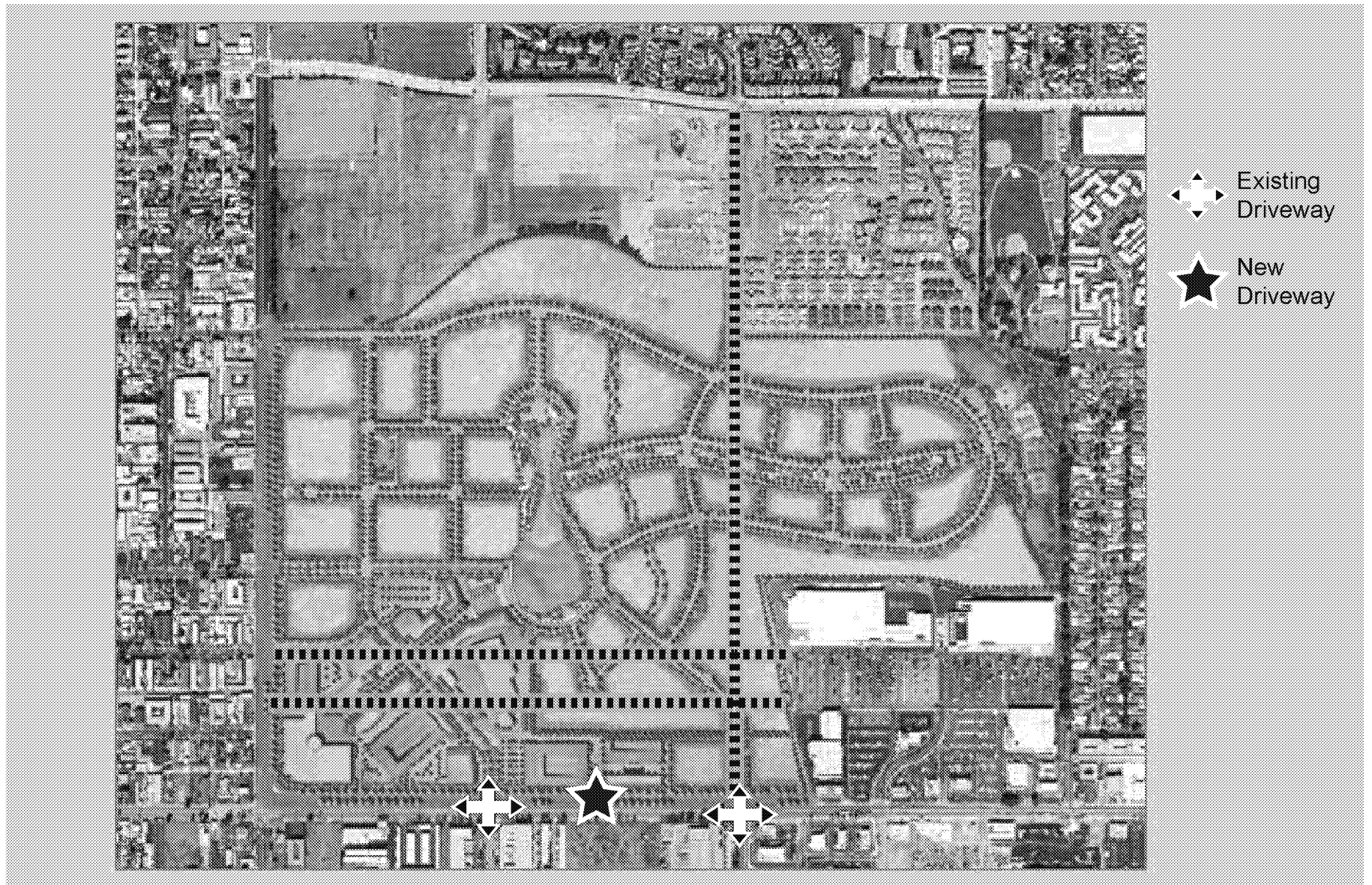
Alternative internal circulation plans were considered for the Proposed Project, including providing cut-through streets across the Project Site as depicted in Figures IV.L-16 and IV.L-17.



An internal circulation plan which included cut-through streets across the Project Site was determined to be unsuitable for the Project Site for several reasons. First, creating cut-through streets across the Project Site detracts from the walkability of the development and could lead to safety concerns resulting from pedestrians walking in the retail/entertainment area of the Project Site and vehicles cutting across the Project Site to quickly access areas adjacent to the Project Site. Also, the cut-through streets would not connect to the broader arterial street system, as shown in Figure IV.L-17. As a result, cut-through traffic could be released onto existing residential neighborhood streets upon exiting the Project Site. This could result in unanticipated secondary traffic impacts to neighboring residential streets. Given this, providing funding for ITS improvements (as provided in the Mitigation Measures in this Section) to improve the flow of traffic was determined to be a better alternative than creating cut-through streets across the Project Site. ITS synchronization could provide an improvement over baseline traffic conditions since it would help eliminate bottle necks and queues and would allow for a more efficient flow of traffic around the Project Site and through the City.

Moreover, as shown in Figure IV.L-18, within the Project Site, the design of the Proposed Project’s internal circulation plan allows the internal streets to operate at LOS A. Therefore, the internal circulation plan for the Project Site would result in a less than significant impact to traffic and circulation.

Additional On-Site Project Design Feature:

A voluntary improvement/project on-site design feature to provide additional vehicular capacity and to facilitate traffic flow at the key intersection of Prairie Avenue and Century Boulevard adjacent to the project is also proposed. The westbound approach of the Prairie Avenue/Century Boulevard intersection shall be widened along the north side of Century Boulevard to provide an exclusive right-turn lane. The



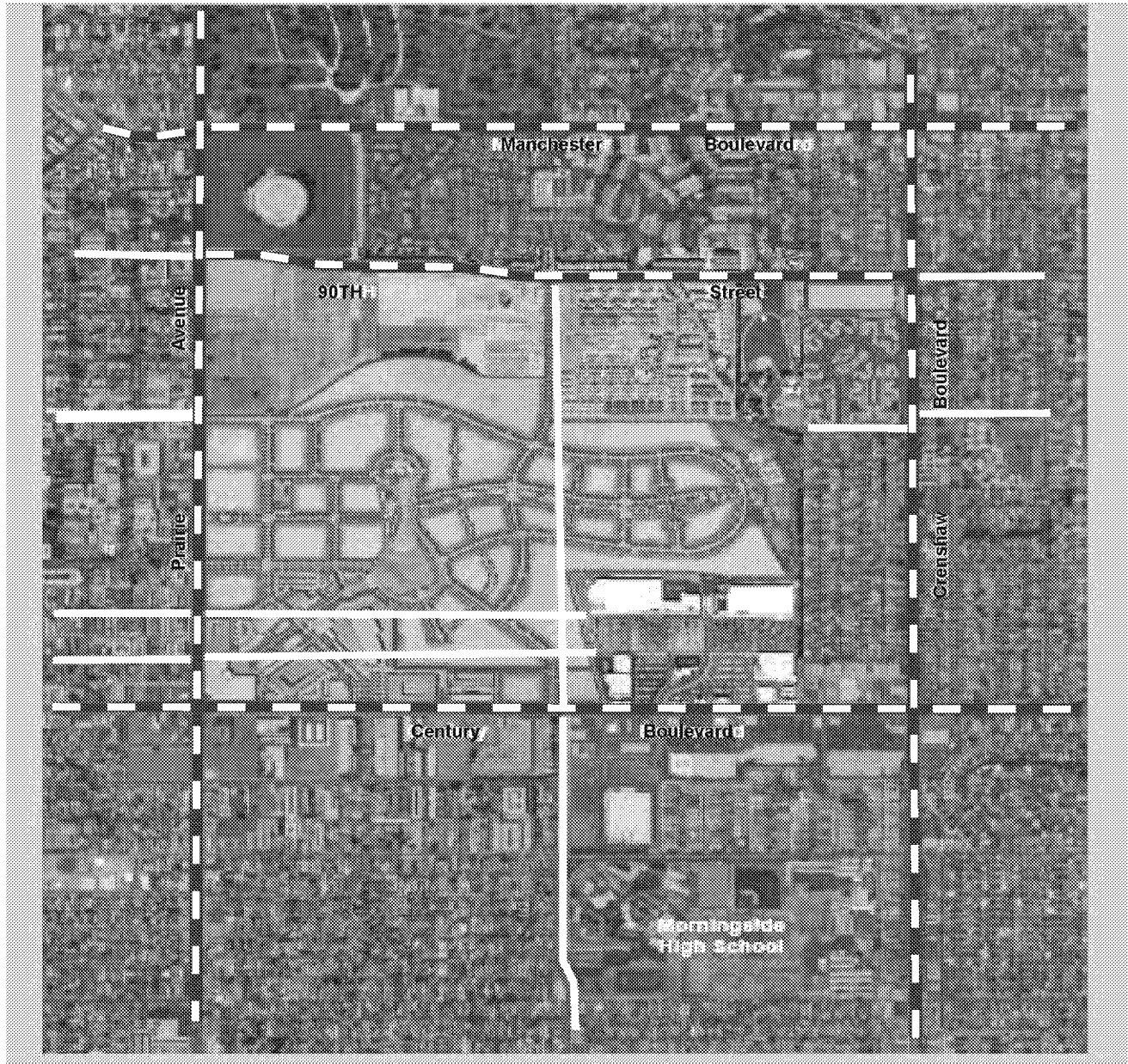
 Existing Driveway
 New Driveway

Source: Hollywood Park Land Company, August 2008.



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Figure IV.L-16
 Alternative Internal Circulation Plan
 With Cut-Through Streets That Was Considered But Rejected

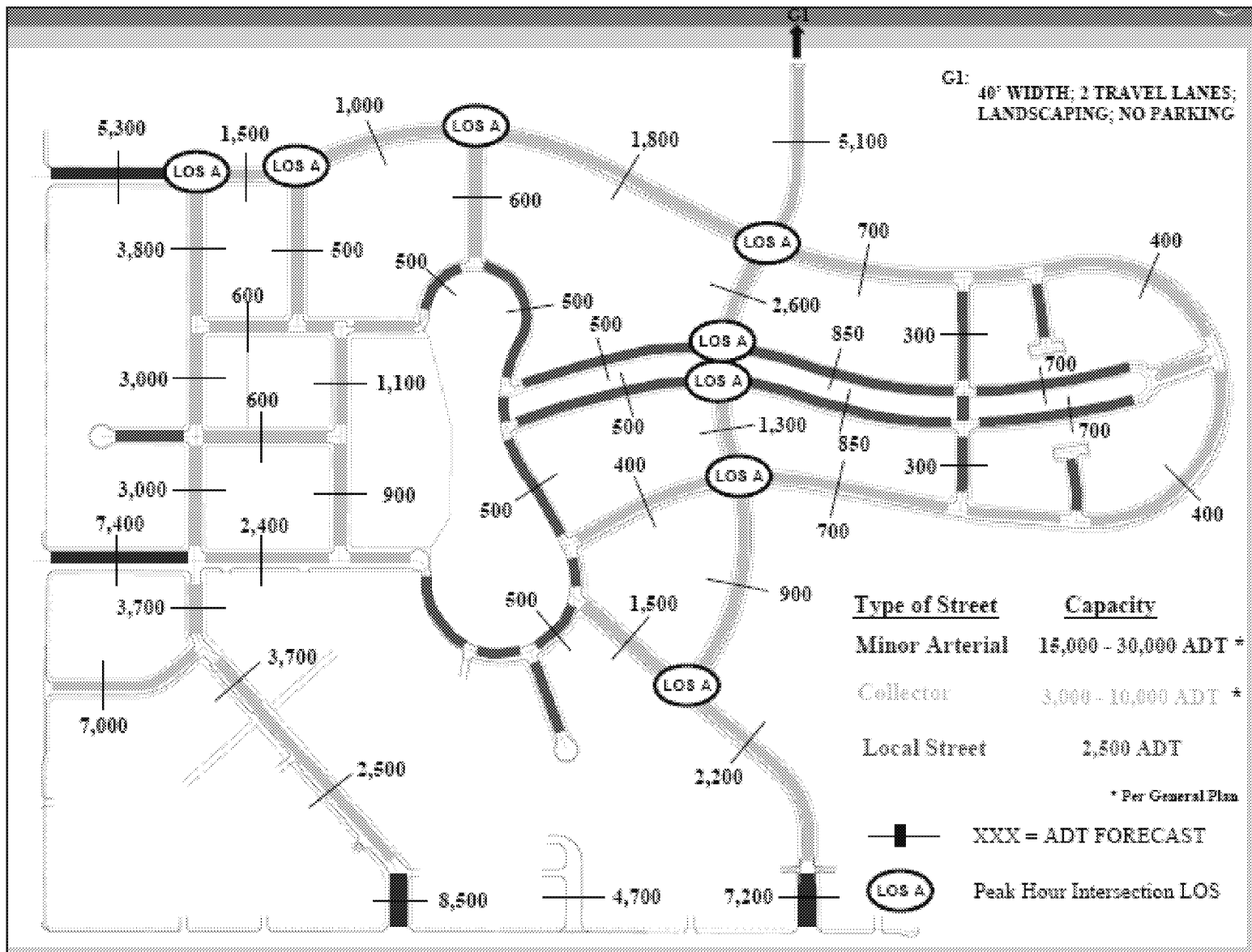


Source: Hollywood Park Land Company, August 2008.



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Figure IV.L-17
Alternative Internal Circulation Plan
In Context With Broad Arterial Street System



Source: Hollywood Park Land Company, August 2008.



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Figure IV.L-18
 Proposed Project's Internal Circulation Plan

traffic signal shall be modified to provide a westbound right-turn overlapping phase to be operated concurrently with the southbound left-turn phase. The recommended improvement will benefit existing and future traffic flow at this location by providing an exclusive right-turn only lane and an exclusive right-turn signal phase at the intersection. The resultant lane configurations on the westbound approach will be one left-turn lane, three through lanes, and one right-turn only lane.

Transportation Demand Management Strategy

As part of the proposed circulation plan, the Hollywood Park Specific Plan will incorporate a Transportation Demand Management (TDM) Strategy. The details and requirements of the TDM strategy for Hollywood Park will be finalized in conjunction with the project approval process and implemented as part of the Mitigation Monitoring Report and Program (MMRP). Some examples of the TDM strategy features that are proposed to be included in the project are as follows:

- (1) A kiosk or bulletin board providing information about ride sharing and public transportation;
- (2) Bicycle racks at a ratio of one (1) bicycle space for every 50,000 square feet of non-residential development plus an additional three (3) bicycle spaces (developments under 50,000 square feet are exempt from this requirement);
- (3) Employee parking area and safe and convenient access from the employee parking area to all businesses;
- (4) Bus shelter improvements along Century Boulevard and Prairie Avenue adjacent to the project;
- (5) Preferential parking spaces for vanpools;
- (6) Sidewalks or other designated pathways following safe routes from the pedestrian circulation along Century Boulevard and Prairie Avenue to the bicycle parking facilities and into the development; and
- (7) Transportation/Parking Benefit Account (similar to flexible spending accounts) used by on-site employers to provide their employees the opportunity to benefit from tax advantages under the Internal Revenue Code for qualified parking, vanpooling and purchasing of transit passes.

Future With Proposed Project Conditions

Weekday Future With Proposed Project Conditions

As shown in Table IV.L-2, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at five of the study intersections during the AM and/or PM peak hours. Incremental but not significant impacts are noted at the remaining 61 study intersections during the weekday AM and PM peak hours. The five study

intersections that are identified to be significantly impacted by the project during the weekday AM and/or the PM peak hours are as follows:

- Intersection No. 18: La Brea Avenue/Centinel Avenue
- Intersection No. 19: La Brea Avenue/Florence Avenue
- Intersection No. 22: La Brea Avenue/Century Boulevard
- Intersection No. 25: Prairie Avenue/Florence Avenue
- Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard

The future with project (existing, ambient growth and project) traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in Figures IV.L-19 and IV.L-20, respectively.

Saturday Future With Proposed Project Conditions

As shown in Table IV.L-2, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the proposed project is expected to create a significant impact at two of the study intersections during the Saturday mid-day peak hour. As indicated in Table IV.L-2, incremental but not significant impacts are noted at the remaining 64 study intersections during the Saturday mid-day peak hour. The two study intersections that are identified to be significantly impacted by the project during the Saturday mid-day peak hour are as follows:

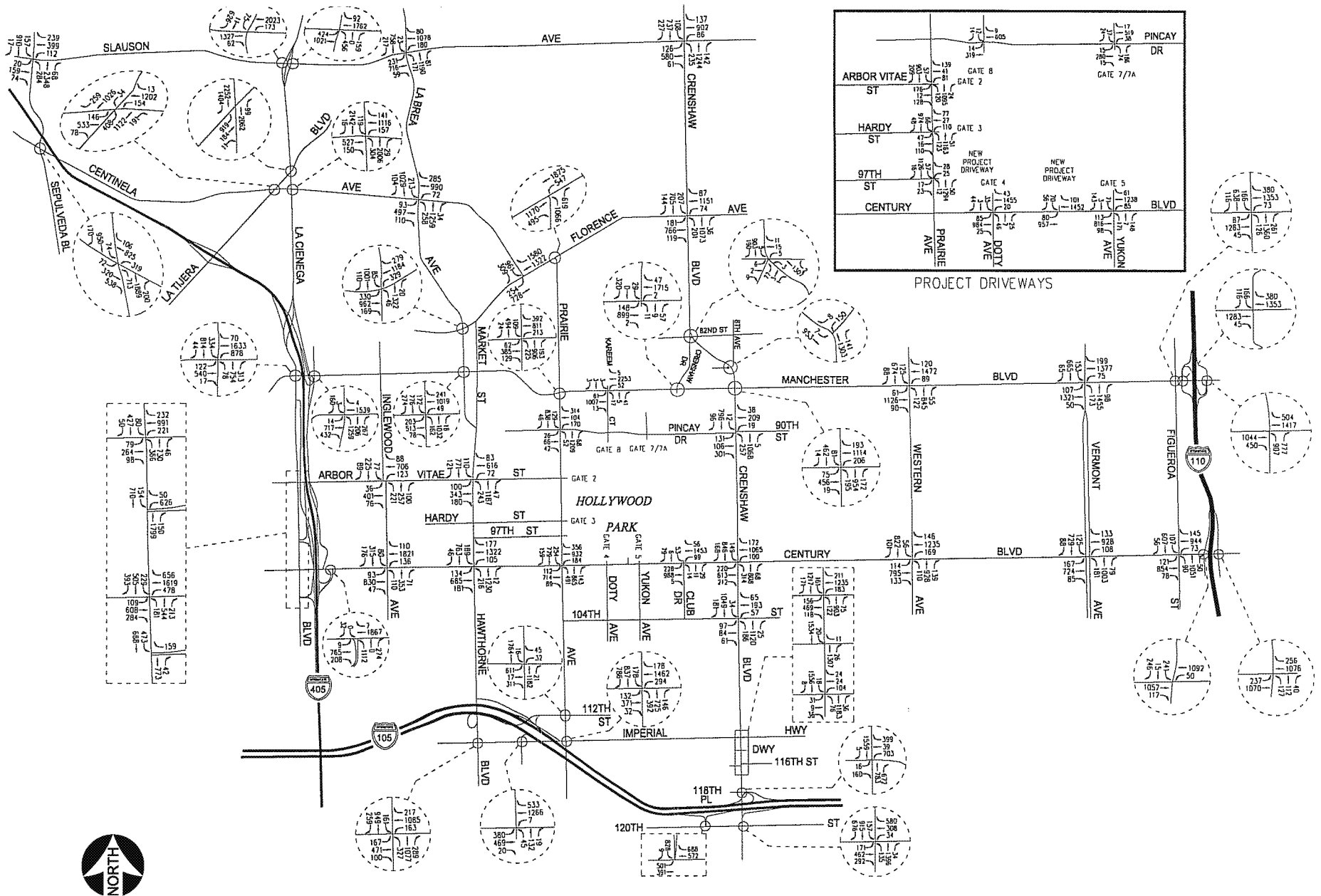
- Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard;
- Intersection No. 47: Crenshaw Boulevard/Century Boulevard

The future with project (existing, ambient growth and project) traffic volumes at the study intersections for the Saturday mid-day peak hour are displayed in Figure IV.L-21.

Congestion Management Program Traffic Impact Assessment

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, July, 2004.

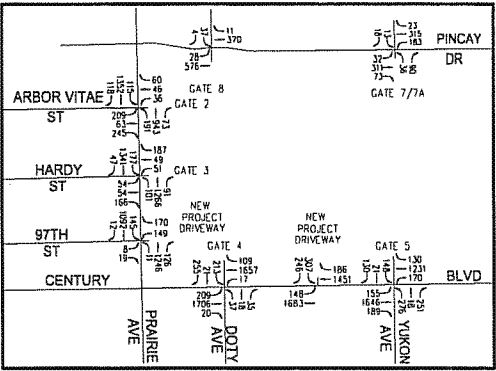
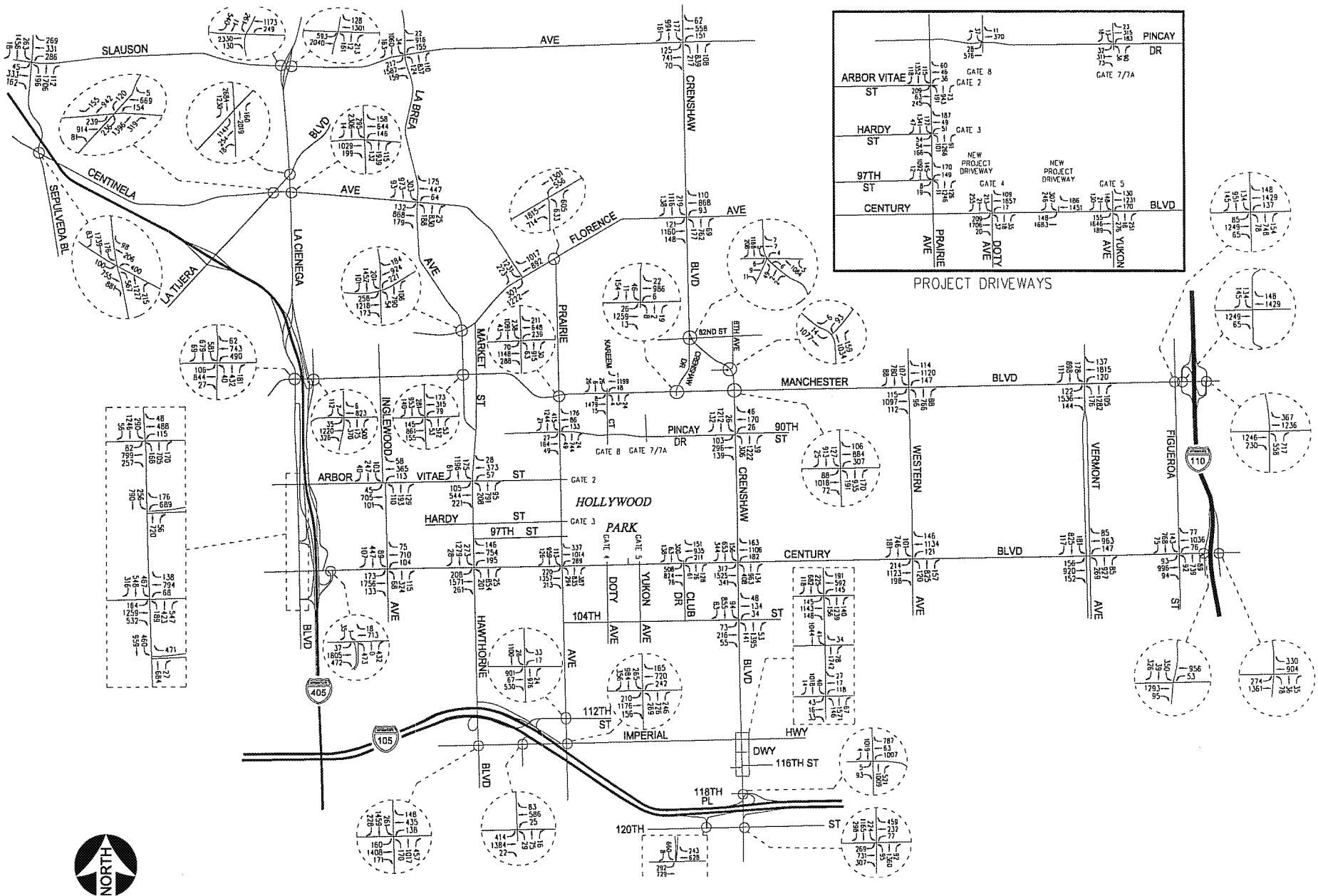


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-19
Future with Project Traffic Volumes
Weekday AM Peak Hour

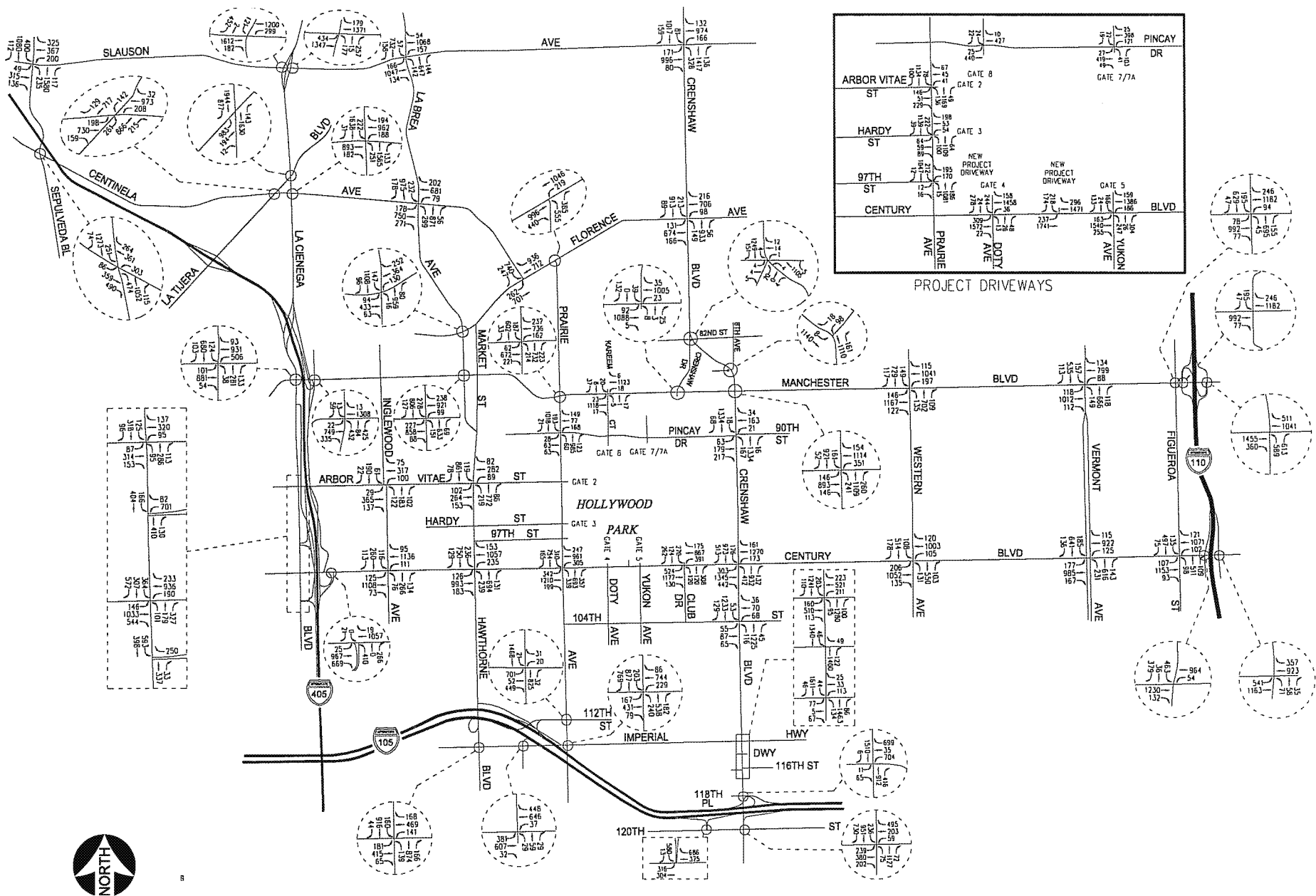


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-20
Future with Project Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-21
Future with Project Traffic Volumes
Saturday Mid-Day Peak Hour

According to Section B.9.1 of the 2004 CMP manual, the criteria for determining a significant impact is as follows:

“A significant transportation impact occurs when the proposed project increases traffic demand by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$).”

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

<u>CMP Station</u>	<u>Intersection</u>
CMP Int. No. 24	Crenshaw Boulevard/Manchester Boulevard
CMP Int. No. 25	La Brea Avenue/Manchester Boulevard
CMP Int. No. 47	La Cienega Boulevard/Centinela Avenue
CMP Int. No. 53	Vermont Avenue/Manchester Avenue

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criterion for a traffic impact assessment. The CMP intersection traffic impact assessment is summarized in Table IV.L-3. As shown, the proposed Hollywood Park Redevelopment Project will add 50 or more trips at the identified CMP intersections during the AM weekday peak hour. A review of potential impacts at the four CMP monitoring stations has been prepared.

**Table IV.L-3
Congestion Management Plan Intersection Traffic Impact Assessment**

No.	Location	Peak Hour	Forecast Net New Project Trips	CMP Impact Assessment Threshold	Meets CMP Threshold for Impact Assessment? ^a
45	Crenshaw Boulevard/Manchester Avenue (CMP Monitoring Station No. 24)	AM	216	50	YES
		PM	22	50	NO
20	La Brea Avenue/Manchester Boulevard (CMP Monitoring Station No. 25)	AM	146	50	YES
		PM	-332	50	NO
7	La Cienega Boulevard/Centinela Avenue (CMP Monitoring Station No. 47)	AM	71	50	YES
		PM	-65	50	NO
56	Vermont Avenue/Manchester Avenue (CMP Monitoring Station No. 53)	AM	169	50	YES
		PM	-35	50	NO

^a A “yes” response indicates that the traffic volumes at the CMP location warrant a detailed assessment. It does not indicate that the volumes would result in a significant CMP Impact.

Based on procedures outlined in the “2004 Congestion Management Program for Los Angeles County,” County of Los Angeles Metropolitan Transportation Authority, July 2004.

Source: Linscott, Law and Greenspan, Revised Traffic Impact Study, August 1, 2008.

The review of potential impacts at the four CMP monitoring stations is based on the overall analysis prepared for the proposed project, since the City of Inglewood traffic impact criteria is consistent with the CMP. Based on the traffic impact analysis summarized in Table IV.L-2, CMP Station 24: Crenshaw Boulevard/Manchester Boulevard (also referred to as study intersection No. 45) is expected to be impacted by the proposed project. The other three intersections that trigger the threshold for analysis will not be significantly impacted by the Proposed Project. Funding the installation of ITS traffic signal program has been proposed as the mitigation measure for the impacted intersection. As shown in Table IV.L-2, the mitigation measure is expected to reduce the projected impacts to less than significant levels at this CMP monitoring station.

Freeways

The following CMP freeway monitoring locations in the project vicinity have been identified:

<u>CMP Station</u>	<u>Location</u>
1042	I-105 Freeway e/o Crenshaw Boulevard, w/o Vermont Avenue
1046	I-110 Freeway at Manchester Avenue
1069	I-405 Freeway n/o La Tijera Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The CMP freeway traffic impact assessment is summarized in Table IV.L-4.

**Table IV.L-4
Congestion Management Plan Freeway Traffic Impact Assessment**

CMP Station	Location	Peak Hour	Direction	Forecast Net New Project Trips	CMP Impact Assessment Threshold	Meets CMP Threshold for Impact Assessment?^a
1042	I-105 Freeway east of Crenshaw Boulevard, west of Vermont (R 5.50)	AM	EB	123	150	NO
			WB	43	150	NO
		PM	EB	-562	150	NO
			WB	119	150	NO
1046	I-110 Freeway at Manchester Avenue (PM 15.86)	AM	NB	117	150	NO
			SB	20	150	NO
		PM	NB	35	150	NO
			SB	49	150	NO
1069	I-405 Freeway n/o La Tijera Boulevard (PM 24.27)	AM	NB	94	150	NO
			SB	42	150	NO
		PM	NB	-170	150	NO
			SB	92	150	NO

^a A "yes" response indicates that the traffic volumes at the CMP location warrant a detailed assessment. It does not indicate that the volumes would result in a significant CMP Impact.

Based on procedures outlined in the "2004 Congestion Management Program for Los Angeles County," County of Los Angeles Metropolitan Transportation Authority, July 2004.

Source: Linscott, Law and Greenspan, Revised Traffic Impact Study, August 1, 2008.

As shown in Table IV.L-4, the proposed Hollywood Park Redevelopment Project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact analysis, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

Transit

As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. As previously discussed, existing transit service is provided in the vicinity of the proposed project.

The weekday project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 79 new transit trips (29 inbound trips and 50 outbound trips) during the weekday AM peak hour. During the PM peak hour, the proposed project is forecast to generate demand for nominal new transit trips (due to transit usage associated with the existing uses which will be removed). Over a 24-hour period, the proposed project is forecast to generate a demand for 844 new daily transit trips. The calculations are as follows:

- AM Peak Hour Trips = $1,604 \times 1.4 \times 0.035 = 79$ Transit Trips
- Daily Trips = $17,222 \times 1.4 \times 0.035 = 844$ Transit Trips

It is anticipated that the existing transit service in the project area will adequately accommodate the project generated transit trips. The Project Site vicinity is currently served by approximately 70 buses per hour during the AM peak hour. Thus, the project will generate on average one to two new boardings/alightings per bus in the AM peak hour. Therefore, given the number of transit trips generated by the project, the relatively high number of existing transit routes in the project vicinity, and the available transit ridership data, it is concluded that the public transit system will not be significantly impacted by the proposed project.

Construction Impacts

Construction Assumptions

It is assumed that the Hollywood Park Project Site will have demolition and grading during the first year of construction. It is also assumed that after completion of the initial phase of construction, demolition and grading, final grading and structure construction would begin on the on the site and extend over a five-year period. It is estimated that the demolition would require the removal of approximately 200,000 tons of material from the site. Grading would be balanced on-site, thus the need to haul additional fill material to the site or to haul excess material off site would not be required. It is assumed that the

equipment staging area and construction worker parking during the initial phases of construction grading, as well as after the start of construction would occur on the Project Site.

Construction Traffic Trip Generation – Construction Grading and Material Export

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the Project Site on a daily basis. However, truck trips would be generated by the Project Site during the demolition, grading, and export period, so as to remove material (from demolition) from the site. Trucks are expected to carry the export material to a receiver site located within 25 to 30 miles of the Project Site. The project applicant anticipates that trucks with a capacity to carry at least 20 tons of material per truck will be used during the export period. The export period is assumed to require approximately 22 workdays per month for six months. During the peak demolition, grading and export activities, up to 50 truck trips per day (i.e., 25 inbound and 25 outbound trips) are anticipated. Of the 50 daily truck trips, it is estimated that approximately eight truck trips (four inbound and four outbound trips) would occur during the weekday a.m. peak hour, the weekday p.m. peak hour, and the Saturday mid-day peak hour.

Construction Traffic Trip Generation – Final Grading and Structure Construction

Activities related to final grading/structure construction period would generate a higher number of vehicle trips as compared to the grading and export period. Thus, the greatest potential for construction impact on the adjacent street system would occur during the final grading/structure construction period.

During the final grading and structure construction period, a trip generation rate of 0.36 worker vehicle trips per unit of residential development per day and 0.32 worker vehicle trips per 1,000 square feet of commercial development per day is assumed. Construction workers are expected to typically arrive at the Project Site before 7:00 a.m. and most depart before 3:00 p.m. Thus, these construction work trips would occur outside of the peak hour of traffic on the local street system. For example, as shown in the traffic study, the peak hour of traffic at the study intersections adjacent to the Project Site begins between 7:15 and 7:30 a.m. during the morning commuter period, and begins at 5:00 p.m. during the afternoon commuter period.

It is anticipated that construction workers would remain on-site throughout the day. For the residential component of the project, it is estimated that approximately 180 vehicle trips per day (i.e., 90 inbound and 90 outbound trips) would be generated by the construction workers during the peak construction phases at the site (i.e., up to 500 units constructed per construction phase). In addition, it is estimated that approximately 200 vehicle trips per day (i.e., 100 inbound and 100 outbound trips) would be generated by construction workers for the 620,000 square feet retail component, assumed to be constructed simultaneously with the residential component. Of the peak daily trip generation of 380 daily trips, it is estimated that approximately 19 construction worker vehicle trips (10 percent of the daily construction worker inbound or outbound trips) would occur during the weekday a.m. peak hour, the weekday p.m. peak hour and the Saturday mid-day peak hour.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the Project Site. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the Project Site, or smaller pick up trucks or four wheel drive vehicles used by construction supervisors and/or City inspectors. During peak construction phases, it is estimated that approximately 40 trips per day would be made by miscellaneous trucks. To conservatively estimate the equivalent number of vehicles associated with the trucks, a passenger car equivalency (PCE) factor of 2.0 was utilized based on standard traffic engineering practice. Therefore, conservatively assuming 40 daily truck trips, it is estimated that approximately 12 PCE vehicle trips (six inbound and six outbound trips) would occur during the weekday a.m. peak hour, the weekday p.m. peak hour, and the Saturday mid-day peak hour.

The traffic generation forecast for the project during peak construction activities is summarized in Table IV.L-5. As shown in Table IV.L-5, the construction worker vehicles and miscellaneous trucks are forecast to generate 460 PCE vehicle trips per day (i.e., 230 inbound and 230 outbound) during peak final grading and structure construction phases at the site. During the weekday a.m. peak hour, the weekday p.m. peak hour, and the Saturday mid-day peak hour, it is estimated that approximately 31 PCE vehicle trips would be generated during each of these peak hours.

**Table IV.L-5
Project Trip Generation During Peak Construction Activities**

	Daily Trip Ends	Weekday AM Peak Hour Volumes			Weekday P.M. Peak Hour Volumes			Sat Mid Day Peak Hour Volumes		
		In	Out	Total	In	Out	Total	In	Out	Total
Construction Workers ^a	380	19	nom.	19	nom.	19	19	nom.	19	19
Construction Trucks PCE Factor ^b										
Construction Vehicles (PCE)	80	6	6	12	6	6	12	6	6	12
TOAT NET TRIPS	460	25	6	31	6	25	31	6	25	31

Notes:

^a It is assumed that a trip generation rate of 0.36 worker vehicle trips per unit of residential development per day is used for up to 500 residential units constructed per construction phase (500 units x 0.36 worker per unit per day = 180 daily trips). In addition, it is assumed that a trip generation rate of 0.32 worker vehicle trips per 1,000 square feet of commercial development per day is used for the commercial component (620,000 square feet x 0.32 worker per 1,000 square feet per day = 200 trips). For purposes of this analysis, ten percent of daily construction worker inbound or outbound trips would occur during each of the analysis peak hours.

^b It is estimated that approximately 40 trips per day would be made by miscellaneous trucks and 15% of the daily truck trips would occur during each of the analysis peak hours. A passenger car equivalency (PCE) factor of 2.0 was used to estimate the equivalent number of vehicles associated with trucks.

Source: Linscott Law and Greenspan, Engineers, August 1, 2008.

Construction Traffic Impact Review

It is estimated that the construction work force would likely be generated from all parts of the Los Angeles region and thereby is assumed to arrive and depart from all directions (e.g., each direction along the I-405, I-105 and I-110 Freeways and from the local areas). Based on the peak construction project trip

generation forecasts, traffic impacts due to construction activities are forecast to be less than significant based on the City's significance criteria.

Project Phasing Analysis

The proposed project is planned to be constructed in three general phases, with build-out of the overall project anticipated by year 2014. The removal of the existing Hollywood Park racetrack is anticipated to be completed prior to construction of the first development phase. The following provides a general overview of the project phasing:

- Phase I: The first phase of development includes the construction of the retail, hotel and office components of the proposed project. (While the hotel was included in the Phase I analysis to study the maximum impacts for traffic, it is anticipated that the hotel would be developed in a later phase, depending on market conditions.) In addition, the first 1,000 residential dwelling units will be constructed under Phase I. As discussed previously, the casino/off-track betting component of the project will remain at its current location. Primary vehicular access for this phase will be provided via the Hardy Street, 97th Street, Doty Avenue, and Yukon Avenue access driveways. In addition, the proposed signalized driveway on Century Boulevard east of Doty Avenue will also be constructed to serve the casino/off-track betting component.
- Phase II: The second phase of development includes the construction of the civic use component and the next 1,000 residential dwelling units of the proposed project. In addition to the vehicular access driveways provided under Phase I development, the Arbor Vitae Street access driveway will be constructed under Phase II to provide vehicular access to the civic use and residential components of the project.
- Phase III: The final phase of development includes the construction of the remaining 995 residential dwelling units for the proposed project. In addition to the vehicular access driveways provided under Phase I and Phase II development, the Pincay Drive access opposite Carlton Drive will be constructed under Phase III to provide vehicular access to the residential component of the project.

The following sections summarize the results of additional traffic analyses prepared to identify the project mitigation measures required under each development phase. This evaluation involved the preparation of phased trip generation forecasts and supplemental intersection Level of Service analyses. It should be noted that the phased traffic impact analysis focused solely on the six study intersections that were forecast to be significantly impacted by the overall build-out of the proposed project.

Project Phase I Analysis

The weekday trip generation forecast for Phase I project development is summarized in the Project Traffic Study. As shown, Phase I project development is expected to generate an additional 852 vehicle trips (401 more inbound trips and 451 more outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Phase I project development is expected to generate 874 fewer vehicle trips

(759 more inbound trips and 1,633 fewer outbound trips). Over a 24-hour period, Phase I project development is forecast to generate an additional 8,086 daily trip ends during a typical weekday (4,043 inbound trips and 4,043 outbound trips).

The weekend trip generation forecast for Phase I project development is summarized in the Project Traffic Study (see Appendix G-1 to this Draft EIR). As shown, Phase I project development is expected to generate an additional 675 vehicle trips (272 fewer inbound trips and 947 more outbound trips) during the weekend mid-day peak hour. Over a 24-hour period, Phase I project development is forecast to generate an additional 17,420 daily trip ends during a typical weekend day (8,710 inbound trips and 8,710 outbound trips).

In order to determine the operating conditions of the six study intersections with the Phase I project development, traffic associated with Phase I project development was assigned to the local roadway system based on the trip distribution and assignment characteristics consistent with the proposed project and the Phase I site access scheme. As shown in the Project Traffic Study (see Appendix G-1 to this Draft EIR), application of the City of Inglewood's threshold criteria to the "With Phase I Project" scenario indicates that Phase I project development is expected to create a significant impact at the following study intersection during the Saturday mid-day peak hour.

- Intersection No. 47: Crenshaw Boulevard/Century Boulevard

Incremental but not significant impacts are noted at the remaining study intersections due to the Phase I project development. The traffic mitigation measure recommended for the proposed project at this location is anticipated to reduce the traffic impacts associated with Phase I project development to less than significant levels. Based on a review of the significantly impacted study location under Phase I project development, it is recommended that the project applicant provide full funding for ITS improvements at seven signalized intersections along Century Boulevard, between Prairie Avenue and Van Ness Avenue. It is anticipated that these ITS improvements can be integrated and synchronized with the City of Los Angeles' ATISAC system along the Century Boulevard corridor to the east. In addition, it is anticipated that the project design features/frontage improvements discussed previously will be completed at the following study intersections as part of the Phase I project development:

- Intersection No. 29: Prairie Avenue/Hardy Street
- Intersection No. 30: Prairie Avenue/Century Boulevard
- Intersection No. 38: Doty Street/Century Boulevard
- Intersection No. 39: Yukon Street/Century Boulevard
- Intersection No. 65: Proposed Signalized Driveway/Century Boulevard
- Intersection No. 66: Prairie Avenue/97th Street

Project Buildout Analysis (Phases I, II, and III)

The weekday trip generation forecast for Phases I & II project development is summarized in the Project Traffic Study. As shown, Phases I & II project development is expected to generate an additional 1,366 vehicle trips (570 more inbound trips and 796 more outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, Phases I & II project development is expected to generate 402 fewer vehicle trips (1,055 more inbound trips and 1,457 fewer outbound trips). Over a 24-hour period, Phases I & II project development is forecast to generate an additional 13,068 daily trip ends during a typical weekday (6,534 inbound trips and 6,534 outbound trips).

The weekend trip generation forecast for Phases I & II project development is summarized in the Project Traffic Study (see Appendix G-1 to this Draft EIR). As shown, Phases I & II project development is expected to generate an additional 1,076 vehicle trips (56 fewer inbound trips and 1,132 more outbound trips) during the weekend mid-day peak hour. Over a 24-hour period, Phases I & II project development is forecast to generate an additional 22,520 daily trip ends during a typical weekend day (11,260 inbound trips and 11,260 outbound trips).

In order to determine the operating conditions of the six study intersections with the Phases I & II project development, traffic associated with Phases I & II project development was assigned to the local roadway system based on the trip distribution and assignment characteristics consistent with the proposed project and the Phases I & II site access scheme. As shown in the Project Traffic Study (see Appendix G-1 to this Draft EIR), application of the City of Inglewood's threshold criteria to the "With Phases I & II Project" scenario indicates that Phases I & II project development is expected to create a significant impact at the following four study intersections during the weekday AM peak hour, PM peak hour, and/or Saturday mid-day peak hour:

- Intersection No. 19: La Brea Avenue/Florence Avenue
- Intersection No. 25: Prairie Avenue/Florence Avenue
- Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard
- Intersection No. 47: Crenshaw Boulevard/Century Boulevard

Incremental but not significant impacts are noted at the remaining study intersections due to the Phases I & II project development. The traffic mitigation measures recommended for the Proposed Project at these four locations are anticipated to reduce the traffic impacts associated with Phases I & II project development to less than significant levels. Based on a review of the significantly impacted study locations under Phases I & II project development, it is recommended that the project applicant provide full funding for ITS improvements at a total of 16 signalized intersections. In addition to the ITS improvements recommended as part of the Phase I project development (i.e., at seven signalized intersections along Century Boulevard), it is recommended that ITS improvements be implemented at nine additional signalized intersections along the Crenshaw Boulevard, Florence Avenue, Centinela Avenue, and La Brea Avenue corridors. It is anticipated that these ITS improvements can be integrated

and synchronized with the City of Los Angeles' ATSAC system along the Century Boulevard, Crenshaw Boulevard, Florence Avenue, and Centinela Avenue corridors. In addition, it is anticipated that the project design features/frontage improvements discussed previously will be completed at the following study intersections as part of the Phases I & II project development:

- Intersection No. 28: Prairie Avenue/Arbor Vitae Street
- Intersection No. 29: Prairie Avenue/Hardy Street
- Intersection No. 30: Prairie Avenue/Century Boulevard
- Intersection No. 38: Doty Street/Century Boulevard
- Intersection No. 39: Yukon Street/Century Boulevard
- Intersection No. 65: Proposed Signalized Driveway/Century Boulevard
- Intersection No. 66: Prairie Avenue/97th Street

Project Phases I & II Analysis

A full discussion of the trip generation forecasts and traffic impacts analysis for the full build-out can be found in the Project Traffic Study. In addition to the ITS improvements recommended as part of Phase I and II project development at 16 signalized intersections, it is recommended that ITS improvements be implemented at three additional intersections along Century Boulevard, between the I-405 Freeway and La Brea Avenue.

Land Use Equivalency Program Impacts

A land use equivalency matrix has been prepared to provide development flexibility by permitting shifts of permitted floor area between certain land use categories, while maintaining the intent and regulatory requirements of the project. The equivalency program defines a specific framework within which certain land uses can be exchanged for other land uses without increasing potential traffic impacts. Under this program, Hollywood Park ultimately may be developed to achieve a revised range of land use mixes in order to respond to future market and region needs and demands. There can be increases in the square footages of certain land uses in exchange for corresponding decreases in the square footages of other land uses.

In order to implement the equivalency program, a set of equivalency factors have been prepared. The equivalency factor for each use is derived based on the project's general mix of land uses as currently proposed and the weekday PM peak hour project trip generation. Equivalency factors for the permitted uses are summarized in the Traffic Impact Study.

CUMULATIVE IMPACTS

Weekday Future Cumulative Conditions

The v/c ratio at the 66 study intersections are incrementally increased by the addition of traffic generated by the Related Projects. As shown in Table IV.L-2, application of the City's threshold criteria to the "Future Cumulative Conditions" scenario indicates that the cumulative developments in the project vicinity are expected to create cumulative impacts at the following 22 of the 66 study intersections during the weekday AM and/or PM peak hours:

- Int. No. 1: Sepulveda Boulevard/Slauson Avenue (PM Peak Hour - City of Culver City)
- Int. No. 2: Sepulveda Boulevard/Centinela Avenue (AM and PM Peak Hour - City of Los Angeles)
- Int. No. 3: La Cienega Boulevard (SB)/Slauson Avenue (PM Peak Hour - County of Los Angeles)
- Int. No. 5: La Tijera Boulevard/Centinela Avenue (AM Peak Hour - City of Los Angeles)
- Int. No. 7: La Cienega Boulevard/Centinela Avenue (AM and PM Peak Hour - City of Los Angeles)
- Int. No. 10: La Cienega Boulevard/Arbor Vitae Street (PM Peak Hour - City of Inglewood)
- Int. No. 12: La Cienega Boulevard/Century Boulevard (PM Peak Hour - City of Los Angeles)
- Int. No. 15: Inglewood Avenue/Arbor Vitae Street (AM and PM Peak Hour - City of Inglewood)
- Int. No. 16: Inglewood Avenue/Century Boulevard (PM Peak Hour - City of Inglewood)
- Int. No. 17: La Brea Avenue/Slauson Avenue (PM Peak Hour - County of Los Angeles)
- Int. No. 20: La Brea Avenue/Manchester Boulevard (AM Peak Hour - City of Inglewood)
- Int. No. 23: Hawthorne Boulevard/Imperial Highway (PM Peak Hour - City of Hawthorne)
- Int. No. 24: Centinela Avenue/Florence Avenue (AM and PM Peak Hour - City of Inglewood)
- Int. No. 26: Prairie Avenue/Manchester Boulevard (PM Peak Hour - City of Inglewood)
- Int. No. 30: Prairie Avenue/Century Boulevard (AM Peak Hour - City of Inglewood)
- Int. No. 33: Prairie Avenue/Imperial Highway (AM Peak Hour - City of Hawthorne)
- Int. No. 35: Crenshaw Dr. Briarwood Lane/Manchester Blvd. (AM Peak Hour - City of Inglewood)
- Int. No. 39: Yukon Avenue-Gate 5/Century Boulevard (PM Peak Hour - City of Inglewood)
- Int. No. 41: Crenshaw Boulevard/Slauson Avenue (PM Peak Hour - City of Los Angeles)

Int. No. 48: Crenshaw Boulevard/Imperial Highway (PM Peak Hour - City of Inglewood)

Int. No. 55: Western Avenue/Century Boulevard (PM Peak Hour - City of Los Angeles)

Int. No. 56: Vermont Avenue/Manchester Avenue (AM and PM Peak Hour - City of Los Angeles)

Incremental, but not significant cumulative impacts are noted at the remaining 44 study intersections during the weekday AM and PM peak hours. The future cumulative (existing, ambient growth, project and Related Projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in Figures IV.L-22 and IV.L-23, respectively.

Saturday Future Cumulative Conditions

As shown in Table IV.L-2, application of the City's threshold criteria to the "Future Cumulative Conditions" scenario indicates that the cumulative developments in the project vicinity are expected to create cumulative impacts at the following nine of the 66 study intersections during the Saturday mid-day peak hour:

Int. No. 2: Sepulveda Boulevard/Centinela Avenue (City of Los Angeles)

Int. No. 17: La Brea Avenue/Slauson Avenue (County of Los Angeles)

Int. No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood)

Int. No. 38: Doty Avenue-Gate 4/Century Boulevard (City of Inglewood)

Int. No. 39: Yukon Avenue-Gate 5/Century Boulevard (City of Inglewood)

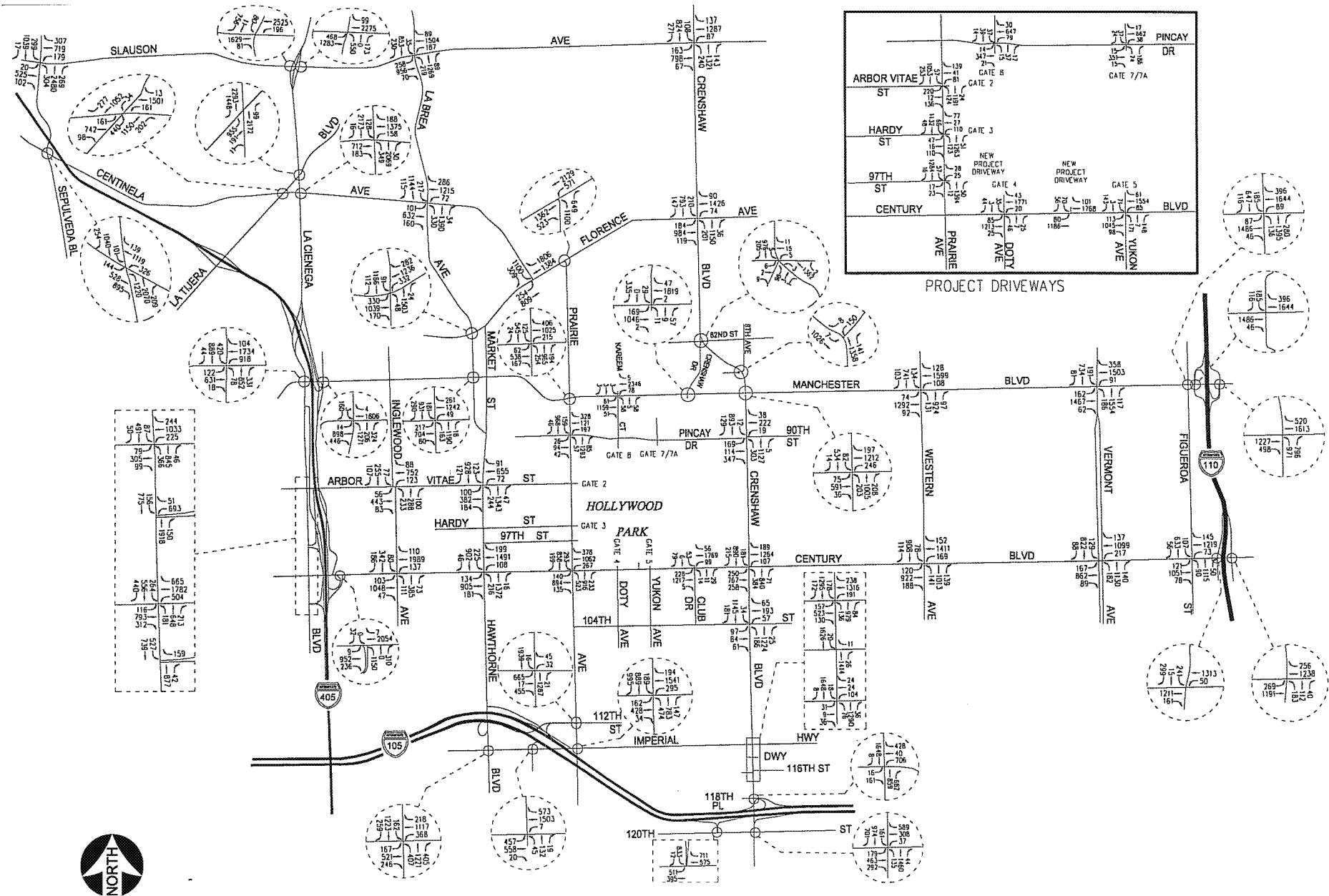
Int. No. 40: Club Drive/Century Boulevard (City of Inglewood)

Int. No. 42: Crenshaw Boulevard/Florence Avenue (City of Los Angeles)

Int. No. 46: Crenshaw Boulevard/Pincay Drive-90th Street (City of Inglewood)

Int. No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood)

Incremental, but not significant cumulative impacts are noted at the remaining 57 study intersections during the Saturday mid-day peak hour. The future cumulative (existing, ambient growth, project and Related Projects) traffic volumes at the study intersections during the Saturday mid-day peak hour are displayed in Figure IV.L-24.

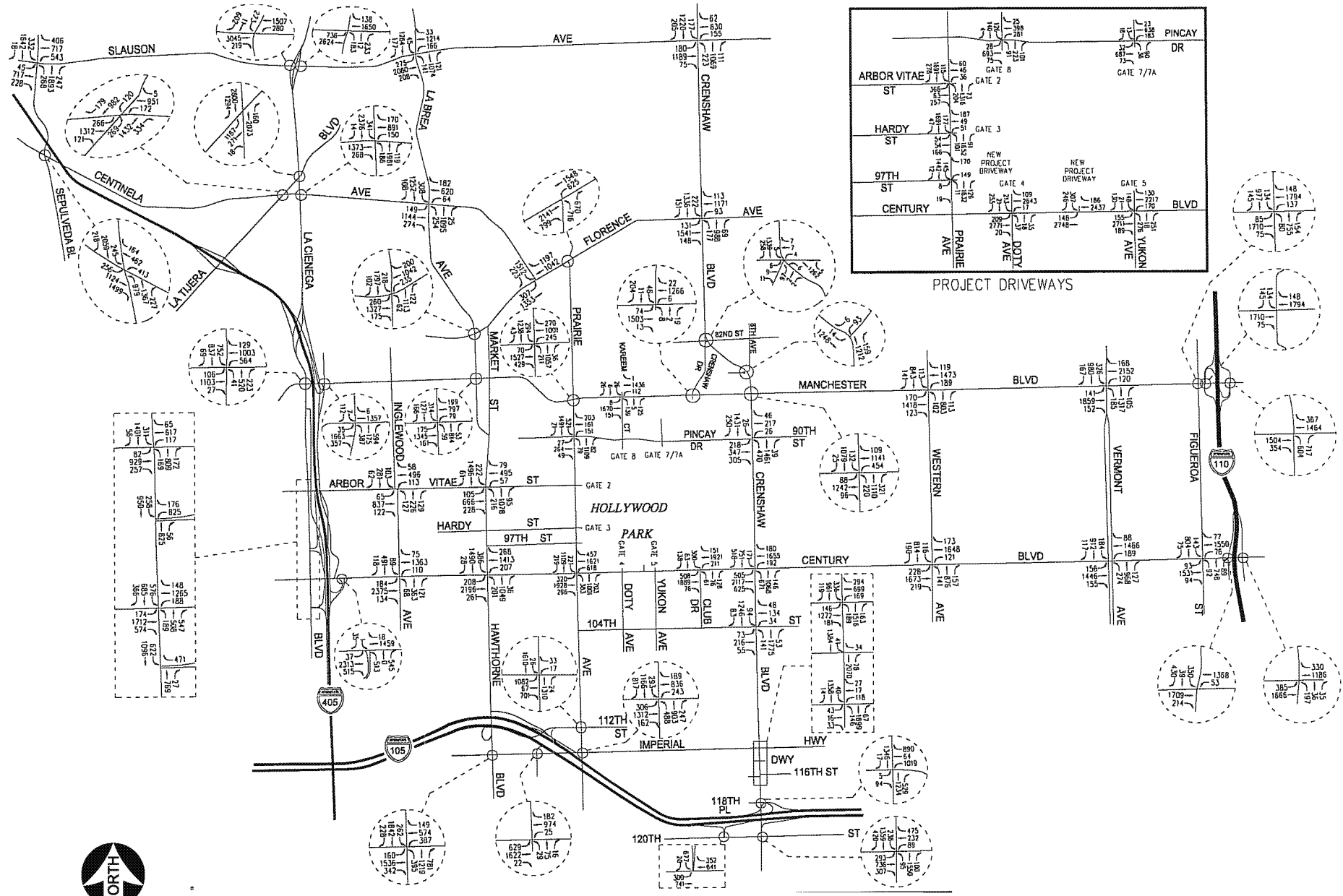


Source: Linscott, Law & Greenspan, August 1, 2008.



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Figure IV.L-22
Future Cumulative Traffic Volumes
Weekday AM Peak Hour

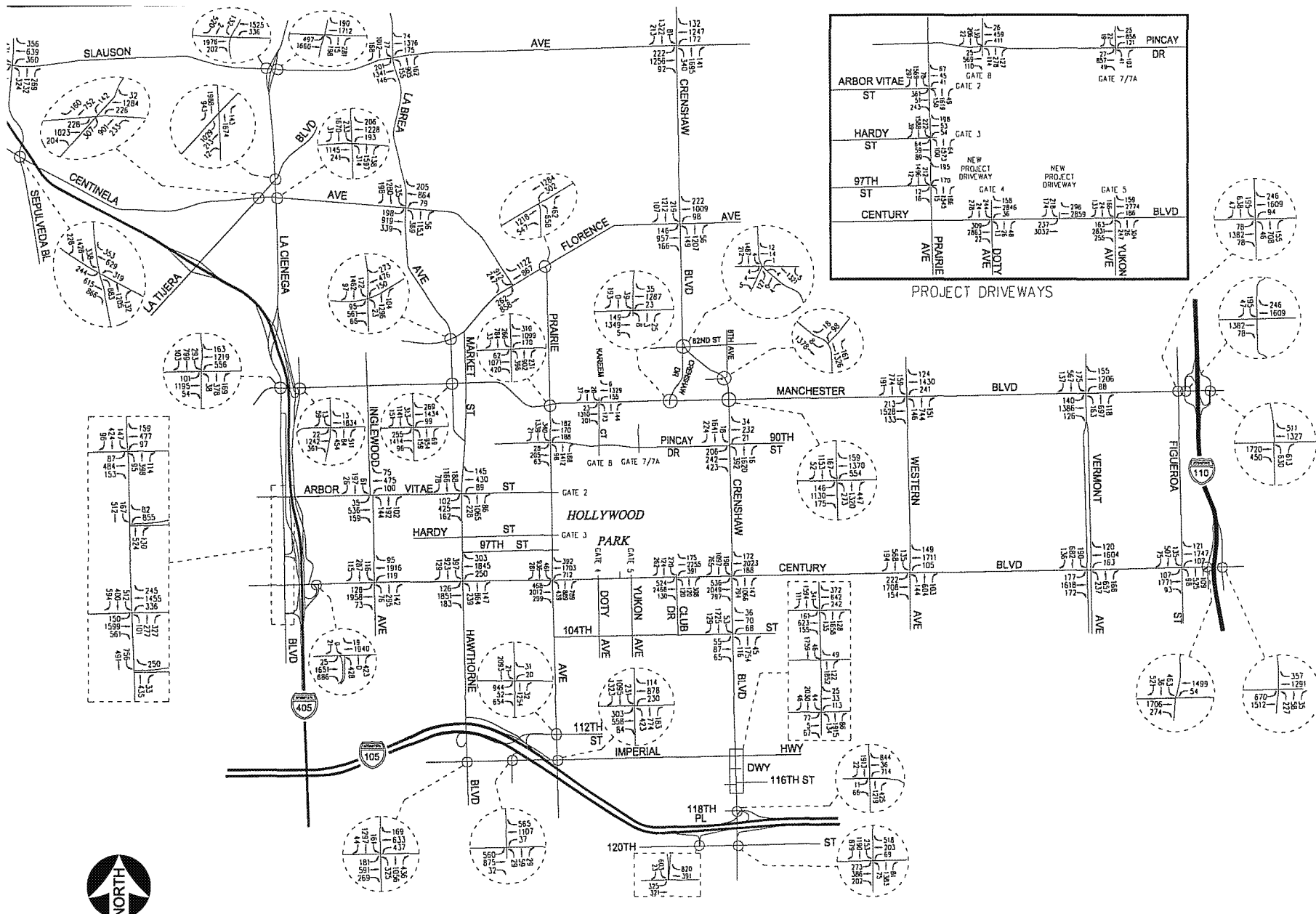


Source: Linscott, Law & Greenspan, August 1, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure IV.L-23
Future Cumulative Traffic Volumes
Weekday PM Peak Hour



Source: Linscott, Law & Greenspan, August 1, 2008.



CHRISTOPHER A. JOSEPH & ASSOCIATES
 Environmental Planning and Research

Figure IV.L-24
 Future Cumulative Traffic Volumes
 Saturday Mid-Day Peak Hour

Cumulative Phasing Analysis

As discussed previously, the proposed project is planned to be constructed in three general phases, with build-out of the overall project anticipated by year 2014. The following sections summarize the results of additional traffic analyses prepared to identify the cumulative mitigation measures under each project development phase. This evaluation involved the preparation of supplemental intersection Level of Service analyses and the project's pro-rata percentage of cumulative improvement measures. It should be noted that the cumulative phasing analysis focused solely on the 27 study intersections that were forecast to be significantly impacted by the overall build-out of the proposed project and the related projects.

Phase I Cumulative Analysis

As shown in the Project Traffic Study, application of the City of Inglewood's threshold criteria to the "Future Cumulative Conditions" scenario indicates that the cumulative development of the Phase I project and the related projects are expected to create cumulative impacts at the following 22 study intersections during the weekday AM peak hour, PM peak hour, and/or Saturday mid-day peak hour:

- Int. No. 1: Sepulveda Boulevard-Slauson Avenue
- Int. No. 2: Sepulveda Boulevard/Centinela Avenue
- Int. No. 3: La Cienega Boulevard (SB)/Slauson Avenue
- Int. No. 5: La Tijera Boulevard/Centinela Avenue
- Int. No. 7: La Cienega Boulevard/Centinela Avenue
- Int. No. 10: La Cienega Boulevard/Arbor Vitae Street
- Int. No. 15: Inglewood Avenue/Arbor Vitae Street
- Int. No. 16: Inglewood Avenue/Century Boulevard
- Int. No. 17: La Brea Avenue/Slauson Avenue
- Int. No. 20: La Brea Avenue/Manchester Boulevard
- Int. No. 23: Hawthorne Boulevard/Imperial Highway
- Int. No. 24: Centinela Avenue/Florence Avenue
- Int. No. 26: Prairie Avenue/Manchester Boulevard
- Int. No. 33: Prairie Avenue/Imperial Highway

- Int. No. 35: Crenshaw Drive-Briarwood Lane/Manchester Boulevard
- Int. No. 38: Doty Avenue-Gate 4/Century Boulevard
- Int. No. 39: Yukon Avenue-Gate 5/Century Boulevard
- Int. No. 40: Club Drive/Century Boulevard
- Int. No. 41: Crenshaw Boulevard/Slauson Avenue
- Int. No. 47: Crenshaw Boulevard/Century Boulevard
- Int. No. 55: Western Avenue/Century Boulevard
- Int. No. 56: Vermont Avenue/Manchester Avenue

The cumulative traffic mitigation measures recommended in Section 12.1 of the Project Traffic Study at these locations are anticipated to reduce the forecast cumulative impacts to less than significant levels, as shown in the Project Traffic Study. The project Phase I development will contribute its fair share to the cumulative mitigation measures. As summarized in the Project Traffic Study, the project Phase I development's fair share contribution toward the cumulative improvements ranges from no contribution to 10.2%.

Phases I & II Cumulative Analysis

As shown in the Project Traffic Study, application of the City of Inglewood's threshold criteria to the "Future Cumulative Conditions" scenario indicates that the cumulative development of the Phases I & II project and the related projects are expected to create cumulative impacts at the following 25 study intersections during the weekday AM peak hour, PM peak hour, and/or Saturday mid-day peak hour:

- Int. No. 1: Sepulveda Boulevard-Slauson Avenue
- Int. No. 2: Sepulveda Boulevard/Centinela Avenue
- Int. No. 3: La Cienega Boulevard (SB)/Slauson Avenue
- Int. No. 5: La Tijera Boulevard/Centinela Avenue
- Int. No. 7: La Cienega Boulevard/Centinela Avenue
- Int. No. 10: La Cienega Boulevard/Arbor Vitae Street
- Int. No. 12: La Cienega Boulevard/Century Boulevard
- Int. No. 15: Inglewood Avenue/Arbor Vitae Street

- Int. No. 16: Inglewood Avenue/Century Boulevard
- Int. No. 17: La Brea Avenue/Slauson Avenue
- Int. No. 20: La Brea Avenue/Manchester Boulevard
- Int. No. 23: Hawthorne Boulevard/Imperial Highway
- Int. No. 24: Centinela Avenue/Florence Avenue
- Int. No. 26: Prairie Avenue/Manchester Boulevard
- Int. No. 30: Prairie Avenue/Century Boulevard
- Int. No. 33: Prairie Avenue/Imperial Highway
- Int. No. 35: Crenshaw Drive-Briarwood Lane/Manchester Boulevard
- Int. No. 38: Doty Avenue-Gate 4/Century Boulevard
- Int. No. 39: Yukon Avenue-Gate 5/Century Boulevard
- Int. No. 40: Club Drive/Century Boulevard
- Int. No. 41: Crenshaw Boulevard/Slauson Avenue
- Int. No. 46: Crenshaw Boulevard/Pincay Drive-90th Street
- Int. No. 47: Crenshaw Boulevard/Century Boulevard
- Int. No. 55: Western Avenue/Century Boulevard
- Int. No. 56: Vermont Avenue/Manchester Avenue

The cumulative traffic mitigation measures recommended in Section 12.1 of the Project Traffic Study at these locations are anticipated to reduce the forecast cumulative impacts to less than significant levels, as shown in the Project Traffic Study. The project Phases I & II development will contribute its fair share to the cumulative mitigation measures. As summarized in the Project Traffic Study, the project Phases I & II development's fair share contribution toward the cumulative improvements ranges from no contribution to 19.4%.

Phases I, II & III Cumulative Analysis

The future cumulative traffic impact analysis for full build-out of the Project (Phase I, II and III) are included in the Project Traffic Study. As summarized in the Project Traffic Study, the build-out fair share

contribution towards the cumulative improvements ranges from no contribution to 22.6%.

PROJECT DESIGN FEATURES

The following Project Design Features are incorporated into the Project Description and were used in the basis for formulating portions of the environmental analysis with respect to traffic and transportation impacts. As such, it is recommended that the lead agency incorporate the following Project Design Features as conditions of Project approval.

PDF L-1. Intersection No. 28: Prairie Avenue/Arbor Vitae Street

Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, restripe the eastbound Arbor Vitae Street approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be developed as part of Phase II development.

PDF L-2. Intersection No. 29: Prairie Avenue/Hardy Street

Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound Hardy Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane, one through lane, and one right-turn only lane on the westbound approach. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-3. Intersection No. 30: Prairie Avenue/Century Boulevard

Widen and restripe the westbound Century Boulevard approach along the north side to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, modify the traffic signal to provide a westbound right-turn overlapping phase to be operated concurrently with the southbound left-turn phase. This intersection will be improved as part of Phase I development.

PDF L-4. Intersection No. 37: Carlton Drive/Pincay Drive

Provide one shared left-turn/through/right-turn lane on the northbound approach to the Carlton Drive/Pincay Drive intersection. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase III development.

PDF L-5. Intersection No. 38: Doty Avenue/Century Boulevard

Restripe the northbound Doty Avenue approach within the existing pavement width to provide one left-turn lane and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-6. Intersection No. 39: Yukon Avenue/Century Boulevard

Restripe the northbound Yukon Avenue approach within the existing pavement width to provide one left-turn lane, one through lane, and one shared through/right-turn lane. In addition, provide one left-turn lane, one through lane, and one right-turn only lane on the southbound approach. Also, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be one left-turn lane, three through lanes, and one right-turn only lane. Modify the traffic signal equipment accordingly to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

PDF L-7. Intersection No. 65: Proposed Signalized Driveway/Century Boulevard

Install a traffic signal at the proposed private driveway, to be located approximately 600 feet east of Doty Avenue, to accommodate the project access road and serve all vehicular and pedestrian movements at the intersection. Provide one left-turn lane and one right-turn only lane on the southbound approach to the Century Boulevard intersection. In addition, widen and restripe the westbound Century Boulevard approach to provide an exclusive right-turn lane. The resultant lane configurations on the westbound Century Boulevard approach will be three through lanes and one right-turn only lane. This intersection will be improved as part of Phase I development.

PDF L-8. Intersection No. 66: Prairie Avenue/97th Street

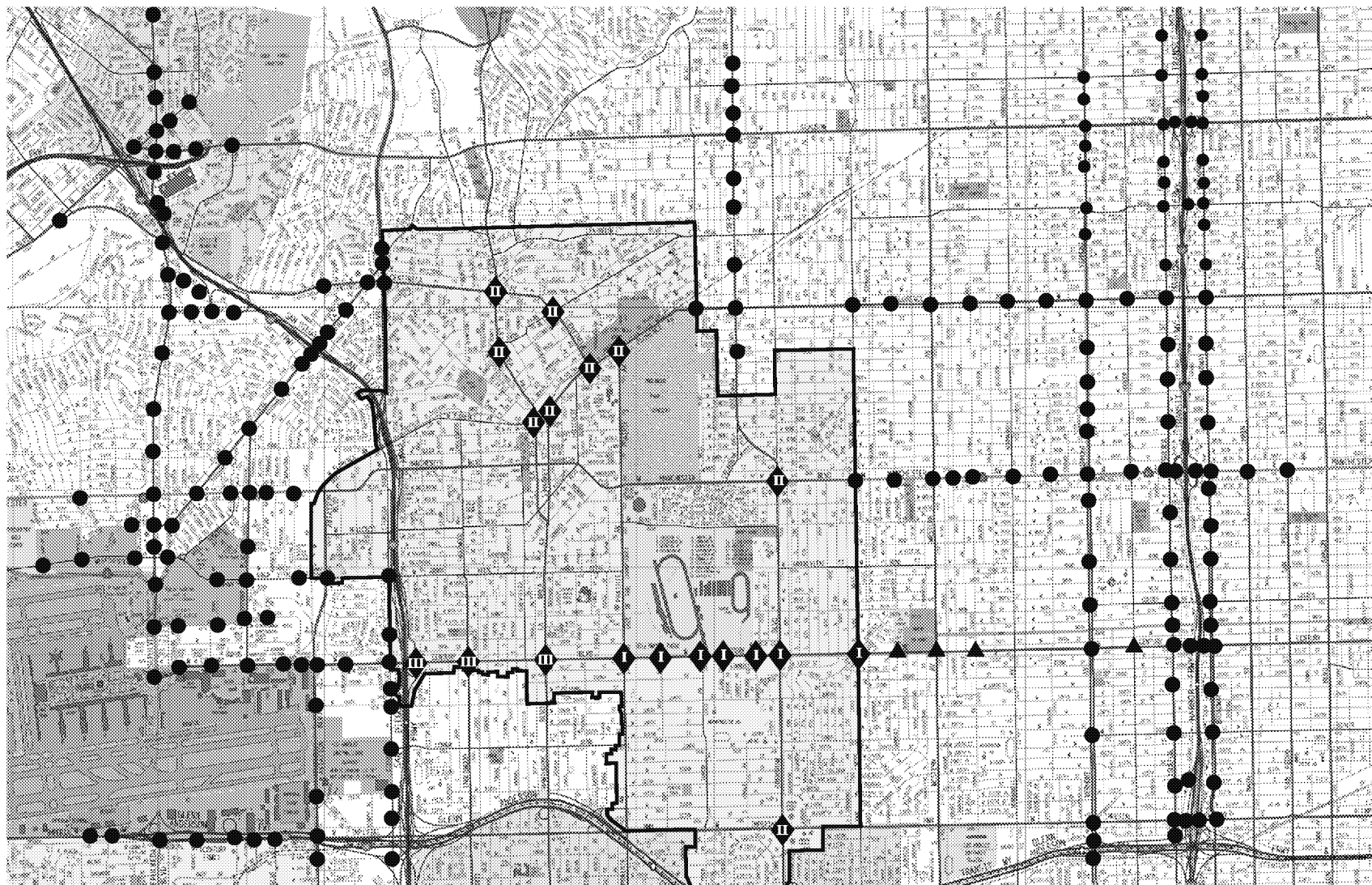
Widen and restripe the northbound Prairie Avenue approach to provide an exclusive right-turn lane. The resultant lane configurations on the northbound Prairie Avenue approach will be one left-turn lane, three through lanes, and one right-turn only lane. In addition, widen and restripe the eastbound 97th Street approach within the existing right-of-way to provide one left-turn lane and one shared through/right-turn lane. Also, provide one left-turn lane and one shared through/right-turn lane on the westbound approach. Install a traffic signal at this intersection to accommodate 97th Street and the project access road and serve all vehicular and pedestrian movements at the intersection. This intersection will be improved as part of Phase I development.

MITIGATION MEASURES







Project Impact Mitigation Measures

Application of the City of Inglewood's threshold criteria to the "With Proposed Project" scenario indicates that six of the 66 study intersections are anticipated to be significantly impacted due to traffic generated by the Hollywood Park Redevelopment Project. Transportation mitigation measures typically consist of improvements such as traffic signal modifications and/or intersection restriping and roadway widening to accommodate additional travel lanes. The Project Applicant proposes as its primary mitigation strategy a funding contribution to continue development and enhancement of the City's Intelligent Transportation System (ITS). The ITS system will enhance the ability of the traffic signal controller to adjust traffic signal timing and intersections on a real-time basis and synchronize traffic signals along key roadways in response to changing traffic volume patterns. Traffic signal system enhancements such as the City of Inglewood ITS program have been shown to increase the effective intersection capacity by at least ten percent (10%), as before and after studies within other jurisdictions have demonstrated capacity enhancements ranging between 12 and 15 percent. ITS also gives immediate results over more time-consuming physical roadway improvements, which may involve physical right-of-way constraints, eminent domain for privately owned parcels, lengthy construction time, and in many cases surface parking may be displaced or lost due to roadway widening measures. Furthermore, the City of Inglewood is surrounded by the City of Los Angeles Automatic Traffic Surveillance and Control (ATSAC) system. If the City of Inglewood ITS improvements were linked to the ATSAC system, a fully integrated automated network would improve traffic conditions along major roadways traversing through Inglewood. For a discussion of alternative roadway improvements that were deemed infeasible or otherwise not desirable, see Appendix G-1 of this EIR.

- MM L-1. *Intersection No. 18: La Brea Avenue/Centinela Avenue (City of Inglewood).* The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).
- MM L-2. *Intersection No. 19: La Brea Avenue/Florence Avenue (City of Inglewood).* The Project Applicant shall provide the funding contribution to develop and enhance the City



Legend

- | | | | |
|---|---|---|--|
|  | CITY OF INGLEWOOD BOUNDARY |  | PROPOSED PROJECT PHASE I ITS LOCATION |
|  | LADOT ATSAC LOCATION |  | PROPOSED PROJECT PHASE II ITS LOCATION |
|  | LADOT ATSAC LOCATION
(TO BE COMPLETED) |  | PROPOSED PROJECT PHASE III ITS LOCATION |

Source: Linscott, Law & Greenspan, Engineers, August 1, 2008.

of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).

MM L-3. ***Intersection No. 22: La Brea Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development (see Figure IV.L-25).

MM L-4. ***Intersection No. 25: Prairie Avenue/Florence Avenue (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).

MM L-5. ***Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).

MM L-6. ***Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop and enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).

In addition to the Project's six impacted intersections, the Project Applicant will provide full funding for a traffic signal synchronization network at an additional 13 intersections, for a total of 19 ITS improved intersections. The additional 13 intersections are listed below, along with the phase in which it will be implemented.

MM L-7. ***Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).

MML-8. ***Intersection No. 14: I-405 Northbound Ramps/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development (see Figure IV.L-25).

MML-9. ***Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase III development (see Figure IV.L-25).

- MM L-10. ***Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).
- MM L-11. ***Intersection No. 38: Doty Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).
- MM L-12. ***Intersection No. 39: Yukon Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).
- MM L-13. ***Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).
- MM L-14. ***Intersection No. 51: Crenshaw Boulevard/Imperial Highway (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).
- MM L-15. ***Non-Study Intersection: La Brea Avenue/Hyde Park Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).
- MM L-16. ***Non-Study Intersection: Market Street/Florence Avenue (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).
- MM L-17. ***Non-Study Intersection: Centinela Avenue/Hyde Park Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase II development (see Figure IV.L-25).
- MM L-18. ***Non-Study Intersection: 11th Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).

- MM L-19. ***Non-Study Intersection: Van Ness Avenue/Century Boulevard (City of Inglewood).*** The Project Applicant shall provide the funding contribution to develop or enhance the City of Inglewood Intelligent Transportation System (ITS) at this intersection. This improvement will be part of Phase I development (see Figure IV.L-25).

Cumulative Impact Mitigation Measures

Cumulative development of the Proposed Project and the Related Projects are expected to create cumulative impacts at 27 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday mid-day peak hour (14 of which are located in the City of Inglewood). It should be noted that approval of some of the cumulative mitigation measures associated with study intersections located outside of Inglewood is beyond the control of the City of Inglewood (the Lead Agency). The Proposed Project will contribute its fair-share to the cumulative mitigation measures, as indicated, for each mitigation measure identified below. The cumulative impact fair share measures shall be phased based upon the total amount of trips to be generated by a particular increment of development, at the time of site plan or other site specific approval.

- MM L-20. ***Intersection No. 1: Sepulveda Boulevard/Slauson Avenue (City of Culver City).*** To the extent that Culver City (1) adopts a transportation improvement or similar fee that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Culver City determines to approve the implementation of the following improvements, the Project Applicant shall contribute 4.3% of the estimated total estimated cost of implementing the following roadway improvements: (1) Provide a northbound right-turn only lane within the northbound approach lane at this intersection, and (2) Modify the eastbound approach on Slauson Avenue at Sepulveda Boulevard to provide one additional through lane. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and one right-turn only lane. The resultant eastbound approach lane configuration would provide one left-turn lane, three through lanes, and one right-turn only lane. It should be noted that there are three existing departure lanes on Slauson Avenue east of Sepulveda Boulevard.

- MM L-21. ***Intersection No. 2: Sepulveda Boulevard/Centinela Avenue (City of Los Angeles).*** To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of the City of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 0.1% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional northbound left-turn lane, (2) Modify the southbound approach on Sepulveda Boulevard at Centinela Avenue to provide one additional through lane, and (3) Contribute 0.1% of the total cost to install the Adaptive

Traffic Control System (ATCS) at this intersection. The resultant northbound approach lane configuration would provide three left-turn lanes, three through lanes, and one right-turn only lane. The resultant southbound approach lane configuration would provide two left-turn lanes, four through lanes, and one right-turn only lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may ultimately be infeasible.

- MM L-22. ***Intersection No. 3: La Cienega Boulevard (SB)/Slauson Avenue (County of Los Angeles).*** The Project Applicant shall contribute 5.3% of the total estimated cost to develop and enhance the traffic signal operations at this location.
- MM L-23. ***Intersection No. 5: La Tijera Boulevard/Centinela Avenue (City of Los Angeles).*** The Project Applicant shall contribute 5.1% of the total estimated cost to develop and enhance the traffic signal operations at this location.
- MM L-24. ***Intersection No. 7: La Cienega Boulevard/Centinela Avenue (City of Los Angeles).*** To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 0.4% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on both the northbound and southbound La Cienega Boulevard approaches, and (2) Contribute 0.4% of the total cost to install the ATCS at this location. The resultant northbound and southbound approach lane configurations would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.
- MM L-25. ***Intersection No. 10: La Cienega Boulevard/Arbor Vitae Street (City of Inglewood).*** The Project Applicant shall contribute 8.5% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.
- MM L-26. ***Intersection No. 12: La Cienega Boulevard/Century Boulevard (City of Los Angeles).*** The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.
- MM L-27. ***Intersection No. 15: Inglewood Avenue/Arbor Vitae Street (City of Inglewood).*** The Project Applicant shall contribute 18.8% of the total estimated cost to implement the following roadway improvements: (1) Restrict parking along the north side of Arbor Vitae Street during the weekday AM peak hour so as to allow the westbound approach curb lane to function as a shared through/right-turn lane through the intersection, and (2) Restrict parking along the south side of Arbor Vitae Street during the weekday PM peak

hour so as to allow the eastbound approach curb lane to function as a shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the weekday AM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane. The resultant eastbound approach lane configuration during the weekday PM peak hour would provide one left-turn lane, one through lane, and one shared through/right-turn lane.

- MM L-28. ***Intersection No. 16: Inglewood Avenue/Century Boulevard (City of Inglewood).*** No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-29. ***Intersection No. 17: La Brea Avenue/Slauson Avenue (County of Los Angeles).*** To the extent that the County of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles County determines to approve the implementation of the following improvements, the Project Applicant shall contribute 5.1% of the total estimated cost to implement the following roadway improvements: (1) Re-stripe the southbound La Brea Avenue approach at Slauson Avenue to provide a shared through/right-turn lane through the intersection, (2) Modify the existing traffic signal to remove the existing southbound overlapping right-turn signal phase, and (3) Contribute 5.1% of the total cost to develop and enhance the traffic signal operations at this location. The resultant southbound approach lane configuration would provide a left-turn lane, two through lanes, and one shared through/right-turn lane. It should be noted that there are three existing departure lanes on La Brea Avenue south of Slauson Avenue.
- MM L-30. ***Intersection No. 20: La Brea Avenue/Manchester Boulevard (City of Inglewood).*** The Project Applicant shall contribute 5.3% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound through lane, (2) Restrict parking along the north side of Manchester Boulevard adjacent to La Brea Avenue during the Saturday Mid-day peak hour and convert the westbound approach right-turn only lane into a shared through/right-turn lane through the intersection, and (3) Contribute 5.3% of the cost estimated to develop and enhance the City of Inglewood ITS program at this intersection. Some parking along the east side of La Brea Avenue will need to be restricted during these time periods and some widening may be required to accommodate this measure. The resultant northbound approach lane configuration would provide one left-turn lane, two through lanes, and one shared through/right-turn lane through the intersection. The resultant westbound approach lane configuration during the Saturday Mid-day peak hour would provide one left-turn lane, two through lanes, and one shared through/right-turn lane.

- MM L-31. ***Intersection No. 23: Hawthorne Boulevard/Imperial Highway (City of Hawthorne)*** To the extent that the City of Hawthorne (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Hawthorne determines to approve the implementation of the following improvements, the Project Applicant shall contribute 7.2% of the total estimated cost to implement the following roadway improvements: (1) Provide an additional northbound right-turn only lane; (2) Modify the southbound approach to provide one additional through lane; (3) Modify the westbound approach to provide an additional westbound left-turn lane; and (4) Contribute 7.2% of the total estimated cost to develop and enhance the traffic signal operations at this location. The resultant northbound approach lane configuration would provide two left-turn lanes, three through lanes, and two right-turn only lanes. The resultant southbound approach lane configuration would provide one left-turn lane, three through lanes, and one shared through/right-turn lane. The resultant westbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures so that the measures may ultimately be infeasible.
- MM L-32. ***Intersection No. 24: Centinela Avenue/Florence Avenue (City of Inglewood)***. No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection to implement the following roadway improvements: (1) Convert the southbound Centinela Avenue approach right-turn only lane at Florence Avenue to provide a shared left-turn/right-turn lane, and (2) develop and enhance the City of Inglewood ITS program at this intersection. The resultant southbound approach lane configuration would provide two left-turn lanes and one shared left-turn/right-turn lane.
- MM L-33. ***Intersection No. 26: Prairie Avenue/Manchester Boulevard (City of Inglewood)***. The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.
- MM L-34. ***Intersection No. 30: Prairie Avenue/Century Boulevard (City of Inglewood)***. No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-35. ***Intersection No. 33: Prairie Avenue/Imperial Highway (City of Hawthorne)***. To the extent the City of Hawthorne adopts a city-wide signal synchronization program, the Project Applicant shall contribute 17.3% of the total estimated cost to develop and

enhance the ITS program (or a similar traffic signal synchronization system) at this intersection.

- MM L-36. ***Intersection No. 35: Crenshaw Drive-Briarwood Lane/Manchester Boulevard (City of Inglewood).*** The Project Applicant shall contribute 22.6% of the total estimated cost to develop and enhance the City of Inglewood ITS program at this intersection.
- MM L-37. ***Intersection No. 38: Doty Avenue-Gate 4/Century Boulevard (City of Inglewood).*** No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-38. ***Intersection No. 39: Yukon Avenue-Gate 5/Century Boulevard (City of Inglewood).*** No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-39. ***Intersection No. 40: Club Drive/Century Boulevard (City of Inglewood).*** No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-40. ***Intersection No. 41: Crenshaw Boulevard/Slauson Avenue (City of Los Angeles).*** The Proposed Project's pro-rata contribution to fund improvements at this intersection has been calculated to be 0.0%, because under existing conditions the racetrack uses generate more traffic than the Proposed Project. Therefore, the Proposed Project's impact is not cumulatively considerable and no mitigation is required.
- MM L-41. ***Intersection No. 42: Crenshaw Boulevard/Florence Avenue (City of Los Angeles).*** The Project Applicant shall contribute 2.4% of the funding towards the installation of the ATSAC at this intersection (as this intersection is not currently operated under the City's ATSAC system).
- MM L-42. ***Intersection No. 46: Crenshaw Boulevard/Pincay Drive-90th Street (City of Inglewood).*** The Project Applicant shall contribute 18.4% of the total estimated cost to implement the following roadway improvements: (1) Restrict parking along the west side of Crenshaw Boulevard north of Pincay Drive-90th Street during the Saturday Mid-day peak hour to allow the southbound curb lane to function as a shared through/right-turn lane; and (2) Contribute 18.4% to develop and enhance the City of Inglewood ITS program at this intersection.
- MM L-43. ***Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood).*** The Project Applicant shall contribute 2.7% of the total estimated cost to implement the following roadway improvements: (1) Widen the northbound Crenshaw Boulevard

approach to provide two left-turn lanes, two through lanes, and one shared through/right-turn lane; (2) Widen the southbound Crenshaw Boulevard approach to provide one left-turn lane, three through lanes, and two right-turn only lanes; (3) Widen the eastbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one right-turn only lane; (4) Widen the westbound Century Boulevard approach to provide two left-turn lanes, three through lanes, and one shared through/right-turn lane; and (5) Modify the traffic signal to provide southbound and eastbound right-turn overlapping phases to be operated concurrently during the eastbound and northbound left-turn phases, respectively. It should be noted that some right-of-way acquisition may be required to accommodate these cumulative mitigation measures, and/or other factors such as impacts on parking or adjacent businesses, may cause the lead agency to ultimately conclude that these proposed measures are infeasible.

- MM L-44. *Intersection No. 48: Crenshaw Boulevard/Imperial Highway (City of Inglewood)*. No fair share contribution from the proposed project would be required, as the project applicant has proposed to provide full funding of the recommended ITS improvements at this intersection.
- MM L-45. *Intersection No. 55: Western Avenue/Century Boulevard (City of Los Angeles)*. The Project Applicant shall contribute 9.2% of the funding towards the installation of the ATSAC at this intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAC system).
- MM L-46. *Intersection No. 56: Vermont Avenue/Manchester Avenue (City of Los Angeles)*. To the extent that the City of Los Angeles (1) adopts a transportation improvement or similar fee, that provides the funding for the following improvements, and requires all other new development impacting this intersection to also contribute to the following improvements, and (2) the legislative body of Los Angeles determines to approve the implementation of the following improvements, the Project Applicant shall contribute 6.9% of the total estimated cost of implementing the following roadway improvements: (1) Provide an additional left-turn lane on the southbound Vermont Avenue approach at Manchester Avenue; and (2) Contribute 6.9% of the total cost to install the ATSAC/ATCS at the Vermont Avenue/Manchester Avenue intersection (as this intersection is not currently operated under the City of Los Angeles' ATSAC system). The resultant southbound approach lane configuration would provide two left-turn lanes, two through lanes, and one shared through/right-turn lane.

LEVEL OF IMPACT AFTER MITIGATION

Project Impacts

The Proposed Project will result in significant traffic impacts at six of the 66 study intersections during the weekday AM peak hour, PM peak hour and/or Saturday mid-day peak hour. The recommended

mitigation measures for the impacted intersections include funding contributions towards developing and enhancing the ITS program (i.e., a traffic signal upgrade) at these locations. Traffic signal enhancements such as the City of Inglewood ITS program have been demonstrated to increase the effective intersection capacity by at least ten percent (10%). The project applicant will fund the installation of the traffic signal improvements at the affected intersections to mitigate the project's impact at these locations. Implementation of the mitigation measures identified above is expected to reduce project impacts at the six intersections to less than significant levels as detailed below:

- MM L-1. ***Intersection No. 18: La Brea Avenue/Centinela Avenue (City of Inglewood).*** The proposed mitigation for this intersection is expected to improve the v/c ratio from 1.004 (LOS F) to 0.904 (LOS E) during the weekday AM peak hour. Thus, the weekday AM peak hour impact at this intersection is expected to be mitigated to a less-than-significant level.
- MM L-2. ***Intersection No. 19: La Brea Avenue/Florence Avenue (City of Inglewood).*** The proposed mitigation is expected to improve the v/c ratio from 1.236 (LOS F) to 1.136 (LOS F) during the weekday AM peak hour and from 1.192 (LOS F) to 1.092 (LOS F) during the weekday PM peak hour. Thus, the weekday AM and PM peak hour impact at this intersection is expected to be mitigated to a less-than-significant level.
- MM L-3. ***Intersection No. 22: La Brea Avenue/Century Boulevard (City of Inglewood).*** The proposed mitigation is expected to improve the v/c ratio from 1.001 (LOS F) to 0.901 (LOS E) during the weekday PM peak hour. Thus, the weekday PM peak hour impact at this intersection is expected to be mitigated to a less than significant level.
- MM L-4. ***Intersection No. 25: Prairie Avenue/Florence Avenue (City of Inglewood).*** The proposed mitigation is expected to improve the v/c ratio from 1.056 (LOS F) to 0.956 (LOS E) during the weekday AM peak hour and from 1.045 (LOS F) to 0.945 (LOS E) during the weekday PM peak hour. Thus, the weekday AM and PM peak hour impact at this intersection is expected to be mitigated to a less than significant level.
- MM L-5. ***Intersection No. 45: Crenshaw Boulevard/Manchester Boulevard (City of Inglewood).*** The proposed mitigation is expected to improve the v/c ratio from 1.015 (LOS F) to 0.915 (LOS E) during the weekday PM peak hour and from 1.046 (LOS F) to 0.946 (LOS E) during the Saturday mid-day peak hour. Thus, the weekday PM and Saturday mid-day peak hour impact at this intersection is expected to be mitigated to a less than significant level.
- MM L-6. ***Intersection No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood).*** The proposed mitigation is expected to improve the v/c ratio from 1.155 (LOS F) to 1.055 (LOS F) during the Saturday mid-day peak hour. Thus, the Saturday mid-day peak hour impact at this intersection is expected to be mitigated to a less than significant level.

One of the impacted intersections is also part of the CMP intersection monitoring program. The above mitigation measures will reduce the Proposed Project's impact at this intersection to less than significant levels based on CMP impact criteria.

Cumulative Impacts

As summarized in the Future Cumulative Conditions section of the Traffic Study, application of the City's threshold criteria to the "Future Cumulative Conditions" scenario indicates that the cumulative development of the Proposed Project and the Related Projects are expected to create significant cumulative impacts at 27 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday mid-day peak hour (14 of which are located in the City of Inglewood).

The Proposed Project's pro-rata or fair-share contribution to fund improvements at the following three study intersections was calculated at 0.0%:

- Int. No. 12: La Cienega Boulevard/Century Boulevard (City of Los Angeles);
- Int. No. 26: Prairie Avenue/Manchester Boulevard (City of Inglewood);
- Int. No. 41: Crenshaw Boulevard/Slauson Avenue (City of Los Angeles); and

Accordingly, the Proposed Project's cumulative impact at these intersections is not cumulatively considerable and thus less than significant. For the remaining intersections, and except as discussed in further detail below, the Proposed Project's fair-share contribution to fund mitigation measures, which are within the responsibility and jurisdiction of another public agency can and should be implemented by such other public agency, would mitigate the Proposed Project's cumulative impacts to a level that is less than cumulatively considerable. At least three of the proposed mitigation measures, however, may involve significant roadway widening and/or right-of-way acquisition or create economic or other impacts to adjacent uses such that they are ultimately determined to be infeasible by the responsible jurisdiction. Namely these mitigation measures and intersections include the following:

- (L-8) Int. No. 2: Sepulveda Boulevard/Centinela Avenue (City of Los Angeles);
- (L-18) Int. No. 23: Hawthorne Boulevard/Imperial Highway (City of Hawthorne); and
- (L-30) Int. No. 47: Crenshaw Boulevard/Century Boulevard (City of Inglewood).

For these intersections, the cumulative impacts would be considered significant and unavoidable if the recommended mitigation measures are not fully implemented by the respective jurisdiction.